INTERNATIONAL CIVIL AVIATION ORGANIZATION

MID REGION AIS DATABASE STUDY GROUP

FIRST MEETING (MIDAD SG*/1)

(Cairo, Egypt, 20 - 22 February 2012)

The views expressed in this Report should be taken as those of the MID Region AIS Database Study Group and not of the Organization. This Report will, however, be submitted to the MIDANPIRG and any formal action taken will be published in due course as a Supplement to the Report.

Approved by the Meeting
and published by authority of the Secretary General

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PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1. The first Meeting of the MID Region AIS Database Study Group (MIDAD SG*/1) was held in the Conference hall of the ICAO Middle East (MID) Regional Office, Cairo, Egypt from 20 to 22 February 2012.

2. OPENING

2.1. Mr. Jehad Faqir, ICAO MID Regional Office, Deputy Regional Director, on behalf of Mr. Mohamed R. M. Khonji, the Regional Director, welcomed the participants to Cairo and wished them a successful and fruitful meeting. He highlighted that the successful transition from Aeronautical Information Services (AIS) to Aeronautical Information Management (AIM) is a collective goal. The need for a strategic evolution towards AIM in a manner that will ensure the availability of aeronautical information to any ATM user in a globally interoperable and fully digital environment was underlined.

2.2. Mr. Faqir stated that one of the main challenging projects in the MID Region would be the establishment of a MID Region AIS Database (MIDAD) which would expedite the transition from AIS to AIM in the Region in a harmonized manner. In this respect, he recalled that The DGCA-MID/1 meeting (Abu-Dhabi, UAE, 22-24 March 2011) agreed that the implementation of a Regional/Sub-Regional AIS Database in the MID Region could be a good solution to improve the quality, availability and timeliness of aeronautical information provided to users and pave the way for the transition from AIS to AIM. He highlighted that the MIDAD Study Group provides a good opportunity for all the participants to discuss all technical, financial, human, legal and institutional issues related to MIDAD in order to reach a common understanding of the different possible scenarios for the implementation of the project. However, he underlined that it was not mandatory to reach a final agreement on these issues during the First meeting.

2.3. In closing, Mr. Faqir highlighted that the Study Group has a challenging Work Programme, which needs the active participation and contribution of States, users and the industry. He thanked the participants for their presence and wished the meeting every success in its deliberations.

3. ATTENDANCE

3.1. The meeting was attended by a total of thirty three (32) participants, from nine (9) States (Bahrain, Egypt, Iraq, Islamic Republic of Iran, Jordan, Kuwait, Saudi Arabia, United Arab Emirates, and Yemen) and five (5) International Organizations and Industries (EUROCONTROL, IATA, AVITECH AG, COMSOFT and FREQUENTIS). The list of participants is at the **Attachment A** to the Report.

4. OFFICERS AND SECRETARIAT

4.1. The meeting was chaired by Mr. Moataz Abdel Aziz Ahmed, Director of AIS Publications, National Air Navigation Services Company (NANSC), Egypt. Mr. Mohamed Smaoui, Regional Officer, Air Navigation Services/Aeronautical Information Management (ANS/AIM) was the Secretary of the meeting.

5. LANGUAGE

5.1 Discussions were conducted in English and documentation was issued in English.

6. AGENDA

6.1. The following Agenda was adopted:

Agenda Item 1: Adoption of the Provisional Agenda and election of Chairperson

Agenda Item 2: Introduction

Agenda Item 3: Review of the MIDAD Study Report

Agenda Item 4: MIDAD Purpose and Scope

Agenda Item 5: Technical issues/scenarios for the implementation of MIDAD

Agenda Item 6: Operation of MIDAD and maintenance aspects

Agenda Item 7: MIDAD Financial Plan/Funding Mechanism

Agenda Item 8: Legal and Institutional issues associated with the implementation of MIDAD

Agenda Item 9: Future Work Programme

Agenda Item 10: Any other business

7. CONCLUSIONS AND DECISIONS - DEFINITIONS

7.1. All MIDANPIRG Sub-Groups and Task Forces record their actions in the form of Conclusions and Decisions with the following significance:

a) **Conclusions** deal with the 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.

8. LIST OF DRAFT CONCLUSIONS AND DRAFT DECISIONS

DRAFT CONCLUSION 1/1: MIDAD PROJECT SECOND PHASE

DRAFT CONCLUSION 1/2: COMMITMENT TO THE MIDAD PROJECT

DRAFT CONCLUSION 1/3: MIDAD LEGAL FRAMEWORK

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA AND ELECTION OF CHAIRPERSON

1.1 The meeting reviewed and adopted the Provisional Agenda as at Para 6 of the History of the Meeting.

1.2 In compliance with the MIDANPIRG Procedural Handbook and based on nomination by Jordan, supported by Bahrain, Saudi Arabia and UAE, the meeting unanimously elected Mr. Moataz Abdel Aziz Ahmed, Director of AIS Publications, National Air Navigation Services Company (NANSC), Egypt, as the Chairperson of the MIDAD Study Group.

REPORT ON AGENDA ITEM 2: INTRODUCTION

2.1 The meeting re-iterated that the implementation of a Regional/Sub-Regional AIS Database in the MID Region would improve the quality, availability and timeliness of aeronautical information provided to users and pave the way for the transition from AIS to AIM, in accordance with the ICAO Roadmap.

2.2 In connection with the above, the meeting recalled that taking into consideration the limitations and drawbacks related to the current operational structure and provision of AIS/AIM services in the MID Region, and the experience of adjacent Regions in the implementation of Regional AIS databases, especially the European AIS Database (EAD), the DGCA-MID/1 meeting held in Abu Dhabi, UAE from 22 to 24 March 2011, through DGCA-MID/1 Conclusion 1/5, agreed that a study/business case be carried out in the MID Region pertaining to the establishment of a MID Region AIS Database (MIDAD). In this respect, the meeting noted with appreciation that Jordan and Bahrain volunteered to take the lead in carrying out the study with the support of appropriate Consultant and in close coordination with ICAO.

2.3 The meeting recalled that the AIS/MAP TF/6 meeting held in Cairo, 6-8 June 2011, underlined that MIDAD would make it easier for users to access aeronautical data and to exchange it with other Regions. The meeting recognized that a project like MIDAD needs integrated programme management principles for the whole life-cycle of the concept/project and a good supporting documentation to allow the development of further actions. It was also highlighted that a strategic decision should be taken from the beginning to cover the whole data chain and to ensure that MIDAD would be compliant with the RTCA DO-200A standards.

2.4 In this respect, the AIS/MAP TF/6 meeting agreed to the establishment of the MIDAD Study Group (MIDAD SG*), to monitor the MIDAD Project and address all associated technical, operational, financial, legal and institutional issues. Accordingly, the meeting agreed to the following Draft Decision:

DRAFT DECISION 6/7: ESTABLISHMENT OF THE MIDAD STUDY GROUP

That, the MID Region AIS Database (MIDAD) Study Group (MIDAD SG) is established with Terms of Reference as at Appendix 3D to the Report on Agenda Item 3.

2.5 The meeting noted that further to the AIS/MAP TF/6 meeting, a MIDAD Support Team (MIDAD ST) has been established in coordination between Bahrain, Jordan and the ICAO MID Regional Office, in order to carry out the missions to States and collect the necessary information. The MIDAD ST was composed of:

- Mrs. Hanan, Qabartai from Jordan;
- Mr. Salah Al-Humood from Bahrain;
- Mr. Mohamed Smaoui, RO/ANS/AIM, ICAO MID Office; and
- Mr. Peter Rudolph from Avitech AG, Germany (Consultant).

2.6 The meeting noted that on 30 June 2011, the ICAO MID Regional Office issued State Letter Ref.: AN 8/4.2 – 11/174 for the conduct of missions to States, as part of the first phase of the MIDAD study, requesting States to provide all necessary information and support to the MIDAD ST.

2.7 The meeting noted that, based on the DGCA-MID/1 Conclusion 1/5, the 13 MID States have been divided into two Groups, as follows:

- ***Group lead by Jordan:***

  Egypt, Iran, Iraq, Jordan, Lebanon and Syria; and

- ***Group lead by Bahrain:***

  Bahrain, Kuwait, Oman, Qatar, Saudi Arabia, UAE and Yemen.

2.8 The meeting was apprised of Jordan's experience with EAD. In particular, it was highlighted that Jordan migrated to EAD in three phases.

2.9 Based on the above, the meeting acknowledged the challenges associated with the implementation of an important project such as MIDAD. In this respect, it was recognized that the legal, institutional and human resources (training) issues are the most challenging. With regard to human resources and training issues, it was highlighted that one of the main objectives of MIDAD would be to facilitate the transfer of know-how; and accordingly, it was emphasized that the training plan and requirements (skills and knowledge) need to be developed from the beginning of the project.

2.10 In connection with the above, it was underlined that the success of the MIDAD project is directly linked to the effectiveness of the MIDAD Study Group. Accordingly, the meeting urged States to provide all necessary support to the MIDAD Study Group and participate actively in the decision-making process.

2.11 The meeting agreed that the MIDAD Study Group provides a good opportunity for all its members to discuss all technical, financial, human, legal and institutional issues related to MIDAD in order to reach a common understanding of the different possible scenarios for the implementation of the project as well as the project tasks and objectives. However, it was highlighted that it's not necessary to reach a final agreement on these issues during the first meeting of the Study Group, since some of the decisions might need a more detailed study and the endorsement of MIDANPIRG or the DGCA-MID meeting(s).

MIDAD SG*/1
Report on Agenda Item 3

REPORT ON AGENDA ITEM 3: REVIEW OF THE MIDAD STUDY REPORT

3.1 The meeting recalled that the objective of the MIDAD study, at its first step, was to collect data from States in order to get a realistic and sound picture of the situation in the AIS Offices in the Region in terms of organization, staffing, facilities and infrastructure, workload, automation, transition to AIM, and most importantly to identify the States' commitment, support and interest in MIDAD and its inclusion in the planning process for the transition to AIM.

3.2 The meeting was apprised of the questionnaire, which was developed by the MIDAD ST to support the interviews during the missions to States.

3.3 The meeting further noted that the missions to States were intentionally used by the MIDAD ST to explain the MIDAD concept and the different possible scenarios for the implementation of MIDAD as well as to clarify the different steps of the transition from AIS to AIM, answer States' questions in this respect and generate ownership in the MIDAD project.

3.4 In connection with the above, the meeting noted that Missions were conducted to Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia and Syria. The Missions to Iraq, UAE and Yemen could not be conducted; however, information has been provided by these States through emails.

3.5 The meeting reviewed and updated the Report related to the Initial MIDAD Study (First Phase) and the analysis of the information gathered from States as at **Appendix 3A** to the Report on Agenda Item 3. It was highlighted in this respect that the majority of States expect many advantages from MIDAD and would like to play an active role in the MIDAD Project, which is very encouraging. In particular, it was noted with appreciation that:

a) 10 out of 13 States plan to include MIDAD into their national planning for AIS/AIM;

b) 10 out of 13 States are committed to MIDAD;

c) 10 out of 13 States believe that MIDAD has a realistic chance to be realized. The overall success probability of MIDAD is around 70%;

d) 9 out of 13 States like to play an active role in the MIDAD project;

e) 7 out of 13 States like to provide contributions to the MIDAD set-up;

f) 8 out of 13 States like to participate in the operation of MIDAD;

g) 9 to 10 States believe that MIDAD would improve safety and efficiency and bring environmental benefits; and

h) currently, 7 States have no preferred method of funding of the MIDAD project, and no preferred legal framework/institutional scenario or option.

3.6 The meeting agreed that further analysis of the replies to the questionnaires provided by States might be conducted in the second phase of the MIDAD study.

3.7 The meeting agreed that the first phase of the MIDAD study is considered completed and has achieved the expected goals. Based on the Recommendations contained in the Initial MIDAD Study Report, the meeting agreed to move ahead with the Project.

3.8 Based on the above, the meeting agreed that the commitment of States to the MIDAD Project should be officially recorded in a legal document. This would be part of the second phase of the study. Accordingly, the meeting agreed to the following Draft Conclusions:

DRAFT CONCLUSION 1/1: MIDAD PROJECT SECOND PHASE

That, taking into consideration the results of the first phase of the MIDAD Study, States, Users and all concerned stakeholders be invited to provide all necessary support for the achievement of the second phase of the MIDAD Project.

DRAFT CONCLUSION 1/2: COMMITMENT TO THE MIDAD PROJECT

That, as part of the second phase of the MIDAD Project:

a) a Memorandum of Agreement (MOA) be signed by Bahrain, Iran, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Syria and Yemen in order to legally reflect their commitment to the MIDAD Project; and

b) other States from within and outside the MID Region, interested to participate in the MIDAD Project, be invited to sign the MOA.

MIDAD Doc 001

MID Region AIS Database (MIDAD)

MIDAD Initial Study Report -

Final Version: 2.0

Name of Project	MIDAD Initial Study	
Project Leader	<MIDAD ST>	
Created on	11.01.2012	
Last changed	26.03.2012 13:02	
Processing status		in Process
		submitted
	X	completed

Change Listing

Change			Changed Chapters	Description of the Change	Author	State
No	Date	Version				
1	14.10.11	0.1	All	Initial Product creation	MIDAD ST	Draft
2	01.12.11	0.2	All	Input from Questionaires	MIDAD ST	Draft
3	11.01.12	0.3	All	Review	MIDAD ST	Draft
4	19.02.12	0.4	All	Adjustments before MIDAD SG/1	MIDAD ST	Draft
5	05.03.12	1.0	All	Review after MIDAD SG/1	MIDAD ST	Draft
6	26.03.12	2.0	All	Final version	MIDAD ST	Final

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CHAPTER 1 - FORWORD

1.1 Rational

1.1.1 This Initial Study Report is intended to describe, summarise, and analyse the position of 13 States in the ICAO Middle East Region regarding the establishment of a MID Region AIS Database (MIDAD).

1.1.2 The Initial Study Report is a follow-up action on the DGCA-MID/1 Conclusion1/5, AIS/MAP TF/6 Draft Decision 6/7, ATM/SAR/AIS SG/12 Draft Decision 12/14 and subsequent set-up and work of the MIDAD Support Team (MIDAD ST).

1.1.3 The MIDAD ST was set-up in collaboration between Bahrain, Jordan, and the ICAO Middle East Office.

1.1.4 The Initial Study Report is consolidated based on the data and information made available by States through the replies to the MIDAD Questionnaires and/or interviews conducted during the MIDAD Missions.

1.1.5 It initially analyses this material for presentation to the MIDAD SG*/1 meeting.

1.1.6 Further detailed analysis might be developed for the purpose of the MIDAD detailed Study during the Second Phase of the Project.

1.2 Structure of the Initial Study Report

Chapter 2 - Introduction

This chapter describes the background, the objectives of the Study, the team which conducted the study, the questionnaire used and the missions conducted.

