INTERNATIONAL CIVIL AVIATION ORGANIZATION

REPORT OF THE THIRD MEETING OF THE AERODROME OPERATIONAL PLANNING SUB-GROUP

AOP SG/3

(Cairo, 16 - 19 September 2002)

The views expressed in this Report should be taken as those of the MIDANPIRG Aerodrome Operational Planning Sub-Group and not of the Organization. This Report will, however, be submitted to the MIDANPIRG and any formal action taken will be included in the Report of the MIDANPIRG.

Approved by the Meeting

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PART I - HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Third Meeting of the MIDANPIRG Aerodrome Operational Planning Sub-Group (AOP SG/3), was held at ICAO Middle East Regional Office, Cairo from 16-19 September 2002.

2. OPENING

2.1 Mr. A. Zerhouni, ICAO Regional Director, welcomed all the delegates to Cairo and, gave a brief information on the importance of aerodromes to support air transport activities. He further highlighted tasks assigned to AOP Sub-Group and brought to the attention of the meeting issues to be addressed by the Sub-Group. Mr. Zerhouni wished the meeting every success in its deliberations.

2.2 The meeting was informed that previously elected Chairperson of AOP Sub-Group (from Iran), will not be able to act any more as the Chairperson due to other commitment in his State, accordingly, the third AOP SG meeting was chaired by the Sub-Group vice chairperson, Mr. Mohamed Ali Salem (Manager Security, Safety and Fire Civil Aviation Affairs in Bahrain), and next AOP SG/4 would be entitled to proceed for election of a new chairperson. Mr. Mohamed Ali Salem delivered a brief address drawing the attention on the integrated objectives of air navigation activities aiming to safety and efficiency of civil aviation.

3. ATTENDANCE

3.1 The meeting was attended by a total of thirty seven participants, which included delegates from eight States and one International Organization. The list of participants is at page 3 – 10.

4. OFFICERS AND SECRETARIAT

4.1 Mrs. Nawal A. HADY, Regional Officer, Aerodromes and Ground Aids from the ICAO Middle East Cairo Office, was Secretary of the meeting. She was assisted by Mr. M.Traore, Regional Officer (CNS) and Mr. M Smaoui, Regional Officer (AIS) from the ICAO Middle East Office.

4.2 Mr M. Khonji ICAO MID Deputy Regional Director also supported the meeting.

5. LANGUAGE

5.1 The discussions were conducted in English. Documentation was issued in English.

6. AGENDA

6.1 The following Agenda was adopted:

Agenda Item 1: Adoption of the Provisional Agenda and update TOR and Work Programme of AOP Sub Group

Agenda Item 2: Follow up Decisions and Conclusions of MIDANPIRG/7 in AOP field

Agenda Item 3: Review and update Tables AOP and CNS3 of MID FASID in relation to aerodromes

Agenda Item 4: Follow up Latest Developments in Aerodromes and Ground Aids field

Agenda Item 5: Follow up Deficiencies in relation to MID aerodromes

Agenda Item 6: Future Works Programme

Agenda Item 7: Any other business

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 The Sub-Group records its actions in the form of Draft Conclusions and Draft Decisions for further action and adoption by the MIDANPIRG as its Conclusions and Decisions with the following significance:

a) **Conclusions** deal with matters which, in accordance with the Group's terms of reference, merit directly the attention of States on which further action will be initiated by ICAO in accordance with established procedures; and

b) **Decisions** deal with matters of concern only to the MIDANPIRG and its contributory bodies.

7.2 In the same context, the Sub-Group can record its actions in the form of Conclusions and Decisions where no further action is required by the MIDANPIRG or already authorized by MIDANPIRG.

8. LIST OF DRAFT CONCLUSIONS AND DECISIONS

DRAFT DECISION 3/1	REVISED AOP SG/ TOR AND WORK PROGRAM
DRAFT CONCLUSION 3/2	REVIEWED AND UPDATED TABLES AOP 1 AND CNS 3 OF MID FASID
DRAFT CONCLUSION 3/3	CERTIFICATION OF AERODROMES IMLEMENTATION PLAN TIMELINES FOLLOW UP
DRAFT CONCLUSION 3/4	CERTIFICATION OF AERODROMES MANDATES
DRAFT CONCLUSION 3/5	ASSESSMENT STUDY ON BIRD STRIKE HAZARD TO AIRCRAFT OPERATION SAFETY ON OR IN THE VICINITY OF MID AIRPORTS
DRAFT CONCLUSION 3/6	IMPACT OF NEW LARGE AIRCRAFT OPERATIONS ON AERODROME PHYSICAL CHARACTERISTICS, FACILITIES AND SERVICES
DRAFT CONCLUSION 3/7	UPDATED LIST OF DEFICIENCIES IN AOP FIELD IN THE MID REGION
DRAFT CONCLUSION 3/8	WORKSHOP ON "SAFETY OF AIRCRAFT OPERATIONS ON THE MOVEMENT AREA"

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PART II - REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA AND UPDATE REVISION OF THE TOR AND WORKING PROGRAME OF AOP SUB-GROUP

1.1 The Secretariat presented the provisional Agenda items, for the Third Meeting of the Sub-Group that was discussed and adopted by the meeting as shown in paragraph 6 of the History of the Meeting.

1.2 The meeting noted the Terms of Reference and work programme adopted by MIDANPIRG/7 (Decision 7/3) which had made some changes to the Terms of Reference and work programme of the Sub-Group related to the new single definition of "Deficiency".

1.3 The meeting was in view of the following:

i) Adding one area for "Runway incursion" to Paragraph c) of the Sub-Group Terms of Reference,
ii) Prioritising Item No. 3 in the Work Programme of AOP SG related to "Aerodrome Operational Safety issues" to be of Priority "A",
iii) The meeting proposed individual priorities for each deliverables related to Item No.4 "Latest Developments" of the Sub-Group Work Programme as indicated in **Appendix 1A** to the Report on Agenda Item 1.

1.4 The Terms of Reference and Work Programme of the Sub-Group were accordingly modified, adopted by the meeting for presentation to and approval by MIDANPIRG/8. The Revised Terms of Reference and work programme is at **Appendix 1A** to the Report on Agenda Item 1 The following draft decision was developed:

DRAFT DECISION 3/1- REVISED AOP SG/TOR AND WORK PROGRAMME

The Terms of References and work program of the AOP Sub-Group are revised as indicated in **Appendix 1A** to the Report on Agenda Item 1.

AOP SG/3
Appendix 1A to the Report on Agenda Item 1

PROPOSED REVISED TERMS OF REFERENCE, WORK PROGRAMME OF AOP SUB-GROUP

TERMS OF REFERENCE

Paying particular attention to the safety and efficiency of aerodrome operations, the AOP Sub-Group shall be responsible for MIDANPIRG to:

a) Monitor developments in the field of Aerodrome Operations in the MID Region, including the implementation of ICAO world-wide and regional provisions, changes to aircraft operations, new operational requirements and/or technological development, and make proposals to meet the operational requirements of the MID Region related to these developments;

b) Identify current and anticipated capacity and implementation deficiencies at international aerodromes in the MID Region and their causes through the continuous review of "Basic requirements for facilities and services at international aerodromes", Tables AOP-1 of Basic ANP and FASID and Table CNS 3 of FASID of the MID Region, and

c) Monitor operational safety and efficiency of the aerodromes in the Region, identify the associated deficiencies and suggest steps for their resolution, in Particular critical areas with priority to:

- Aerodrome navigational facilities
- Obstacles at /around aerodromes
- Pavement Surface Conditions
- Safety of aircraft operation on the movement area
- Runway incursion
- Aerodrome maintenance
- Bird Hazard Reduction and Control
- Secondary Power Supply
- Rescue and Fire Fighting Services
- Alternate Aerodromes
- Removal of disabled aircraft

Work Programme

No.	Task Description	Deliverables	Priority	Target Date
1	Planning and implementation of required facilities and services at international aerodrome	- Conduct of regular Regional Consultation for the basic requirements for facilities and services at international aerodromes (Tables AOP 1 OF MID Basic ANP and FASID and Table CNS 3 of FASID refers). In this regard, carry out a regular review of the BORPC and suggest any modifications required. Review the MID Basic ANP and FASID on a regular basis and update the Tables as required.	A A	Continuous Continuous

No.	Task Description	Deliverables	Priority	Target Date
		- Identify deficiencies relevant to required facilities and services at international aerodromes in accordance with uniform methodology for identification, assessment and reporting of air navigation deficiencies and single definition of a "Deficiency", approved by ICAO Council on 30 November 2001.		
2	Aerodrome Emergency Plan	- Analysis of implementation of relevant ICAO provisions in the region, and proposal of local and/or regional remedial action	A	Continuous
3	Aerodrome Operational Safety issues in particular critical areas with priority to: 1) Aerodrome navigation facilities 2) Obstacles at/around aerodromes (*) 3) Pavement Surface Conditions 4) Safety of aircraft operation on the movement area 5) Runway incursion 6) Aerodrome maintenance 7) Bird Hazard Reduction and control 8) Secondary Power Supply 9) Rescue and Fire Fighting Services 10) Alternate Aerodromes, in particular for En-Route 11) Removal of disabled aircraft	- Based on outcome of priority A Tasks, Identify from the above list those items which merit further consideration within MID Region and propose action plan including target dates.	A	Continuous
4	Latest Developments	- The introduction of New Large type Aircraft - Advanced Surface Movement Guidance and Control Systems (ASMGCS) - CNS/ATM systems and its impact on aerodrome facilities and services - Other technological developments related to aerodrome; suggest appropriate steps to be taken by States to keep up with these developments	A B B B	Continuous

Note: Priority

A *High Priority tasks, on which work should be speeded up*

B *Less Priority tasks, on which work should be undertaken as time and resources permit, but without detriment to priority A tasks*

(*) Since non-precision approach based on GNSS will be in use in the near future in the MID Region, AOP SG has to stress on the importance of identifying obstacles at and around Aerodrome.

COMPOSITION

Provider States and International Organizations concerned. ~~Iran (Chairperson), Bahrain (Vice Chairperson). Chairperson and Vice-chairperson of AOP Sub-Group are designated by MIDANPIRG.~~

REPORT ON AGENDA ITEM 2: FOLLOW UP DECISIONS AND CONCLUSIONS OF MIDANPIRG/7 IN AOP FIELD

2.1 The meeting was presented, for information, list of draft Conclusions and Decisions that were agreed on the second meeting of Aerodrome Operational Planning Sub-Group (AOP SG/2) as contained in **Appendix 2A** to the Report on Agenda Item 2.

2.2 The meeting was also presented with actions taken during the Seventh Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/7) related to the Report of the Second Meeting of AOP SG held in Cairo, Egypt, from 30 July to 02 August 2001. The meeting noted the specific actions taken by MIDANPIRG/7 and the follow-up by the States and Secretariat on Conclusions and Decisions of the meeting as contained in **Appendix 2B** to the Report on Agenda Item 2.

List of Draft Conclusions and Decisions agreed on AOP SG/2 meeting Cairo, 30 July – 2 August 2001

DRAFT DECISION 2/1- REVISED TOR AND WORK PROGRAM

That, the Terms of References and Work Program of the AOP Sub-Group are revised as given in **Appendix 1A** to the Report.

DRAFT CONCLUSION 2/2- REVISED BORPC

That, the revised BORPC in **Appendix 2A** to the Report is updated and no further additions / modifications are required at this stage.

DRAFT CONCLUSION 2/3- REVISED BASIC ANP AND FASID TABLES AOP-1

That, the Tables AOP 1 of MID Basic ANP and FASID in **Appendices 2B & 2C** to the Report are revised and updated.

DRAFT CONCLUSION 2/4- REVIEW OF TABLES CNS 3 OF FASID

That, the Tables CNS 3 of FASID in relation to aerodrome facilities and services in Appendix 2D to the Report are revised and updated.

DRAFT CONCLUSION 2/5- UPDATED LIST OF SHORTCOMINGS AND DEFICIENCIES IN AOP FIELD

That,

i) The list of shortcomings and deficiencies in the AOP field in Appendix 3A to the Report be adopted. The Secretariat is requested to monitor the progress in their resolution and report to the Sub-Group/MIDANPIRG.

ii) States in the region are requested to provide information to the ICAO MID Regional Office on the actions taken by them to resolve or remove any shortcomings and deficiencies noted by them and/or users in their own air navigation facilities and services in particular critical area to aerodrome operational safety issues.

iii) IATA and IFALPA, as users of the air navigation facilities and services in the region, are requested to inform, the States concerned and the ICAO Regional Office of any shortcomings and deficiencies noted by them, so that suitable actions can be taken to resolve them.

DRAFT CONCLUSION 2/6- CERTIFICATION OF AERODROMES

That, States in the region are,

i) Urged to establish the necessary legislation and regulatory procedures needed for the certification of aerodromes with a view to enhance aerodrome operational safety and efficiency.

ii) Reply to ICAO HQ state letter ref. AN 4/1.2.18-01/36 dated 6 April 2001, before 1 October 2001

CONCLUSION 2/7- POSSIBLE IMPROVMENTS TO CAPACITY MANAGEMENT OF AIRPORT S AND AIRSPACE SHOULD NOT DEGRAD AVIATION SAFETY REQUIRMENTS

That,

i) States should consider and maintain safety requirements - as per relevant ICAO SARPS and PANS when implementing possible improvements to capacity management for airports and airspace; and

ii) In order to maintain aerodrome operational regularity, Airports improving capacity measures verses safety requirements should be monitored.

CONCLUSION 2/8- AVIATION SECURITY ISSUES TO BE CONSIDERED AND MONITORED SPECIFICALLY IN THE AREA OF AERODROME PLANNING, DESIGN AND OPERATION

That, aviation security requirements should be considered, specifically in the area of aerodrome planning, design and operation, maintained and monitored.

CONCLUSION 2/9- SAFETY ASPECTS TO BE CONSIDERED AND MONITORED WITH PRIORITY IN MID REGION AOP

That, following Aerodrome Operational Safety Aspects according to their priorities should be considered and monitored.

i) Aerodrome Emergency Planning
ii) Rescue and Fire Fighting Services
iii) Obstacle limitations around aerodromes
iv) Implementation of guidelines and procedures for surface movement guidance and control systems (SMGCS) at main International Airport

DRAFT CONCLUSION 2/10- SEMINAR/WORKSHOP ON "AERODROME CERTIFICATION"

That, ICAO is requested to plan a Seminar or workshop on "Aerodrome Certification", mid 2002. States in the region are urged to actively participate in the seminar/workshop by sharing their experience, presenting case studies and /or current practices.

DRAFT Conclusion 2/11- LASER EMITTERS AND FLIGHT OPERATIONS SAFETY

That, MID states are encouraged to respond to ICAO HQ State Letter (ref. AN 5/19.3-01/56 dated 15 June 2001) for protection of flight operations against the threat of laser emitters used for commercial promotion before, 30 September 2001.

