
PART II: REPORT ON AGENDA ITEMS**REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA**

1.1 The subject was addressed in WP/1 presented by the Secretariat. The meeting reviewed and adopted the Agenda as at Para.6 of the History of the Meeting.

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REPORT ON AGENDA ITEM 2: FOLLOW-UP ON ON MIDANPIRG/22 CONCLUSIONS AND DECISIONS RELEVANT TO AIM

2.1 The subject was addressed in WP/2 presented by the Secretariat. The meeting noted the status of the MIDANPIRG/22 Conclusions and Decisions relevant to AIM and the follow-up actions taken by concerned parties as at **Appendix 2A**.

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REPORT ON AGENDA ITEM 3: GLOBAL/REGIONAL DEVELOPMENTS RELATED TO AIM AND SWIM

3.1 The subject was addressed in PPT/3, presented by the Secretariat, which provided a update on global AIM and SWIM developments at the ICAO level, covering recent panel activities, regulatory amendments, planning framework updates, and upcoming regional events.

3.2 The meeting was apprised of the outcomes of the three most recent meetings of the ICAO Information Management Panel Working Group A (IMP/WG-A/20, IMP/WG-A/21, and IMP/WG-A/22), held since July 2025. Key areas of discussion included the Digital Operational Reporting Information Service (DORIS), digital aeronautical data sets, global AIM implementation support, the future of aeronautical charting, and consequential amendments to Annex 4, Annex 15, and PANS-AIM.

3.3 The meeting noted that the Fourth Meeting of the Information Management Panel (IMP/4) is scheduled to take place from 20 to 24 April 2026 at ICAO Headquarters, Montréal, Canada.

3.4 The meeting noted the publication of the First Edition (2025) of Doc 10204 — Manual on Aviation Information Security, and encouraged States to familiarize themselves with its provisions.

3.5 The meeting was presented with an overview of the Eighth Edition of the Global Air Navigation Plan (GANP, 2025), with particular focus on updates to the Digital Aeronautical Information Management (DAIM) thread within the Aviation System Block Upgrade (ASBU) framework. Key changes include the deferral of certain DAIM elements, revisions to the maturity levels of specific elements, and updates to associated enablers. The meeting also noted that, where appropriate, applicability to new entrants and the integration of automation and machine learning have been incorporated into the updated DAIM thread.

3.6 The meeting was apprised of the adoption of Amendment 45 to Annex 15, Amendment 63 to Annex 4, and Amendment 95 to Annex 10, Volume II, and noted the importance of timely transposition of these amendments into national regulatory frameworks.

3.7 The meeting was informed of upcoming regional and interregional events relevant to AIM and SWIM, including:

- the Joint ACAO/ICAO ANS Safety Oversight Workshop (Rabat, 18–22 May 2026);
- the ICAO EUR/NAT–MID Seminar on SWIM (Tbilisi, 23–25 June 2026); and
- the ICAO/IATA/Boeing AIM-ing for Excellence Workshop (Cairo, planned for Q3/Q4 2026).

3.8 The meeting urged States to actively follow and engage with global AIM and SWIM developments, and to ensure that outcomes from these events are reflected in their national AIM modernization plans and implementation activities.

REPORT ON AGENDA ITEM 4: AIM PLANNING AND IMPLEMENTATION IN THE MID REGION***MID Region AIM Implementation Roadmap***

- 4.1 The subject was addressed in WP/4 presented by the Secretariat.
- 4.2 The meeting recalled that the MIDANPIRG/18 endorsed the MID Region AIM Implementation Roadmap through Conclusion 18/19 and considering the major changes of the MID Region AIM Implementation Roadmap, urged States to provide the ICAO MID Office with their updated National AIM Implementation Roadmap, using a standard Template. In addition, the meeting recalled that in line with the AIM SG responsibilities towards MIDANPIRG, the AIM SG meeting should review and provide continuous updates (as appropriate) of the Regional AIM Roadmap.
- 4.3 The meeting noted that all MID States provided their National AIM Implementation Roadmap except Syria and Yemen. The meeting urged those States to submit their National AIM Implementation Roadmap without delay and requested the Secretariat to assist Syria and Yemen to develop their National AIM Implementation Roadmaps.
- 4.4 The meeting noted with appreciation that Bahrain, Qatar, Saudi Arabia and UAE provided their 2026 AIM Implementation Roadmap.
- 4.5 The meeting recalled that the Roadmap for the Transition from AIS to AIM was developed in 2009, when yet the AIM Concept was not fully defined. Consequently the existing Roadmap falls short in guiding stakeholders towards a full AIM; it rather directs States and Industry towards a “digitalized AIS”. Conversely transitioning to AIM is more than digitalization; it is a complete change of processes, procedures, products and services to better satisfy the need of the information consumers.
- 4.6 The meeting noted that the ICAO Information Management Panel Working Group A (IMP WG-A) has undertaken significant work in developing a single, globally harmonized AIM roadmap, embedding the transition to SWIM within the AIS-to-AIM continuum and establishing logical linkages to ASBUs, BBBs, and SWIM building blocks. A draft concept has been developed and is currently awaiting further deliberations within the Panel and subsequent processing through the ICAO publication and approval process before the roadmap can be formally issued as ICAO guidance material.
- 4.7 In this context, the meeting agreed that undertaking a comprehensive revision of the MID Region AIM Implementation Roadmap ahead of the conclusion of this ongoing global work would be premature and risk duplication of efforts. It was considered strategically prudent to await the outcome of the Panel's deliberations and the global adoption of the revised AIM roadmap framework before proceeding with the regional revision, ensuring full alignment between the MID Region roadmap and the forthcoming global guidance, and avoiding unnecessary resource expenditure or inconsistencies.
- 4.8 The meeting noted the status of AIM implementation progress in the MID Region based on States' updates, and urged States that have not yet submitted their National AIM Implementation Roadmaps to provide the ICAO MID Office with their updated Roadmaps without further delay, and urged all remaining MID States to submit their updated National AIM Implementation Roadmaps to the ICAO MID Office no later than 30 May 2026.