Chapter 3 – Analysis

This chapter contains the initial analysis of the filled questionnaires.

Chapter 4 – Summary / Recommendations

This chapter contains a short summary and recommendations for future work based on the findings of the initial MIDAD study.

Appendices

Appendix A contains the completed MIDAD questionnaires provided by Sates;
Appendix B contains the empty MIDAD questionnaire; and
Appendix C provides a general analysis of States' replies to the MIDAD Questionnaires.

CHAPTER 2 - INTRODUCTION

2.1 Background

2.1.1 The role and importance of aeronautical data has changed significantly with the implementation of Area Navigation (RNAV), Required Navigation Performance (RNP), and airborne computer- based navigation systems, including Global Navigation Satellite Systems (GNSS). These systems are all data-dependent, and in that respect aeronautical data has become the necessary critical component of the system. Consequently corrupt or erroneous aeronautical data can potentially affect the safety of air navigation.

2.1.2 The advent of RNP Authorisation Required (RNP AR) for terminal operations will enhance the requirements again. Therefore ICAO has established standards and recommended practices which require all contracting States to introduce a properly organised quality system. This quality system must provide users with the assurance and confidence that distributed aeronautical data satisfy defined operational requirements for data quality (accuracy, resolution and integrity) and timeliness.

2.1.3 The required data integrity classification of Annex 15, Appendix 7 and 8, and Annex 4, Appendix 6, is not achieved yet; re-entry or manual transfer of data is one of the major factors for data integrity loss and missing verification processes cause data corruptions.

2.1.4 Consequently MIDANPIRG and its subgroups have addressed the above-subject and the DGCA-MID/1 Meeting concluded that measures shall be undertaken to pave the way for a sub regional activity in the MID Region to enhance aeronautical data quality and availability across the Region. The Conclusion 1/5 – (MID Region AIS Database – MIDAD) of DGCA-MID/1 states inter alia:

That,

a) Jordan and Bahrain take the lead in carrying out a study/business case pertaining to the establishment of a MID Region AIS Database (MIDAD), in close coordination with ICAO;

b) States provide all necessary information and support for the achievement of the study; and

c) Jordan and Bahrain present the outcome of the study to the appropriate MIDANPIRG subsidiary bodies (AIS/MAP TF and ATM/SAR/AIS SG).

2.1.5 Subsequently, the AIS/MAP TF/6 and ATM/SAR/AIS SG/12 took appropriate action by establishing the MID Region AIS Database Study Group (MIDAD SG) and the MIDAD Support Team (MIDAD ST).

2.1.6 The MIDAD ST conducted missions to 10 of the 13 ICAO Middle East Region States during the year 2011.

2.1.7 This Report documents and summarises the analyses and findings of the MIDAD ST.

2.2 Objectives of the Study

2.2.1 The objective of the MIDAD Initial Study is to collect data from States in order to get a realistic and sound picture of the situation in the AIS Offices in the Region in terms of organization, staffing, facilities and infrastructure, workload, automation, transition to AIM, and most importantly to identify States' commitment, support and interest in MIDAD and its

inclusion in the planning process for the transition to AIM. Therefore, the method of face-to-face meetings (mission interviews) with the States' representatives was the chosen methodology for increased efficiency in order to get, as much as possible, realistic overview.

2.2.2 On the other side the MIDAD missions were intentionally used by the Support Team to explain the MIDAD initiative and its relationship with the AIM concept, the different scenarios for the implementation of MIDAD as well as to clarify the different steps of the transition from AIS to AIM and answer States' questions in this respect.

2.2.3 In addition, the MIDAD Initial Study was used to:

a) identify interest in shareholder ship;
b) document initial discussions about requirements;
c) document States' suggestions; and
d) generate ownership in the MIDAD project.

2.2.4 Finally the MIDAD interviews/questionnaires results shall be documented in a study report as a basis for future work.

2.3 The Team

2.3.1 Initiated by Bahrain and Jordan, and based on Conclusion 1/5 of the DGCA-MID/1 meeting, Bahrain, Jordan, and the ICAO Middle East Office established the MIDAD Support Team (MIDAD ST) consisting of the following persons:

NAME	CONTACT DETAILS
Mr. Mohamed Smaoui (M)	Regional Officer, ANS/AIM, ICAO MID Office, Cairo Fax: (20) 2 22 67 48 43 Tel: (20) 2 22 67 48 41 ext. 108 Email: msmaoui@cairo.icao.int
Ms. Hanan A. Qabartai (H)	Chief AIS HQ, Civil Aviation Regulatory Commission (CARC), Jordan Fax: (962-6) 489 1266 Tel: (962 6) 4872681 Mobile: (962-79) 6768012 Email: ais.hq@carc.gov.jo; qati_hanan@yahoo.com
Mr. Salah Mohamed Al-Humood (S)	Head Aeronautical Information & Airspace Planning, CAA Bahrain Fax: (973) 17 99 66 Tel: (973) 17 321 180 Mobile: (973) 3640 0424 Email: shumood@caa.gov.bh
Mr. Peter Rudolph (P)	VP Business Development/Authorized Officer, Avitech AG D-88004 Friedrichshafen, Germany Fax: +49-7541-282-199 Tel: +49-7541-282-354 Mobile: +49-1 79-7 89 54 57 Email: Peter.Rudolph@avitech-ag.com

2.3.2 The MIDAD ST prepared the questionnaires, conducted the missions, evaluated the results from the filled questionnaires and consolidated this Initial Study Report.

2.4 The Questionnaire

2.4.1 The empty questionnaire is contained in **0** to this Report.

2.4.2 Based on the agreed subjects to be covered by the MIDAD questionnaire (Appendix 3C to the AIS/MAP TF/6 Report), the following question blocks were included in the questionnaire, to support the interviews to be conducted during the missions to States:

a) 0.1 – Cover Sheet
b) 0.2 – Instructions for Use
c) 1 – Organisational Structure
d) 2 – Volume of Activities
e) 3 – AIS/AIM Facilities
f) 4 – COM Infrastructure used by AIS/AIM
g) 5 – Personnel
h) 6 – Transition from AIS to AIM
i) 7 – AIS Automation
j) 8 – Commitment to MIDAD
k) 9 – Visions and Suggestions
l) 10 – Other Issues and Suggestions
m) Contacts

2.5 The Missions to States

2.5.1 The missions to States were coordinated with States by the ICAO MID Regional Office through State Letter Ref.: AN 8/4.2 – 11/174 dated 30 June 2011.

2.5.2 The schedule of the missions was as follows:

	State	Starting Mission	Ending Mission	Team[1]
1	Jordan	17 July 2011	17 July 2011	H & P
2	Egypt	19 July 2011	19 July 2011	H & P
3	Qatar	24 Jul 2011	25 Jul 2011	S & P
4	Syria	25 July 2011	26 July 2011	H
5	UAE*	26 Jul 2011	27 Jul 2011	S & P
6	Bahrain	28 Jul 2011	29 Jul 2011	S & P
7	Saudi Arabia	10 Sep 2011	11 Sep 2011	S & P
8	Oman	17 Sep 2011	18 Sep 2011	S & P
9	Iran	9 Oct 2011	10 Oct 2011	H & P & M
10	Yemen*	12 Oct 2011	13 Oct 2011	S & P
11	Iraq*	17 Oct 2011	18 Oct 2011	H & P
12	Lebanon	26 Oct 2011	27 Oct 2011	H & P & M
13	Kuwait	30 Oct 2011	31 Oct 2011	S & P & M

Table 1: MIDAD Study Mission schedule

[1] Cf. para 2.3.1

2.5.3 The missions have been conducted as planned to Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia and Syria. (*)The Missions to Iraq, UAE and Yemen could not be conducted; however, information has been provided by these States through correspondence.

2.5.4 **Figure 1** shows the two management groups lead by Bahrain and Jordan and those States which have been interviewed remotely.

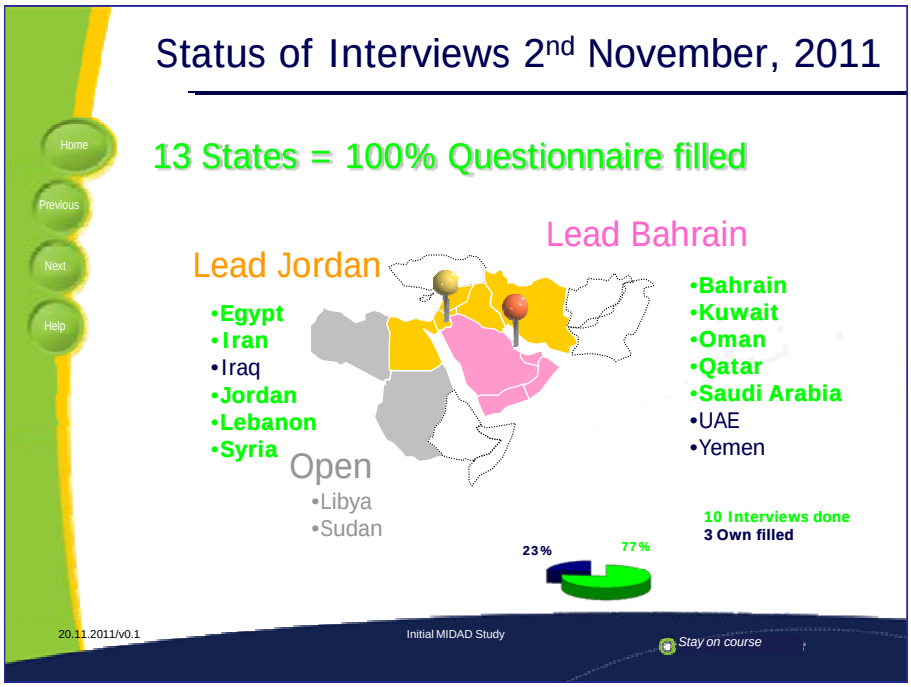


Figure 1: Conducted Missions

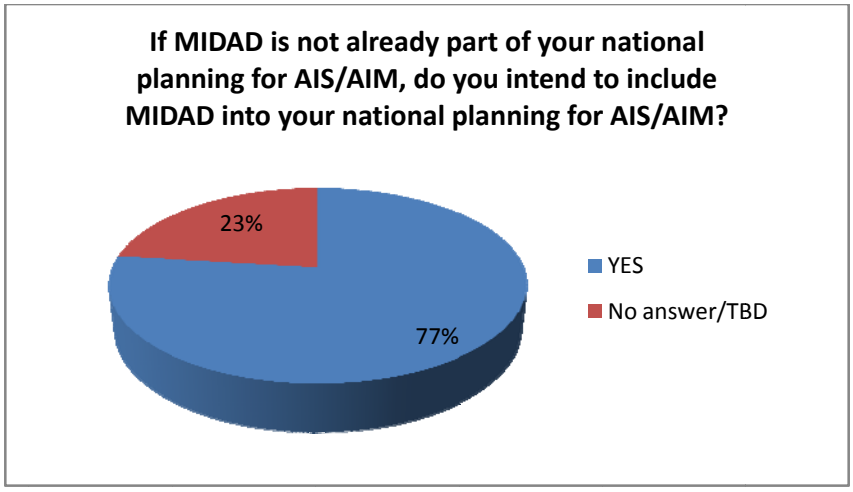
2.5.5 Personal note from the MIDAD ST: The meetings and interviews during the missions have happened in a very cooperative, friendly and supporting open atmosphere. The Support Team wishes to express its thanks and appreciation to all participants of those meetings for that. The MIDAD ST would like also to take this opportunity to express its sincere appreciation and gratitude for the generous hospitality the visited States extended to the Team. The support provided by the Civil Aviation Authorities contributed to the success of the Missions.

CHAPTER 3 - ANALYSIS

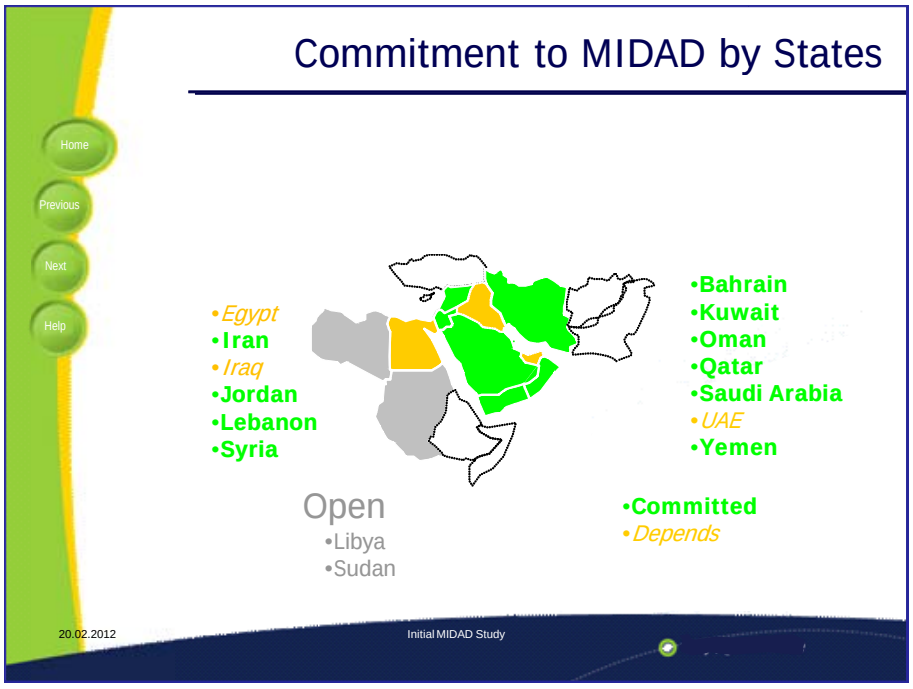
3.1 Initial Analysis

3.1.1 The Table at **Appendix C** provides the States' replies to selected questions from the different blocks of the MIDAD Questionnaire for the analysis purpose in order to get an overview of the most important issues related to MIDAD. In particular, it's to be highlighted that:

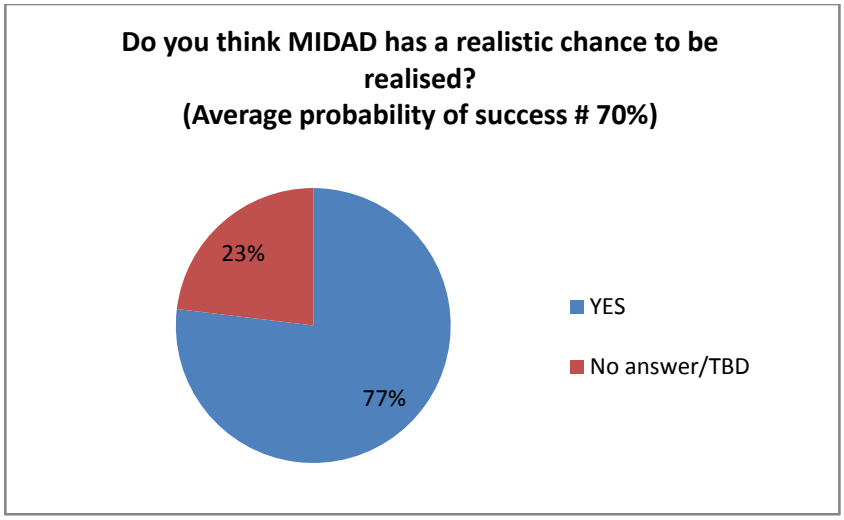
a) 10 out of 13 States plan to include MIDAD into their national planning for AIS/AIM;