FOLLOW-UP ON MIDANPIRG/7 CONCLUSIONS AND DECISIONS IN RESPECT OF AOP FIELD

CONC./DEC.	TITLE	FOLLOW-UP	REMARKS
Dec. 7/3	Revised Terms Of Reference and Work Programme for the AOP Sub-Group	Actioned	Approved
Con. 7/4	Aerodrome Certification	Actioned – Ongoing.	The MIDANPIRG requested the ANC and the council to urge States to establish the necessary legislations and regulatory procedures needed for the certification of aerodromes with a view to ensure aerodrome operational safety, regularity and efficiency. A workshop on "Certification of Aerodromes" was conducted in the MID Region by ICAO on 17-20 June 2002 in Cairo.
Con. 7/44	Revised uniform methodology, including new definition of deficiency, in addressing the deficiencies of MID region	Actioned	MIDANPIRG invited States to: a) Note the introduction of the new single definition of *'deficiency'* replacing *"shortcoming and deficiency"*; and b) Adopt the revised uniform methodology in addressing the deficiencies of MID Region.
Con. 7/45	Monitoring and follow up of corrective actions to alleviate deficiencies in AOP field	Ongoing	MIDANPIRG urged States to provide the ICAO MID Regional Office with the information related to current and planned corrective actions, which are necessary for the Regional Office and MIDANPIRG to carry out their monitoring and follow up responsibilities.

REPORT ON AGENDA ITEM 3: REVIEW AND UPDATE TABLES AOP 1 AND CNS 3 OF MID FASID IN RELATION TO AERODROMES

3.1 The meeting was reminded that the Air Navigation Plan (ANP), which will now contain in two parts, namely, Basic ANP and FASID is a planning document and need not necessarily reflect the existing facilities and services. The facilities and services shown in the documents represent those, which will be needed for a reasonable period in future planning, say, approximately 5 years. Therefore these documents are not meant for operational use. The existing facilities and services should be shown in the AIPs published by States, which should be used for operational purposes.

3.2 The Basic ANP Table AOP gives the list of Aerodromes as agreed and published by the States for International Scheduled Air Transport, Regular Use (RS), International Non-scheduled Air Transport, Regular Use (RNS).

3.3 The FASID Tables AOP1 gives the Facilities and Services to be provided at these aerodromes and International Scheduled Air Transport, Alternate Use (AS) and International Non-schedule Air Transport, Alternate Use (ANS). The Physical Characteristics of the Runway, Taxiway and Apron are decided based on the Traffic Forecasts and the largest airplane normally expected to use the aerodrome, and Facilities and Services should conform to the BORPC and the ICAO SARPs included in the Annexes and supported by other related documents such as ICAO Manuals, etc. It was also be noted that these drafts do not contain the charts which will appear in the final document, that will be produced by the ICAO AIS/MAP section in Montreal on the basis of the information in the corresponding tables.

3.4 It was noted that the FASID Table AOP 1 listed the requirements of Radio Navigational Aids for Precision Approach, Non Precision Approach and Terminal Aids; the details of such facilities were shown in FASID Table CNS 3. The requirements of collocation/aligning the DME with VOR/ILS are given in FASID Table CNS3

3.5 In accordance with the TOR of the Sub-Group, the meeting is to identify anticipated capacity and implementation of shortfalls at international aerodromes in the MID Region and their causes through the continuous review of "Basic requirements for facilities and services at international aerodromes".

3.6 Those States, which have not finalized updating their AOP-1 and CNS3 tables in MID FASID, were requested to send their revision to MID Office as soon as possible but not later than **26 September 2002**.

3.7 The meeting noted the last updated tables that was based on additional information from States and, as decided by the MIDANPIRG/7, were contained in the two documents (ANP an FASID) as a whole including all parts were processed for approval by the competent authority following the ICAO established procedure.

3.8 The meeting reviewed the Draft Tables AOP-1 and CNS3 of MID FASID presented by the Secretariat and made changes/corrections as required. The meeting agreed on the revised Tables in **Appendices 3A & 3B** to the Report on Agenda Item 3.

3.9 Accordingly, the meeting formulated the following draft conclusions:

DRAFT CONCLUSION 3/2- REVIEWED AND UPDATED TABLES AOP 1 AND CNS 3 IN MID FASID

That, the Tables AOP 1 and CNS 3 of MID FASID in **Appendices 3A & 3B** to the Report on Agenda Item 3 are reviewed and updated.

TABLE FASID AOP 1 C PHYSICAL CHARACTERISTICS, RADIO AND VISUAL AIDS AT AERODROMES

Note - The names of aerodromes listed in column 1 of the following table derive from the list of international aerodromes required in the AOP Part of the Basic MID ANP.

EXPLANATION OF THE TABLE

General

Table AOP 1 shows the operational requirements for air traffic services, physical characteristics, radio navigation aids, visual aids and runway visual range (RVR) at each aerodrome.

Columns 6 to 9 show physical characteristics related to taxiways and runways. The physical characteristics of taxiways should be appropriate for the runways with which they are related.

Columns 5 and 10 to 13 show the requirements for air traffic services, radio and visual aids and RVR for the runway with which the entry is associated. These aids are generally indicated by AX@ and the AX@ indicates that the aid should be in accordance with the type of runway (column 7). If the aid is different from the type of runway, then a A1@, A2@ or A3@ is entered to indicate Category I, II or III, respectively.

Column

1 **Name of the city and aerodrome, preceded by the location indicator.**

Note.C When the aerodrome is located on an island and no particular city or town is served by the aerodrome, the name of the island is included instead of the name of a city.

Designation of the aerodrome as:

RS C international scheduled air transport, regular use
RNS C international non-scheduled air transport, regular use
AS C international scheduled air transport, alternate use
ANS C international non-scheduled air transport, alternate use

When an aerodrome is needed for more than one type of use, normally only the use highest on the above list is shown. An exception is that AS aerodromes are identified even when they are required for regular use by international non-scheduled air transport.

2 **Alternate aerodromes for the regular aerodromes listed in column 1, or if the aerodrome listed in column 1 serves only as an alternate, the regular aerodromes for which it is an alternate. The aerodrome is shown by listing the name of the city, preceded by the location indicator.**

3 **Aerodrome reference code (RC) for aerodrome characteristics expressed in accordance with Annex 14, Volume I, Chapter 1.**

4 **Required rescue and fire fighting service (RFF). The required level of protection is expressed by means of an aerodrome RFF category number, in accordance with Annex 14, Volume I, Chapter 9, Section 9.2.**

5 **Air traffic services:**

APP C Approach control service. An AR@ is shown it indicates that the service should be provided with radar.
TWR C Aerodrome control tower. An AR@ is shown it indicates that the service should be provided with an aerodrome surface movement radar.
ATIS C Automatic Terminal Information Service.
AFIS C Aerodrome Flight Information Service.

6 Runway designation numbers.

7 Type of each of the runways to be provided. The types of runways, as defined in Annex 14, Volume I, Chapter 1 are:

NINST C non-instrument runway
NPA C non-precision approach runway
PA1 C precision approach runway Category I
PA2 C precision approach runway Category II
PA3 C precision approach runway Category III

8 Taxiway (TWY) to be provided to threshold of associated runway.

9 Required runway length expressed in terms of a balanced field length. In planning, account is taken of local conditions. If the requirement for alternate use is more critical, the aircraft type and runway length required are also indicated below the abbreviation AAS@.

Critical aircraft for pavement strength and required pavement strength expressed as the all-up mass in thousands of kilograms. The operational mass of an aircraft, such as B747 and DC10, which may have a bearing on the design of culverts, cable ducts, bridge overpasses, etc., is also shown. If the aircraft requiring the aerodrome for alternate use is more critical, the aircraft type and pavement strength required are also indicated below the abbreviation AAS@.

Note 1.C A specific aircraft model based on the best available sources of information should be selected for planning runway length as this requirement is particularly affected by aircraft model differences. Aircraft models should thus be reviewed carefully to see that the correct one is used in determining the aerodrome characteristics. ICAO's Air Navigation Commission has directed that RAN meetings provide in the plan as realistic figures as possible on runway length and pavement strength requirements at individual aerodromes.

Note 2.C For international general aviation aerodromes, when there is no requirement for the runway to be paved, the pavement strength may be shown as "UNPAV".

Note 3.C Should a requirement for more than one runway be indicated for an aerodrome, the lengths of the secondary runways. A specification concerning the lengths of such runways can be found in Annex 14, Volume I, Chapter 3, Section 3.1.7.

Note 4.C When the length or pavement strength is not a current requirement, the year in which it will be required is entered.

Radio navigation aids (approach and landing)

10 PA-Precision Approach Aid, shown against the runway to be served and indicated by an AX@ .

NPAC Non Precision Approach Aid. An AX@ indicates that the aid should be provided.

T CTerminal Navigation Aid. An AX@ indicates that one of the aids should be provided.

Note: Refer to Table CNS 3 for details. The appropriate radio navigation aid and the requirement of aligning DME with ILS/VOR are shown in this Table CNS 3.

Lighting aids

11 PAC precision approach lighting system, Category I, II or III shown by an AX@ if the aid is the same category as the runway type (column 7) or, if it is different, by the numeral 1, 2 or 3 against the runway to be served, to indicate the type of system required.

SA C simple approach lighting system, shown by an AX@ against the runway to be served.

VAC visual approach slope indicator system, shown by an AL@ or an AS@ against the runway to be served. The letter AL@ indicates that the system should be PAPI or T-VASIS (AT-VASIS) and the letter AS@ indicates that the system should be PAPI/(APAPI).

RWY C runway edge, threshold and runway end lighting. An AX@ indicates that these aids should be provided.

CLL C runway centre line lighting, shown by an AX@ against the runway to be served.

TDZ C runway touchdown zone lighting, shown by an AX@ against the runway to be served.

TE C taxiway edge lighting. An AX@ indicates that the aid should be provided. This requirement pertains to the entire aerodrome and only one entry is made when planning requirements for more than one runway are shown.

TC C taxiway centre line lighting. An AX@ indicates that this should be provided for the particular runway with which the entry is associated.

STB C stop bars. An AX@ indicates that stop bars should be provided for the runway with which the entry is associated.

B C aerodrome or identification beacon. An AX@ indicates that the aid should be provided. This requirement pertains to the entire aerodrome and only one entry is made when planning requirements for more than one runway are shown.

Marking aids

12 **DES C runway designation marking, shown by an AX@ against the runway to be served.**

CLM C runway centre line marking. An AX@ indicates that the aid should be provided.

THR C runway threshold marking, shown by an AX@ against the runway to be served.

TDZ C runway touchdown zone marking, shown by an AX@ against the runway to be served.

SST C runway side stripe marking. An AX@ indicates that the aid should be provided.

AMG C aiming point marking, shown by an AX@ against the runway to be served.

TWY C taxiway centre line and, where required, edge marking. An AX@ indicates that the aid should be provided.

HLD C taxiway holding position marking, shown by an AX@ against the runway to be served. The pattern of the marking should conform to the provisions of Annex 14, Volume I, Section 5.2.9.

13 **Runway visual range (RVR).**

TDZ C observations should be provided representative of the touchdown zone.
MID C observations should be provided representative of the middle of the runway.
END C observations should be provided representative of the stop end portion of the runway.

TABLE AOP 1

CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA		AERODROME AERODROME						PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS				RADIO AIDS AIDES RADIO RADIOAYUDAS			LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS						MARKING AIDS MARQUES SEÑALAMIENTO				RVR
			RC	RFF	ATS				RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	TWY	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.	PA	NPA	T	PSA	VA	RCTWYLDZ	STTECB	B	DCLESM	TTHRZ	SAMSTG	THWYD	TMEDZ IND
					APP	TWR	ATIS	AFIS																		
1	2		3	4	5				6	7	8	9	10			11					12				13
AFGHANISTAN																									
OAKB KABUL/Kabul	VIAR	Amritsar	4D	8	X	X			11	NPA		3000		X		X	L	X		X	X	X	X		
RS	VIDP	Delhi							29	PA1	X	DC10-30 219	X		X	X	L	X	X		X	X	X	X	X	
	OPRN	Islamabad																							
	OAKN	Kandahar																							
	OPKC	Karachi																							
	OPPS	Peshawar																							
	UTTT	Tashkent																							
OAKN KANDAHAR/Kandahar	OAKB	Kabul	4D	8				X	05	NPA	X	2450		X		X	L	X	X		X	X	X	X	X	
AS									23	NPA		DC10-30 193		X	X	X	L	X			X	X		X		

CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA		AERODROME AERODROME RC	RFF	ATS APP	ATS TWR	ATS ATIS	ATS AFIS	PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	TWY	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.	RADIO AIDS AIDES RADIO RADIOAYUDAS PA	NPA	T	LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS PA	SA	VA	RWY	CLL	TDZ	TE	TC	STB	B	MARKING AIDS MARQUES SEÑALAMIENTO DES	CLM	THR	TDZ	SST	AMG	TWY	HLD	RVR TDZ	MID	END
1	2		3	4	5				6	7	8	9	10			11										12								13		
BAHRAIN																																				
OBBI BAHRAIN/Bahrain Intl	OMAA	Abu Dhabi	4E	9	X	X	X	X	12 R	NPA	X	2600		X	X		X	L	X			X	X	X	X	X	X	X		X		X	X			
RS	OMAL	Al Ain							30 L	NPA	X	B747 290		X			X	L	X							X		X					X			
	OEDF	Dammam																																		
	OTBD	Doha	4E		X	X	X	X	12 L	PA 2	X	4000	X		X	X		L	X	X	X	X	X	X	X	X	X	X		X	X		X	X	X	X
	OMDB	Dubai							30 R	PA 2	X	B747 365	X			X		L	X	X	X					X		X	X		X		X			
	OKBK	Kuwait																																		
	OERK	Riyadh																																		
	OMSJ	Sharjah																																		

CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA		AERODROME AERODROME						PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS				RADIO AIDS AIDES RADIO RADIOAYUDAS			LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS					MARKING AIDS MARQUES SEÑALAMIENTO					RVR
			RC	RFF	ATS				RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	TWY	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.	PA	NPA	T	PSA	VA	RWY CTL DZ	TTE SCB	S B	DES CLM	TTHR TDZ	SSTG SAMG	THWY TLD	TDZ MEIN DD
					APP	TWR	ATIS	AFIS																		
1	2		3	4	5				6	7	8	9	10			11					12					13
EGYPT																										
HEAR EL-ARISH/El-Arish Int'l	HESH	SHARM EL-SHEIKH	4C	7	X				16	NPA	X	3019		X		X	L	X	X	X	X X	X X	X X	X		
AS	HETB	TABA							34	NPA		B767 PCN 55		X		X	L	X			X X	X X	X	X		
HEAT ASYUT/Asyut Int'l	HECA	CAIRO	4C	7		X			13	NPA	X	3019		X		X	L	X	X	X	X	X X	X X	X X	X	X	
	HELX	LUXOR							31	NPA		B767 PCN 45		X		X	L	X			X X	X	X	X		
AS																										
HEAX ALEXANDRIA/Alexandria Int'l	LTAC	ANKARA	4C	7	X	X		X	04	NPA	X	2201		X	X	X	L	X	X	X	X X	X X	X X	X	X	
	LGAT	ATHINAI							22	NPA		B737-200 48				X	L	X	X		X	X X	X X	X		
RS	OLBA	BEIRUT																								
	HEBA	BORG EL-ARAB							18	NPA		1801		X				X	X		X X	X X	X X	X	X	
									36	NPA		48				X	L	X			X	X	X X			
	HECA	CAIRO																								
	LCLK	LCLK																								
	HELX	LUXOR																								

CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA		AERODROME AERODROME						PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS				RADIO AIDS AIDES RADIO RADIOAYUDAS			LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS					MARKING AIDS MARQUES SEÑALAMIENTO				RVR
			RC	RFF	ATS				RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	TWY	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.	PA	NPA	T	PSA	VA	RCTDWYLZ	STTECB	B	DCLES M	TTHRZ	SAST G	THWYD	TMEDZ IND
					APP	TWR	ATIS	AFIS																	
1	2		3	4	5				6	7	8	9	10			11					12				13
HEAZ CAIRO/Almaza Int'l ANS	HEAX HECA HELX	ALEXANDRIA CAIRO LUXOR	3C	4		X			18 36 05 23	NPA NPA NINST NINST	X	2050 27 1240 27		X X		X X	L	X X				X X			
HEBA ALEXANDRIA / Borg El Arab Int'l RS	HEAX HECA LGAT OLBA LCLK HELX	CAIRO ATHINAI BEIRUTB LCLK LUXOR	4E	8		X			14 32	PA1 NPA	X	3400 A300-600 55	X			X X	L L	X X	X	X	X X	X X	X X	X X	X

CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA		AERODROME AERODROME						PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS				RADIO AIDS AIDES RADIO RADIOAYUDAS			LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS					MARKING AIDS MARQUES SEÑALAMIENTO				RVR
			RC	RFF	ATS				RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	TWY	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.	PA	NPA	T	PSA	VA	RWY LCTDZ	TTECBS	B	DESCLM	THRTTDZ	SSTSAMG	THWLYD	TDZ MEINDD
					APP	TWR	ATIS	AFIS																		
1	2		3	4	5				6	7	8	9	10			11					12				13
HECA CAIRO/Cairo Int'l	LTAC	ANKARA	4E	9	X	X	X	X	05L	PA2	X	3300	X	X	X	X	L	X X X	X X X	X	X X	X X	X X	X X	X X
RS	LGAT	ATHINAI							23R	PA2		B707-300C 153	X			X	L	X X X	X X X		X X	X X	X X	X X	X X
	OLBA	BEIRUT										B747 320													
	HELX	LUXOR																							
	LCNC	NICOSIA	4E						05R	PA2		4000	X		X	X	L	X X X	X X X		X X	X X	X X	X X	X X X
	LGRP	RODOS							23L	PA2		B747 320	X		X	X	L	X X X	X X		X X	X	X X	X	X X X
			4D						16	NINST	X	3178	X	X	X			X			X	X	X X	X	
									34	NINST		B707-300C 153	X	X		X		X			X	X	X X		
HEGN HURGADA/Hurghada	HELX	LUXOR	4E	9	X	X		X	16	NPA	X	4000		X	X	X	L	X	X	X	X X	X	X X	X	X
RS	HESH	SHARM EL SHEIK							34	PA1	X	B747 70	X			X	L	X	X		X X	X	X X	X	X

CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA		AERODROME AERODROME						PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS				RADIO AIDS AIDES RADIO RADIOAYUDAS			LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS										MARKING AIDS MARQUES SEÑALAMIENTO								RVR		
			RC	RFF	ATS APP	ATS TWR	ATS ATIS	ATS AFIS	RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	TWY	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.	PA	NPA	T	PA	SA	VA	RWY	CLL	TDZ	TE	TC	STB	B	DES	CLM	THR	TDZ	SST	AMG	TWY	HLD	TDZ	MID	END
1	2		3	4	5				6	7	8	9	10			11										12								13		
HELX LUXOR/Luxor	HESN	ASWAN	4E	9	R	X		X	02	NPA	X	3000		X	X		X	L	X			X			X	X	X	X	X	X	X		X			
RS	HECA	CAIRO							20	PA1	X	A300-600 70	X			X		L	X			X				X		X	X	X	X	X	X	X		
	HEGN	HRUGHADA																																		
	HSSS	KHARTOUM																																		
HEMA MARSA ALAM/Marsa Alam Int'l	HEGN	HRUGHADA	4C	7	X				15	NPA	X	3000	X				X		X	X	X	X	X	X		X	X	X	X	X	X	X	X			
RNS	HELX	LUXOR							33	NPA		B767 54						L	X	X	X	X	X	X		X	X	X	X	X	X	X	X			
	HECA	CAIRO																																		
	HESN	ASWAN																																		
HEOW SHARK EL OWEINAT/Shark El Oweinat Int'l	HECA	CAIRO	4C	5		X			01	NPA		3500 B767 60		X												X		X	X	X	X					
	HEGN	HRUGHADA							19	NINST																X	X	X	X		X					
AS	HELX	LUXOR																																		
	HESN	ASWAN																																		

CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA		AERODROME AERODROME RC	RFF	ATS APP	TWR	ATIS	AFIS	PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	TWY	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.	RADIO AIDS AIDES RADIO RADIOAYUDAS PA	NPA	T	LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS PA	SA	VA	RWY	RCL	TDZ	TE	TC	STB	B	MARKING AIDS MARQUES SEÑALAMIENTO DES	CLM	THR	TDZ	SST	AMG	TWY	HLD	RVR TDZ	MID	END
1	2		3	4	5				6	7	8	9	10			11										12								13		
HEPS PORT-SAID/ Port-Said Int'l	HECA	CAIRO	4C	6		X			10	NPA		2349		X			X	L	X						X	X	X	X	X	X	X	X	X			
	HELX	LUXOR							28	NPA		35		X			X	L	X							X	X	X	X	X	X	X	X			
AS																																				
HESC ST. CATHERINES/St. Catherine Int'l	HECA	CAIRO	3C	7					17	NPA		2115			X		X	L	X						X	X	X	X	X	X	X	X				
	HESH	SHARM EL-SHEIKH							35	NINST		F27 40														X		X	X		X					
RS																																				
	HEGN	HURGHADA																																		
HESH SHARM EL-SHEIKH/ Sharm El Sheik Int'l	HECA	CAIRO	4E	9	R	X		X	04L	PA1	X	3080	X	X	X	X		L	X			X			X	X	X	X	X	X	X	X	X	X		
	HEGN	HURGHADA							22R	NPA	X	A300-600 65					X	L	X			X				X		X	X		X	X	X			
RS																																				
	HELX	LUXOR							04R	NPA	X	3081	X			X			X			X				X	X	X	X	X	X	X	X			
									22L	NPA	X	B747 65					X		X			X				X	X	X	X	X	X	X	X			
HESN ASWAN/Aswan Int'l	HELX	LUXOR	4E	9	R	X		X	17	NPA	X	3402		X		X		L	X			X			X	X	X	X	X		X	X	X	X		
RS									35	PA1	X	A300-600 60	X			X		L	X							X		X	X	X	X	X	X			

CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA		AERODROME AERODROME						PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS				RADIO AIDS AIDES RADIO RADIOAYUDAS			LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS					MARKING AIDS MARQUES SEÑALAMIENTO				RVR
			RC	RFF	ATS				RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	TWY	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.	PA	NPA	T	PSA	VA	RCTDLWYZ	STTECB	B	DCLES M	TTDTHRZ	SAMSTG	THWLYD	TMEINDDZ
					APP	TWR	ATIS	AFIS																	
1	2		3	4	5				6	7	8	9	10			11					12				13
HETB TABA/Taba Int'l	HESH	SHARM EL SHEIKH	4E	7	R	X			04	NPA	X	4000			X	X		L	X	X	X	X X	X X	X X	X X	
AS									22	NINST		B747 70				X	L	X	X		X	X X	X X	X X	X X	
IRAN, ISLAMIC REPUBLIC OF																										
OIKB BANDAR ABBAS/Bandar Abbas	OMAA	Abu Dhabi	4D	8	X	X	X		03R	NPA		3645		X		X	L	X	X	X	X	X X	X X	X X	X X	
RS	OBBI	Bahrain							21L	PA1	X	B747 290	X		X	X	L	X			X	X	X X	X	X	
	OTBD	Doha																								
	OMDB	Dubai							03L	NINST	X	3442									X	X X	X X	X X	X X	
	OISS	Shiraz	3C						21R	NINST		F28 33									X	X	X X	X	X	
OIFM ESFAHAN/Shahid Beheshti	OISS	Shiraz	4E	9	X	X	X		08L	NPA		4400		X		X	L	X	X	X	X	X X	X X	X X	X X	
RS	OIII	Tehran							26R	PA1	X	B747 290	X		X	X	L	X			X	X	X X	X	X	
									08R	NPA	X	4400		X		X	L		X		X	X X	X X	X X	X X	
									26L	NPA		B747 290		X		X	L				X	X	X X	X	X	

CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO		ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA	AERODROME AERODROME						PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS				RADIO AIDS AIDES RADIO RADIOAYUDAS			LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS					MARKING AIDS MARQUES SEÑALAMIENTO				RVR
			RC	RFF	ATS				RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	TWY	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.	PA	NPA	T	PSA	VA	RWY CTL DZ	TTE SCB	B	DES CLM	THR TDZ	SST SAMG	WY THL D	TDZ MEIN DD
					APP	TWR	ATIS	AFIS																	
1		2	3	4	5				6	7	8	9	10			11					12				13
OIMM	MASHHAD/Shahid Hashemi Nejad Intl	OIII	Tehran	4D	8	X	X	X	13L	NPA		3776		X		X	L	X	X	X	X	X	X	X	X
									31R	PA1	X	B747 290	X		X	X	L	X			X	X	X	X	X
	RS								13R	NPA		3886		X		X	L	X	X		X	X	X	X	X
									31L	NPA	X	B747 290	X		X	X	L	X			X	X	X	X	X
OISS	SHIRAZ/Shiraz Intl	OBBI	Bahrain	4D	8	X	X	X	11R	NINST		4259		X		X	L	X	X	X	X	X	X	X	X
	RS	OIFM	Esfahan						29L	PA1	X	B747 290	X		X	X	L	X			X	X	X	X	X
									11L	NINST	X	4342		X		X	L				X	X	X	X	X
									29R	NPA		B747 290		X		X	L				X	X	X	X	X
OITT	TABRIZ/Tabriz	OIII	Tehran	4D	6	X	X		12L	NPA		3604		X		X	L	X	X	X	X	X	X	X	X
	RNS	OIFM	Esfahan						30R	PA1	X	B747 290	X		X	X	L	X			X	X	X	X	X
									12R	NINST		3517				X	L				X	X	X	X	X
									30L	NINST		F27 20				X	L				X	X	X	X	X

CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA		AERODROME AERODROME						PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS				RADIO AIDS AIDES RADIO RADIOAYUDAS			LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS					MARKING AIDS MARQUES SEÑALAMIENTO				RVR
			RC	RFF	ATS				RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	TWY	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.	PA	NPA	T	PSA	VA	RCTDWYLZ	STTECB	B	DCLESM	TTHRZ	SAMSTG	THWYD	TMEDZ IND
					APP	TWR	ATIS	AFIS																	
1	2		3	4	5				6	7	8	9	10			11					12				13
OIII TEHRAN/Mehrabad Intl	OMDB	Dubai	4E	9	R	X	X		11R	NPA		4070		X		X	L	X	X		X		X	X	
RS	OIFM	Esfahan							29L	PA1	X	B747 290	X		X	X	L	X					X	X	X
	OKBK	Kuwait																							
	OMSJ	Sharjah							11L	NPA		3992		X		X	L	X			X		X	X	
	OISS	Shiraz							29R	NPA		A300 265		X		X	L	X			X		X	X	
	OBBI	Bahrain																							
OIIE TEHRAN/Emam Khomaini Intl	OISS	Shiraz	4E	9	X	X	X		11L	NPA		4200		X		X	L	X X X	X		X		X	X	
RS(Future)	OIFM	Esfahan							29R	PA2	X	B747 365	X		X	X	L	X X X			X		X	X	X
	OMDB	Dubai																							
	OKBK	Kuwait																							
	OMSJ	Sharjah																							
	OIII	Tehran																							
	OBBI	Bahrain																							
OIZH ZAHEDAN/Zahedan Intl	OIKB	Bandar Abbas	4D	8	X	X	X		17	NPA		4250		X	X	X	L	X			X		X	X	
RS	OIMM	Mashhad							35	NPA	X	A300 142		X		X	L	X			X		X	X	

CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA		AERODROME AERODROME						PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS				RADIO AIDS AIDES RADIO RADIOAYUDAS			LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS					MARKING AIDS MARQUES SEÑALAMIENTO				RVR
			RC	RFF	ATS				RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	TWY	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.	PA	NPA	T	PSA	VA	RWY LDZ	TTE SCB	B	DES CLM	THR TDZ	SST SAMG	TWY THD	TDZ MEIN DD
					APP	TWR	ATIS	AFIS																	
1	2		3	4	5				6	7	8	9	10			11					12				13
IRAQ																									
ORBS BAGHDAD/Saddam Intl	OJAI	Amman	4E	9	R	X	X		15R	NPA		3300		X	X	X	L	X	X	X	X	X	X	X	X
RS	ORMM	Basrah							33L	PA2	X	B747 340	X			X	L	X X X			X	X	X		X
	OSDI	Damascus																							
	OKBK	Kuwait							15L	PA2	X	3300	X			X	L	X X X	X		X	X	X	X	X
									33R	NPA		B747 340		X		X	L	X			X	X	X		
ORMM BASRAH/Basrah Intl	ORBS	Baghdad	4E	9	X	X			14	PA2		4000	X		X	X	L	X X	X	X	X	X	X	X	X
RS									32	PA2		B747 340	X		X	X	L	X X			X	X	X		X
ISRAEL																									
LLET EILAT/Eilat	LLOV	Ovda	3C	7	X	X			03	NPA		1900			X	X	L	X	X	X	X	X	X	X	
RS	LLBG	Tel Aviv/Ben Gurion							21	NINST		B757 90				X	L				X	X	X		
LLHA HAIFA/Haifa	LLBG	Tel Aviv/Sde Dov	2C	5		X			16	NINST		1200				X	L	X	X	X	X	X	X	X	
RNS									34	NINST		AT72 25					L				X X	X	X		

CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA		AERODROME AERODROME						PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS				RADIO AIDS AIDES RADIO RADIOAYUDAS			LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS					MARKING AIDS MARQUES SEÑALAMIENTO				RVR
			RC	RFF	ATS				RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	TWY	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.	PA	NPA	T	PSA	VA	RCTR WYL DZ	STS TEC TB	B	DCL ESM	TTH RDZ	SAM STG	THL WYD	TMD DZ	ME IN DD
					APP	TWR	ATIS	AFIS																		
1	2		3	4	5				6	7	8	9	10			11					12				13
LLJR JERUSALAM/Atarot	LLBG	Tel Aviv/Ben Gurion	4C	7		X			12	PA1		2000		X	X		L	X	X	X	X X	X	X	X X	
RNS									30	NPA	X	B757 60	X			X	L				X X	X	X	X	X
LLOV OVDA/Ovda Intl	LLET	Elat	4E	9	X	X			02L	NINST		2650				X	L	X	X	X	X X	X	X	X X	
RNS	LLBG	Tel Aviv/Ben Gurion							20R	NPA		B747 280		X		X	L	X			X X	X	X	X X	
LLBG TEL AVIV/Ben Guiron	LGAT	Athinai	4E	9	X				03	NPA		1745		X		X	L	X X	X X X	X	X X	X	X	X X	
RS	HECA	Cairo				X			21	NINST	X	B747 300				X	L	X X	X X X		X X	X X	X	X X	X
	LCLK	Larnaka																							
	LLOV	Ovda							08	NPA		3965					L	X X X	X X X	X	X X	X X	X	X X	
									26	PA1	X	B747 365	X		X	X X	L	X X	X X X		X X	X X	X	X X	X
									12	PA1		3112	X	X	X	X	L	X	X X X	X	X X	X X	X	X X	X
									30	NPA	X	B747 325				X	L	X	X X X		X X	X X	X	X X	
LLSD TEL AVIV/Sde-Dov	LLBG	Tel Aviv/Ben Gurion	2C	7		X			03	NINST	X	1740					L	X	X	X	X X	X	X	X X	
RNS									21	NINST		AT72 25					L					X	X	X X	

CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA		AERODROME AERODROME						PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS					RADIO AIDS AIDES RADIO RADIOAYUDAS			LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS										MARKING AIDS MARQUES SEÑALAMIENTO								RVR		
			RC	RFF	ATS APP	ATS TWR	ATS ATIS	ATS AFIS	RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	TWY	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.		PA	NPA	T	PA	SA	VA	RWY	CLL	TDZ	TE	TC	STB	B	DES	CLM	THR	TDZ	SST	AMG	TWY	HLD	TDZ	MID	END
1	2		3	4	5				6	7	8	9		10			11										12								13		
JORDAN																																					
OJAM AMMAN/Marka Intl	OJAI	Amman	4E	9	X	X			06	NINST			3300						L	X			X			X	X	X	X		X	X	X	X			
AS	OSDI	Damascus							24	PA1	X	B747	285	X	X	X	X		L	X							X		X	X		X			X		
OJAI AMMAN/Queen Alia	OJAM	Amman	4E	9	X	X			08R	NPA			3660		X	X		X	L	X			X			X	X	X	X		X	X	X	X			
RS	OLBA	Beirut							26L	PA1	X	B747	317	X			X		L	X							X		X	X		X			X		
	HECA	Cairo																																			
	OSDI	Damascus							08L	NPA	X		3660		X			X	L	X							X	X	X			X					
	LCLK	Lamaka							26R	NPA		B747	317		X	X		X	L	X							X		X			X					
OJAQ AQABA/Aqaba Intl	OJAI	Amman	4D	7					02	PA1			3000	X															X	X	X	X		X	X	X	
	OJAM	Amman							20			B747	150																								
OJJR JERUSALEM/Jerusalem	OJAM	Amman	4D	8	X	X			12	NPA			2150		X	X		X	L	X			X			X	X	X	X	X		X	X	X			
RS									30	PA1		B 737	60	X	X		X		L											X		X					

CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA		AERODROME AERODROME						PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS				RADIO AIDS AIDES RADIO RADIOAYUDAS			LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS					MARKING AIDS MARQUES SEÑALAMIENTO				RVR
			RC	RFF	ATS				RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	TWY	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.	PA	NPA	T	PSA	VA	RCTR WLDZ	STTE TTCB	B	DCES LM	TTHR TDZ	SAST SMG	THWY LD	TMDZ EIND
					APP	TWR	ATIS	AFIS																	
1	2		3	4	5				6	7	8	9	10			11					12				13
KUWAIT																									
OKBK KUWAIT/Kuwait Intl	ORBS	Baghdad	4E	9	R	X	X	X	15R	PA2	X	3400	X		X	X	L	X X X	X X X	X	X X	X X	X X	X X	
RS	OBBI	Bahrain							33L	PA2	X	B747 350	X		X	X	L	X X X	X X X		X X	X X	X X	X X	X X X
	ORMM	Basrah																							
	OEDF	Dammam							15L	PA2	X	3500	X		X	X	L	X X X	X X X		X X	X X	X X	X X	X X X
	OERK	Riyadh							33R	PA2	X	B 747 350	X		X	X	L	X X X	X X X		X X	X X	X X	X X	
LEBANON																									
OLBA BEIRUT/Beirut Intl	OJAI	Amman	4E	9	R	X	X		18	PA1	X	3250	X		X	X	L	X	X	X	X X	X X	X X	X X	X
RS	HECA	Cairo							36	NINST		B747 320		X			L	X			X	X	X		
	OSDI	Damascus																							
	LCLK	Larnaka																							
	LCPH	Paphos							03	PA1	X	3800	X		X	X	L	X	X		X X	X X	X X	X X	X
									21	PA1	X	B747 365	X			X	L	X			X	X	X		

CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA		AERODROME AERODROME						PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS					RADIO AIDS AIDES RADIO RADIOAYUDAS			LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS										MARKING AIDS MARQUES SEÑALAMIENTO								RVR		
			RC	RFF	ATS APP	ATS TWR	ATS ATIS	ATS AFIS	RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	TWY	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.		PA	NPA	T	PA	SA	VA	RWY	CL	TDZ	TE	TT	STB	B	DES	CLM	THR	TDZ	SST	AMG	TWY	HLD	TDZ	MID	END
1	2		3	4	5				6	7	8	9		10			11										12								13		
OMAN																																					
OOMS MUSCAT/Seeb Intl	OMAA	Abu Dhabi	4E	9	X	X			08	PAI	X		3589	X		X	X		L	X	X		X		X		X	X	X	X	X	X	X	X			
RS	OMAL	Al-Ain							26	PA1	X	B747	350	X		X	X		L	X	X		X		X		X	X	X	X	X	X	X	X			
	OMDB	Dubai																																			
	OPKC	Karachi																																			
	OMRK	Ras al																																			
	OOSA	Khaimah																																			
	OMSJ	Salalah																																			
		Sharjah																																			
OOSA SALALAH/Salalah	OOMS	Muscat	4E	9	X	X			07	NPA	X		3340		X	X			L	X	X	X	X	X	X	X	X	X	X	X	X	X		X			
AS									25	PA1		B747	320	X			2		L	X	X	X		X			X	X	X	X	X	X		X	X	X	
QATAR																																					
OTBD DOHA/Doha Intl	OBBI	Bahrain	4E	9	X	X			16	NPA			3400		X			X	L	X			X			X	X	X	X		X	X	X	X			
RS	OEDF	Dammam							34	PA1	X	B747	340	X			X		L	X							X		X	X		X			X		
	OMSJ	Sharjah																																			

CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA		AERODROME AERODROME						PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS				RADIO AIDS AIDES RADIO RADIOAYUDAS			LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS					MARKING AIDS MARQUES SEÑALAMIENTO				RVR
			RC	RFF	ATS APP	ATS TWR	ATS ATIS	ATS AFIS	RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	TWY	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.	PA	NPA	T	PA SA	VA	RWY CL TDZ	TE TC STB	B	DES CLM	THR TDZ	SST AMG	TWY HLD	TDZ MID END
1	2		3	4	5				6	7	8	9	10			11					12				13
SAUDI ARABIA																									
OEDF DAMMAM/King Fahid Intl	OBBI	Bahrain	4E	9	R	X	X		16L	PA1	X	4000	X		X	X	L	X X X	X X X	X	X X	X X	X X	X X	X X X
RS	OEMA	Madinah							34R	PA1	X	B 747 390	X			X	L				X X	X X	X X	X X	
	OEJN	Jeddah								PA1															
	OKBK	Kuwait							16R	PA1	X	4000	X		X	X	L	X X X	X X X	X	X X	X X	X X	X X	X X X
	OERK	Riyadh							34L		X	B747 390	X			X	L				X X	X X	X X	X X	
	OMSJ	Sharjah																							
OEJN JEDDAH/King Abdulaziz Intl	HECA	Cairo	4E	9	X	X	X		16R	PA2	X	3800	X		X	X	L	X X X	X X X	X	X X	X X	X X	X X	X X X
RS	OEDF	Dammam							34L	PA2		B747 350	X			X	L	X X X			X X	X X	X X	X X	
	HELX	Luxor							16C	PA2	X	3300	X			X	L	X X X	X X X	X	X X	X X	X X	X X	X X X
	OEMA	Madinah							34C	PA2		B747 350	X			X	L	X X X			X X	X X	X X	X X	
	OERK	Riyadh							16L	PA1		3700	X			X	L	X X X		X	X X	X X	X X	X X	X X X
									34R	PA1	X	B747 350	X			X	L	X X X	X X X		X X	X X	X X	X X	
OEMA MADINAH/Prince Mohammad Bin Abdulaziz AS	OEJN	Jeddah	3D	8					18	NINST		3050					L	X	X	X	X X	X	X X	X X	
									36	PA1	X	A300 142	X	X		X	L	X			X	X X	X		
			4E									B747 260													

CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA		AERODROME AERODROME						PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS				RADIO AIDS AIDES RADIO RADIOAYUDAS			LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS					MARKING AIDS MARQUES SEÑALAMIENTO				RVR
			RC	RFF	ATS				RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	TWY	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.	PA	NPA	T	PSA	VA	RWY CLZ	TTE STS CB	B	DES CLM	THR TDZ	SST SAG	TWY THD	TDZ MEIN DD
					APP	TWR	ATIS	AIS																	
1	2		3	4	5				6	7	8	9	10			11					12				13
OERK RIYADH/King Khalid Intl	OBBI	Bahrain	4E	9	X	X	X		15L	PA1		4205	X		X	X		L	X	X	X		X X	X X	X X	X
RS	OEDF	Dammam							33R	PA1	X	B747 340	X			X		L	X				X	X X	X X	
	OEJN	Jeddah																								
	OEMA	Madinah							15R	PA1	X	4205	X							X			X X	X X	X X	X
									33L	PA1		B 747 390	X										X	X X	X X	
SYRIAN ARAB REPUBLIC																										
OSAP ALEPPO/Aleppo Intl	OLBA	Beirut	4C	6	X	X			09	NINST		2900			X			L	X	X	X		X X	X	X X	
RS	OSDI	Damascus							27	NPA		A300 160		X			X	L	X				X	X	X	
OSLK BASSEL AL-ASSAD/Latakia	OSAP	Aleppo	4D	4					17	NPA		2800		X	X		X	L					X X	X	X X	
RS									35	NINST		A 300 160						L					X	X		
OSDI DAMASCUS/Damascus Intl	OSAP	Aleppo	4E	9	X	X	X		05L	NPA	X	3600					X	L	X	X	X		X X	X	X X	
RS	OJAI	Amman							23R	PA1		B 747 360	X		X	X		L	X				X	X X	X X	X
	OJAM	Amman																								
	OLBA	Beirut																								
	LCLK	Larnaka							05R	NPA		3600		X	X		X	L	X				X X	X	X X	
	OSLK	Latakia							23L	NINST	X	B 747 360						L	X				X	X		

CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA		AERODROME AERODROME						PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS				RADIO AIDS AIDES RADIO RADIOAYUDAS			LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS					MARKING AIDS MARQUES SEÑALAMIENTO				RVR
			RC	RFF	ATS				RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	TWY	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.	PA	NPA	T	PSA	VA	RCTWYLDZ	STTECB	B	DCLESM	TTHRZ	SASSMG	THWYD	TMEDZ IN DD
					APP	TWR	ATIS	AFIS																	
1	2		3	4	5				6	7	8	9	10			11					12				13
UNITED ARAB EMIRATES																									
OMAA ABU DHABI/Abu Dhabi Intl	OBBI	Bahrain	4E	9	X	X	X		13 R	PA1	X	4100	X			X	L	X X	X X X	X	X X	X X	X X	X X	X X X
RS	OMAL	Al Ain							31 L	PA3	X	B747 390	X		X	X	L	X X X	X X X		X X	X X	X X	X X	X X X
	OTBD	Doha																							
	OMDB	Dubai																							
	OMSJ	Sharjah							13 L	PA 3		4100	X		X	X	L	X X X	X X X		X X	X X	X X	X X	X X X
	OOMS	Muscat																		X				X X	X X X
	OMFG	fUJAIRA							31 R	PA1		B747 390	X			X	L	X X	X X X		X X	X X	X X		
OMAL AL AIN/Al Ain Intl	OMAA	Abu Dhabi	4E	9	X	X	X		01	PA1	X	4000	X		X		L	X	X	X	X X	X X	X X	X X	X
RS	OBBI	Bahrain							19	NPA		B 747 390		X			L	X	X		X X	X X	X X	X X	
	OTBD	Doha																							
	OMDB	Dubai																							
	OMSJ	Sharjah																							
	OOMS	Muscat																							
	OMFG	fUJAIRA																							
OMDB DUBAI/Dubai Intl	OMAA	Abu Dhabi	4E	9	X	X	X		12L	PA3	X	4000	X			X	L	X X X	X X X	X	X X	X X	X X	X X	X X X
RS	OMAL	Al Ain							30R	PA3	X	B747 390	X		X	X	L	X X X	X X X		X	X X	X X	X X	X X X
	OBBI	Bahrain										4000							X X X						
	OTBD	Doha							12R	PA2	X		X			X	L	X X X			X X	X X	X X	X X	X X X
	OOMS	Muscat										B747 390							X X X		X	X X	X X	X X	
	OOSA	Salalah							30L	PA2			X			X	L	X X X							X X X
	OMSJ	Sharjah																							

CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA		AERODROME AERODROME						PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS				RADIO AIDS AIDES RADIO RADIOAYUDAS			LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS					MARKING AIDS MARQUES SEÑALAMIENTO				RVR
			RC	RFF	ATS				RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	TWY	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.	PA	NPA	T	PSA	VA	RWY CLDZ	TTE SCB STB	B	DES CLM	THR TDZ	SST SAMG	TWY THLD	TDZ MEND
					APP	TWR	ATIS	AFIS																	
1	2		3	4	5				6	7	8	9	10			11					12				13
OMFJ FUJAIRAH/Fujairah Intl	OMAA	Abu Dhabi	4E	9	X	X	X		11	NPA		3750		X	X	X	L	X		X	X	X	X	X	X
RS	OMAL	Al Ain							29	PA1		B 747 390	X			X	L	X			X X	X X	X	X	X
	OMDB	Dubai																							
	OMSJ	Sharjah																							
	OOMS	Muscat																							
OMRK RAS AL KHAIMAH/Ras Al Khaimah Intl	OMAA	Abu Dhabi	4E	9	X	X			16	NPA		3750		X	X	X	L	X	X	X	X	X	X	X	X
RS	OMAL	Al Ain							34	PA1		B 747 390	X		X	X	L	X			X	X X	X	X	X
	OTBD	Doha																							
	OMDB	Dubai																							
	OMSJ	Sharjah																							
OMSJ SHARJAH/Sharjah Intl	OMAA	Abu Dhabi	4E	9	X	X	X		12	NPA		4060	X			X	L	X	X	X	X	X X	X X	X X	X
RS	OMAL	AL Ain							30	PA2	X	B747 390	X		X	X	L	X X X	X X X		X	X X	X X	X X	X
	OBBI	Bahrain																							
	OTBD	Doha																							
	OMDB	Dubai																							
	OOMS	Muscat																							
	OMRK	Ras al Khaimah																							

CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA		AERODROME AERODROME						PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS				RADIO AIDS AIDES RADIO RADIOAYUDAS			LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS										MARKING AIDS MARQUES SEÑALAMIENTO								RVR		
			RC	RFF	ATS APP	TWR	ATIS	AFIS	RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	TWY	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.	PA	NPA	T	PA	SA	VA	RWY	CLL	DTZ	TE	TTC	STB	B	DES	CLM	THR	TDZ	SST	AMG	TWY	HLD	TDZ	MID	END
1	2		3	4	5				6	7	8	9	10			11										12								13		
YEMEN																																				
OYAA ADEN/Aden Intl	HHAS	Asmara	4E	9	X	X			08	NPA		3100		X			X	L	X			X			X	X	X	X		X	X	X	X			
RS	HFFF	Djibouti							26	PA1	X	B747 350	X		X	X		L	X							X		X	X		X			X		
	OYHD	Hodeidah																																		
	OYRN	Mukalla																																		
	OYSN	(Riyan)																L																		
		Sana'a																																		
OYHD HODEIDAH/Hodeidah	OYA`A	Aden	4E	9	X	X			03	NPA	X	3000		X	X		X	L	X			X			X	X	X	X			X	X	X			
RS	OYSN	Sana'a							21	NPA		B747 260		X			X	L	X							X		X			X					
	OYTZ	Taiz																																		
OYRN MUKALLA/Riyan	OYAA	Aden	4E	9	X	X			06	NPA	X	3000		X	X		X	L	X			X			X	X	X	X			X	X	X			
RS									24	NPA		B747 260		X			X	L	X							X		X			X					
OYSN SANA'A/Sana'a Intl	OYAA OYHD	Aden Hodeidah	4E	9	X	X			18	PA1	X	3600	X		X	X		L	X			X			X	X	X	X	X	X	X	X	X	X		
RS	OEJN OYTZ	Jeddah Taiz							36	NPA		B747 290		X			X	L	X							X		X			X					

CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA		AERODROME AERODROME						PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS				RADIO AIDS AIDES RADIO RADIOAYUDAS			LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS					MARKING AIDS MARQUES SEÑALAMIENTO				RVR
			RC	RFF	ATS				RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	TWY	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.	PA	NPA	T	PSA	VA	RWY CLDZ	TTE SCB STT	B	DES CLM	THR TDZ	SST SAMG	TWY THLD	TDZ MEND
					APP	TWR	ATIS	AFIS																		
1	2		3	4	5				6	7	8	9	10			11					12				13
OYTZ TAIZ/Ganad RS	OYAA HFFF OYHD OYSN	Aden Djibouti Hodeidah Sana'a	4E	9	X	X			01 19	NPA NPA	X	3000 B747 290		X X	X	X X	L L	X	X	X	X X	X	X X	X	X X	

TABLE CNS 3 C RADIO NAVIGATION AIDS (MID REGION)

TABLA CNS 3 C AYUDAS PARA LA RADIONAVEGACIÓN (REGIÓN MID)

EXPLANATION OF THE TABLE

Column

1 Name of the country, city and aerodrome and, for en-route aids, the location of the installation.

2 The designator number and runway type:

NPA **C** non-precision approach
PA-1 **C** precision approach runway, Category I
PA-2 **C** precision approach runway, Category II
PA-3 **C** precision approach runway, Category III

3 The functions carried out by the aids appear in columns 4 to 8 and 10 to 12:

A/L **C** Approach and landing
T **C** Terminal
E **C** En-route

4 ILS **C** Instrument landing system. Roman numeral I and II indicate the acting category of the ILS, I, II or III. (I) indicates that the facility is implemented

The letter "D" indicates a DME requirement to serve as a substitute for a marker beacon component of an ILS

*Note.***C** *Indication of category refers to the standard of facility performance to be achieved and maintained in accordance with pertinent specifications in ICAO Annex 10 and not to the specifications of the ILS equipment itself, which are not necessarily the same*.

An asterisk (*) *indicates that the ILS requires a Category II signal quality, but without reliability and availability provided by redundant equipment and automatic changeover*.

5 Radio beacon localizer, be it associated with an ILS or to be used as an approach aid to an aerodrome.

6 Radiotelemetrical equipment. When an "X" appears in column 6 in line with the VOR in column 7, this indicates the need that the DME be installed at a common site with the VOR.

7 VOR VHF omnidirectional radio range.

8 NDB – Non Directional Beacon

9 The distance and altitude to which signal protection of the VOR or VOR/DME are required, indicated in nautical miles (NM) and in thousands of feet.

10, 11 GNSS-global navigation satellite system (includes GBAS and SBAS).

GBAS (ground-based augmentation system) implementation planned to be used in precision approach and landing CATI, CATII, CAT III.

SBAS (Satellite-based augmentation system) implementation planned to be used for route navigation, for terminal, for non precision approach and landing. An "X" indicates service availability,; exact location of installation will be determined.

Note.- GPS receiver is under standard rules and ABAS (aircraft-based augmentation system)

12 **Remarks**

Note.- Columns 5 to 12 use the following symbols:

X- Required but not implemented
XI- Required and implemented

EXPLICATION DU TABLEAU
(To be completed by HQ)

EXPLICACIÓN DE LA TABLA

Columna

1 Nombre del país, ciudad y aeródromo, y en el caso de las ayudas en ruta, el lugar de la instalación.

2 Tipo de pista:

NINST **C** pista de vuelo visual
INST **C** pista para aproximaciones por instrumentos
NPA **C** pista para aproximaciones que no son de precisión
PA-I **C** pista para aproximaciones de precisión, Categoría I
PA-II **C** pista para aproximaciones de precisión, Categoría II

3 La función de las ayudas figura en las columnas 4 a 8 y 10 a 12

A/L **C** aproximación y aterrizaje
T **C** terminal
E **C** en ruta

4 ILS **C** el número de designación de la pista con ILS aparece junto a los números romanos I o II, a fin de indicar la categoría de actuación del ILS de Categoría I o II respectivamente.

*Nota.***C** *La indicación de la categoría se refiere al nivel de actuación de la instalación que ha de lograrse y, de acuerdo con las disposiciones pertinentes del Anexo 10, no con las especificaciones del equipo ILS instalado, que no son necesariamente las mismas.*

**Indica que el ILS requiere una calidad de señal de Categoría II, pero sin la fiabilidad y disponibilidad que proporcionan la redundancia de equipo y la transferencia automática.*

5 Radiofaro de localización, ya sea asociado con un ILS o como ayuda para la aproximación a un aeródromo.

6 Equipo radiotelemétrico. Alineado con el ILS según lo indicado en la columna 4 cuando el DME se necesita para sustituir a una radiobaliza del ILS. Cuando está alineado con el VOR en la columna 7, indica que es necesario que el DME esté instalado junto al VOR.

7 VOR recomendado.

8 NDB

8 La distancia y altitud necesarias para proteger la señal del VOR o VOR/DME, en millas marinas (NM) y en miles de pies.

9 ……

10,11 ……

12 ….

TABLE CNS 3

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
AFGHANISTAN											
GHAZNI		E				X		200/45			
KABUL/Kabul	11 NPA	A/L			X	X					
	29 PA 1	A/L	I*	X	X	X					
		T			X	X					
		E			X	X		300/45			
KANDAHAR/Kandahar	05 NPA	A/L				X					
	23 NPA	A/L				X					
		T				X		300/45			
		E				X		300/45			
BAHRAIN											
BAHRAIN/Bahrain Intl	12R NPA				X I	X I					
	30L NPA				X I	X I					
	12L PA2	A/L	II (I)		XI	XI					
	30R PA2	A/L	II (I)	X	XI	XI		300/45			
EGYPT											
EL-ARISH/ El-Arish Int'l	16 NPA	A/L			XI	XI		150/45			
	34 NPA										
ASYUT/ Asyut Int'l	13 NPA	A/L			XI	XI		200/45			
	31 NPA	E									
ALEXANDRIA/ Alexandria Intl	04 PA 1	A/L	I*		XI	XI	XI	100/45			
	22 NPA	E			XI	XI		150/45			
	18 NPA										
	36 NPA										
CAIRO/ Almaza Int.	18 NPA	A/L					XI	25/45			
	36 NPA										
	05 NINST										
	23 NINST										
ALEXANDRIA/ Borg El Arab Int'l	32 PA 1	A/L	I* (I) D	X	XI	XI	XI	100/45			
	14 NPA	T									

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
CAIRO/Cairo Intl	05R PA 2 23R PA 2	A/L A/L	II II(I)	X X	XI	XI		150/45			
	23L PA 2 05L PA 2 16 NPA 34 NPA	A/L A/L T E	II (I) II (I)	X X	XI	XI		200/45			
HURGHADA/ Hurghada Intl	16 NPA 34 PA 2	A/L T E	I*(I)		XI XI	XI XI		100/45			
LUXOR/ Luxor Intl	02 NPA 20 PA 1	A/L T E	I* (I)		XI XI	XI XI		150/45			
MARSA ALAM/ Marsa Alam Int'l	15 NPA 33 NPA	A/L			XI	XI		150/45			
SHARK EL OWEINAT/ Shark El Oweinat Int'l	01 NPA 19 NPA	L					XI	100/45			
PORT –SAID/ Port –Said Int'l	10 NPA 28 NPA	L			XI	XI		200/45			
ST. CATHERINE/ St. Catherine Intl	17 NPA 35 NINST	L					XI	150/45			
SHARM EL SHEIKH/ Sharm El Sheikh Intl	04L PA1 22R NPA 04R NPA 22L NPA	A/L T E	I (II)	X	XI XI	XI XI	XI	100/45 200/50			
ASWAN/ Aswan Intl	17 PA1 35 PA1	A/L T E	II	X	XI XI	XI XI		150/45			
TABA/ Taba Int'l	04 NPA 22 NPA	A/L T			X	XI	 XI	150/45 100/45			

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
IRAN, ISLAMIC REPUBLIC OF											
ABADAN	32L PA 1	A/L E	I* (I)		XI	XI		200/45			
AHWAZ	30 PA 1	A/L E	I*		XI	XI		300/45			
ARDABIL	31 PA 1	A/L E	I* (I)		XI	XI		200/45			
ASALOYEH	30 PA 1	A/L E	I*		XI	XI		300/45			
BANDAR ABBAS/Intl	21L PA1	A/L E	I*		XI	XI		200/45			
BANDAR LENGEH	NPA	A/L E			XI	XI		200/45			
BANDAR MAHSHAHR / MAHSHAHR	NPA	A/L E			XI	XI		300/45			
BIRJAND		E			XI	XI		300/50			
BOJNORD	NINST	E			XI	XI		150/45			
BUSHEHR	NPA	A/L E			XI	XI		300/45			
CHAH BAHAR / KONARAK	NPA	A/L E			XI	XI		200/45			
DARBAND		E			XI	XI		300/45			
DEH-NAMAK		E			XI	XI		300/45			
ESFAHAN / Shahid Beheshti Intl	26R PA 1	A/L E	I*(I)		XI	XI		300/45			
HAMADAN	NPA	A/L E			XI	XI		200/45			
ILAM	NPA	A/L E			XI	XI		300/45			
IRAN-SHAHR	NPA	A/L E			X	X		300/45			

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
JAM/TOHID	NPA	A/L			XI	XI		300/45			
KARAJ / PAYAM	NPA	A/L			XI	XI		200/45			
KERMAN	NPA	A/L E			XI	XI		200/45			
KERMANSHAH / Shahid Ashrafi Esfahani	29 PA1	A/L E	I*		XI	XI		300/45			
KHARK ISLAND /Khark	NPA	A/L E			XI	XI		300/45			
KHORAM ABAD	29 PA 1	A/L E	I*		XI	XI		200/45			
KISH ISLAND	NPA	A/L E			XI	XI		200/45			
MALAYER		E			XI	XI		300/45			
MASHHAD / Shahid Hashemi Nejad Intl	31R PA1	A/L E	I* (I)		XI	XI		300/45			
NOSHAHR	NPA	A/L E			X	X		200/45			
OMIDIYEH	NPA	A/L			XI	XI		200/45			
RASHT	27 PA 1	A/L E	I*		XI	XI		300/45			
SABZEVAR	NPA	A/L E			XI	XI		300/45			
ANARAK		E			XI	XI		300/45			
SANANDAJ	NPA	A/L E			XI	XI		200/45			
SARI/Dashte-Naz	NPA	A/L E			XI	XI		300/45			
SAVEH		E			X	X		300/45			

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
SHIRAZ / Shahid Dastghaib Intl	29L PA 1	A/L E	I* (I)		XI	XI		300/45	X		
SIRJAN	NPA	A/L E			XI	XI		200/45			
TABRIZ Intl	30R PA 1	A/L E	I* (I)		XI	XI		200/45			
TEHRAN/Imam Khomaini Intl	29R PA 2	A/L	II		XI	XI		300/45			
TEHRAN/Mehrabad Intl	29L PA 1	A/L E	I* (I)	XI	XI	XI		300/45	X		
UROMIYEH	NPA	A/L E			XI	XI		200/45			
YAZD / Shahid Sadooghi	NPA	A/L E			XI	XI		300/45			
ZAHEDAN	NPA	A/L E			XI	XI		200/45			
ZANJAN		E			XI	XI		200/45			
IRAQ											
AIN ZALAH		E			X	X		100/50			
BAGHDAD/Saddam Intl	15R PA 2 33L PA 2 15L PA 2 33R PA 2	A/L A/L A/L A/L E	II (I) II (I) II (I) II (I)	X X X X	X X X X X	X X X X X		200/45			
BASRAH/Intl	14 PA 2 32 PA 2	A/L A/L E	II (I) II (I)	X X	X X	X X		300/45			
HASHIMIYA		E			X	X		200/45			

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
(HADITHA)		E			X	X		100/50			
MANDALY		E									
MOSUL	PA 2	A/L		X	X	X					
SAMARA		E			X	X		200/45			
HAWIJA		E			X	X		100/50			
SHATRA		E			X	X		100/50			
ISRAEL											
ELAT/Elat	03 NPA 21 NINST	A/L E			XI XI X	XI XI X		300/45			
HAIFA/Haifa	16 NINST 34 NINST										
JERUSALEM/Atarot	12 NINST 30 PA 1	A/L A/L	I*								
METZADA		E			X	X		150/45			
NATANIA		E			X	X		150/45			
OVDA/Intl	20R NPA 02L NINST	A/L	I		X	X		150/50			

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
TEL AVIV/Ben Gurion	03 NPA				XI	XI					
	21 NINST	A/L			XI	XI					
	08 NINST	A/L	I* (I)	X	XI						
	26 PA 1	A/L	I* (I)	X	XI	XI					
	12 PA 1	E			XI	XI					
	30 NPA	E			XI	XI					
						X		150/50			
						X		200/50			
TEL AVIV/Sde-Dov	03 NINST	A/L									
	21 NINST	A/L									
ZOFAR		E			X	X		150/45			
JORDAN											
AMMAN/MARKA	24 PA 1	A/L	I (I)	XI	XI	XI					
		E			X	XI		150/50	X		
AMMAN/Queen Alia	08R NPA	A/L			XI	XI			X		
	26L PA 2	A/L	I*	XI	XI	XI					
	08L NPA 1	A/L			XI	XI					
	26R NPA	A/L			XI	XI					
AQABA	02 PA 1	A/L	I*	XI	XI	XI		200/50	X		
		E			X	X		200/50			
METSA		E			X	X		150/50			
QATRANEH		E			X	X		100/50			
KUWAIT											
KUWAIT/Intl	15R PA 2	A/L	II (I)	XI	XI						
	33L PA 2	A/L	II (I)	XI	XI						
	15L PA 2	A/L	II (I)		XI						
	33R PA 2	A/L	II (I)		XI						
		T			XI	XI		300/50			
		E			XI	XI		300/50			

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
LEBANON											
BAYSUR		E				X		180/40			
BEIRUT/Beirut Intl	18 PA 1	A/L	I* (I) D	X	X I	X I					
	21 PA 1	A/L	I* (I) D		X I	X I					
	03 PA 1	A/L	I* (I) D		X I	X I					
		E			X I	X I		150/45			
CHEKKA		E			X	X		80/50			
SAIDA		E			X	X		150/50			
OMAN											
HAIMA		E			X I	X I		200/45			
IZKI		E			X I	X I		200/45			
MARMUL		E			X I	X I		200/45			
MUSCAT/Seeb Intl	08 PA 1	A/L	I* (I) D		X I						
	26 PA 1	A/L	I* (I) D		X I						
		E			X I	X I		200/45			
SALALAH/Salalah	07 NPA	A/L			X I	X I					
	25 PA 1	A/L	I* (I) D		X I	X I					
		E			X I	X I		200/45			
SUR		E			X I	X I		200/45			
QATAR											
DOHA/Doha Intl	16 NPA	A/L			X	X					
	34 PA 1	A/L	I* (I)	X	X	X					
		E			X	X		300/45			
SAUDI ARABIA											