ACR/PCR implementation Status in MID

4.9 The subject was addressed in WP/5 presented by the Secretariat.

4.10 The meeting recalled that Amendment 15 to Annex 14, Volume I, introduced the Aircraft Classification Rating (ACR) - Pavement Classification Rating (PCR) method, which became mandatory on 28 November 2024, replacing the ACN-PCN method. The meeting further recalled MIDANPIRG/22 Conclusion 22/22, which urged States and AISPs to ensure the timely publication of pavement strength data using the ACR-PCR method in their AIPs.

4.11 The meeting noted the results of the ICAO MID Office AIP review, which revealed that 5 States (Jordan, Kuwait, Qatar, Saudi Arabia and UAE) have fully published pavement strength using PCR system in their AIPs in compliance with ICAO Annex 14 requirements, 1 State (Egypt) has partially published PCR with publication ongoing for remaining aerodromes, and 9 States have not yet published PCR in their AIPs, representing a significant compliance gap given that the ACR-PCR method has been mandatory since 28 November 2024.

4.12 The meeting urged States that have not yet published pavement strength data using the ACR-PCR method in their AIPs to provide a specific target AIRAC cycle for publication and notify the ICAO MID Office accordingly without further delay.

GNSS and Radio Navigation Aids-Systems Publication

4.13 The subject was addressed under PPT/6 presented by the Secretariat. The meeting recalled the ICAO Standards and guidance related to the publication of Radio Navigation Aids (NAVAIDs) and GNSS information in States' AIPs, particularly the applicable sections GEN 2.5 (List of Radio Navigation Aids), ENR 4.1 (Radio Navigation Aids — En-route) and AD 2.19 (Radio Navigation and Landing Aids). The distinction between Enroute and Terminal NAVAIDs and the corresponding technical data requirements were highlighted. Reference was also made to MIDANPIRG Conclusion 22/23, which urges States to publish GNSS-related information in accordance with ICAO SARPs.

4.14 The meeting noted inconsistencies identified in some MID States' AIPs, including missing technical details, discrepancies between published NAVAIDs and their actual operational status, and inconsistencies between GEN 2.5 and AD 2.19 entries. The meeting emphasized the importance of harmonized and accurate publication of NAVAID information, particularly to support PBN contingency planning and the establishment of a Resilient Operational Network (RON).

4.15 The meeting urged States to review and harmonize their AIPs, particularly GEN 2.5, ENR 4.1, AD 2.19, to ensure full alignment with ICAO SARPs and associated guidance.

Outcomes of the AIM-ing for Excellence Workshop

4.16 The subject was addressed in PPT/7 presented by the Secretariat. The meeting was informed of the outcomes of the Joint ICAO/IATA/Jeppesen AIM-ing for Excellence Workshop, held in Cairo, Egypt, from 10 to 12 November 2025. The following key outcomes were noted:

- a) consistent implementation of ICAO SARPs and removal of identified deficiencies are fundamental safety requirements, given the direct impact of aeronautical information on air navigation services and flight operations;

- b) excellence in AIM requires structured coordination and formal arrangements defining roles, responsibilities, and accountability across the entire aeronautical data chain, from origination through publication and distribution, as the structural foundation of aeronautical information quality;
- c) strong regulatory oversight of the aeronautical data chain, combined with investment in training and technology, are prerequisites for a sustainable AIS-to-AIM transition;
- d) the "Quality In, Quality Out" principle governs the entire aeronautical data chain, as data quality deficiencies introduced at origination cannot be fully corrected by downstream processes; and
- e) excellence in the current product-centric AIS environment is the necessary foundation from which the transition to a data-centric AIM environment must be built.

4.17 The meeting noted that the workshop addressed key technical and regulatory enablers of the AIM transition, including:

- a) AIRAC adherence as a safety-critical framework, with Annex 15 mandating minimum notice periods of 28 days for routine updates and 56 days for major changes;
- b) AIXM 5.1.1 as the technical backbone of the AIS-to-AIM transition, encoding both static and dynamic aeronautical information in a structured, machine-readable format, with version 5.2 under development; and
- c) SWIM, formalized in PANS-IM (Doc 10039), as the target architecture for interoperable, standards-based distribution of aviation information services.

4.18 The meeting noted also the airline perspective, confirming that high-quality aeronautical data is a fundamental operational safety requirement. Recurring challenges identified included NOTAM ambiguity, communication gaps with AIS offices, and data access deficiencies, all of which translate directly into flight disruptions and safety risks. The workshop concluded that standardization of formats, automation of data workflows, and proactive stakeholder engagement are essential to addressing systemic data quality challenges.

4.19 The meeting was apprised that a follow-on Joint ICAO/IATA/Data Houses AIM-ing for Excellence Workshop is scheduled to be held in Cairo, Egypt, during Q3/Q4 2026, structured around four themes: Fundamentals, Forensics, Flows, and best practice case studies. States were strongly encouraged to ensure the participation of relevant AIM professionals, including data originators, given the direct relevance of the workshop to SARP implementation, quality management, and national AIM transition programmes.