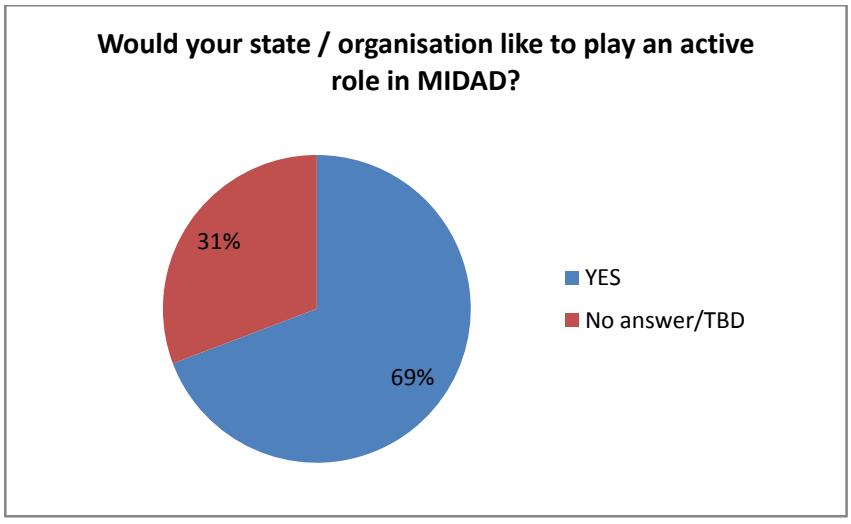
b) 10 out of 13 States are committed to MIDAD;



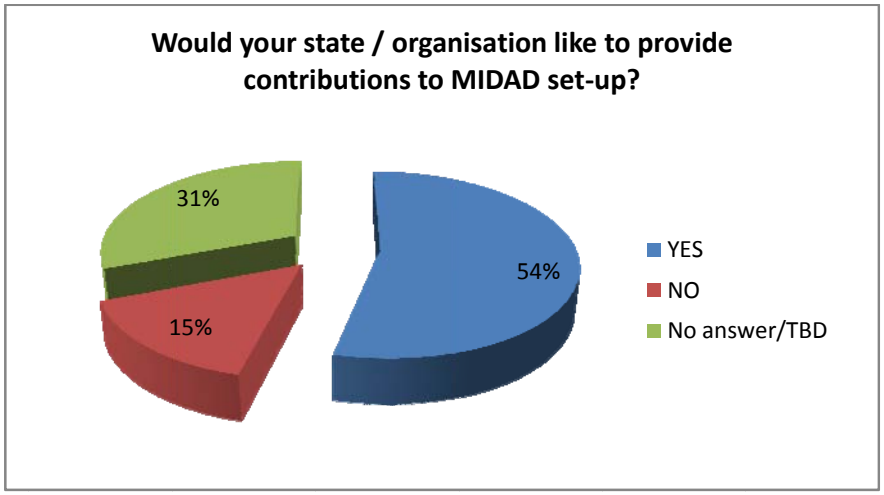
c) 10 out of 13 States believe that MIDAD has a realistic chance to be realised. The overall success probability of MIDAD is around 70%;



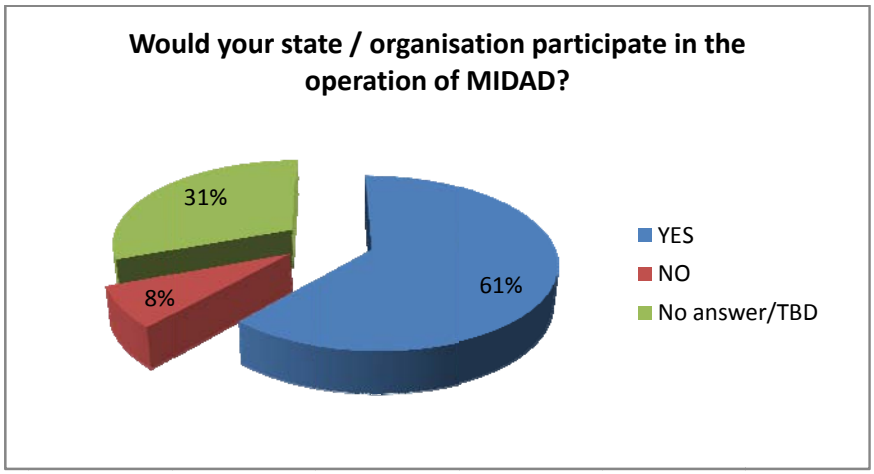
d) 9 out of 13 States like to play an active role in the MIDAD project;



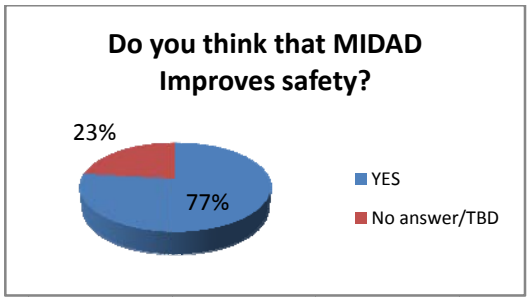
e) 7 out of 13 States like to provide contributions to the MIDAD set-up;

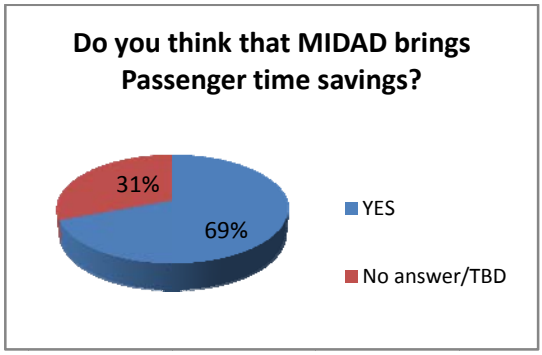


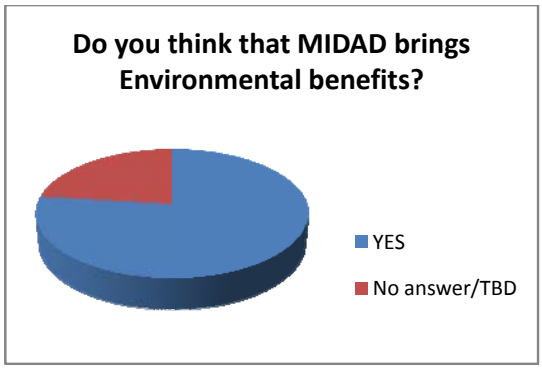
f) 8 out of 13 States like to participate in the operation of MIDAD;



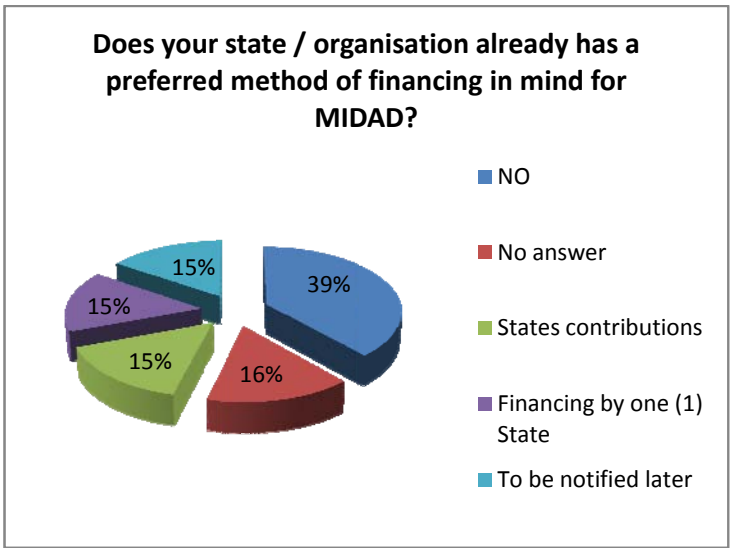
g) 9 to 10 States believe that MIDAD would improve safety and efficiency and bring environmental benefits;

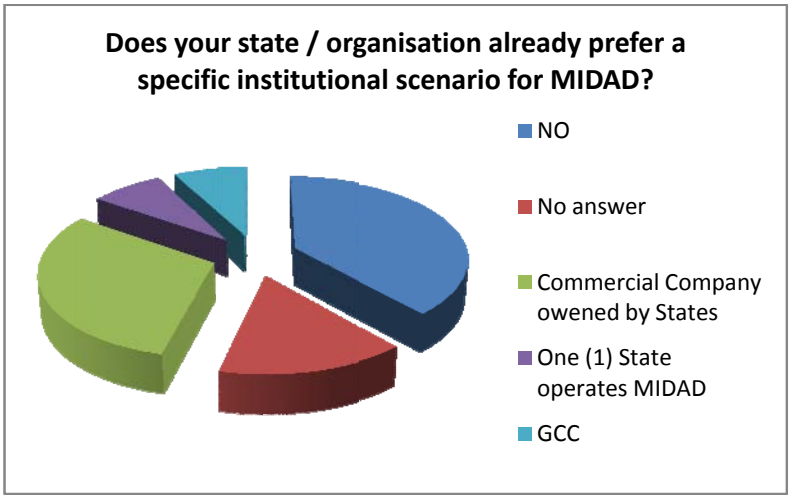






h) currently, 7 States have no preferred method of funding of the MIDAD project, and no preferred legal framework/institutional scenario or option.





3.2 Further Analysis

Further detailed analysis might be developed for the purpose of the MIDAD detailed Study during the Second Phase of the Project.

CHAPTER 4 – SUMMARY / RECOMMENDATIONS

4.1.1 The missions have been very successful. The States' support and interest were excellent and the filled questionnaires form a very good basis for future analysis and help in the future project plan.

4.1.2 The first phase of the MIDAD Study is considered completed and has achieved the expected goals. The MIDAD Support Team suggests moving forward with the planning for MIDAD as the level of commitment to MIDAD by States at such an early stage is a good basis for a successful finalisation and final implementation and operation of MIDAD.

4.1.3 MIDAD would enhance the aeronautical data quality, availability and timeliness in the MID Region.

4.1.4 For an efficient operation of MIDAD, a clear and documented Concept of Operation based on the target aeronautical data chain as published in RTCA DO-200A/EUROCAE ED76 standards should be developed.

4.1.5 The MIDAD Project should follow a phased implementation approach. it's necessary to reach first an agreement on the MIDAD legal framework and then the funding of the second phase of the MIDAD project, which will include, inter-alia, the development of the Financial Plan/Model for the whole MIDAD Project phases (set-up, operations, maintenance, etc).

4.1.6 The potential users' organizations and stakeholders (IATA, CANSO, AACO, GCC, etc), as well as the Military Authorities, should be made aware of the MIDAD Project and invited to participate actively in its development to generate ownership.

4.1.7 MIDAD should be designed not only to support the present users' needs but also the future ATM requirements as defined in the ATM Operational Concept (Doc 9584), in particular, the Collaborative Decision Making (CDM) and the System Wide Information Management (SWIM);

4.1.8 Human resources and training issues associated with MIDAD should be given utmost attention.

4.1.9 The establishment of a MIDAD Supervisory Management Board might be necessary for the supervision of the MIDAD Project. Another Alternative is to leave this task to the DGCAs themselves through direct correspondence and/or through the DGCA-MID meetings.

CHAPTER 5 – APPENDICES

APPENDIX A: FILLED QUESTIONNAIRES

The filled questionnaires are contained in separate Annexes to this report.

A1 Bahrain
A2 Egypt
A3 Iran
A4 Iraq
A5 Jordan
A6 Kuwait
A7 Lebanon
A8 Oman
A9 Qatar
A10 Saudi Arabia
A11 Syria
A12 UAE
A13 Yemen

APPENDIX B: MIDAD QUESTIONNAIRE

This Appendix represents the empty questionnaire used during the interviews and is contained in a separate Annex to this report.

APPENDIX C: ANALYSIS OF STATES' REPLIES TO THE MIDAD QUESTIONNAIRES

This Appendix provides States' replies to selected questions from the different blocks of the MIDAD Questionnaire for the analysis purpose in order to get an overview of the most important issues related to MIDAD.

– END –

End of document

ICAO MID Region AIS Database (MIDAD) Initial Study

Results of Interview(s) based on Questionnaire

Ref: - State Letter AN 8/4.2 - 11/174 dated 30 June 2011
- AISTF/6 Report para 3.2.35 to 3.2.40, Appendix 3C and 3D (6-8 June 2011)

Country **Kingdom of Bahrain**

Organisation **Civil Aviation Affairs (CAA)**

Street **POBox 586**
ZIP
City **Bahrain**

MIDAD Focal Point		**Deputy Focal Point (if any)**
Name	**Al-Humood**	**Al-Najdi**
First	**Salah**	**Anwar**
Position	**Head of AIS & Airs**	**SDO Officer**
Phone	**+97**	
Mobile	**+97**	
Fax	**+97**	
E-Mail	**Salah.Al-Humood@bcaa.gov.bh**	

Interview(s) on **26 July 2011**
in **Bahrain**

Interviewed Persons

	Name	**First**	**Position**
(1)	Al-Humood		
(2)	Al-Nadji		
(3)	Al-Hallaq	Mohammed	SDC

Interviewer

	Name	**First**	**Organisation**
(1)	Mr. Al-Humood	Salah	CAA Bahrain
(2)	Mr. Rudolph	Peter	Avitech AG/Consultant

Instruction for use of the Questionnaire

With answering the questions in this Questionnaire you and your organisation can contribute to pave the way for MIDAD into the right dircection!

Please answer the questions carfully. If you think that some questions can not be answered or shall not be answered please indicate this accordingly.

Answering the questions is voluntarily.

If there are questions about the questions please contact one of the contact persones of the Mission Team mentioned under the "Contacts Tab". These are the same persones as mentioned in Attachment A to ICAO State Letter AN 8/4.2 - 11/174.

Thank you very much for your help!

