



International Civil Aviation Organization

MIDANPIRG/19 and RASG-MID/9 Meetings

(Riyadh, Saudi Arabia, 14-17 February 2022)

Agenda Item 5.4: Air Navigation Planning and Implementation - AIM

MIDAD PROJECT

(Presented by the Secretariat)

SUMMARY

This paper presents a progress report related to the MIDAD Project, including the outcomes of the EAD-MIDAD Coordination meeting and the AIM SG/8 & MIDAD TF/6 meeting.

Action by the meeting is at paragraph 3.

REFERENCES

- SoD EAD-MIDAD Coordination meeting
- AIM SG/8 & MIDAD TF/6 Report
- MIDANPIRG/18 Report

1. INTRODUCTION

1.1 The meeting may wish to recall that the MIDANPIRG/18 meeting held virtually, 15-22 February 2021, agreed through Conclusion 18/18 that the ICAO MID Office, with the support of concerned States, initiate discussions with EUROCONTROL/EAD, in order to reconsider the charging mechanism to add a lower/upper limit for charging States that are willing to migrate to EAD.

1.2 Therefore, a coordination meeting with EUROCONTROL (EAD) and ICAO MID (MIDAD) EAD-MIDAD took place on 27 April 2021 to explore the possibilities to review and reconsider the charging mechanism to encourage a bigger number of MID States (at least 7) to migrate to EAD.

1.3 The Eighth Meeting of the MIDANPIRG AIM Sub-Group (AIM SG/8) and the Sixth Meeting of the MIDAD Task Force (MIDAD TF/6) were successfully held virtually from 13 to 15 September 2021.

2. DISCUSSION

Eurocontrol EAD Charging Mechanism

2.1 The MIDAD TF/6 meeting noted that member States entrusted EUROCONTROL for the development and the operations of the EAD on their behalf and as per the Decision of the EUROCONTROL Permanent Commission N°83 and Decision N° 101 of 25 November 2003 governing the provision of

aeronautical information to and by EUROCONTROL for the operation of the European AIS Database (EAD) there are copyright and service charging policies.

2.2 With regard to charging and cost of service provision, non EUROCONTROL member States may be charged for EAD user service that are provided. The amount of service charges shall be proportional to the service provided. For doing this, clients are divided in three categories:

- Type 1 Clients, contributing either directly or indirectly to the budget of EUROCONTROL (principally ANSPs from Eurocontrol States and aircraft operators liable for air navigation charges).
- Type 2 Clients, potentially MID States, who are not contributors to the budget of EUROCONTROL and consequently are subject to the payment of EAD services.
- Type 3 Clients, who are making business out of using information provided by the EAD. This may include Software applications using EAD data, Consultancy or software development services based on or using EAD data or any other service using the data.

2.3 MIDAD States are type 2 clients and the applicable charging scheme is described in Annex 5, Attachment C of the EAD agreement. This scheme provides a unique and standard way of a fair, equitable and transparent charging mechanism defined and agreed by the EAD Service and Royalties Charging Work Group composed of representatives from the EUROCONTROL member States.

2.4 For the establishment of the EAD Charges, the cost base for the provision of air traffic services financed through various invoicing mechanism is needed. The cost base is used for simulation of the overall contribution as if the State (and related ANSP) would be a member State of EUROCONTROL. To be able to do this, the cost base for Year – 2 is used to obtain the State's contribution to the EUROCONTROL budget as if this State would become a EUROCONTROL member State.

2.5 It is worth noting that if a State elects to be a data provider, a discount of 50% is applied to the service as an incentive for the data provision. It is also pointed out that, in any case, the maximum yearly cost would not exceed 300.000 Euros.

Proposed way forward

2.6 The MIDAD TF/6 meeting reviewed and updated the status of States' plan and progress related to the MIDAD Project Phase A, and noted that the number of States that initiated the process of migration to EAD is still too low to launch the phase B of MIDAD project. Accordingly, the meeting proposed the following way forward :

- ICAO MID and AIM SG continue to monitor the States' status of EAD migration and other related issued and provide an update on yearly basis to MIDANPIRG and DGCA- MID.
- MIDAD TF is put on hold until the finalisation of Phase A (at least seven States migrate to EAD)
- MID States are encouraged to develop their business case/cost-benefit analysis related to the transition from AIS to AIM in accordance with the GANP 6th edition, MID Air

Navigation Strategy and MID Region AIM roadmap with the possible scenarios/options including the migration to EAD;

- States considering the migration to EAD as one of the options to support the transition from AIS to AIM/SWIM to engage directly with EUROCONTROL (EAD) for the completion of the cost-benefit analysis; and
- States that have not yet established an automated AIM system are strongly encouraged to migrate to EAD.

2.7 Based on the above, the AIM SG/8 meeting proposed the following Draft Conclusion to replace and supersede the MIDANPIRG Conclusion 17/1:

Why	To provide all necessary support for the achievement of the second phase of the MIDAD Project
What	A way forward for the achievement of the second phase of the MIDAD Project
Who	States, ICAO MID and AIM SG
When	2022+

DRAFT CONCLUSION 8/1: MID REGION AIM DATABASE (MIDAD)

That,

- a) the ICAO MID and AIM SG continue to monitor the States' status of EAD migration and other related issues and provide regular updates to MIDANPIRG and DGCA-MID meetings.*
- b) the activities of the MIDAD TF will not be resumed until the finalization of Phase A of the MIDAD Project (at least 7 States complete their migration to EAD);*
- c) States are encouraged to develop their business case/cost-benefit analysis related to the transition from AIS to AIM, in accordance with the GANP 6th edition, MID Air Navigation Strategy and MID Region AIM Roadmap;*
- d) States considering the migration to EAD as one of the options to support the transition from AIS to AIM/SWIM to engage directly with Eurocontrol (EAD) for the completion of the cost-benefit analysis; and*
- e) States that have not yet established an automated AIM system are strongly encouraged to migrate to EAD.*

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the slow progress in the implementation of the MIDAD Project Phase A; and
- b) endorse the proposed Draft Conclusion at para. 2.7.