Qatar ASBU DAIM Implementation & National AIM Roadmap

4.20 The subject was addressed in PPT/8 presented by Qatar. The Civil Aviation Authority of the State of Qatar presented an update on its AIM implementation progress. The meeting noted the following:

- a) **ASBU DAIM Status** — Qatar has achieved full implementation of the following elements: DAIM B1/1 (quality-assured data environment); DAIM B2/1 (SWIM services, operationalized January 2025); DAIM B2/6 (AIP dataset in AIXM 5.1.1, operationalized January 2025); DAIM B2/7 (digital terrain datasets, operationalized March 2025); DAIM

B2/8 (digital obstacle datasets, operationalized March 2025); and DAIM B2/10 (Digital NOTAM, operationalized October 2022). DAIM B2/9 (Aerodrome Mapping) and DAIM B3/1 (IFP datasets) are currently in progress;

- b) **AIM Deficiencies** — Qatar reported no AIM deficiencies, confirmed through a recent regulatory audit;
- c) **EAD Migration** — Four of seven migration milestones have been completed, with the Migration and Transition Plan currently in progress; and
- d) **Planned Milestones** — Key upcoming milestones include the Electronic AIP Second Edition and data-driven charts by end of 2026, and IFP system integration with the Central AIM database by end of 2027.

4.21 The meeting commended Qatar's substantial progress, recognizing it as a leading example of national AIM transition in the MID Region.

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REPORT ON AGENDA ITEM 5: MIDAD PROJECT STATUS

5.1 The subject was addressed in WP/9 presented by the Secretariat.

5.2 The meeting reviewed the status of the MID Region AIM Database (MIDAD) Project and considered the way forward in light of limited implementation progress and evolving global AIM developments.

5.3 It was recalled that the MIDAD Project was established as a regional initiative to support the AIS-to-AIM transition, structured in three phases: Phase A (migration of MID States to EAD); Phase B (establishment of the MIDAD Manager); and Phase C (implementation of the MIDAD system and services). A Memorandum of Agreement was signed in May 2013 by several MID States, with the initiation of Phase B contingent upon the successful migration of a minimum of seven MID States to EAD.

5.4 The meeting noted that since the signing of the MoA, progress under Phase A has remained critically limited, with only one State having completed migration to EAD and one additional State currently under ongoing migration. The prerequisite threshold of seven States has therefore not been met, and there is no indication that this situation will change in the foreseeable future. Persistent and structural challenges include:

- a) financial constraints related to EAD participation costs and the absence of viable cost-recovery mechanisms;
- b) limited technical readiness and capacity of a number of MID States; and
- c) insufficient regional participation to reach the required implementation threshold.

5.5 It was further recalled that the AIM SG/8 meeting had previously placed the MIDAD Task Force on hold pending further developments, a status which has remained unchanged.

5.6 The meeting recognized that, beyond the lack of implementation progress, the MIDAD Project's own structural foundations have proven unworkable. The governance model, financial framework, and three-phase sequential architecture, all conceived around a centralized database paradigm, have not advanced beyond Phase A after more than twelve years, and no realistic pathway exists to reconstitute them. It is further noted that even if EAD were to evolve eEAD toward System Wide Information Management (SWIM) and a Service-Oriented Architecture, MIDAD's regional governance construct, cost-recovery model, and institutional framework remain dormant and undeveloped, and cannot be simply adapted to meet the requirements of a modern, service-oriented information management environment. The globally endorsed SWIM approach, as reflected in the ICAO Global Air Navigation Plan (GANP) and PANS-IM (Doc 10199), offers a fundamentally different and proven architecture that renders the MIDAD model obsolete as a regional construct.

5.7 The meeting therefore agreed that concluding the MIDAD Project in its current form is the appropriate course of action, and that regional efforts and resources should be reallocated toward the development of a MID Regional SWIM Framework for aeronautical information management.

5.8 Based on the above, the meeting agreed to the following Draft Decision:

DRAFT DECISION 12/1—MIDAD PROJECT

That the MID Region AIM Database (MIDAD) Project be concluded and the MIDAD Task Force be dissolved.

REPORT ON AGENDA ITEM 6: REVIEW OF AIR NAVIGATION DEFICIENCIES IN THE AIM FIELD

6.1. The subject was addressed in WP/10 presented by the Secretariat.

6.2. The meeting recalled that MIDANPIRG/22, held in Doha, Qatar from 4 to 8 May 2025, reviewed and updated the list of air navigation deficiencies recorded in the MID Air Navigation Deficiency Database (MANDD), noting an increase from 98 to 102 total deficiencies across all fields. The AIM field accounts for the largest share, representing 42.2% of the total deficiencies, underscoring its critical importance in addressing systemic challenges.

6.3. The meeting also recalled that MIDANPIRG/22, through Conclusion 22/33, urged States to actively use MANDD for the submission, update, and elimination of deficiencies, including the provision of specific Corrective Action Plans (CAPs) with valid completion dates for each recorded deficiency. It was reiterated that a deficiency would only be eliminated upon submission of a formal letter to the ICAO MID Regional Office accompanied by evidence that mitigation measures have been fully implemented.

6.4. The meeting noted with concern that the majority of deficiencies in AIM listed in MANDD continue to lack specific CAPs and valid completion dates, undermining the effectiveness of the deficiency management process.

6.5. In the AIM field, the meeting noted that based on documentation provided by Iraq and Oman, MIDANPIRG/22 agreed to remove two deficiencies: one against Iraq related to geoid undulation and one against Oman related to an AIXM-based database. The total number of AIM deficiencies currently stands at 43, comprising: thirty-seven (37) priority "A" and six (6) priority "B". Twenty (20) deficiencies related to eTOD; five (5) related to QMS; four (4) related to AIXM; six (6) related to WAC; three (3) related to pre-flight information services; one (1) related to AIP and aeronautical charts; three (3) related to AIRAC adherence; and one (1) related to WGS-84.