The MIDADSG Questionnaire Mission Team

Questions Block 1 - Organisational Structure			Remarks
1.1 Organisation			
Q.1.1.1	Is your AIS/AIM Organisation part of the regulator organisation? *(AIS Manual, Figure 3-1, Alternative 1)*	**no**	
Q.1.1.2	*If no*, to which organisation does the AIS/AIM Organisation belong to? *(AIS Manual, Figure 3-1, Alternative 2)*	**Air Navigation Directorat (AND)**	
1.2 Aerodrome AIS/ARO			
Q.1.2.1	To which Organisation do the AIS Aerodrome Units belong to?	**ATM**	
Q.1.2.2	Is the ARO function provided at aerodromes?	**yes**	
Q.1.2.3	*If yes*, do the ARO units belong to the AIM/AIS organisation?	**yes**	
Q.1.2.4	*If no*, to which organisation belong the ARO units to?	---	
1.3 Military AIS			
Q.1.3.1	Is their an military AIS/AIM established?	**no**	
Q.1.3.2	*If yes*, does it belong to the civil AIS/AIM Organsiation?	---	
Q.1.3.3	*If no*, to which organsiation does the military AIS/AIM belong to?	**MIL**	
1.4 Procedures Design			
Q.1.4.1	Does the procedures design (PANS-OPS belong to your AIS/AIM organsiation?	**yes**	
Q.1.4.2	*If no*, to which organsaition does procedure design belong to?	---	
1.5 Doc 8126 Organisation			
Q.1.5.1	Does your organsiation conform to *(AIS Manual, Figure 3-2)* ?	**no**	
Q.1.5.2	*If no*, please provide separte drawaing of your organizational structure?	**ATM**	

Questions Block 2 - Volume of Activties			Remarks
2.1 Area of Resposibility			
Q.2.1.1	Name	**Bahrain NOF**	
Q.2.1.2	Size	**medium**	
Q.2.1.3	Size (sqkm)	**400.000 sq.km**	
Q.2.1.4	Name of FIR(s)	**Bahrain (OBBB)**	
2.2 Aerodromes/Heliports			
Q.2.2.1	Total number	**3**	
Q.2.2.2	Number of civil International Aerodromes	**1**	
Q.2.2.3	Number of civil National Aerodromes	**0**	
Q.2.2.4	Number of military International Aerodromes	**1**	
Q.2.2.5	Number of military National Aerodromes	**0**	
Q.2.2.6	Number of civil/military combined Aerodromes	**0**	
Q.2.2.7	Number of private Aerodromes	**1**	

Questions Block 2 - Volume of Activties			Remarks
2.3 Waypoints			
Q.2.3.1	Total number	**186**	
Q.2.3.2	Number of IFR compalsory waypoints	**110**	
Q.2.3.3	Number of IFR non-compalsory waypoints	**76**	
Q.2.3.4	Number of VFR compalsory waypoints	**0**	
Q.2.3.5	Number of VFR non-compalsory waypoints	**0**	
2.4 Routes			
Q.2.4.1	Total number	**80**	
Q.2.4.2	Number of IFR upper routes	**46**	
Q.2.4.3	Number of IFR lower routes	**84**	
Q.2.4.4	Number of IFR RNAV/RNP routes	**46**	
Q.2.4.5	Number of VFR routes	**0**	
Q.2.4.6	Number of HEL routes	**0**	
Q.2.4.7	Number of ther routes	**0**	

Questions Block 2 - Volume of Activties			Remarks
2.5 Enroute Navigational Aids			
Q.2.5.1	Total number of navigation aids serving enroute navigation	**33**	
Q.2.5.2	Number of VOR	**14**	
Q.2.5.3	Number of DME	**12**	
Q.2.5.4	Number of NDB	**4**	
Q.2.5.5	Number of MKR	**3**	
2.6 Aerodrome Navigational Aids			
Q.2.6.1	Total number of navigation aids serving aerodrome navigation	**3**	
Q.2.6.2	Number of NDB	**1**	
Q.2.6.3	Number of ILS CAT I Operations	**2**	
Q.2.6.4	Total number of ILS CAT II Operations	**0**	
Q.2.6.5	Total number of ILS CAT III Operations	**0**	

Questions Block 2 - Volume of Activties			Remarks
2.7 Airspaces			
Q.2.7.1	Total number of airspaces	**12**	
Q.2.7.2	Number of FIR/UIR	**1**	
Q.2.7.3	Number of FIR only	**0**	
Q.2.7.4	Number of UIR only	**0**	
Q.2.7.5	Number of CTA	**2**	
Q.2.7.6	Number of UTA	**0**	
Q.2.7.7	Number of TMA	**2**	
Q.2.7.8	Number of CTR	**3**	
Q.2.7.9	Number of ATZ	**4**	

Questions Block 2 - Volume of Activties			Remarks
2.8 Restrictive Airspaces			
Q.2.8.1	Total Number of Restrictive Airspaces	**34**	
Q.2.8.2	Number of Danger Areas	**14**	
Q.2.8.3	Number of Restricted Areas	**7**	
Q.2.8.4	Number of Prohibited Areas	**5**	
Q.2.8.5	Number of Warning Areas	**0**	
Q.2.8.6	Number of Caution Areas	**0**	
Q.2.8.7	Number of Training Areas	**1**	
Q.2.8.8	Number of Military Traing Areas	**5**	**Including Exercise Areas**
Q.2.8.9	Number of Other Areas	**2**	**(1) Industrial Areas, (2) Palaces.**
2.9 Other Types of Data			
Q.2.9.1	Which?	**0**	
Q.2.9.2	Which?	**0**	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.1 Headquarters (AIS, AIP, MAP, Data)			
Q.3.1.1	Number of rooms	**5**	**Including server room**
Q.3.1.2	Squarmeters of the rooms	**50 sq.m**	
Q.3.1.3	Are the rooms shared with other units/organisation	**no**	
Q.3.1.4	Number of AIS Servers	**3**	**BAIMS, BATMAS, FEADS**
Q.3.1.5	Number of AIS Working Positions/Screens	**10**	
Q.3.1.6	Number of AIS printers	**5**	
Q.3.1.7	Number of AIS ploters	**2**	
Q.3.1.8	Others for AIS	**(1) Scanner, (2) Doha telefon direct line, (3) E-mail, (4) Fax**	
Q.3.1.9	Number of others	**(1) 3**	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.2 Headquarters (NOF), if not joint with AIS Headquarter			
Q.3.2.1	Number of rooms	**5**	**shared all with ARO OBBI**
Q.3.2.2	Squarmeters of the rooms	**75 sq.m**	
Q.3.2.3	Number of AIS Servers	**3**	**BAIMS, BATMAS, FEADS**
Q.3.2.4	Number of AIS Working Positions/Screens	**14**	
Q.3.2.5	Number of AIS printers	**4**	
Q.3.2.6	Number of AIS ploters	**2**	**Remote to AIS HQ**
Q.3.2.7	Others	**(1) Scanner, (2) E-mail, (3) Fax, (4) LCD Info/PIB, (5) Pilot Briefing**	
Q.3.2.8	Number of others	**(1) 2, (4) 3, (5) 1**	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.3 AIS at Aerodromes			
Q.3.3.1	Number of rooms	**5**	**shared all with ARO OBBI**
Q.3.3.2	Squermeters of the rooms	**75 sq.m**	
Q.3.3.3	Number of AIS Servers	**3**	
Q.3.3.4	Number of AIS Working Positions/Screens	**14**	
Q.3.3.5	Number of AIS printers	**4**	
Q.3.3.6	Number of AIS ploters	**2**	
Q.3.3.7	Others	**(1) Scanner, (2) E-mail, (3) Fax, (4) LCD Info/PIB, (5) Pilot Briefing**	
Q.3.3.8	Number of others	**(1) 2, (4) 3, (5) 1**	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.4 Other Locations			
Q.3.4.1	Existing or available?	**yes**	
Q.3.4.2	*If yes* , which?	**Mobile ARO**	**During Air Show (FPL, PIB)**
Q.3.4.3	*If yes* , number of rooms	**1**	
Q.3.4.4	*If yes* , squarmeters of the rooms	**10 sq.m**	
Q.3.4.5	*If yes* , number of AIS Servers	**0**	
Q.3.4.6	*If yes* , number of AIS Working Positions/Screens	**1**	
Q.3.4.7	*If yes* , number of AIS printers	**1**	
Q.3.4.8	*If yes* , number of AIS ploters	**0**	
Q.3.4.9	*If yes* , Others	**Projector**	
Q.3.4.10	*If yes* , number of others	**1**	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.1 Headquarters			
Q.4.1.1	AFTN	**yes**	
Q.4.1.2	AMHS	**yes**	
Q.4.1.3	SITA	**yes**	
Q.4.1.4	LAN	**yes**	
Q.4.1.5	WAN	**yes**	
Q.4.1.6	Others	**Direct lines**	
Q.4.1.7	Bandwidth / Speed	**LAN 100MB/s, WAN 100MB/s, Direct 9600 Bit/s**	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.2 Aerodromes			
Q.4.2.1	AFTN	**yes**	
Q.4.2.2	AMHS	**yes**	
Q.4.2.3	SITA	**yes**	
Q.4.2.4	LAN	**yes**	
Q.4.2.5	WAN	**yes**	
Q.4.2.6	Others	**Direct lines**	
Q.4.2.7	Bandwidth / Speed	**LAN 100MB/s, WAN 100MB/s, Direct 9600 Bit/s**	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.3 Other Locations			
Q.4.3.1	Existing or available?	**yes**	
Q.4.3.2	*If yes* , which?	**Mobile ARO**	**During Air Show (FPL, PIB)**
Q.4.3.3	*If yes* , AFTN	**yes**	
Q.4.3.4	*If yes* , AMHS	---	
Q.4.3.5	*If yes* , SITA	---	
Q.4.3.6	*If yes* , LAN	---	
Q.4.3.7	*If yes* , WAN	---	
Q.4.3.8	*If yes* , Others	**Mobile Phone**	
Q.4.3.9	*If yes* , Bandwidth / Speed	**GSM**	

Questions Block 5 - Personnel			Remarks
5.1 Staff			
Q.5.1.1	Number of Staff (incl. Management)	**20**	
Q.5.1.2	Number of Management	**3**	**(1) Directore AN, (2) Chief ATM, (3) Head AIS & AP**
5.2 Base Qualification Type			
Q.5.2.1	High School or similar	**no**	
Q.5.2.2	Number	---	
Q.5.2.3	2 years diploma or similar	**yes**	
Q.5.2.4	Number	**18**	
Q.5.2.5	University	**yes**	
Q.5.2.6	Number	**9**	

Questions Block 5 - Personnel			Remarks
5.3 Competency			
Q.5.3.1	AIS Experience/Knowledge	**yes**	
Q.5.3.2	How many persons?	**18**	
Q.5.3.2	Average in years	**5 to 15**	
Q.5.3.3	ATC Background or other Experience/Knowledge	**yes**	
Q.5.3.4	How many persones?	**3**	
Q.5.3.5	What?	**ATC**	
5.4 Language Provenience			
Q.5.4.1	National language	**Arabic**	
Q.5.4.2	ICAO English Level 4 ensured	**yes**	**For Head**
Q.5.4.3	*If no* , which level	**---**	
Q.5.4.4	Other ICAO Languages	**none**	

Questions Block 5 - Personnel			Remarks
5.5 Training			
Q.5.5.1	Is regular AIS refresher training provided	**yes**	
Q.5.5.2	*If yes* , who provides it?	**AIS**	**In separated training environment, minimum one week**
Q.5.5.3	Is AIS/AIM upgrade training provided	**yes**	
Q.5.5.4	*If yes* , who provides it?	**Avitech AIM Training Cneter, Queen Noor Aviation College, Singapore Aviation Acadamy, ENAC, Dubai Aviation College, Thai Aviation College**	**According to carreer development plan**

Questions Block 6 - Transition from AIS to AIM			Remarks
6.1 Current Status			
Q.6.1.1	Are you in Phase I - Consolidation?	**no**	
Q.6.1.2	Are you in Phase II - Going Digital?	**yes**	
Q.6.1.3	Are you in Phase III - Information Sharing?	**yes**	
6.2 Future Plans			
Q.6.2.1	Did you establishe a national plan AIS to AIM?	**yes**	**sumitted to ICAO MID Office in March 2009, updated each quarter**
Q.6.2.2	*If yes* , does it follow the ICAO Roadmap in sens of schedule?	**yes**	
Q.6.2.3	*If no* , what is your national schedule for the ICAO Roadmap from AIS to AIM?	---	
Q.6.2.4	For Phase I - Consolidation	---	
Q.6.2.5	For Phase II - Going Digital	---	
Q.6.2.6	For Phase III - Information Sharing	---	
6.3 Budget			
Q.6.3.1	Did you ensure a budget for your national plan AIS to AIM?	**yes**	
Q.6.3.2	*If yes* , What is the amount of the budget? *(Voluntary answer)*	**(1) BD 535.000, (2) BD 200.000**	
Q.6.3.3	*If yes* , Which budget period is covered by this amount?	**2011 / 2012-2017**	

Questions Block 6 - Transition from AIS to AIM			Remarks
6.4 Training			
Q.6.4.1	Do you intend to organise staff training for the Roadmap AIS to AIM?	**yes**	
Q.6.4.2	*If yes* , which training institution did you choose?	**(1) Avitech, (2) GroupEAD, (3) Peregrine Academy**	
Q.6.4.3	If you organise it internally, could attendeese from other states/organisations participate?	---	

Questions Block 7 - AIS Automation			Remarks
7.1 Current Status			
Q.7.1.1	Which is your current supplier?	**Avitech**	
Q.7.1.2	Which name does the current system have?	**BAIMS**	Bahrain AIM system
Q.7.1.3	Does it cover NOF functions?	**yes**	
Q.7.1.4	Does it cover AIP functions?	**yes**	
Q.7.1.5	Does it cover MAP functions?	**yes**	
Q.7.1.6	Does it cover Static Data functions?	**yes**	
Q.7.1.7	Does it cover ARO functions?	**yes**	
Q.7.1.8	Does it cover NOTAM Briefing functions?	**yes**	
Q.7.1.9	Does it cover Integrated NOTAM/MET Briefing functions?	**yes**	
Q.7.1.10	Since when is the automated system in operation?	**Nov 2010**	

Questions Block 7 - AIS Automation			Remarks
7.2 Future Plans			
Q.7.2.1	Do you plan the enhancment/maintain your automated AIS system?	**yes**	
Q.7.2.2	If yes, which function(s) do you plan to enhance?	**NTM, SDO, MAP**	**AIXM 5.1**
7.3 Budget			
Q.7.3.1	Did you ensure a budget for this enhancment(s)?	**yes**	
Q.7.3.2	*If yes* , what is the amount of the budget? *(Voluntary answer)*	**t.b.d.**	
Q.7.3.3	*If yes* , which budget period is covered by this amount?	**2011 to 2017**	