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
AL JOUF	10 NPA	A/L			XI	XI					
	28 NPA	A/L			XI	XI					
	28 PA 1	A/L	I*		XI	XI					
		T			X	X		300/50			
AL SHIGAR		E			XI	XI		300/50			
ARAR	10 NPA	A/L			XI	XI					
	28 NPA	A/L			XI	XI					
		T			X	X					
		E			XI	XI		300/50			
BAHA	07 NPA	A/L			XI	XI					
	25 NPA	A/L			XI	XI					
	25 NPA	A/L		X							
	25 PA 1	A/L	I*		XI	XI					
		T			X	X		300/50			
BIR DURB		E			X	X		300/50			
BISHA	18 NPA	A/L			XI	XI					
	36 NPA	A/L			XI	XI					
	18 PA1	A/L	I*		X						
		T			X	X					
		E			X	X		300/50			
BOPAN		E			XI	XI		300/50			
DAFINAH		E			XI	XI		300/50			
DAMMAM (King Fahad Intl)	16L PA 1	A/L	I (I)		XI	XI					
	34R PA 1	A/L	I (I)		XI	XI					
	16R PA 1	A/L	I (I)		XI	XI					
	34L PA 1	A/L	I (I)		XI	XI					
		T			XI	XI					
		E			XI	XI		300/50			

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
GASSIM	15 NPA	A/L			XI	XI					
	33 NPA	A/L			XI	XI					
	15 PA 1	A/L	I*		X						
		T			X	X					
		E			X	X		300/50			
					I						
GURIAT	10 NPA	A/L			XI	XI					
	28 NPA	A/L		X							
	28 NPA	A/L			XI	X					
		T			X	X					
		E			X	X		300/50			
HAFR AL-BATIN	16 NPA	A/L			XI	XI					
	34 NPA	A/L			XI	XI					
		T			X	X					
		E			XI	XI		300/50			
HAIL	18 NPA	A/L			XI	XI					
	36 NPA	A/L			XI	XI					
	18 PA 1	A/L	I *		X						
		T			X	X					
		E			X	X		300/50			
HALAIFA		E			XI	XI		300/50			
JEDDAH/King Abdul Aziz Intl	16R PA 2	A/L	II (I)		XI	XI					
	34L PA 2	A/L	II (I)		XI	XI					
	16L PA 1	A/L	I* (I)		XI	XI					
	34R PA 1	A/L	I* (I)		XI	XI					
	16C PA 2	A/L	II (I)		XI	XI					
	34C PA2	A/L	II (I)		XI	XI					
		T			XI	XI					
		E			XI	XI		300/50			
JUBAIL	17 NPA	A/L				X					
	35 NPA	A/L				X					
	35 PA 1	A/L	I*		X						
		T			X			300/50			

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
MADINAH/Prince Mohammad	17 PA 1	A/L	I*		XI	XI					
Bin Abdulaziz	35 PA 1	A/L	I*	X	XI	XI					
	36 PA 1	A/L	I*	X	XI	XI					
	18 NPA	A/L			XI	XI					
		T			XI	XI					
		E			XI	XI		300/50			
MAGALA		E			XI	XI		300/50			
RABIGH		E			XI	XI		300/50			
						I					
RAFHA	11 NPA	A/L			XI	XI					
	29 NPA	A/L			XI	XI					
		T			X	X					
		E			XI	XI		300/50			
RAGHBA		E			XI	XI		300/50			
RIYADH/King Khalid Intl	15L PA 1	A/L	I* (I)		XI	XI					
	33R PA 1	A/L	I* (I)		XI	XI					
	15R PA 1	A/L	I* (I)		XI	XI					
	33L PA 1	A/L	I* (I)		XI	XI					
		T			XI	XI					
		E			XI	XI		300/50			
TURAIF	10 NPA	A/L			XI	XI					
	28 NPA	A/L			XI	XI					
		T			X	X					
		E			XI	XI		300/50			
WADI AL-DAWASIR	10 NPA	A/L			XI	XI					
	28 NPA	A/L			XI	XI					
	10 PA 1	A/L	I*		XI						
		T			X	X					
		E			XI	XI		300/50			

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
WEDJH	15 NPA	A/L			XI	XI					
	33 NPA	A/L			XI	XI					
	33 NPA	A/L		X							
	33 PA 1	A/L	I*								
		T			X	X					
		E			XI	XI		300/50			
YENBO	10 NPA	A/L			XI	XI					
	28 NPA	A/L			XI	XI					
	28 PA 1	A/L	I*		XI						
		T			X	X					
		E			XI	XI		300/50			
SYRIAN ARAB REPUBLIC											
ALEPPO/Neirab	27 NPA	A/L		X		X					
		E				X		150/50			
DAMASCUS/Intl	05L NPA	A/L			X	X					
	23R PA 1	A/L	I* (I)	X	X	X					
	05R NPA	A/L			X	X					
		E			X	X		150/50			
KARIATAIN		E			X	X		150/50			
LATAKIA/Bassel -Al- Assad	17 NPA	A/L		X	X	X					
TANF		E				X		160/40			
UNITED ARAB EMIRATES											
ABU DHABI/Abu Dhabi Intl	13 PA 1	A/L	I* (I)		X I	X I					
	31 PA 3	A/L	III (I)		X I	X I					
		E			X I	X I		300/45			

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
AL AIN/Al Ain Intl	01 PA 1	A/L	I*		X I	X I					
	19 NPA	A/L			X I	X I					
		E			X I	X I		300/45			
DUBAI/Dubai Intl	12L PA 3	A/L	III (I)		X I	X I					
	30R PA 3	A/L	III (I)		X I	X I					
	12R PA 2	A/L	II (I)		X I	X I					
	30L PA 2	A/L	II (I)		X I	X I					
		E			X I	X I		300/45			
FUJAIRAH/Fujairah Intl	11 NPA	A/L			X I	X I					
	29 PA 1	A/L	I* (I)		X I	X I					
		T			X I	X I		40/25			
RAS AL KHAIMAH/Ras al Khaimah Intl	16 NPA	A/L		X	X I	X I					
	34 PA 1	A/L	I* (I)	X							
SHARJAH/Sharjah Intl	12 NPA	A/L			X I	X					
	30 PA 1	A/L	I* (I)	X I	X I	X					
		E				X I		300/45			
YEMEN											
ADEN/Intl	08 NPA	A/L			X	X					
	26 PA 1	A/L	I* (I)	X	X	X					
		E			X	X		300/50			
AL-GHAIDAH		E			X	X		300/50			
HODEIDAH	03 NPA	A/L		X	X	X					
	21 NPA	A/L		X	X	X					
		E			X	X		200/45			
RIYAN/Intl	06 NPA	A/L			X	X					
	24 NPA	A/L			X	X					
		E			X	X		300/50			

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
SANA'A/Intl	18 PA 1 36 NPA	A/L A/L E	I* (I)	X	X X X	X I X I X I		 200/45			
SIYUN		E			X	X		150/45			
TAIZ/Intl	01 NPA 19 NPA	A/L A/L E		X X	X X X	X X X		 200/45			

Appendix to Table CNS 3

GEOGRAPHIC SEPARATION CRITERIA FOR VOR, VOR/DME AND ILS INSTALLATIONS

1.1 *VHF omnidirectional radio range (VOR)/distance measuring equipment (DME)*

1.1.1 In the selection of frequencies for VOR and/or VOR/DME the following criteria are to be applied:

a) for VORs required to serve en-route flight operations, geographic separations of:

1) for co-channel, 1020 km (550 NM) between 200 NM/45K (facilities' service distance/ratio of facilities' ERPs) facilities and 1 330 km (720 NM) between 300 NM/45K facilities;

2) for adjacent channel, 410 km (220 NM);

b) for VORs required for use in terminal areas (40 NM/25K), geographic separations of:

1) for co-channel, 370 km (200 NM);

2) for adjacent channel*, 110 km (60 NM); and

c) for VORs required for use in approach and landing operations (25 NM/10K), geographic separation of:

1) for co-channel, 240 km (130 NM);

2) for adjacent channel*, 55 km (30 NM).

1.1.2 Detailed frequency assignment criteria for VOR are provided in Annex 10, Volume I, 3.3.2 and Attachment C to Part I, Sections 3.4. and 3.5, and Part II, Section 4.2 (see the note below).

1.1.3 Detailed frequency assignment criteria for DME are provided in Annex 10, Volume I, 3.5.3.3 and Attachment C to Part I, and Part II, Section 4.3 (see the note below).

1.2 *Instrument landing system (ILS)*

1.2.1 Considering the density of ILS installations in the MID Region, the 325 km (175 NM) geographic separation for co-channel operation is to be applied.

1.2.2 Detailed frequency assignment criteria for ILS are provided in Annex 10, Volume I, 3.1.3.2, Attachment C to Part I, Section 3.5 and Part II, Section 4.2 (see the note below).

Note.C As a consequence of the restructuring of Annex 10 (see paragraph 6.50 of the report on Agenda Item 6) and following Amendment 71 to this Annex, Attachment C to Part I should be referred to as Attachment C to Volume I, and Part II of Volume I will constitute Volume V of Annex 10.

* Based on 100 kHz channel spacing

REPORT ON AGENDA ITEM 4: FOLLOW UP LATEST DEVELOPMENTS IN THE FIELD OF AERODROMES

4.1 CERTIFICATION OF AERODROMES IMPLEMENTATION PLAN TIMELINES

4.1.1 The meeting noted that the Standard concerning certification of aerodromes used for international operations will become applicable from 27 November 2003, and the Standard requiring a safety management system will become applicable on 24 November 2005 and that, since 1 November 2001, the requirements are already applicable as Recommended Practices according to Annex 14, Volume I – Chapter 1.3.

4.1.2 The meeting was also informed that the implementation of these requirements would be verified upon the expansion of the ICAO Universal Safety Oversight Audit Programme (IUSOAP) to cover Annex 14 (Aerodromes) and Annex 11 (Air Traffic Services) with effect from 2004.

4.1.3 The meeting was informed that, A State letter ref. AN 4/1.2.18, AN13/2.1- AN 13/13.1-02/4 dated 7 March 2002 was circulated to all States by ICAO HQ, urging them to implement the new requirements in due time.

4.1.4 For the purpose of facilitating monitoring, better, identifying areas anticipating difficulties and following up the proper implementation of ICAO SARPs, related to State's implementation plans on certification of aerodromes and safety management systems on Regional Prospective and on Global Prospective, Forms/Tables were developed and presented by the Secretariat and agreed by the meeting as contained in **Appendix 4A** and **Appendix 4B** to the Report on Agenda Item 4,

4.1.5 The meeting agreed that these tables of timelines should be viewed in general terms as they imply only a broad indication to follow up and define appropriate actions required if difficulties in one or more area were detected.

4.1.6 The meeting accordingly, formulated the following draft conclusion:

DRAFT CONCLUSION 3/3- CERTIFICATION OF AERODROMES IMPLEMENTATION PLAN TIMELINES FOLLOW-UP

That, the Secretariat

a) circulates the draft table of Certification of Aerodromes implementation plan timelines as indicated at **Appendices 4A & 4B** to MIDANPIRG/8 for adoption and;

b) starts an assessment study, by surveying the MID Region States for input on their implementation plan status on Certification of Aerodromes and actions taken .

4.1.7 The meeting thanked the ICAO Middle East Regional office for conducting a valuable workshop on "Certification of Aerodromes" Cairo, 17-20 June 2002, that, created awareness among MID States on aerodrome operations safety, ICAO Safety objectives and initiatives, and provided a forum for wide exchanging of views and sharing experience/ information between States.

4.1.8 The meeting was briefed on the outcomes of Certification of Aerodromes workshop, accordingly, the meeting considered the following issues are of significant importance:

a) That States should consider as urgent, ensuring the establishment of a regulatory regime so that compliance with the specifications in the Annex 14 Vol. I and related ICAO specifications as well as guidance material contained in the new manual on Certification of Aerodromes Doc. 9774, are effectively enforced, regardless methods of ownership, operation and surveillance of the aerodrome, considering appropriate actions on establishment of a well-defined safety oversight mechanism, supported by appropriate legislation, and a separate safety oversight entity within the Civil Aviation Authority, and approval of the aerodrome manual.

b) States to consider co-operation on bilateral or sub-regional format in order to exchange experience on implementation process of certification of aerodromes.

c) In relation with Annex 13, an Incident/Accident Prevention Programme document should be published as part of the Safety management system file in the Aerodrome Manual.

d) That, ICAO's assistance is highly recommended regarding developing the human resources and safety audit guidance material for aerodrome inspection, training/license of State's aerodrome inspectors.

4.1.9 The meeting accordingly, formulated the following draft conclusion;

DRAFT CONCLUSION 3/4- CERTIFICATION OF AERODROMES IMPLEMENTATION MANDATES

That,

a) States are invited to ensure establishment of the necessary regulatory regime to comply with Provisions of Annex 14 Volume I and guidance material contained in ICAO Manual Doc 9774

b) States are invited to incorporate publication of an Incident/Accident Prevention Programme document as part of Safety Management System in the Aerodrome Manual

c) ICAO to consider:

i) assisting in human resource development related to States' aerodrome inspectors; and

ii) development of guidance material and/or training on aerodrome safety audit programmes.

4.2 BIRD STRIKE HAZARD REDUCTION ON OR IN THE VICINITY OF AIRPORTS

4.2.1 The meeting was informed that an ICAO State letter dated 10 August 2001 (Ref. AN 4/1.1.47-01/82) was sent to states requesting comments on proposed amendment 5 to Annex 14 Volume I. These amendments are planned for applicability in 27 November 2003 and it includes: the upgrading of the existing Recommended Practices, relating to Bird Strike Hazard Reduction on, or in the vicinity of airports, contained in paragraphs 9.5.1 - 9.5.3 of Annex 14 Volume I, to Standards, and the addition of a new Recommended Practice.

4.2.2 The meeting noted that, in general estimation, more than 30,000 bird strikes occur to civil aviation aircraft each year. This is a result of many factors, including greater number of aircraft movements, new quitter aircraft and highly successful wildlife/bird conservation efforts, in many parts of the world.

4.2.3 The meeting was informed that, guidance material on effective measures for establishing whether or not birds on, or near an aerodrome, constitute a potential hazard to aircraft operations and on methods for discouraging their presence, are given in the ICAO Airport Service Manual Doc 9137 – Part 3 "Bird control and reduction".

4.2.4 The meeting was informed that the ICAO Bird Strike Information System "IBIS" is an important element in accident prevention and is highly supported by airlines, airport operators and experts working to reduce the threat of bird strikes to aircraft. The meeting also noted the interesting information on the analyses of bird strike reports for the year 2000 that were circulated to all States for their information, (ICAO State letter AN 4/9.1.1-02/69).

4.2.5 The meeting noted that many States do not report bird strikes to ICAO and, as a result, the true extent of the bird strike hazard and of States' efforts to combat bird strikes is not fully known.