6.6. The number of air navigation deficiencies by state in the AIM field is presented in the Table below:

State	Bahrain	Egypt	Iran	Iraq	Jordan	Kuwait	Lebanon	Libya	Oman	Qatar	Saudi Arabia	Sudan	Syria	UAE	Yemen	Total
AIM	0	2	3	5	3	0	4	5	2	0	0	2	9	0	8	43

6.7. The meeting reviewed and updated the air navigation deficiencies in AIM Field at **Appendix 6A**,

6.8. The meeting strongly urged States to:

- implement the provisions of the MIDANPIRG/22 Conclusion 22/33 and provide updates on the status of their deficiencies using MANDD; and
- submit CAP for each deficiency.

6.9. The meeting tasked the Secretariat to follow up with each State individually to facilitate the development and submission of a specific Corrective Action Plan (CAP), including a realistic completion date, for each recorded deficiency.

REPORT ON AGENDA ITEM 7: FUTURE WORK PROGRAMME

- 7.1 The subject was addressed in WP/11 presented by the Secretariat.
- 7.2 The meeting reviewed the AIM SG Terms of References (TORs) as at Appendix 7A and agreed that they are still valid and current.
- 7.3 The meeting agreed that the next AIM SG/13 meeting will be held during the period 18 – 22 October 2026. The meeting noted with appreciation the offer received from Qatar to host the ATM SG/12 and AIM SG/13 meetings in parallel, further details will be communicated in due course.

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REPORT ON AGENDA ITEM 8: ANY OTHER BUSINESS

8.1 The meeting noted that the United Arab Emirates designated Mr. Mohamed Abdulla Alameri, Assistant Manager, PANS OPS / Aeronautical Information Management, General Civil Aviation Authority (GCAA), UAE (Tel: +971 2 599 6838; Email: msameri@szc.gcaa.ae) as its AIM focal point, replacing Mr. Hamed Ali Omar Al Zubaidi, who has been reassigned to the position of Senior Manager, Research & Development, Air Traffic Management, GCAA, UAE. The meeting extended its appreciation to Mr. Al Zubaidi for his valuable contributions in his previous role and welcomed Mr. Alameri to his new responsibilities, wishing him every success.

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APPENDICES

APPENDIX 2A

FOLLOW-UP ON MIDANPIRG/22 CONCLUSIONS & DECISIONS

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
C. 22/1	<p>MID AIR NAVIGATION REPORT - 2024 <i>That, the MID Air Navigation Report-2024 is endorsed and be published by the ICAO MID Office.</i></p>	<p>Reflect the implementation Status of RANP within the MID Region</p>	<p>MID Air Navigation Report 2024</p>	<p>ICAO MID</p>	<p>March 2025</p>	<p>Completed ANR 2024 posted at</p>
C. 22/2	<p>MID AIR NAVIGATION PLAN VOLUME III EDITION 2025) <i>That, MID Air Navigation Plan Volume III (Edition 2025) be endorsed and published under the ICAO MID Office website.</i></p>	<p>Need to update the ANP Vol III to align with the GANP and the Performance Based Approach</p>	<p>Revised MID ANP Vol III</p>	<p>ICAO MID</p>	<p>2025</p>	<p>Completed MID ANP Vol III posted and available on the ICAO MID web site</p>
C. 22/3	<p>MID AIR NAVIGATION STRATEGY (EDITION MARCH 2024 REVISION FEBRUARY 2025) <i>That, the MID Air Navigation Strategy (ICAO MID DOC 002, Edition March 2024,Revision February 2025) be endorsed and published under the ICAO MID Office website.</i></p>	<p>To publish the status of ASBU implementation in the MID Region</p>	<p>MID Air Navigation report (2024)</p>	<p>ICAO MID</p>	<p>May 2025</p>	<p>Completed Air Navigation strategy Edition March 2024, Revision February 2025 posted and available on the ICAO MID web site</p>
C. 22/4	<p>MID REGION AIR NAVIGATION REPORT (2025) <i>That,</i> <i>a) States urged to provide the ICAO MID Office with the following data for the development of the MID Region Air Navigation Report-2025 by 31 December 2025:</i> <i>i. the status of implementation of Priority 1 ASBU elements;</i> <i>ii. major achievements and success stories</i> <i>iii. information about any additional ASBU elements from Block 0, 1 and 2 that have been identified as a priority for implementation at National level; and</i> <i>iv. progress achieved for the implementation of the Performance Based Approach and development of National Air Navigation Plan (NANP).</i> <i>b) the MID Air Navigation Report (2025) be presented to the MIDANPIRG/23 for endorsement.</i></p>	<p>Monitoring and Reporting on ASBU and PBA implementation in the MID Region</p>	<p>State Letter Data for web based AN Report 2025</p>	<p>ICAO MID States</p>	<p>December 2025</p>	<p>On-going SL issued File Ref.: AN 1/7 – 26/030 19 February 2026 and data is being collected.</p>