Questions Block 8 - Commitment to MIDAD			Remarks
8.1 National Plan			
Q.8.1.1	Is MIDAD already part of your national planning for AIS?	**no**	
Q.8.1.2	*If no* , do you intend to include MIDAD into your national planning for AIS?	**yes**	
8.2 Commitment/Interests			
Q.8.2.1	Would your state / organisation like to play an active role in the MIDAD?	**yes**	
Q.8.2.2	*If yes* , in the planning phase?	**yes**	
Q.8.2.3	*If yes* , in the set-up phase?	**yes**	
Q.8.2.4	*If yes* , in the operation phase?	**yes**	**t.b.d.**
8.3 Contributions during set-up			
Q.8.3.1	Whould your state / organisation like to provide contributions to MIDAD set-up?	**yes**	
Q.8.3.2	*If yes* , which?	**Taking Lead in Management and Organisation**	**DGCA-MID/1 Conc 1/5**
8.4 Contribution during operation			
Q.8.4.1	Whould your state / organisation participate in the operation of MIDAD?	**yes**	
Q.8.4.2	*If yes* , how?	**t.b.d.**	

Questions Block 9 - Visions & Suggestions			Remarks
9.1 Expectations			
Q.9.1.1	Do you think MIDAD has an realistic chance to be realised?	**yes**	
Q.9.1.2	*If yes* , why do you think this?	**(1) single source of data for various applications, (2) airspace users need it, (3) minimum dataset for overflights**	
Q.9.1.3	*If yes* , can you give a percentage propability?	**60%**	
Q.9.1.4	Do you expect advantages for your states / organisations AIS?	**yes**	
Q.9.1.5	*If yes* , why do you think this?	**Chance to validate national boundary data**	
Q.9.1.6	Do you expect that data quality can be enhanced by a system like MIDAD?	**yes**	
Q.9.1.7	*If yes* , why do you think this?	**Double checking by states and MIDAD**	

Questions Block 9 - Visions & Suggestions			Remarks
9.2 Benefits, Improvements, Savings			
Q.9.2.1	Do you think that MIDAD brings Financial benefits and lower fares and rates?	**yes**	
Q.9.2.2	Do you think that MIDAD Improves safety?	**yes**	
Q.9.2.3	Do you think that MIDAD brings Passenger time savings?	**yes**	RNAV, RNP, RNP AR
Q.9.2.4	Do you think that MIDAD brings Environmental benefits?	**yes**	CO2 reduction
Q.9.2.5	Do you think that MIDAD brings Transfer of high-tech skills?	**yes**	
Q.9.2.6	Do you think that MIDAD brings Productivity improvements and industry restructuring?	**yes**	
Q.9.2.7	Do you think that MIDAD brings Higher traffic and stimulation of related industries?	**yes**	
9.3 Other Advantages & Disadvantages			
Q.9.3.1	Do you see other **advantages** by MIDAD?	**(1) Single source of data, (2) harmonised methodology of data collection, (3) harmonised provency**	
Q.9.3.2	Do you see other **disadvantages** by MIDAD?	**no**	

Questions Block 9 - Visions & Suggestions			Remarks
9.4 Technical Scenarios			
Q.9.4.1	Does your state / organisation already prefer a specific technical solution of MIDAD?	**yes**	
Q.9.4.2	*If yes*, central solution?	**yes**	
Q.9.4.3	*If yes*, Replicated solution?	**no**	
Q.9.4.4	*If yes*, Distributed solution?	**yes**	
Q.9.4.5	Do you see other solution(s)?	**not at the moment**	
9.5 Financial Scenarios			
Q.9.5.1	Does your state / organisation already have a preferred method of financing in mind for MIDAD?	**no**	
Q.9.5.2	*If yes*, Direct Contributions from Governments?	---	
Q.9.5.3	*If yes*, Direct Finacing by one Government?	---	
Q.9.5.4	*If yes*, Debt Financing?	---	
Q.9.5.5	*If yes*, Equity Financing?	---	
Q.9.5.6	*If yes*, Leasing?	---	
Q.9.5.7	Others?	**no**	

Questions Block 9 - Visions & Suggestions			Remarks
9.6 Institutional Scenarios			
Q.9.6.1	Does your state / organisation already prefer a specific institunational scenario for MIDAD?	**no**	
Q.9.6.2	*If yes* , a commercial company owned by interested MID states and/or ANSPs based on one state law in the MID Region?	**yes / no**	
Q.9.6.3	*If yes* , one MID state and/or ANSP operates MIDAD on behalf of other intersted MID states and/or ANSPs?	---	
Q.9.6.4	*If yes* , a group of MID states and/or ANSPs operates MIDAD on behalf of other intersted MID states and/or ANSPs?	---	
Q.9.6.5	*If yes* , MIDAD shall be operated as distributed system and needs therefore a management body only?	---	
9.7 Any other further Vision			
Q.9.7.1	Others?	**Single source of data**	
Q.9.7.2	Others?	**GCC UIR AIP**	

Questions Block 10 - Other Issues & Suggestions			Remarks
10.1 Other Issues			
Q.10.1.1	Please provide	**Eventually the MIDAD might be misunderstood by state AISs and therefore rejected**	
Q.10.1.2	Please provide	Please note:	
10.2 Suggestions			
Q.10.2.1	Please provide	**Marketing and knowledge transfer strategy towards to national AISs and its staff is need**	**MIDADSG shall do this**
Q.10.2.2	Please provide	**A website shall be initiated for MIDAD information distribution and gathering.**	

Contacts

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End of Document

ICAO MID Region AIS Database (MIDAD) Initial Study

Results of Interview(s) based on Questionnaire

Ref: - State Letter AN 8/4.2 - 11/174 dated 30 June 2011
- AISTF/6 Report para 3.2.35 to 3.2.40, Appendix 3C and 3D (6-8 June 2011)

Country **Arab Republic of Egypt**

Organisation **National Air Navigation Services Company (NANSC)**

Street Airport Road
ZIP 11776
City Cairo

MIDAD Focal Point	**Deputy Focal Point (if any)**
Name **Abdel Aziz Ahmed**	
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Interview(s) on **19 July 2011**
in **Cairo**

Interviewed Persons

	Name	**First**	**Position**
(1)	Mr. Motaz	Abdelaziz	Director of AIS Publications
(2)	Mr. Hanna	Awny Massry Mahrous	Director General of Publication
(3)	Mr.		
(4)			
(5)			

Interviewer

	Name	**First**	**Organisation**
(1)	Mrs. Qarbatai	Hanan A.	CARC Jordan
(4)	Mr. Rudolph	Peter	Avitech AG/Consultant

Egypt

ICAO MID Region AIS Database (MIDAD) Initial Study

Instruction for use of the Questionnaire

With answering the questions in this Questionnaire you and your organisation can contribute to pave the way for MIDAD into the right dircection!

Please answer the questions carfully. If you think that some questions can not be answered or shall not be answered please indicate this accordingly.

Answering the questions is voluntarily.

If there are questions about the questions please contact one of the contact persones of the Mission Team mentioned under the "Contacts Tab". These are the same persones as mentioned in Attachment A to ICAO State Letter AN 8/4.2 - 11/174.

Thank you very much for your help!

The MIDADSG Questionnaire Mission Team

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ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 1 - Organisational Structure			Remarks
1.1 Organisation			
Q.1.1.1	Is your AIS/AIM Organisation part of the regulator organisation? *(AIS Manual, Figure 3-1, Alternative 1)*	no	
Q.1.1.2	*If no*, to which organisation does the AIS/AIM Organisation belong to? *(AIS Manual, Figure 3-1, Alternative 2)*	it belongs to ANSP	
1.2 Aerodrome AIS/ARO			
Q.1.2.1	To which Organisation do the AIS Aerodrome Units belong to?	it belongs to ANSP	
Q.1.2.2	Is the ARO function provided at aerodromes?	yes	
Q.1.2.3	*If yes*, do the ARO units belong to the AIM/AIS organisation?	yes	
Q.1.2.4	*If no*, to which organisation belong the ARO units to?	please not which:	
1.3 Military AIS			
Q.1.3.1	Is their an military AIS/AIM established?	no	
Q.1.3.2	*If yes*, does it belong to the civil AIS/AIM Organsiation?	yes / no	
Q.1.3.3	*If no*, to which organsiation does the military AIS/AIM belong to?	there is no MIL AIS/AIM units at all	
1.4 Procedures Design			
Q.1.4.1	Does the procedures design (PANS-OPS belong to your AIS/AIM organsiation?	yes / no	
Q.1.4.2	*If no*, to which organsaition does procedure design belong to?	please not which:	
1.5 Doc 8126 Organisation			
Q.1.5.1	Does your organsiation conform to *(AIS Manual, Figure 3-2)*?	yes	
Q.1.5.2	*If no*, please provide separte drawaing of your organizational structure?	please not which:	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 2 - Volume of Activties			Remarks
2.1 Area of Resposibility			
Q.2.1.1	Name	Cairo FIR	
Q.2.1.2	Size	medium	
Q.2.1.3	Size (sqkm)	one milion	
Q.2.1.4	Name of FIR(s)	Cairo FIR	
2.2 Aerodromes/Heliports			
Q.2.2.1	Total number	25	
Q.2.2.2	Number of civil International Aerodromes	16	
Q.2.2.3	Number of civil National Aerodromes	8	
Q.2.2.4	Number of military International Aerodromes	nil	
Q.2.2.5	Number of military National Aerodromes	nil	
Q.2.2.6	Number of civil/military combined Aerodromes	1	
Q.2.2.7	Number of private Aerodromes	nil	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 2 - Volume of Activties			Remarks
2.3 Waypoints			
Q.2.3.1	Total number	87	
Q.2.3.2	Number of IFR compalsory waypoints	87	
Q.2.3.3	Number of IFR non-compalsory waypoints	nil	
Q.2.3.4	Number of VFR compalsory waypoints	nil	
Q.2.3.5	Number of VFR non-compalsory waypoints	nil	
2.4 Routes			
Q.2.4.1	Total number	47	
Q.2.4.2	Number of IFR upper routes	5	
Q.2.4.3	Number of IFR lower routes	42	
Q.2.4.4	Number of IFR RNAV/RNP routes	all rutes	
Q.2.4.5	Number of VFR routes	nil	
Q.2.4.6	Number of HEL routes	nil	
Q.2.4.7	Number of other routes	nil	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 2 - Volume of Activties			Remarks
2.5 Enroute Navigational Aids			
Q.2.5.1	Total number of navigation aids serving enroute navigation	23	
Q.2.5.2	Number of VOR	19	
Q.2.5.3	Number of DME	19	
Q.2.5.4	Number of NDB	4	
Q.2.5.5	Number of MKR	nil	
2.6 Aerodrome Navigational Aids			
Q.2.6.1	Total number of navigation aids serving aerodrome navigation	55	
Q.2.6.2	Number of NDB	5	
Q.2.6.3	Number of ILS CAT I Operations	How many:	
Q.2.6.4	Total number of ILS CAT II Operations	How many:	
Q.2.6.5	Total number of ILS CAT III Operations	nil	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 2 - Volume of Activties			Remarks
2.7 Airspaces			
Q.2.7.1	Total number of airspaces	How many:	
Q.2.7.2	Number of FIR/UIR	1	
Q.2.7.3	Number of FIR only	1	
Q.2.7.4	Number of UIR only	nil	
Q.2.7.5	Number of CTA	How many:	
Q.2.7.6	Number of UTA	nil	
Q.2.7.7	Number of TMA	1	
Q.2.7.8	Number of CTR	How many:	
Q.2.7.9	Number of ATZ	How many:	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 2 - Volume of Activties			Remarks
2.8 Restrictive Airspaces			
Q.2.8.1	Total Number of Restrictive Airspaces	25	
Q.2.8.2	Number of Danger Areas	18	
Q.2.8.3	Number of Restricted Areas	1	
Q.2.8.4	Number of Prohibited Areas	6	
Q.2.8.5	Number of Warning Areas	nil	
Q.2.8.6	Number of Caution Areas	nil	
Q.2.8.7	Number of Training Areas	2	
Q.2.8.8	Number of Military Traing Areas	nil	
Q.2.8.9	Number of Other Areas	nil	
2.9 Other Types of Data			
Q.2.9.1	Which?	How many:	
Q.2.9.2	Which?	How many:	

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ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 3 - AIS/AIM Facilities			Remarks
3.1 Headquarters (AIS, AIP, MAP, Data)			
Q.3.1.1	Number of rooms	How many:	
Q.3.1.2	Squarmeters of the rooms	90m	
Q.3.1.3	Are the rooms shared with other units/organisation	no	
Q.3.1.4	Number of AIS Servers	2	
Q.3.1.5	Number of AIS Working Positions/Screens	5	
Q.3.1.6	Number of AIS printers	3	
Q.3.1.7	Number of AIS ploters	1	
Q.3.1.8	Others for AIS	Which?	
Q.3.1.9	Number of others	How many:	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 3 - AIS/AIM Facilities			Remarks
3.2 Headquarters (NOF), if not joint with AIS Headquarter			
Q.3.2.1	Number of rooms	How many:	
Q.3.2.2	Squarmeters of the rooms	please note:	
Q.3.2.3	Number of AIS Servers	How many:	
Q.3.2.4	Number of AIS Working Positions/Screens	How many:	
Q.3.2.5	Number of AIS printers	How many:	
Q.3.2.6	Number of AIS ploters	How many:	
Q.3.2.7	Others	Which?	
Q.3.2.8	Number of others	How many:	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 3 - AIS/AIM Facilities			Remarks
3.3 AIS at Aerodromes			
Q.3.3.1	Number of rooms	13 1 per AD	
Q.3.3.2	Squermeters of the rooms	appr 20 per AD	
Q.3.3.3	Number of AIS Servers	1 per AD	
Q.3.3.4	Number of AIS Working Positions/Screens	2 per AD	
Q.3.3.5	Number of AIS printers	2 per AD	
Q.3.3.6	Number of AIS ploters	nil	
Q.3.3.7	Others	Which?	
Q.3.3.8	Number of others	How many:	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 3 - AIS/AIM Facilities			Remarks
3.4 Other Locations			
Q.3.4.1	Existing or available?	yes / no	
Q.3.4.2	*If yes*, which?	Please note:	
Q.3.4.3	*If yes*, number of rooms	How many:	
Q.3.4.4	*If yes*, squarmeters of the rooms	please note:	
Q.3.4.5	*If yes*, number of AIS Servers	How many:	
Q.3.4.6	*If yes*, number of AIS Working Positions/Screens	How many:	
Q.3.4.7	*If yes*, number of AIS printers	How many:	
Q.3.4.8	*If yes*, number of AIS ploters	How many:	
Q.3.4.9	*If yes*, Others	Which?	
Q.3.4.10	*If yes*, number of others	How many:	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.1 Headquarters			
Q.4.1.1	AFTN	yes	
Q.4.1.2	AMHS	yes	
Q.4.1.3	SITA	no	
Q.4.1.4	LAN	yes	
Q.4.1.5	WAN	no	
Q.4.1.6	Others	Please note:	
Q.4.1.7	Bandwidth / Speed	Please note:	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.2 Aerodromes			
Q.4.2.1	AFTN	yes	
Q.4.2.2	AMHS	no	
Q.4.2.3	SITA	no	
Q.4.2.4	LAN	yes	
Q.4.2.5	WAN	no	
Q.4.2.6	Others	Please note:	
Q.4.2.7	Bandwidth / Speed	Please note:	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.3 Other Locations			
Q.4.3.1	Existing or available?	yes / no	
Q.4.3.2	*If yes* , which?	Please note:	
Q.4.3.3	*If yes* , AFTN	yes / no	
Q.4.3.4	*If yes* , AMHS	yes / no	
Q.4.3.5	*If yes* , SITA	yes / no	
Q.4.3.6	*If yes* , LAN	yes / no	
Q.4.3.7	*If yes* , WAN	yes / no	
Q.4.3.8	*If yes* , Others	Please note:	
Q.4.3.9	*If yes* , Bandwidth / Speed	Please note:	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 5 - Personnel			Remarks
5.1 Staff			
Q.5.1.1	Number of Staff (incl. Management)	170	
Q.5.1.2	Number of Management	40	
5.2 Base Qualification Type			
Q.5.2.1	High School or similar	yes	
Q.5.2.2	Number	20	
Q.5.2.3	2 years diploma or similar	no	
Q.5.2.4	Number	Please note:	
Q.5.2.5	University	yes	
Q.5.2.6	Number	150	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 5 - Personnel			Remarks
5.3 Competency			
Q.5.3.1	AIS Experience/Knowledge	yes	
Q.5.3.2	How many persons?	170	
Q.5.3.2	Average in years	15	
Q.5.3.3	ATC Background or other Experience/Knowledge	yes	
Q.5.3.4	How many persones?	170	
Q.5.3.5	What?	basic ATS course 051	
5.4 Language Provenience			
Q.5.4.1	National language	arabic	
Q.5.4.2	ICAO English Level 4 ensured	yes	
Q.5.4.3	*If no* , which level	Please note:	
Q.5.4.4	Other ICAO Languages	English	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 5 - Personnel			Remarks
5.5 Training			
Q.5.5.1	Is regular AIS refresher training provided	yes	
Q.5.5.2	*If yes* , who provides it?	OJT directorate at NANSC	
Q.5.5.3	Is AIS/AIM upgrade training provided	yes	
Q.5.5.4	*If yes* , who provides it?	sending our tranees to IANS	