4.2.6 The meeting was of the opinion of conducting a regional risk assessment study, by States experts and the assistance of ICAO, for better insight into the extent of the bird hazard phenomenon on the safety of aircraft operations on, or in the vicinity of airports operations in the MID region, the Study is to be discussed by the next AOP SG/4 meeting. The meeting accordingly formulated the following draft conclusion:

DRAFT CONCLUSION 3/5- ASSESSMENT STUDY ON BIRD STRIKE HAZARD TO AIRCRAFT OPERATIONS SAFETY ON OR IN THE VICINITY OF MID AIRPORTS

That,

a) the meeting agree on conducting a regional risk assessment study to be carried out on Bird Strike Hazard to safety of aircraft operations on, or in the vicinity of airports in the MID region, based on State answers to the questionnaire on Bird strike to aircraft contained in **Appendix 4C** and guidance material of ICAO – IBIS 2000 Bird Strike Analysis.

b) the study is to be discussed in next AOP SG/4 meeting.

4.3 IMPACT OF NEW LARGE AIRCRAFT OPERATIONS ON AERODROME PHYSICAL CHARACTERISTICS, FACILITIES AND SERVICES

4.3.1 The meeting was informed that, Aerodrome Reference "Code F" was incorporated in Annex 14 Volume I since November 1999, which in effect, it covers airplanes with wing spans from 65m to 80m and an outer main gear wheel span from 14m to 16m.

4.3.2 The meeting noted ICAO 33rd Assembly Resolution A33-14 App Q for "The Provision of adequate aerodromes", resolves that: "The technical requirements for aerodromes shall be kept under review by the organization", and that, "There is a need for future generations of aircraft to be designed so that they are capable of being operated efficiently, and with the least possible environmental disturbance, from aerodromes used for the operation of present-day aircraft".

4.3.3 The meeting was in the opinion that overall dimensions of NLA aircraft will be needed to determine whether or not existing airport operational areas, ground service vehicles, and maintenance and repair facilities and equipment can accommodate NLA. Establishing minimum and maximum NLA dimensions will also assist engineers, analysts, designers, and policy decision makers in determining the low and high range of required, airport and procedure changes, as well as any costs associated with these changes.

4.3.4 The meeting noted the information on the impact of the overall dimensions of NLA and its operations on airport and airfield design and on the facilities and services at aerodromes. The meeting also noted, the information on requirements of Runway Obstacle Free Zone, airport emergency rescue and fire fighting (ARFF) vehicles, equipment, personnel training and procedures, Impact of NLA operations on capacity of passenger terminal area and environmental issues.

4.3.5 The meeting was on the view that up-to-date information on New Larger Aircraft operational requirements at Aerodromes, are to be considered by next AOP SG/4 meeting for further course of actions.

4.3.6 The meeting considered that, information presented and discussed on New Large Aircraft impact on aerodrome physical characteristics, facilities and services, are of great interest, and thanked ICAO MID Regional office for their initiative in this concern, the meeting formulated the following Draft Conclusion:

DRAFT CONCLUSION 3/6- IMPACT OF NEW LARGE AIRCRAFT OPERATIONS ON AERODROME PHYSICAL CHARACTERISTICS, FACILITIES AND SERVICES

That, States in the MID Region are invited to consider appropriate actions to comply with Annex 14, Volume I - Code F - specifications and measures related to planning the NLA operational requirements at intended aerodromes.

MIDDLE EAST - CERTIFICATION OF AERODROMES IMPLEMENTATION PLAN
UPDATED TIMELINE (REGIONAL PERSPECTIVE)

Certification of Aerodromes Implementation								
			2001	2002	2003	2004	2005	
Certification of Aerodromes	Development of SARPS	Requirement for Certification of Aerodromes						
Safety Management System (SMS)	Development of SARPS	Requirement for a Safety Management system at Certified Aerodromes						
Universal Safety Oversight Audit Programme (USOAP)	Development of SARPS	Expansion of ICAO Safety Oversight Audit to cover Annex 14						
Certification of Aerodromes	Legislations							
	Formation of Separate Regulatory Entity							
	Preparation of the Aerodrome Manual							
	Aerodrome Operational Performance Assessment							
	Issue of an Aerodrome Certificate for Int'l Airports							
	Maintaining An Aerodrome Certification							
Safety Management System								

Universal Safety Oversight Audit Programme								

CERTIFICATION OF AERODROMES							
		2001	2002	2003	2004	2005	
Global	**Legislation**						
MID Region							
States	Afghanistan						
	Bahrain						
	Cyprus						
	Egypt						
	Iran, Islamic Rep. of						
	Iraq						
	Israel						
	Jordan						
	Kuwait						
	Lebanon						
	Libya						
	Oman						
	Qatar						
	Pakistan						
	Saudi Arabia						
	Sudan						
	Syrian						
	United Arab Emirates						
	Yemen						
Global	**Formation of Separate Regulatory Entity**						
MID Region							
States	Afghanistan						
	Bahrain						
	Cyprus						

	Egypt						
	Iran, Islamic Rep. of						
	Iraq						
	Israel						
	Jordan						
	Kuwait						
	Lebanon						
	Libya						
	Oman						
	Qatar						
	Pakistan						
	Saudi Arabia						
	Sudan						
	Syrian						
	United Arab Emirates						
	Yemen						
		2001	2002	2003	2004	2005	
Global	**Preparation of the Aerodrome Manual**						
MID Region							
States	Afghanistan						
	Bahrain						
	Cyprus						
	Egypt						
	Iran, Islamic Rep. of						
	Iraq						
	Israel						
	Jordan						
	Kuwait						
	Lebanon						

	Libya						
	Oman						
	Qatar						
	Pakistan						
	Saudi Arabia						
	Sudan						
	Syrian						
	United Arab Emirates						
	Yemen						
		2001	2002	2003	2004	2005	
Global	**Aerodrome Operational Performance Assessment**						
MID Region							
States	Afghanistan						
	Bahrain						
	Cyprus						
	Egypt						
	Iran, Islamic Rep. of						
	Iraq						
	Israel						
	Jordan						
	Kuwait						
	Lebanon						
	Libya						
	Oman						
	Qatar						
	Pakistan						
	Saudi Arabia						
	Sudan						
	Syrian						

	United Arab Emirates						
	Yemen						
		2001	2002	2003	2004	2005	
Global	**Issue of an Aerodrome Certificate for Int'l Airports**						
MID Region							
States	Afghanistan						
	Bahrain						
	Cyprus						
	Egypt						
	Iran, Islamic Rep. of						
	Iraq						
	Israel						
	Jordan						
	Kuwait						
	Lebanon						
	Libya						
	Oman						
	Qatar						
	Pakistan						
	Saudi Arabia						
	Sudan						
	Syrian						
	United Arab Emirates						
	Yemen						
		2001	2002	2003	2004	2005	
Global	**Maintaining An Aerodrome Certification**						
MID Region							
States	Afghanistan						
	Bahrain						

	Cyprus						
	Egypt						
	Iran, Islamic Rep. of						
	Iraq						
	Israel						
	Jordan						
	Kuwait						
	Lebanon						
	Libya						
	Oman						
	Qatar						
	Pakistan						
	Saudi Arabia						
	Sudan						
	Syrian						
	United Arab Emirates						
	Yemen						

SAFETY MANAGEMENT SYSTEM							
		2001	2002	2003	2004	2005	
Global	Safety Management System						
MID Region							
States	Afghanistan						
	Bahrain						
	Cyprus						
	Egypt						
	Iran, Islamic Rep. of						
	Iraq						
	Israel						
	Jordan						

	Kuwait						
	Lebanon						
	Libya						
	Oman						
	Qatar						
	Pakistan						
	Saudi Arabia						
	Sudan						
	Syrian						
	United Arab Emirates						
	Yemen						

UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME

		2001	2002	2003	2004	2005	
Global	Universal Safety Oversight Audit Programme						
MID Region							
States	Afghanistan						
	Bahrain						
	Cyprus						
	Egypt						
	Iran, Islamic Rep. of						
	Iraq						
	Israel						
	Jordan						
	Kuwait						
	Lebanon						
	Libya						
	Oman						
	Qatar						
	Pakistan						

	Saudi Arabia						
	Sudan						
	Syrian						
	United Arab Emirates						
	Yemen						

AOP SG/3
Appendix 4B to the Report on Agenda Item 4

CERTIFICATION OF AERODROMES IMPLEMENTATION PLAN
UPDATED TIMELINES (GLOBAL PERSPECTIVE)

Certification of Aerodromes Implementation								
			2001	2002	2003	2004	2005	
Certification of Aerodromes	Development of SARPS	Requirement for Certification of Aerodromes						
Safety Management System (SMS)	Development of SARPS	Requirement for a Safety Management system at Certified Aerodromes						
Universal Safety Oversight Audit Programme (USOAP)	Development of SARPS	Expansion of ICAO Safety Oversight Audit to cover Annex 14						
Certification of Aerodromes	Legislations							
	Formation of Separate Regulatory Entity							
	Preparation of the Aerodrome Manual							
	Aerodrome Operational Performance Assessment							
	Issue of an Aerodrome Certificate for Int'l Airports							
	Maintaining An Aerodrome Certification							
Safety Management System								

Universal Safety Oversight Audit Programme								

CERTIFICATION OF AERODROMES							
		2001	2002	2003	2004	2005	
Global	**Legislation**						
Regions	AFI						
	ASIA/PAC						
	CAR/SAM						
	EUR						
	MID						
	NAM						
	NAT						
		2001	2002	2003	2004	2005	
Global	**Establishment of Separate Regulatory Entity**						
Regions	AFI						
	ASIA/PAC						
	CAR/SAM						
	EUR						
	MID						
	NAM						
	NAT						
		2001	2002	2003	2004	2005	
Global	**Preparation of the Aerodrome Manual**						
Regions	AFI						
	ASIA/PAC						
	CAR/SAM						
	EUR						
	MID						
	NAM						
	NAT						

		2001	2002	2003	2004	2005	
Global	**Assessment of a formal application to grant an aerodrome Certification**						
Regions	AFI						
	ASIA/PAC						
	CAR/SAM						
	EUR						
	MID						
	NAM						
	NAT						
		2001	2002	2003	2004	2005	
Global	**Issue of an Aerodrome Certificate for Int'l Airports**						
Regions	AFI						
	ASIA/PAC						
	CAR/SAM						
	EUR						
	MID						
	NAM						
	NAT						
		2001	2002	2003	2004	2005	
Global	**Maintaining An Aerodrome Certification**						
Regions	AFI						
	ASIA/PAC						
	CAR/SAM						
	EUR						
	MID						
	NAM						
	NAT						

SAFETY MANAGEMENT SYSTEM							
		2001	2002	2003	2004	2005	
Global	**Safety Management System**						
Regions	AFI						
	ASIA/PAC						
	CAR/SAM						
	EUR						
	MID						
	NAM						
	NAT						
UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME							
		2001	2002	2003	2004	2005	
Global	**Universal Safety Oversight Audit Programme**						
Regions	AFI						
	ASIA/PAC						
	CAR/SAM						
	EUR						
	MID						
	NAM						
	NAT						

ATTACHMENT D to State letter AN 4/1.1.47-01/82

QUESTIONNAIRE ON BIRD STRIKES TO AIRCRAFT

GENERAL COMMENTS

In an effort to better understand the severity and extent of the bird hazard phenomenon, the ICAO Bird Strike Information System (IBIS) was established in 1980. Since that time, IBIS has been used to collect and disseminate information on bird strikes to aircraft, through annual State letters and through analyses which are conducted for States upon request. At the present time, the IBIS database contains information on more than ninety thousand bird strikes which have occurred in more than 190 States and territories throughout the world.

The questionnaire is divided into three parts which cover different aspects of bird strike data collection and dissemination, and States' practices with respect to airport wildlife control.

Please answer the questionnaire as completely as possible.

Any additional input or comments you may wish to provide may be written on the questionnaire or supplied on a separate sheet of paper.

QUESTIONNAIRE

PART 1: Bird strike data collection

1. Does your State have in place a national procedure for recording and reporting bird strikes to aircraft, as currently recommended in Annex 14, Volume I, paragraph 9.5.1 a)?

☐ YES ☐ NO

If NO, are there plans to establish such a procedure?

2. Does your State collect data on known bird strikes to aircraft, as recommended in Annex 14, Volume I, paragraph 9.5.1 b)? (Please see Part 4 to this questionnaire)

☐ YES ☐ NO

If NO, are you planning to collect them?

3. Does your State utilize a standardized bird strike reporting format, such as the IBIS bird strike reporting form?

☐ YES ☐ NO

If NO, how is bird strike data collected?

4. Does your State supply information on known bird strikes to ICAO?

☐ YES ☐ NO

If NO, why not?

5. Does your State have a national bird strike committee?

☐ YES ☐ NO

If NO, do you plan to establish a national bird strike committee?

PART 2: Bird strike data dissemination

The IBIS World Bird Strike Statistics, sent annually by State letter, are issued to provide States with an overview of the bird strike situation as reported by ICAO Contracting States for the year under review and to remind States of the importance of bird control on, or in the vicinity of, airports.

6. Do you believe that the IBIS World Bird Strike Statistics adequately meet the goals stated above?

☐ YES ☐ NO

If NO, what steps do you believe ICAO should take to better achieve the goals stated above?

7. To your knowledge, are the bird strike statistics distributed within your State to those responsible for airport bird control?

☐ YES ☐ NO

8. Do you believe that the data reported in the analyses are useful to the end users?

☐ YES ☐ NO

If NO, what changes should be made to improve their usefulness?

9. Were you aware that ICAO provides special bird strike analyses to States upon request?

☐ YES ☐ NO

Has your State used this resource?

☐ YES ☐ NO

10. If you have requested a special analysis, has the material received met your needs?

☐ YES ☐ NO

If NO, why not?

PART 3: States' practices

11. Does your State have a national policy aimed at reducing bird strikes to aircraft?

☐ YES ☐ NO

12. Does your State have in place a national database on bird strikes to aircraft?

☐ YES ☐ NO

13. If you answered YES to Question 12, what is the primary use of this database?

☐ policy formulation ☐ education
☐ analysis and research ☐ management
☐ legislation ☐ background information
☐ other (please specify).....

14. Does your State share bird strike data with other States collecting similar data?

☐ YES ☐ NO

If NO, why not?

15. Does your State collect data on other forms of wildlife which collide with aircraft on the airport?

☐ YES ☐ NO

16. Should the IBIS data collection be expanded to include other wildlife?

☐ YES ☐ NO

— END —

REPORT ON AGENDA ITEM 5: FOLLOW UP DEFICIENCIES IN RELATION TO MID AERODROMES

5.1 The meeting was presented with the revised methodology for the identification, assessment and reporting of air navigation deficiencies approved by the ICAO Council on 30 November 2001 for use in ICAO regions which included single definition of "Deficiency". The meeting was also informed that this methodology has been adopted by MIDANPIRG/7 for use in MID region.

5.2 The meeting was informed that MIDANPIRG/7 urged States in the MID region to provide information concerning AOP facilities and services at their International Airports including information on deficiencies, their current and planned corrective actions as per the revised methodology for the identification, assessment and reporting of air navigation deficiencies.

5.3 In studying means to resolve the air navigation deficiencies and to intensify efforts in raising States awareness of deficiencies identified by Planning and Implementation Regional Groups (PIRGs), that are having a negative effect on safety, the meeting was informed that, the Secretary General is in process of sending a State letter M 6/1-02/79 on 27 September 2002 to the Ministers of Civil Aviation inviting their attention to resolving the deficiencies through the allocation of appropriate resources.

5.4 The list of deficiencies had been circulated to States for their input and updating, however, no information was received from some States. Some information was also available from the Users. Accordingly, a list of deficiencies in the AOP field was prepared and presented. The meeting while reviewing/updating the list, urged the States concerned to take appropriate action to resolve their listed deficiencies.