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
C.22/21	AIMDP TASK FORCE TORS					Completed
	<i>That, the AIMDP Task Force Terms of Reference (ToR) at Appendix 5S endorsed.</i>	Development of AIMDP TF ToRs	AIMDP TF members	MIDANPIRG/22	2025	
C. 22/22	PUBLICATION OF THE PCR IN STATES AIPS					Actioned to be closed
	<p><i>That, States be urged to:</i></p> <p><i>a) ensure effective coordination between the Aeronautical Information Service Providers (AISPs) and Airport Operators (AOs) regarding the publication of the ACR-PCR method;</i></p> <p><i>b) establish a well-coordinated National ACR-PCR Publication Plan, providing necessary support to all relevant stakeholders throughout the process; and</i></p> <p><i>c) Submit a detailed action plan for the Publication of the new ACR-PCR method to the ICAO MID Office; and regularly update the MID Office on the progress achieved. and AISPs be urged to:</i></p> <p><i>a) ensure that all relevant AIS personnel are formally updated about the content of the relevant provisions concerning the PCR values to be published in the AIP (AD 2.8, AD 3.8 and AD 2.12), and on the aerodrome charts, and update the applicable AISP operating procedures and the formal arrangements with AP, as necessary;</i></p> <p><i>b) ensure that any software tools used for data handling and aeronautical product publication purposes are able to accommodate the new pavement strength method;</i></p> <p><i>c) receive the PCR values by the aerodrome operators, and prepare the relevant information for publication;</i></p> <p><i>d) report any delay concerning PCR data to be originated by aerodrome operators to the CAA; and</i></p> <p><i>e) ensure that PCR information is published for all aerodromes with priority given to International Aerodromes.</i></p>	The publication of the ACR/PCR methodology in a timely and uniform manner across the MID Region	<p>Publication of the ACR/PCR in the State AIP</p> <p><i>A detailed action plan for the Publication of the new ACR-PCR method to the ICAO MID Office</i></p>	<p>ICAO MID</p> <p>States</p>	2026	SL issued Ref: AN 8/2.1 – 25/118 dated 19 June 2025
C. 22/23	PUBLICATION OF GNSS-RELATED INFORMATION IN STATES' AIPS					Actioned to be closed
	<p><i>That,</i></p> <p><i>a) States that have not yet done so are urged to promptly publish GNSS information in the relevant sections of their AIPs, including AD 2.19 (Radio Navigation and Landing Aids) and ENR 4.3 (Global Navigation Satellite System -</i></p>	To promote and foster the harmonization and consistency in the publication of GNSS-related information within MID States' Aeronautical Information	Publication of GNSS-related information within MID States' Aeronautical	States	2025	State Letter Ref.: AN 8/2.1 – 25/107 dated 2 June 2025

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
	<p><i>GNSS), ensuring compliance with ICAO Standards and Recommended Practices (SARPs) and associated guidelines; and</i></p> <p><i>b) ICAO MID monitor the publication status of GNSS-related information in States' AIPs and regularly report progress to the relevant subsidiary bodies of MIDANPIRG.</i></p>	Publications (AIPs)	Information Publications (AIPs)			
C. 22/25	<p>PBN SID/STAR CHARTS HARMONIZED AIP PUBLICATION</p>					Actioned to be closed
	<p><i>That, ICAO MID Office:</i></p> <p><i>a) promotes the PBN SID and STAR Charting factsheet at Appendix 5T along with the complementary explanatory guidance at Appendix 5U to enhance harmonization in the publication of these procedures across the MID Region, ensuring their widespread dissemination among member states; and</i></p> <p><i>b) monitors the implementation status of PBN SID/STAR charts and the harmonized AIP publication and provides progress reports to the relevant subsidiary bodies of MIDANPIRG.</i></p>	To support standardization and promote harmonization and consistency in the publication of PBN SID and STAR Charts	PBN SID/STAR charts Harmonised AIP Publication' factsheet	ICAO MID	2025	State Letter Ref.: AN 6/28 – 25/109 dated 2 June 2025
C. 22/24	<p>AIM-ING FOR EXCELLENCE WORKSHOP: ADVANCING AERONAUTICAL INFORMATION SERVICES</p>					Completed
	<p><i>That ICAO MID Office, in collaboration with IATA, Boeing/Jeppesen, and Member States, organize a workshop in 2025 to strengthen States' understanding and capabilities in Aeronautical Information Services, address existing deficiencies, enhance the effectiveness of AIM, and promote regional cooperation through best practices and knowledge sharing.</i></p>	To organize a targeted workshop that aims to bolster awareness, share best practices, and equip States with actionable strategies to resolve longstanding deficiencies	AIM-ing for excellence workshop	ICAO MID	2025	The Joint ICAO/IATA/Jeppesen AIM-ing for Excellence Workshop, successfully held in Cairo, Egypt, from 10 to 12 November 2025
C. 22/34	<p>REVISED TERMS OF REFERENCE FOR MIDANPIRG SUBSIDIARY BODY</p> <p><i>That, all Subsidiary bodies include in its meeting agenda revision of Terms of Reference, in a collaborated manner with other subgroups to ensure less duplication of assigned tasks and responsibilities.</i></p>	Need to revise the TOR of SGs	Revised TOR	AIM SG	2026	Completed

APPENDIX 6A

Deficiencies in the AIM field										
EGYPT										
Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Facilities/ Services	Executing body	Date of completion	Priority for action	
1	ANNEX 15 : 5.3.3.4.3 5.3.3.4.5 5.3.3.4.10	-	Lack of provision of required obstade data sets	May 2014	-	O	Phase 1: Determine the required specification for Obstacles area 1 and 4; Phase 2: provide the required specification to Consultancy office to determine the implementing entity; Phase 3: Determine the implementing entity and begin to produce new software for eTOD; Phase 4: finish the new software and begin to produce eTOD area 4 (from existing raw data from Cairo International Airport Company); Phase 5 (in parallel with phase 4): begin to produce eTOD area 1 after get raw data Terrain data sets are provided for Areas 1 and 4. Terrain data sets for area 2a, TOFP and OLS are not provided.	Egypt	Q4 2025	A