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ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 6 - Transition from AIS to AIM			Remarks
6.1 Current Status			
Q.6.1.1	Are you in Phase I - Consolidation?	yes	
Q.6.1.2	Are you in Phase II - Going Digital?	yes	
Q.6.1.3	Are you in Phase III - Information Sharing?	no	
6.2 Future Plans			
Q.6.2.1	Did you establishe a national plan AIS to AIM?	yes	
Q.6.2.2	*If yes* , does it follow the ICAO Roadmap in sens of schedule?	yes	
Q.6.2.3	*If no* , what is your national schedule for the ICAO Roadmap from AIS to AIM?	Please note:	
Q.6.2.4	For Phase I - Consolidation	2009	
Q.6.2.5	For Phase II - Going Digital	2013	
Q.6.2.6	For Phase III - Information Sharing	2017	
6.3 Budget			
Q.6.3.1	Did you ensure a budget for your national plan AIS to AIM?	yes	
Q.6.3.2	*If yes* , What is the amount of the budget? *(Voluntary answer)*	Please note:	
Q.6.3.3	*If yes* , Which budget period is covered by this amount?	2011 / 2012 / 2013	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 6 - Transition from AIS to AIM			Remarks
6.4 Training			
Q.6.4.1	Do you intend to organise staff training for the Roadmap AIS to AIM?	yes	
Q.6.4.2	*If yes* , which training institution did you choose?	IANS & Mileridje	
Q.6.4.3	If you organise it internally, could attendeese from other states/organisations participate?	yes / no	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 7 - AIS Automation			Remarks
7.1 Current Status			
Q.7.1.1	Which is your current supplier?	EGISAVIA	
Q.7.1.2	Which name does the current system have?	ATALIS2	
Q.7.1.3	Does it cover NOF functions?	yes	
Q.7.1.4	Does it cover AIP functions?	yes	
Q.7.1.5	Does it cover MAP functions?	yes	
Q.7.1.6	Does it cover Static Data functions?	yes	
Q.7.1.7	Does it cover ARO functions?	yes	
Q.7.1.8	Does it cover NOTAM Briefing functions?	yes	
Q.7.1.9	Does it cover Integrated NOTAM/MET Briefing functions?	yes	
Q.7.1.10	Since when is the automated system in operation?	1996	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 7 - AIS Automation			Remarks
7.2 Future Plans			
Q.7.2.1	Do you plan the enhancment/maintain your automated AIS system?	yes	
Q.7.2.2	If yes, which function(s) do you plan to enhance?	all	
7.3 Budget			
Q.7.3.1	Did you ensure a budget for this enhancment(s)?	yes	
Q.7.3.2	*If yes*, what is the amount of the budget? *(Voluntary answer)*	Please note:	
Q.7.3.3	*If yes*, which budget period is covered by this amount?	2011 / 2012 / 2013	

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ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 8 - Commitment to MIDAD			Remarks
8.1 National Plan			
Q.8.1.1	Is MIDAD already part of your national planning for AIS?	yes / no	
Q.8.1.2	*If no*, do you intend to include MIDAD into your national planning for AIS?	yes / no	
8.2 Commitment/Interests			
Q.8.2.1	Would your state / organisation like to play an active role in the MIDAD?	yes / no	
Q.8.2.2	*If yes*, in the planning phase?	yes / no	
Q.8.2.3	*If yes*, in the set-up phase?	yes / no	
Q.8.2.4	*If yes*, in the operation phase?	yes / no	
8.3 Contributions during set-up			
Q.8.3.1	Whould your state / organisation like to provide contributions to MIDAD set-up?	yes / no	
Q.8.3.2	*If yes*, which?	Please note:	
8.4 Contribution during operation			
Q.8.4.1	Whould your state / organisation participate in the operation of MIDAD?	yes / no	
Q.8.4.2	*If yes*, how?	Please note:	

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ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 9 - Visions & Suggestions			Remarks
9.1 Expectations			
Q.9.1.1	Do you think MIDAD has an realistic chance to be realised?	yes / no	
Q.9.1.2	*If yes* , why do you think this?	Please note:	
Q.9.1.3	*If yes* , can you give a percentage propability?	Please note:	
Q.9.1.4	Do you expect advantages for your states / organisations AIS?	yes / no	
Q.9.1.5	*If yes* , why do you think this?	Please note:	
Q.9.1.6	Do you expect that data quality can be enhanced by a system like MIDAD?	yes / no	
Q.9.1.7	*If yes* , why do you think this?	Please note:	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 9 - Visions & Suggestions			Remarks
9.2 Benefits, Improvements, Savings			
Q.9.2.1	Do you think that MIDAD brings Financial benefits and lower fares and rates?	yes / no	
Q.9.2.2	Do you think that MIDAD Improves safety?	yes / no	
Q.9.2.3	Do you think that MIDAD brings Passenger time savings?	yes / no	
Q.9.2.4	Do you think that MIDAD brings Environmental benefits?	yes / no	
Q.9.2.5	Do you think that MIDAD brings Transfer of high-tech skills?	yes / no	
Q.9.2.6	Do you think that MIDAD brings Productivity improvements and industry restructuring?	yes / no	
Q.9.2.7	Do you think that MIDAD brings Higher traffic and stimulation of related industries?	yes / no	
9.3 Other Advantages & Disadvantages			
Q.9.3.1	Do you see other **advantages** by MIDAD?	Please note:	
Q.9.3.2	Do you see other **disadvantages** by MIDAD?	Please note:	

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ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 9 - Visions & Suggestions			Remarks
9.4 Technical Scenarios			
Q.9.4.1	Does your state / organisation already prefer a specific technical solution of MIDAD?	yes / no	
Q.9.4.2	*If yes* , central solution?	yes / no	
Q.9.4.3	*If yes* , Replicated solution?	yes / no	
Q.9.4.4	*If yes* , Distributed solution?	yes / no	
Q.9.4.5	Do you see other solution(s)?	Please note:	
9.5 Financial Scenarios			
Q.9.5.1	Does your state / organisation already have a preferred method of financing in mind for MIDAD?	yes / no	
Q.9.5.2	*If yes* , Direct Contributions from Governments?	yes / no	
Q.9.5.3	*If yes* , Direct Finacing by one Government?	yes / no	
Q.9.5.4	*If yes* , Debt Financing?	yes / no	
Q.9.5.5	*If yes* , Equity Financing?	yes / no	
Q.9.5.6	*If yes* , Leasing?	yes / no	
Q.9.5.7	Others?	Please note:	

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ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 9 - Visions & Suggestions			Remarks
9.6 Institutional Scenarios			
Q.9.6.1	Does your state / organisation already prefer a specific institunational scenario for MIDAD?	yes / no	
Q.9.6.2	*If yes* , a commercial company owned by interested MID states and/or ANSPs based on one state law in the MID Region?	yes / no	
Q.9.6.3	*If yes* , one MID state and/or ANSP operates MIDAD on behalf of other intersted MID states and/or ANSPs?	yes / no	
Q.9.6.4	*If yes* , a group of MID states and/or ANSPs operates MIDAD on behalf of other intersted MID states and/or ANSPs?	yes / no	
Q.9.6.5	*If yes* , MIDAD shall be operated as distributed system and needs therefore a management body only?	yes / no	
9.7 Any other further Vision			
Q.9.7.1	Others?	Please note:	
Q.9.7.2	Others?	Please note:	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 10 - Other Issues & Suggestions			Remarks
10.1 Other Issues			
Q.10.1.1	Please provide	Please note:	
Q.10.1.2	Please provide	Please note:	
10.2 Suggestions			
Q.10.2.1	Please provide	Please note:	
Q.10.2.2	Please provide	Please note:	

ICAO MID Region AIS Database (MIDAD) Initial Study

Contacts

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Mr. Rudolph	Peter Fax: (49) 7541-282-199 Tel: (49) 7541-282-354 Mobile: (49) 1 79-7 89 54 57 Email: Peter.Rudolph@avitech-ag.com	VP Business Development/Authorized Officer (Avitech AG)	Germany

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ICAO MID Region AIS Database (MIDAD) Initial Study

Results of Interview(s) based on Questionnaire

Ref: State Letter AN 8/4.2 - 11/174 dated 30 June 2011

Country **Islamic Republic of Iran**

Organisation **Iran Airport Company (IAC)**

Street Mehrabad International Airport
ZIP 1387835283
City Tehran

MIDAD Focal Point		**Deputy Focal Point (if any)**
Name	Mr. Niknejad	
First	Abbas	
Position	Head of Iran AIS	
Phone	+98 21 66025108	
Mobile	+98 912810 9862	
Fax	+98 21 446 49269	
E-Mail	a.niknejad@airport.ir abbas.niknejad@gmail.com	

Interview(s) on **9-10 October 2011**
in **Tehran**

Interviewed Persons

	Name	**First**	**Position**
(1)	Mr. Niknejad	Abbas	Head of Iran AIS
(2)	Mr. Davarzani	Asghar	Deputy head of AIS
(3)	Mr. Ziaei	Ramezan ali	Deputy director of ATS
(4)	Mr. Akbari	Saeid	G.D. of aeronautical affairs-CAO
(5)	Mr. Ghahremani	Amir	Expert in charge of AIS publications
(6)	Mr. Movahedi far	Mohammad esmaeil	Expert in charge of civil/MIL coordinatio
(7)	Mrs. Assari	Narges	Expert in charge Automation

Interviewer

	Name	**First**	**Organisation**
(1)	Mr. Smaoui	Mohamed	ICAO MID
(2)	Mrs. Qarbatai	Hanan A.	CARC Jordan

Instruction for use of the Questionnaire

With answering the questions in this Questionnaire you and your organisation can contribute to pave the way for MIDAD into the right dircection!

Please asnwer the questions carefully. If you think that some questions can not be answered or shall not be answered please indicate this accordingly.

Answering the questions is voluntarily.

If there are questions about the questions please contact one of the contact persons of the Mission Team mentioned under the "Contacts Tab". These are the same persons as mentioned in Attachment A to ICAO State Letter AN 8/4.2 - 11/174.

Thank you very much for your help!

The MIDADSG Questionnaire Mission Team

Questions Block 1 - Organisational Structure			Remarks
Organisation			
Q.1.11	Is your AIS/AIM Organisation part of the regulator organisation? *(AIS Manual, Figure 3-1, Alternative 1)*	No	
Q.1.12	If not, to which organisation does the AIS/AIM Organisation belong to? *(AIS Manual, Figure 3-1, Alternative 2)*	please note which: ANSP: Iran Airports Company. Iran AIS is part of ATS Department.	
Aerodrome AIS/ARO			
Q.1.21	To which Organisation do the AIS Aerodrome Units belong to?	please note which: They belong to the aerodromes they are located in.	
Q.1.22	Is the ARO function provided at aerodromes?	Yes	
Q.1.23	If yes, do the ARO units belong to the AIM/AIS organisation?	No	They are part of the AD administrative department but on the operational side, they are working under the authority of AIS (ATS)
Q.1.24	If not, to which organisation belong the ARO units to?	please note which:	
Military AIS			
Q.1.31	Is there a military AIS/AIM established?	No	Aeronautical information of the military section (MIL AD, P, R…) are published by Iran AIS.
Q.1.32	If yes, does it belong to the civil AIS/AIM Organsiation?	yes / no	
Q.1.33	If not, to which organsiation does the military AIS/AIM belong to?	please note which:	Aeronautical Information of MIL Section are to be published after the approval of Iran CAO.
Procedures Design			

Q.1.41	Does the procedures design (PANS-OPS belong to your AIS/AIM organsiation?	No	It is proposed to establish AIM separately may be in combination with Procedure design and/or AFTN and/or ARO.
Q.1.42	If not, to which organsaition does procedure design belong to?	please note which: Procedure design office is at the same level of Iran AIS and is part of ATS department.	
Doc 8126 Organisation			
Q.1.51	Does your organsiation conform to *(AIS Manual, Figure 3-2)* ?	No	
Q.1.52	If not, please provide separte drawaing of your organizational structure?	please note which:	

Questions Block 2 - Volume of Activties			Remarks
Area of Resposibility			
Q.2.11	Name: Tehran FIR	How many: 1	
Q.2.12	Size:	big/ medium / small big	
Q.2.13	Size (sqkm)	please note: 1,500,000 sqkm	
Q.2.14	Name of FIR(s)	please note which: Tehran FIR	
Aerodromes/Heliports			
Q.2.21	Total number	How many: 88	
Q.2.211	Number of civil International Aerodromes	How many: 8	
Q.2.212	Number of civil National Aerodromes	How many: 79	
Q.2.213	Number of military International Aerodromes	How many: NIL	
Q.2.214	Number of military National Aerodromes	How many: 20	
Q.2.215	Number of civil/military combined Aerodromes	How many: 9	ownership of 2 (OIZC, OIAD) are MIL and 7 (OIMM, OISS, OIII,
Q.2.216	Number of private Aerodromes	How many: 2	