5.5 The meeting emphasized the need of all concerned, the States and the users, to extend their cooperation in this exercise so that effective solutions can be suggested for the resolution of the deficiencies in the region. In this regard the meeting Adopted the list of deficiencies in the AOP field given in the **Appendix 5A** to the Report on Agenda Item 5, and formulated the following draft conclusion:

DRAFT CONCLUSION 3/7- UPDATED LIST OF DEFICIENCIES IN AOP FIELD IN THE MID REGION

That,

a) The list of deficiencies in the AOP field in **Appendix 5A** to the Report on Agenda Item 5 is adopted. The Secretariat is requested to monitor the progress and report to the MIDANPIRG.

b) MID Region States are requested to provide information to the ICAO MID Regional Office on the actions taken to resolve any deficiencies. In particular critical area related to aerodrome operational safety issues as per revised methodology of identification, assessment and reporting of air navigation deficiencies.

States Deficiencies by Field: AOP

Identification		Deficiencies			Corrective Action			
Requirement	**Facilities / Services**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
1	2	3	4	5	6	7	8	9
AOP								
AFGHANISTAN								
MID/3 RAN Rec. 1/3 ASIA/PAC 3 RAN, Rec.3/1	**Kabul Intl. Airport**	No VASIs on RWY 11/29 No ILS RWY 11/29; Other "Deficiencies" detected by UN mission to Afghanistan	April 2000 May 2002	Operations should be restricted to daylight VMC only	 Updated information is unavailable	DGCA ICAO	TBD TBD	U U

Identification		Deficiencies			Corrective Action			
Requirement	**Facilities/ Services**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
1	2	3	4	5	6	7	8	9
AOP								
BAHRAIN								
	No deficiencies reported in this field.							

Identification		Deficiencies			Corrective Action			
Requirement	**Facilities/ Services**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
1	2	3	4	5	6	7	8	9
AOP								
CYPRUS								
	No deficiencies reported in this field.							

Identification		Deficiencies			Corrective Action			
Requirement	**Facilities/ Services**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
1	2	3	4	**5**	6	7	8	9
AOP								
EGYPT								
	Sharm El Sheikh Int. Airport	RWY 04 surface rough and undulating	1999		RWY 04 to be refurbished	EAC	End 2003	B
	Cairo Int. Airport	Taxiway markings to stands confusing as old markings are not removed. Stop markings at new Terminal 2 are difficult to interpret	1999	Problem exacerbated at night and when wet	Remove old markings Stop markings are to be improved	CAC	March 2003 March 2003	A
		Due to poor quality of the ILS signal at RWY 05R, it is downgraded to CAT I	Sep. 2002	The LLZ and GS signals are very unstable and fluctuating	Rectify through tech. procedures	NANSC	January2003	A
		RWY 05R/23L surface is severely coated with rubber deposits, in particular TDZ	Sep 2002		Rubber deposits are to be removed	CAC	TBD	A

Identification		Deficiencies			Corrective Action			
Requirement	**Facilities/ Services**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
	Hurghada Int. Airport	Apron lighting inadequate	1999		Lighting needs improvement	EAC	End 2002	A
	Alexandria Int'l airport	There is an obstacle on RWY 22 causes aircraft weight limitation during take off in particular on MD-90 aircraft	Sep. 2002		Difficulties to remove Declared and noted in AIP	EAC	Declared and noted in AIP	A

Identification		Deficiencies			Corrective Action			
Requirement	**Facilities/ Services**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
1	2	3	4	5	6	7	8	9
AOP								
IRAN								
ASIA/PAC/3, Rec. 4/10 MID/3, Conc.1/6, Rec. 1/3	**Mehrabad Int'l Airport**	Precision approach lighting of RWY29L has decreased to 600m due to highway interference	July 2001	Required VIS for ILS APP has increased to 1200m	Lighting needs to be reinstalled on supports	CAO	Mid 2003	A
	Mehrabad Int'l Airport	Precision approach terrrain chart of RWY29L must be renewed/revised	July 2001		Chart needs to be renewed/ revised	CAO	Mid 2003	A
	Mehrabad Int'l Airport	Aerodrome Obstacle chart type A not provided	July 2001		Chart must be examined and provided	CAO	End 2003	A
	Mehrabad Int'l Airport	Apron flood lighting is not adequate	Sep.2002		Number of flood light must be increased	CAO	Mid 2003	B
	Esfahan Shahid Beheshti Int'l Airport	Airport fence is not complete	Sep.2002		Fence is to be completed	CAO	End 2002	B

Identification		Deficiencies			Corrective Action			
Requirement	**Facilities/ Services**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
1	2	3	4	5	6	7	8	9
AOP								
IRAQ								
	No deficiencies reported in this field.							

Identification		Deficiencies			Corrective Action			
Requirement	**Facilities/ Services**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
1	2	3	4	5	6	7	8	9
AOP								
ISRAEL								
ASIA/PAC/3, Rec. 4/10	**Tel Aviv/Ben Gurion Int. Airport**	No high speed turn off end of RWYs: 21/03 and RWY 26	1999			EDF	TBD	A
		No taxiways to RWYs 26 and 21, and from 08 and 03		For RWYs 26 and 21, taxing is on active RWYS		EDF	TBD	U

Identification		Deficiencies			Corrective Action			
Requirement	**Facilities/ Services**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
	Elat Int. Airport	Single runway usede as taxiway, two turn-offs at south end (other turn-off is restricted) , Runway width is 30 meters	1999	Loop available at end of RWY 03		EDF	TBD	A
		No approach lighting		PAPI (RWY 03) and APAPI (RWY 21)		EDF	TBD	A
		No taxiway				EDF	TBD	
		Aprons – limited space that is too close to runway				EDF	TBD	
		Localizer (LOC) App. and DME plus PAPIS		VOR/DME (LOT) available <u>Note:</u> Not recommended for use by big jets (wide-body/4 engines)		EDF	TBD	B

Identification		Deficiencies			Corrective Action			
Requirement	**Facilities/ Services**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
	Ovda Int. Airport	Non-Standard taxiw ays lighting	Jan 2002		Lightings are to be rectifies			A
		No approach lighting on RWY 02R/20L.	July 2000	Usually RWY 02L/20/20R in use (with non-standard PP. lights-SALS and PAPI) – available with VOR App.	App. Lighting to be provided as soon as possible.	IDF	Mid 2003	A
		No lighted sign with RWY designators	Jan 2002		Sign to be provided			A
		Threshold markings/lighting do not conform to ICAO SARPs.	July 2000		To be rectified	IDF	Mid 2003	A
		Limited parking space	Jan 2002	One wide-body plus 3 smaller aircraft	Reconsider Apron planning			

Identification		Deficiencies			Corrective Action			
Requirement	**Facilities/ Services**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
1	2	3	4	5	6	7	8	9
AOP								
JORDAN								
MID/3, Conc.1/6	Amman Int'l Airport	Difficulty parking B747-400 B777 at gate 12 due to presence of a light pole on the left side	Sep. 2002	The lighting pole is too close to the tip of left wing and not safe for taxi in and push back	Remove the pole or, a State NOTAM should be issued to identify parking positions and capacity status for each aircraft type	CAA	TBD	A

Identification		Deficiencies			Corrective Action			
Requirement	**Facilities/ Services**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
1	2	3	4	5	6	7	8	9
AOP								
KUWAIT								
	No deficiencies reported in this field.							

Identification		Deficiencies			Corrective Action			
Requirement	**Facilities/ Services**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
1	2	3	4	5	6	7	8	9
AOP								
LEBANON								
ASIA/PAC/3 RAN Rec. 4/4 Aerodrome Emergency Planning	**Beirut Intl. Airport**	Full-scale exercise not executed yet.	Oct. 2000	No schedule given	A full- scale emergency exercise, in accordance with Annex 14 Volume I, Ch. 9 should be planned and carried out soon. The State may take ICAO assistance, if required for updating the Emergency Plan and to plan and conduct the full- scale exercise.	DGCA	End 2001	A

Identification		Deficiencies			Corrective Action			
Requirement	**Facilities/ Services**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
1	2	3	4	5	6	7	8	9
AOP								
LIBYA ASIA/PAC/3, Rec. 4/10	**Benghazi Int. Airport**	Runway markings are unclear Animal and human hazard on airside Unserviceable NAVAIDS are not published by NOTAM	Jan 2002		Lightings are to be rectified Airport fencing is to be reviewed and strengthened	DGCA	TBD	A
	Tripoli Int. Airport	Runway rough and markings unclear	Jan 2002		Surface is to be refurbished and markings are to be rectified	DGCA		A

Identification		Deficiencies			Corrective Action			
Requirement	**Facilities/ Services**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
1	2	3	4	5	6	7	8	9
AOP								
OMAN								
	No deficiencies reported in this field.							

Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	2	3	4	5	6	7	8	9
AOP								
PAKISTAN								
ASIA/PAC/3, Rec. 4/10	**Karachi Int. Airport**	RWY and Taxiway markings inadequate and are not clearly visible at night	Oct 2001		Markings are to be rectified	DGCA	TBD	A

Identification		Deficiencies			Corrective Action			
Requirement	**Facilities/ Services**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
1	2	3	4	5	6	7	8	9
AOP								
QATAR								
	No deficiencies reported in this field.							

Identification		Deficiencies			Corrective Action			
Requirement	**Facilities/ Services**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
1	2	3	4	5	6	7	8	9
AOP								
SAUDI ARABIA								
	No deficiencies reported in this field.							

Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	2	3	4	5	6	7	8	9
AOP								
SUDAN MID/3 RAN Rec. 1/3 ASIA/PAC 3 RAN, Rec.3/1	**Khartoum Int. Airport**	RWY 18/36 rough. Inadequate approach lights.	July 2000		Runway to be resurfaced. App. Lights need attention.	DGCA	End 2001	A

Requirement	Facilities/ Services	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	2	3	4	5	6	7	8	9
AOP								
SYRIA								
MID/3 RAN Rec. 1/3 ASIA/PAC 3 RAN, Rec.3/1	**Damascus**	RWY surface rough and damaged.	July 2000		RWY to be resurfaced	DGCA	End 2001	A
		Runway markings are unsatisfactory	Jan 2002		Markings are to be rectified	DGCA	TBD	A
		Apron lighting are inadequate	Jan 2002		Lighting are to be improved	DGCA	TBD	A
		Difficulty parking B747-400 and B777 at Stands A10 and A11	Sep. 2002		A NOTAM should be issued to identify parking positions and capacity status for each aircraft type	DGCA	TBD	A

Identification		**Deficiencies**			**Corrective Action**			
Requirement	**Facilities/ Services**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
1	2	3	4	5	6	7	8	9
AOP								
UAE								
ASIA/PAC/3, Rec. 4/10 MID/3, Conc. 1/4	Dubai Int'l Airport	Cat III instrument landing system provided for RWY 12L &30R is down graded to CAT I	Sep. 2002	The deficiency is due to localizer signal interference	Eliminate and solve problem of frequencies interference	CAA	TBD	A

Identification		Deficiencies			Corrective Action			
Requirement	**Facilities/ Services**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Date of complete**	**Priority for action***
1	2	3	4	5	6	7	8	9
AOP								
YEMEN								
	No deficiencies reported in this field.							

Note:

* Priority for action to remedy a deficiency is based on the following safety assessments:

AU@ priority = Urgent requirements having a direct impact on safety and requiring immediate corrective actions.

Urgent requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is urgently required for air navigation safety.

AA@ priority = Top priority requirements necessary for air navigation safety.

Top priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation safety.

AB@ priority = Intermediate requirements necessary for air navigation regularity and efficiency.

Intermediate priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation regularity and efficiency.

Definition:

A ***deficiency*** is a situation where a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with related ICAO Standards and Recommended Practices, and which situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation.

REPORT ON AGENDA ITEM 6: FUTURE WORK PROGRAM

HUMAN RESOURCES DEVELOPMENT (HRD)

6.1 The meeting was informed that the ICAO timelines for implementation of Aerodromes Certification and Safety Management system requirements, which includes aerodrome safety and efficiency depends on mainly two areas, namely, the adequacy and efficacy of the services, facilities and procedures, and the operational capability of the aerodrome operators. The second factor heavily depends on the necessary human resources development, which includes training, dissemination and exchange of information, and development of expertise. While sufficient information is available on the modern equipment and technology from various sources, the HRD is a matter, which the individual States have to address. ICAO has also given high priority to this subject.

6.2 While States may have their own programs for the human resources development, the ICAO Secretariat can assist the States by way of conducting workshops and seminars and extending assistance under the ICAO Technical Cooperation Program.

6.3 The meeting considered the various areas where such seminars/workshops would be useful for the region to enhance aerodrome operational safety and efficiency. After considerable discussion, the meeting agreed that "Safety of aircraft operations on the movement area" would be the suitable topic for a workshop in the near future. Other topics such as, "Human factors issues in the implementation of Safety Management System at aerodromes" and "Control of obstacles", could be considered at a later stage.

6.4 The meeting also, agreed that since the requirement of avoiding and eliminating existing Runway surface deficiencies which are generic and common at airports in the MID region, ICAO would be requested to plan a workshop on "Runway Surface Conditions" in future depending on MID office workload.

6.5 States are requested to actively participate in such workshops by presenting case studies and/or their practical experiences. The meeting formulated the following draft conclusion:

DRAFT CONCLUSION 3/8- WORKSHOP ON "SAFETY OF AIRCRAFT OPERATIONS ON THE MOVEMENT AREA"

That, ICAO is to consider planning for a workshop on "Safety Aircraft Operations on the Movement Area", tentatively in early year 2004. States in the region are requested to actively participate in the workshop by sharing their experience, presenting case studies and /or current practices.

DATE AND VENUE OF THE AOP SG/4 MEETING AND ITS PROVISIONAL AGENDA

6.6 A tentative date of 08 - 11 December 2003 was proposed by secretariat for the AOP SG/4 meeting. The meeting had no objection to the dates, and was of the opinion that the venue would be ICAO Regional Office in Cairo unless a MID State wished to host the meeting.

6.7 The meeting was also presented with a Provisional Agenda for the AOP SG/4, as in **Appendix 6A** to the Report on Agenda Item 6.

AOP SG/3
Appendix 6A to the Report on Agenda Item 6

Provisional Agenda Items for

AOP SG/4 Meeting

Agenda Item 1	Adoption of the Provisional Agenda and election of AOP SG Chairperson
Agenda Item 2	Review MIDANPIRG/8 Actions on the AOP SG/3 Report
Agenda Item 3	Review and update Tables AOP1 and CNS 3 of MID FASID
Agenda Item 4	Monitoring and Follow up Deficiencies in the AOP field in the MID region
Agenda Item 5	Certification of Aerodromes implementation follow up in the MID region
Agenda Item 6	Result of assessment study on Bird Strike Hazard to on or in the vicinity of Aerodromes in the MID region
Agenda Item 7	Follow up latest development in the AOP field (NLA)
Agenda Item 8	Aerodrome Safety Aspects
Agenda Item 9	Future Work Programme
Agenda Item 10	Any other business

REPORT ON AGENDA ITEM 7: ANY OTHER BUSINESS

7.1 The meeting noted the content of the proposed amendment No. 5 to Annex 14 Volume I, related to protection of flight operations against the hazardous of laser emitters that are envisaged for applicability in 27 November 2003, and was informed that this amendment will be supported by a new manual on laser emitters and flight safety which is scheduled for distribution in 2002.

- END -