(1) Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

2	ANNEX 15: Para. 5.3.3.3.2 5.3.3.3.3 5.3.3.3.8	-	Lack of provision of required terrain data sets	Jan 2021	-	O	Phase 1: Determine the required specification for Obstacles area 1 and 4; Phase 2: provide the required specification to Consultancy office to determine the implementing entity; Phase 3: Determine the implementing entity and begin to produce new software for eTOD; Phase 4: finish the new software and begin to produce eTOD area 4 (from existing raw data from Cairo International Airport Company); Phase 5 (in parallel with phase 4): begin to produce eTOD area 1 after get raw data Terrain data sets are provided for Areas 1 and 4. Terrain data sets for area 2a, TOFP and OLS are not provided.	Egypt	Q4 2025	A
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Deficiencies in the AIM field										
IRAN										
Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Facilities/ Services	Executing body	Date of completion	Priority for action
1	ANNEX 15: Para. 2.3.10 and 3.5.3	-	Lack of AIXM-based AIS Database	Dec 2007	-	O	Based on the Corrective action plan it's divided into two millstones, First; Setup up new software till DEC 2022, and Second Update the database by End of July 2024.	Iran	Dec 2025	A
2	ANNEX 15 : 5.3.3.4.3 5.3.3.4.5 5.3.3.4.10	-	Lack of provision of required obstacle data sets	Jan 2021	-	O	Obstacle data sets are available for Areas 1, 4 and 2a. Obstacle data sets for TOFP and OLS are not provided.	Iran	Dec 2026	A
3	ANNEX 15 : 5.3.3.3.2 5.3.3.3.3 5.3.3.3.8	-	Lack of provision of required terrain data sets	Jan 2021	-	O	Terrain data sets are available for Areas 1, 4 and 2a. Terrain data sets for TOFP and OLS are not provided.	Iran	Dec 2026	A

(1) Rationale for non-elimination: “F” = Financial

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Deficiencies in the AIM field										
IRAQ										
Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Facilities/ Services	Executing body	Date of completion	Priority for action
1	ANNEX 4: Para. 16.2	-	Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May 1995	-	F H S	Corrective Action Plan has not been formally provided by the State	Iraq	Dec 2024	B
2	ANNEX 15: Para. 3.6	QMS Implementation	Lack of Implementation of QMS	Jan 2003	-	F H O	Corrective Action Plan has not been formally provided by the State	Iraq	Dec 2024	A
3	ANNEX 15: Para. 5.5	-	Non provision of pre-flight information service at international airports	Mar 2004	-	F H O	Corrective Action Plan has not been formally provided by the State	Iraq	Dec 2024	A

(1) Rationale for non-elimination: “F” = Financial

“H” = Human Resources

“S” = State (Military/political)

“O” = Other unknown causes

4	ANNEX 15: Para.5.3.3.4.3 5.3.3.4.5 5.3.3.4.10	-	Lack of provision of required obstade data sets	May 2014	-	O	Corrective Action Plan has not been formally provided by the State	Iraq	Dec 2024	A
5	ANNEX 15: Para. 5.3.3.3.2 5.3.3.3.3 5.3.3.3.8	-	Lack of provision of required terrain data sets	May 2014	-	O	Corrective Action Plan has not been formally provided by the State	Iraq	Dec 2024	A

(1) Rationale for non-elimination: "F" = Financial

"H" = Human Resources

"S" = State (Military/political)

"O" = Other unknown causes

Deficiencies in the AIM field										
JORDAN										
Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Facilities/ Services	Executing body	Date of completion	Priority for action
1	ANNEX 4: Para. 16.2	-	Non-production of World Aeronautical Chart – ICAO1:1 000 000	Feb 2008	-	F H	Corrective Action Plan has not been formally provided by the State	Jordan	Dec 2024	B
2	ANNEX 15: Para. 5.3.3.4.3 5.3.3.4.5 5.3.3.4.10	-	Lack of provision of required obstacle data sets	May 2014	-	F H	Corrective Action Plan has not been formally provided by the State	Jordan	Dec 2024	A
3	ANNEX 15: Para. 5.3.3.3.2 5.3.3.3.3 5.3.3.3.8	-	Lack of provision of required terrain data sets	May 2014	-	F H	Corrective Action Plan has not been formally provided by the State	Jordan	Dec 2024	A

(1) Rationale for non-elimination: “F” = Financial

“H” = Human Resources

“S” = State (Military/political)

“O” = Other unknown causes

Deficiencies in the AIM field										
LEBANON										
Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Facilities/ Services	Executing body	Date of completion	Priority for action
1	ANNEX 4: Para. 16.2	-	Non-production of World Aeronautical Chart – ICAO1:1 000 000	May 1995	-	H	Corrective Action Plan was provided in August 2016.	Lebanon	Dec 2024	B
2	ANNEX 15: Para. 3.6	QMS Implementation	Lack of Implementation of QMS	Jan 2003	(USOAP-CMA finding)	H	Corrective Action Plan was provided in August 2016.	Lebanon	Dec 2024	A
3	ANNEX 15: 5.3.3.4.3 5.3.3.4.5	-	Lack of provision of required obstacle data sets	May 2014	-	O	Corrective Action Plan was provided in August 2016.	Lebanon	Dec 2024	A
4	ANNEX 15: Para. 5.3.3.3.2 5.3.3.3.3	-	Lack of provision of required terrain data sets	May 2014	-	O	Corrective Action Plan was provided in August 2016.	Lebanon	Dec 2024	A