Questions Block 2 - Volume of Activties			Remarks
Waypoints			
Q.2.31	Total number	How many: 264	
Q.2.311	Number of IFR compalsory waypoints	How many: 101	
Q.2.312	Number of IFR non-compalsory waypoints	How many: 163	
Q.2.313	Number of VFR compalsory waypoints	How many: NIL	
Q.2.314	Number of VFR non-compalsory waypoints	How many: NIL	
Routes			
Q.2.41	Total number	How many: 94	
Q.2.411	Total number IFR upper	How many: 68	There are no specified upper or lower routes in AIP.
Q.2.412	Total number IFR lower	How many: -	See Q.2.411 Remarks.
Q.2.413	Total number RNAV/RNP	How many: 24	All ATS routes above FL285 and all RNAV/RNP Routes
Q.2.414	Total number VFR	How many: 2	
Q.2.415	Total number HEL	How many: NIL	
Q.2.416	Total number others	How many: 2	

Questions Block 2 - Volume of Activties			Remarks
Navigational Aids			
Q.2.51	Total number of navigation aids	How many: 219	
Q.2.511	Total number for en-route	How many: 56	
Q.2.5111	Total number of VOR	How many: 45	
Q.2.5112	Total number of DME	How many: 49	
Q.2.5113	Total number of NDB	How many: 11	
Q.2.5114	Total number of MKR	How many: NIL	
Q.2.512	Total number for aerodromes	How many: 168	
Q.2.5121	Total number of NDB	How many: 60	
Q.2.5122	Total number of ILS CAT I	How many: 16	
Q.2.5123	Total number of ILS CAT II	How many: 1	
Q.2.5124	Total number of ILS CAT III	How many: NIL	

Questions Block 2 - Volume of Activties			Remarks
Areas			
Q.2.51	FIR/UIR	How many: 1/-	
Q.2.52	CTA/UTA	How many: 17 /-	
Q.2.53	TMA	How many: 5	
Q.2.54	CTR/ATZ	How many: 23 / 87	
Q.2.55	Total Number of Restrictive Airspaces	How many: 297	
Q.2.551	Number of Danger Areas	How many: 104	
Q.2.552	Number of Restricted Areas	How many: 73	
Q.2.553	Number of Prohibited Areas	How many: 20	
Q.2.554	Number of Warning Areas	How many: NIL	
Q.2.555	Number of Caution Areas	How many: 96	
Q.2.556	Number of Training Areas	How many: NIL	Included in Q.2.555
			Included in Q.2.555
Q.2.557	Number of Military Traing Areas	How many: NIL	
Q.2.558	Number of Other Areas	How many: 4	Area for sporting and recreational activities

Questions Block 2 - Volume of Activties			Remarks
Other Types of Data			
Q.2.61	Which?	How many:	

Questions Block 3 - AIS/AIM Facilities			Remarks
Headquarters (AIS AIP, MAP, Data)			
Q.3.11	Number of rooms	How many: 8 + 1 (ARO)	
Q.3.12	Squermeters of the rooms	please note: Totally more than 200 sq. Meter	
Q.3.13	Are the rooms shared with other units/organisation	please note: no	
Q.3.21	Number of AIS Servers	How many: -	In progress
Q.3.22	Number of AIS Working Positions/Screens	How many: 16 screen/position for AIS staff + 2 screen/position AIS head office room	
Q.3.23	Number of AIS printers	How many: 5	
Q.3.24	Number of AIS ploters	How many: 0	there is one in procedure design office (neighboring
Q.3.25	Others for AIS	scaner, Fax, AFTN, …	
Q.3.26	Number of others	How many: 1	

Questions Block 3 - AIS/AIM Facilities			Remarks
Headquarters (NOF), if not joint with AIS Headquarter			
Q.3.31	Number of rooms	How many: 2	
Q.3.32	Squermeters of the rooms	please note: operating room: 37Squermeters , rest room: 14Squermeters	
Q.3.41	Number of AIS Servers	How many: 1	
Q.3.42	Number of AIS Working Positions/Screens	How many: 2 Positions/Screens	
Q.3.43	Number of AIS printers	How many: 1	
Q.3.44	Number of AIS ploters	How many: 0	
Q.3.51	Others	1 PC for internet , AFTN, Fax	
Q.3.52	Number of others	How many:1	

Questions Block 3 - AIS/AIM Facilities			Remarks
AIS at Aerodromes			
Q.3.61	Number of rooms	How many: 8 , in these main airports: mehrabad, Imam khomeini,esfahan, shiraz,mashad :	After completion of implementation of Iran AIS Automation project, All airports are able to connect to MIDAD through the centralized AIS database.
Q.3.62	Squermeters of the rooms	please note: each one average between20 - 30 Squermeters	
Q.3.71	Number of AIS Servers	How many: 0	
Q.3.72	Number of AIS Working Positions/Screens	How many: each one 1-2 Positions/Screens	
Q.3.73	Number of AIS printers	How many:each one 1-2	
Q.3.74	Number of AIS ploters	How many:0	
Q.3.81	Others	Which?	
Q.3.82	Number of others	How many:	

Questions Block 3 - AIS/AIM Facilities			Remarks
Other Locations			
Q.3.91	Number of rooms	How many: -	there are 43 AD in which the provision of ARO/AIS has been delegated to AD control Towers.
Q.3.92	Squermeters of the rooms	please note:	
Q.3.101	Number of AIS Servers	How many:	
Q.3.102	Number of AIS Working Positions/Screens	How many:	
Q.3.103	Number of AIS printers	How many:	
Q.3.104	Number of AIS ploters	How many:	
Q.3.111	Others	Which?	
Q.3.112	Number of others	How many:	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
Headquarters			
Q.4.11	AFTN	yes	
Q.4.12	AMHS	no	it is planned to be established approx end of 2012.
Q.4.13	SITA	no	
Q.4.14	LAN	yes	
Q.4.15	WAN	yes	
Q.4.16	Others	Please note: -	
Q.4.17	Bandwidth / Speed	Please note: 2GB/54Mbps	For the implementation of AIS automation, it is considered for a separate internet service for AIS.

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
Aerodromes			
Q.4.21	AFTN	yes	
Q.4.22	AMHS	no	it is planned to be established approx end of 2012.
Q.4.23	SITA	no	
Q.4.24	LAN	yes	
Q.4.25	WAN	yes	
Q.4.26	Others	Please note:	
Q.4.27	Bandwidth / Speed	Please note: BTN 1Mbps and 2Mbps except for IKIA which is 8 Mbps.	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
Other Locations			
Q.4.31	AFTN	yes / no	
Q.4.32	AMHS	yes / no	
Q.4.33	SITA	yes / no	
Q.4.34	LAN	yes / no	
Q.4.35	WAN	yes / no	
Q.4.36	Others	Please note:	
Q.4.37	Bandwidth / Speed	Please note:	

Questions Block 5 - Personnel			Remarks
Staff			
Q.5.11	Number of Staff	Please note: 85	18 in AIS HQ, 12 in NOF, 55 in AD ARO/AIS offices.
Q.5.12	Number of Management	Please note: 5	
Base Qualification Type			
Q.5.21	High School or similar	yes / no	
Q.5.22	Number	Please note:	
Q.5.31	2 years diploma or similar	Yes	Minimum of 2 years college diploma is required
Q.5.32	Number	Please note: Approx 70 percent of AIS/NOF/AD AIS personnel are holding a 2 years college diploma	
Q.5.41	University	Yes	
Q.5.42	Number	Please note: Approx 30 percent of AIS/NOF/AD AIS personnel are holding a B.S. or higher degree.	

Questions Block 5 - Personnel			Remarks
Competency			
Q.5.51	AIS Experience/Knowledge	Yes	ATC, Cartography or Computer background is comlemented by OJT
Q.5.52	How many persons?	Please note: 85	
Q.5.53	Average in years	10	
Q.5.61	ATC Background or other Experience/Knowledge	Yes	
Q.5.62	How many persons?	Please note: 90 percent	
Q.5.63	What?	Please note:	
Language Provenience			
Q.5.71	National language	Please note: Persian	
Q.5.72	ICAO English Level 4 ensured	No	It is proposed to Iran CAO for level 3.
Q.5.73	Other ICAO Languages	Please note: -	
Training			
Q.5.81	Is regular AIS refresher training provided	Yes	on an annual basis.
Q.5.82	If yes, who provides it?	Please note: Civil avation technology college (CATC)	

Questions Block 5 - Personnel			Remarks
Q.5.83	Is AIS/AIM upgrade training provided	No	It has been planned for near future. For example provision of eTOD, AIM , … courses in near future is in progress.
Q.5.84	If yes, who provides it?	Please note:	

Questions Block 6 - Transition from AIS to AIM			Remarks
Current Status			
Q.6.11	Are you in Phase I - Consolidation?	No	we have completed phase 1.
Q.6.12	Are you in Phase II - Going Digital?	Yes	eTOD: very close to establish. eAIP, Integrated AIS databese, …: are in progress by AIS Automation project.
Q.6.13	Are you in Phase III - Information Sharing?	No	
Future Plans			
Q.6.21	Did you establish a national plan AIS to AIM?	Yes	
Q.6.22	If yes, does it follow the ICAO Roadmap in sens of schedule?	No	
Q.6.231	If not, what is your national schedule for the ICAO Roadmap from AIS to AIM?	Please note:	
Q.6.232	For Phase I - Consolidation	Please note: completed	
Q.6.233	For Phase II - Going Digital	Please note: December 2013	
Q.6.234	For Phase III - Information Sharing	Please note: December 2015	Iran has been developed its AIM National Plan by 15
Budget			
Q.6.31	Did you ensure a budget for your national plan AIS to AIM?	Yes	
Q.6.32	What is the amount of the budget? *(Voluntary answer)*	Please note: Approx more 2.5 milion USD (for AIS Automation, eTOD, QMS, Training, …)	

Questions Block 6 - Transition from AIS to AIM			Remarks
Q.6.33	Which budget period is covered by this amount?	2016	5 year plan basis (2011-2016)

Questions Block 6 - Transition from AIS to AIM			Remarks
Training			
Q.6.41	Do you intend to organise staff training for the Roadmap AIS to AIM?	Yes	
Q.6.42	If yes, which training institution did you choose?	Please note: CATC	
Q.6.43	If you organise it internally, could attendeese from other states/organisations participate?	Yes	

Questions Block 7 - AIS Automation			Remarks
Current Status			
Q.7.11	Which is your current supplier?	NIL	Iran AIS is not yet equiped with AIS Automation system, only NOF Has a semi-automated system.
Q.7.21	Which name does the current system have?	NIL	
Q.7.212	Does it cover NOF functions?	yes	our NOTAM system has some functions for issue NOTAM, checklist and list of valid NOTAM and have NOTAM data bank
Q.7.213	Does it cover AIP functions?	no	
Q.7.214	Does it cover MAP functions?	no	
Q.7.215	Does it cover Static Data functions?	no	
Q.7.216	Does it cover ARO functions?	no	
Q.7.217	Does it cover NOTAM Briefing functions?	no	
Q.7.218	Does it cover Integrated NOTAM/MET Briefing functions?	no	
Q.7.219	Does it cover ARO functions?	no	
Q.7.3	Since when is the automated system in operation?	NOF semi-automated system has been in operation since 9 years.	

Questions Block 7 - AIS Automation			Remarks
Future Plans			
Q.7.41	Do you plan the enhancment/maintain your automated AIS system?	No	There is a plan for a new AIS automation system.
Q.7.42	Which function(s) do you plan to enhance?	Please note:we do have plan to enhance all above mentioned functions.	
Budget			
Q.7.51	Did you ensure a budget for this enhancment(s)?	yes	
Q.7.52	What is the amount of the budget? *(Voluntary answer)*	Please note: more than 2.5 mollion USD.	
Q.7.53	Which budget period is covered by this amount?	2011 / 2012	

Questions Block 8 - Commitment to MIDAD			Remarks
National Plan			
Q.8.11	Is MIDAD already part of your national planning for AIS?	No	
Q.8.12	If not, do you intend to include MIDAD into your national planning for AIS?	Yes	
Commitment/Interests			
Q.8.21	Would your state / organisation like to play an active role in the MIDAD?	Yes	Iran is ready to play a leading role in the MIDAD project. We are willing to support the project in all aspects (Technical, Logistics, Finance, …).
Q.8.22	If yes, in the planning phase?	Yes	
Q.8.23	If yes, in the set-up phase?	Yes	
Q.8.24	If yes, in the operation phase?	Yes	
Contributions during set-up			
Q.8.31	Whould your state / organisation like to provide contributions to MIDAD set-up?	Yes	
Q.8.32	If yes, which?	Please note: All kinds of required support.	
Contribution during operation			
Q.8.41	Whould your state / organisation participate in the operation of MIDAD?	Yes	
Q.8.42	If yes, how?	Please note: By being fully integrated with MIDAD.	