(1) Rationale for non-elimination: “F” = Financial

“H” = Human Resources

“S” = State (Military/political)

“O” = Other unknown causes

Deficiencies in the AIM field										
LIBYA										
Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Facilities/ Services	Executing body	Date of completion	Priority for action
1	ANNEX 4: Para. 16.2	-	Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May 2014	-	O	Plan to Sign a contract with a specialized company for the production of this chart.	Libya	Dec 2024	B
2	ANNEX 15: Para. 5.3.3.4.3 5.3.3.4.5	-	Lack of provision of required obstacle data sets	May 2014	-	O	Corrective Action Plan has not been formally provided by the State	Libya	Dec 2024	A
3	ANNEX 15: Para. 5.3.3.3.2 5.3.3.3.3	-	Lack of provision of required terrain data sets	May 2014	-	O	Corrective Action Plan has not been formally provided by the State	Libya	Dec 2024	A
4	ANNEX 15: Para. 2.3.10 and 3.5.3	-	Lack of AIXM-based AIS Database	May 2014	-	O	The installation of AIM equipment has been completed , Awaiting for Data Migration	Libya	Dec 2024	A
5	ANNEX 15: Para. 3.6	QMS Implementation	Lack of Implementation of QMS	May 2014	(USOAP-CMA finding)	O	An agreement with an International quality company is Established to assist for Progressive implementation of Quality systems within LYCAA ; AIS QMS is expected to be fully Implemented by DEC 2024	Libya	Dec 2024	A

(1) Rationale for non-elimination: “F” = Financial

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“S” = State (Military/political)

“O” = Other unknown causes

Deficiencies in the AIM field										
OMAN										
Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Facilities/ Services	Executing body	Date of completion	Priority for action
1	ANNEX 15: Para. 5.3.3.4.3 5.3.3.4.5	-	Lack of provision of required obstacle data sets	May 2014	-	O	TOD implementation working group has been established; TOD implementation focal points have been nominated; TOD policy to be developed; Tender to be floated; Contract to be signed with a company to provide obstacle data sets for Area 1, 2a , TOFP and OLS penetrations at aerodromes.	Oman	Dec 2025	A
2	ANNEX 15: Para. 5.3.3.3.2 5.3.3.3.3	-	Lack of provision of required terrain data sets	May 2014	-	O	TOD implementation working group has been established; TOD implementation focal points have been nominated; TOD policy to be developed; Tender to be floated; Contract to be signed with a company to provide terrain data sets for Area 1, 2a , TOFP and OLS penetrations at aerodromes.	Oman	Dec 2025	A

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“O” = Other unknown causes

Deficiencies in the AIM field										
SUDAN										
Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Facilities/ Services	Executing body	Date of completion	Priority for action
1	ANNEX 15: Para. 5.3.3.4.3 5.3.3.4.5	-	Lack of provision of required obstacle data sets	May 2014	-	O	Corrective Action Plan has not been formally provided by the State	Sudan	Dec 2024	A
2	ANNEX 15: Para. 5.3.3.3.2 5.3.3.3.3	-	Lack of provision of required terrain data sets	May 2014	-	O	Corrective Action Plan has not been formally provided by the State	Sudan	Dec 2024	A

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“H” = Human Resources

“S” = State (Military/political)

“O” = Other unknown causes

Deficiencies in the AIM field										
SYRIA										
Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Facilities/ Services	Executing body	Date of completion	Priority for action
1	ANNEX 4: Para. 16.2	-	Non-production of World Aeronautical Chart – ICAO1:1 000 000	May 1995	-	F H S	Corrective Action Plan has not been formally provided by the State	Syria	Dec 2024	B
2	ANNEX 15: Para 6.2	-	Lack of a system for AIRAC adherence monitoring	May 1995	-	F H	Corrective Action Plan has not been formally provided by the State	Syria	Dec 2024	A
3	ANNEX 15: Para. 1.2.1.1	-	Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan 2003	-	F H	Corrective Action Plan has not been formally provided by the State	Syria	Dec 2024	A
4	ANNEX 15: Para. 3.6	QMS Implementation	Lack of Implementation of QMS	Jan 2003	(USOAP-CMA finding)	F H	Corrective Action Plan has not been formally provided by the State	Syria	Dec 2024	A

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5	ANNEX 15 Para. 5.2 and 6.3.1	-	Lack of consistency in AIP information and lack of regular and effective updating of the AIP.	Jul 2005	-	H	Corrective Action Plan has not been formally provided by the State	Syria	Dec 2024	A
6	ANNEX 15: Para. 2.3.10 and 3.5.3	-	Lack of AIXM-based AIS Database	Jul 2005	-	F H	Corrective Action Plan has not been formally provided by the State	Syria	Dec 2024	A
7	ANNEX 15: Para. 5.5	-	Non provision of pre-flight information service at international airports	Jul 2005	-	F H	Corrective Action Plan has not been formally provided by the State	Syria	Dec 2024	A
8	ANNEX 15: Para. 5.3.3.4.3 5.3.3.4.5	-	Lack of provision of required obstacle data sets	May 2014	-	O	Corrective Action Plan has not been formally provided by the State	Syria	Dec 2024	A
9	ANNEX 15: Para. 5.3.3.3.2 5.3.3.3.3	-	Lack of provision of required terrain data sets	May 2014	-	O	Corrective Action Plan has not been formally provided by the State	Syria	Dec 2024	A

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“O” = Other unknown causes

Deficiencies in the AIM field										
YEMEN										
Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Facilities/ Services	Executing body	Date of completion	Priority for action
1	ANNEX 4: Para. 16.2	-	Non-production of World Aeronautical Chart – ICAO1:1 000 000	May 1995	-	F	Corrective Action Plan has not been formally provided by the State	Yemen	Dec 2024	B
2	ANNEX 15: Para 6.2	-	Lack of a system for AIRAC adherence monitoring	May 1995	-	H O	Corrective Action Plan has not been formally provided by the State	Yemen	Dec 2024	A
3	ANNEX 4: Para. 11.2	-	Non-production of Instrument Approach Chart-ICAO for TAIZ Intl. Airport	Jan 2003	-	O	Corrective Action Plan has not been formally provided by the State	Yemen	Dec 2025	A
4	ANNEX 15: Para. 3.6	QMS Implementation	Lack of Implementation of QMS	Jan 2003	-	F	Corrective Action Plan has not been formally provided by the State	Yemen	Dec 2024	A

(1) Rationale for non-elimination: “F” = Financial

“H” = Human Resources

“S” = State (Military/political)

“O” = Other unknown causes

5	ANNEX 15: Para. 5.5	-	Non provision of pre-flight information service at international airports	Mar 2004	-	F H	Corrective Action Plan has not been formally provided by the State	Yemen	Dec 2024	A
6	ANNEX 15: Para. 2.3.10 and 3.5.3	-	Lack of AIXM-based AIS Database	Jul 2005	-	F	Corrective Action Plan has not been formally provided by the State	Yemen	Dec 2024	A
7	ANNEX 15 : Para 5.3.3.3.2 5.3.3.3.3	-	Lack of provision of required terrain data sets	May 2014	-	O	Corrective Action Plan has not been formally provided by the State	Yemen	Dec 2024	A
8	ANNEX 15 : Para. 5.3.3.4.3 5.3.3.4.5	-	Lack of provision of required obstacle data sets	May 2014	-	O	Corrective Action Plan has not been formally provided by the State	Yemen	Dec 2024	A

(1) Rationale for non-elimination: “F” = Financial

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APPENDIX 7A

AERONAUTICAL INFORMATION MANAGEMENT SUB-GROUP (AIM SG)

1. TERMS OF REFERENCE

1.1 The Terms of Reference of the AIM Sub-Group are:

- a) ensure that the implementation of AIM in the MID Region is coherent and compatible with developments in adjacent regions, and is in line with the Global Air Navigation Plan (GANP), the Aviation System Block Upgrades (ASBU) framework and the MID Region Air Navigation Strategy;
- b) monitor the status of implementation of the MID Region AIM-related ASBU Threads /elements included in the MID Region Air Navigation Strategy as well as other required AIM facilities and services; identify the associated difficulties and deficiencies and provide progress reports, as required;
- c) keep under review the MID Region AIM performance objectives/priorities, develop action plans to achieve the agreed performance targets and propose changes to the MID Region AIM plans/priorities;
- d) seek to achieve common understanding and support from all stakeholders involved in or affected by the AIM developments/activities in the MID Region;
- e) provide a platform for harmonization of developments and deployments in the AIM domain;
- f) monitor and review the latest developments in the area of AIM and procedure design issues associated to AIM, provide expert inputs for AIM-related issues; and propose solutions for meeting ATM operational requirements;
- g) provide regular progress reports to the MIDANPIRG concerning its work programme; and
- h) review periodically its Terms of Reference and propose amendments, as necessary.

1.2 In order to meet the Terms of Reference, the AIM Sub-Group shall:

- a) monitor the status of implementation of the required AIM facilities, products and services in the MID Region;
- b) assist States in the development of National AIM Plans/Roadmaps through the development and continuous update of the Regional AIM Roadmap identifying the priorities and timelines for implementation, in particular for the implementation of Digital Datasets;
- c) assess and provide progress reports on the transition from AIS to AIM in the MID Region;
- d) provide necessary assistance and guidance to States to ensure harmonization and interoperability in line with the GANP, the MID ANP and ASBU framework;
- e) provide necessary inputs to the MID Region Air Navigation Strategy through the monitoring of the agreed Key Performance Indicators related to AIM;

- f) identify and review those specific deficiencies and problems that constitute major obstacles to the provision of efficient AIM services, and recommend necessary remedial actions;
- g) keep under review the adequacy of ICAO SARPs requirements in the area of AIM, taking into account, inter alia, changes in user requirements, the evolution of operational requirements and technological developments;
- h) develop proposals for the updating of relevant ICAO documentation related to AIM, including the amendment of relevant parts of the MID ANP, as deemed necessary;
- i) monitor and review technical and operating developments in the area of AIM and foster their implementation in the MID Region in a harmonized manner;
- j) foster the integrated improvement of AIM services through proper training and qualification of the AIM personnel; and
- k) Coordinate with relevant MIDANPIRG and RASG-MID Subsidiary bodies' issues with common interests.

2. COMPOSITION

1. 2.1 The Sub-Group will compose of:

- a) MIDANPIRG Member States;
- b) concerned International and Regional Organizations as observers; and
- c) other representatives from provider States and Industry may be invited on ad hoc basis, as observers, when required.

3. WORKING ARRANGEMENTS

3.1. The Chairperson, in close co-operation with the Secretary, shall make all necessary arrangements for the most efficient working of the Subgroup. The Subgroup shall at all times conduct its activities in the most efficient manner possible with a minimum of formality and paper work (paperless meetings). Permanent contact shall be maintained between the Chairperson, Secretary and Members of the Subgroup to advance the work. Best advantage should be taken of modern communications facilities, particularly video-conferencing (Virtual Meetings) and e-mails.

3.2. Face-to-face meetings will be conducted when it is necessary to do so.