Questions Block 9 - Visions & Suggestions			Remarks
Expectations			
Q.9.11	Do you think MIDAD has a realistic chance to be realised?	Yes	
Q.9.12	If yes, why do you think this?	Please note: Because EAD has proven to be successful.	
Q.9.21	Do you expect advantages for your states / organisations AIS?	Yes	
Q.9.22	If yes, why do you think this?	Please note: Improve the availability and quality of aeronautical information.	
Q.9.31	Do you expect that data quality can be enhanced by a system like MIDAD?	Yes	
Q.9.32	If yes, why do you think this?	Please note: because the MIDAD will be a digital automated system having the capability of syntaxic and semantic checking procedures.	
Q.9.41	Do you think that MIDAD brings Financial benefits and lower fares and rates?	Yes	In the medium and long term the fares and rates will be reduced.
Q.9.42	Do you think that MIDAD Improves safety?	Yes	Because of the improved availability and quality of aeronautical information.
Q.9.43	Do you think that MIDAD brings Passenger time savings?	Yes	
Q.9.44	Do you think that MIDAD brings Environmental benefits?	Yes	
Q.9.45	Do you think that MIDAD brings Transfer of high-tech skills?	Yes	
Q.9.46	Do you think that MIDAD brings Productivity improvements and industry restructuring?	Yes	
Q.9.47	Do you think that MIDAD brings Higher traffic and stimulation of related industries?	No	Maybe

Questions Block 9 - Visions & Suggestions			Remarks
Q.9.48	Do you see other **advantages** by MIDAD?	Please note: To improve regional coordination and cooperation. It could be trigger for other MID initiatives among states.	
Q.9.5	Do you see other **disadvantages** by MIDAD?	Please note: No	

Questions Block 9 - Visions & Suggestions			Remarks
Technical Scenarios			
Q.9.6	Does your state / organisation already prefer a specific technical solution of MIDAD?	Yes	
Q.9.71	If yes, central solution?	No	
Q.9.72	If yes, Replicated solution?	No	
Q.9.73	If yes, Distributed solution?	Yes	One main and one standby server.
Q.9.74	Do you see other solution(s)?	Please note:	
Financial Scenarios			
Q.9.8	Does your state / organisation already have a preferred method of financing in mind for MIDAD?	Yes	
Q.9.91	If yes, Direct Contributions from Governments?	Yes	
Q.9.92	If yes, Direct Finacing by one Government?	No	
Q.9.93	If yes, Debt Financing?	No	
Q.9.94	If yes, Equity Financing?	Maybe	
Q.9.95	If yes, Leasing?	No	
Q.9.96	Others?	Please note: Air navigation charges, Sponsoring, …	

Questions Block 9 - Visions & Suggestions			Remarks
Institutional Scenarios			
Q.9.10	Does your state / organisation already prefer a specific institunational scenario for MIDAD?	Yes/Iran preferred option will be provided before MIDANPIRG/13	
Q.9.11.1	If yes, a commercial company owned by interested MID states and/or ANSPs based on one state law in the MID Region?	Yes	
Q.9.11.2	If yes, one MID state and/or ANSP operates MIDAD on behalf of other intersted MID states and/or ANSPs?	No	
Q.9.11.3	If yes, a group of MID states and/or ANSPs operates MIDAD on behalf of other intersted MID states and/or ANSPs?	No	
Q.9.11.4	If yes, MIDAD shall be operated as distributed system and needs therefore a management body only?	No	
Any other further Vision			
Q.9.12	Others?	Please note: MID AIM Database (AIS, IFPS, ATFM, MET, …)	

Questions Block 10 - Other Issues & Suggestions			Remarks
Other Issues			
Q.10.11	Please provide	Please note:	
Q.10.12	Please provide	Please note:	
Suggestions			
Q.10.21	Please provide	Please note:	
Q.10.22	Please provide	Please note:	

Contacts

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End of Document

ICAO MID Region AIS Database (MIDAD) Initial Study

Results of Interview(s) based on Questionnaire

Ref: - State Letter AN 8/4.2 - 11/174 dated 30 June 2011
- AISTF/6 Report para 3.2.35 to 3.2.40, Appendix 3C and 3D (6-8 June 2011)

Country **Republic of Iraq**

Organisation **Iraq Civil Aviation Authority (ICAA)**

Street Baghdad International Airport
ZIP
City Baghdad

MIDAD Focal Point	**Deputy Focal Point (if any)**
Name Mr. Hassan	
First Laith Jabbar	
Position Manager of AIS	
Phone +964 1813 2122	
Mobile +964 7811172501	
Fax +964-	
E-Mail icaa_ais@yahoo.com	
icaaaim@yahoo.com	

Interview(s) on **17 October 2011**
in **self filled by ICAA, followed y interview**

Interviewed Persons

	Name	**First**	**Position**
(1)	Mr. Hassan	Laith Jabbar	Manager of AIS
(2)			
(3)			
(4)			
(5)			

Interviewer

	Name	**First**	**Organisation**
(1)	Mrs. Qarbatai	Hanan A.	CARC Jordan
(2)	Mr. Rudolph	Peter	Avitech AG/Consultant

Instruction for use of the Questionnaire

With answering the questions in this Questionnaire you and your organisation can contribute to pave the way for MIDAD into the right dircection!

Please answer the questions carfully. If you think that some questions can not be answered or shall not be answered please indicate this accordingly.

Answering the questions is voluntarily.

If there are questions about the questions please contact one of the contact persones of the Mission Team mentioned under the "Contacts Tab". These are the same persones as mentioned in Attachment A to ICAO State Letter AN 8/4.2 - 11/174.

Thank you very much for your help!

The MIDADSG Questionnaire Mission Team

Questions Block 1 - Organisational Structure			Remarks
1.1 Organisation			
Q.1.1.1	Is your AIS/AIM Organisation part of the regulator organisation? *(AIS Manual, Figure 3-1, Alternative 1)*	**YES**	
Q.1.1.2	*If no*, to which organisation does the AIS/AIM Organisation belong to? *(AIS Manual, Figure 3-1, Alternative 2)*	please not which:	
1.2 Aerodrome AIS/ARO			
Q.1.2.1	To which Organisation do the AIS Aerodrome Units belong to?	**Each airport is acting standalone. The services provided are not known. Change in structure compliant with ICAO was not realised yet.**	
Q.1.2.2	Is the ARO function provided at aerodromes?	**In some of them. Some are not known to us due to communication problems.**	
Q.1.2.3	*If yes*, do the ARO units belong to the AIM/AIS organisation?	**No**	
Q.1.2.4	*If no*, to which organisation belong the ARO units to?	**In Baghdad Int. Airport directly toATS Department Other airports not known to us. Assumption is to the Airport Authority**	
1.3 Military AIS			
Q.1.3.1	Is their an military AIS/AIM established?	**Not known**	
Q.1.3.2	*If yes*, does it belong to the civil AIS/AIM Organsiation?	yes / no	
Q.1.3.3	*If no*, to which organsiation does the military AIS/AIM belong to?	please not which:	
1.4 Procedures Design			
Q.1.4.1	Does the procedures design (PANS-OPS belong to your AIS/AIM organsiation?	**There is neither an Airspace Design Unit nor PANS-OPS capability in the organisation**	
Q.1.4.2	*If no*, to which organsaition does procedure design belong to?	please not which:	

1.5 Doc 8126 Organisation			
Q.1.5.1	Does your organsiation conform to *(AIS Manual, Figure 3-2)* ?	**NO**	
Q.1.5.2	*If no* , please provide separte drawaing of your organizational structure?	**AIS is directly reporting to ATS Department. There is only a NOF office under AIS HQ..**	

Questions Block 2 - Volume of Activties			Remarks
2.1 Area of Resposibility			
Q.2.1.1	Name	**IRAQ FIR**	
Q.2.1.2	Size	**BIG**	
Q.2.1.3	Size (sqkm)	**438.317**	
Q.2.1.4	Name of FIR(s)	**BAGHDAD FIR-ORBB**	
2.2 Aerodromes/Heliports			
Q.2.2.1	Total number	**21**	
Q.2.2.2	Number of civil International Aerodromes	**6**	
Q.2.2.3	Number of civil National Aerodromes	**15**	**(military and civil segregation of airports is not completed yet. It is not known which airports are left under the responsibility of military)**
Q.2.2.4	Number of military International Aerodromes	How many:	
Q.2.2.5	Number of military National Aerodromes	How many:	
Q.2.2.6	Number of civil/military combined Aerodromes	How many:	
Q.2.2.7	Number of private Aerodromes	How many:	

Questions Block 2 - Volume of Activties			Remarks
2.3 Waypoints			
Q.2.3.1	Total number	**66**	
Q.2.3.2	Number of IFR compalsory waypoints	**32**	
Q.2.3.3	Number of IFR non-compalsory waypoints	**34**	
Q.2.3.4	Number of VFR compalsory waypoints	**none**	
Q.2.3.5	Number of VFR non-compalsory waypoints	**none**	
2.4 Routes			
Q.2.4.1	Total number	**17**	
Q.2.4.2	Number of IFR upper routes	How many:	**Baghdad FIR does not have a separate upper/lower ATS route structure.**
Q.2.4.3	Number of IFR lower routes	How many:	
Q.2.4.4	Number of IFR RNAV/RNP routes	**17**	
Q.2.4.5	Number of VFR routes	**none**	
Q.2.4.6	Number of HEL routes	**none**	
Q.2.4.7	Number of ther routes	**none**	

Questions Block 2 - Volume of Activties			Remarks
2.5 Enroute Navigational Aids			
Q.2.5.1	Total number of navigation aids serving enroute navigation	**3 SEE REMARK**	None of the Navigation Aids are used in any ATS Routes which serve Area Navigation. All of them serves SIDs STARs or Instrument Approach Procedures.
Q.2.5.2	Number of VOR	**3**	
Q.2.5.3	Number of DME	How many:	
Q.2.5.4	Number of NDB	How many:	
Q.2.5.5	Number of MKR	How many:	
2.6 Aerodrome Navigational Aids			
Q.2.6.1	Total number of navigation aids serving aerodrome navigation	**14**	
Q.2.6.2	Number of NDB	**4**	
Q.2.6.3	Number of ILS CAT I Operations	**10**	
Q.2.6.4	Total number of ILS CAT II Operations	**NONE**	
Q.2.6.5	Total number of ILS CAT III Operations	**NONE**	

Questions Block 2 - Volume of Activties			Remarks
2.7 Airspaces			
Q.2.7.1	Total number of airspaces	**24**	
Q.2.7.2	Number of FIR/UIR	**1**	
Q.2.7.3	Number of FIR only	**1**	
Q.2.7.4	Number of UIR only	**none**	
Q.2.7.5	Number of CTA	**none**	
Q.2.7.6	Number of UTA	**How many:**	
Q.2.7.7	Number of TMA	**7**	
Q.2.7.8	Number of CTR	**16**	
Q.2.7.9	Number of ATZ	How many:	

Questions Block 2 - Volume of Activties			Remarks
2.8 Restrictive Airspaces			
Q.2.8.1	Total Number of Restrictive Airspaces	**39**	
Q.2.8.2	Number of Danger Areas	**19**	
Q.2.8.3	Number of Restricted Areas	**7**	
Q.2.8.4	Number of Prohibited Areas	**9**	
Q.2.8.5	Number of Warning Areas	How many:	
Q.2.8.6	Number of Caution Areas	How many:	
Q.2.8.7	Number of Training Areas	How many:	
Q.2.8.8	Number of Military Traing Areas	**4**	
Q.2.8.9	Number of Other Areas	How many:	
2.9 Other Types of Data			
Q.2.9.1	Which?	How many:	
Q.2.9.2	Which?	How many:	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.1 Headquarters (AIS, AIP, MAP, Data)			
Q.3.1.1	Number of rooms	**1**	
Q.3.1.2	Squarmeters of the rooms	**50 (sqm)**	
Q.3.1.3	Are the rooms shared with other units/organisation	**NO**	
Q.3.1.4	Number of AIS Servers	**NONE**	
Q.3.1.5	Number of AIS Working Positions/Screens	**3**	**These are used for AIP Production only. No AFS connection and no network between them.**
Q.3.1.6	Number of AIS printers	**6**	
Q.3.1.7	Number of AIS ploters	**2**	
Q.3.1.8	Others for AIS	**1 SCANNER**	
Q.3.1.9	Number of others	How many:	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.2 Headquarters (NOF), if not joint with AIS Headquarter			
Q.3.2.1	Number of rooms	**1**	
Q.3.2.2	Squarmeters of the rooms	**50 sqm**	
Q.3.2.3	Number of AIS Servers	**NONE**	
Q.3.2.4	Number of AIS Working Positions/Screens	**2**	**No AFS connection and no network. The AFTN connection next door in the Briefing Office is used for only sending NOTAMs.**
Q.3.2.5	Number of AIS printers	**1**	
Q.3.2.6	Number of AIS ploters	**NONE**	
Q.3.2.7	Others	Which?	
Q.3.2.8	Number of others	How many:	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.3 AIS at Aerodromes			
Q.3.3.1	Number of rooms	**1**	
Q.3.3.2	Squermeters of the rooms	**Between 25 to 50 sqm**	
Q.3.3.3	Number of AIS Servers	**Not known**	
Q.3.3.4	Number of AIS Working Positions/Screens	**Not known**	
Q.3.3.5	Number of AIS printers	**Not Known**	
Q.3.3.6	Number of AIS ploters	How many:	
Q.3.3.7	Others	Which?	
Q.3.3.8	Number of others	How many:	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.4 Other Locations			
Q.3.4.1	Existing or available?	**NO**	
Q.3.4.2	*If yes*, which?	Please note:	
Q.3.4.3	*If yes*, number of rooms	How many:	
Q.3.4.4	*If yes*, squarmeters of the rooms	please note:	
Q.3.4.5	*If yes*, number of AIS Servers	How many:	
Q.3.4.6	*If yes*, number of AIS Working Positions/Screens	How many:	
Q.3.4.7	*If yes*, number of AIS printers	How many:	
Q.3.4.8	*If yes*, number of AIS ploters	How many:	
Q.3.4.9	*If yes*, Others	Which?	
Q.3.4.10	*If yes*, number of others	How many:	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.1 Headquarters			
Q.4.1.1	AFTN	YES (see remark)	**AFTN connection is available via Briefing Office next door. AIS HQ does not have a direct access to any communication means to send or receive AFS messages**
Q.4.1.2	AMHS	**NO**	
Q.4.1.3	SITA	**NO**	
Q.4.1.4	LAN	**NO**	
Q.4.1.5	WAN	**NO**	
Q.4.1.6	Others	**Internet Connection**	**256/128 kpbs**
Q.4.1.7	Bandwidth / Speed	Please note:	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.2 Aerodromes			
Q.4.2.1	AFTN	**YES (see Remark)**	**Except some international airports there is no AFTN connection to most of the aerodromes**
Q.4.2.2	AMHS	**NO**	
Q.4.2.3	SITA	**NO**	
Q.4.2.4	LAN	**NO**	
Q.4.2.5	WAN	**NO**	
Q.4.2.6	Others	Please note:	
Q.4.2.7	Bandwidth / Speed	Please note:	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.3 Other Locations			
Q.4.3.1	Existing or available?	**NO**	
Q.4.3.2	*If yes* , which?	Please note:	
Q.4.3.3	*If yes* , AFTN	yes / no	
Q.4.3.4	*If yes* , AMHS	yes / no	
Q.4.3.5	*If yes* , SITA	yes / no	
Q.4.3.6	*If yes* , LAN	yes / no	
Q.4.3.7	*If yes* , WAN	yes / no	
Q.4.3.8	*If yes* , Others	Please note:	
Q.4.3.9	*If yes* , Bandwidth / Speed	Please note:	

Questions Block 5 - Personnel			Remarks
5.1 Staff			
Q.5.1.1	Number of Staff (incl. Management)	**14**	
Q.5.1.2	Number of Management	**1**	
5.2 Base Qualification Type			
Q.5.2.1	High School or similar	**YES**	
Q.5.2.2	Number	**1**	
Q.5.2.3	2 years diploma or similar	**YES**	
Q.5.2.4	Number	**7**	
Q.5.2.5	University	**YES**	
Q.5.2.6	Number	**6**	

Questions Block 5 - Personnel			Remarks
5.3 Competency			
Q.5.3.1	AIS Experience/Knowledge	**YES**	
Q.5.3.2	How many persons?	**8**	
Q.5.3.2	Average in years	**5**	
Q.5.3.3	ATC Background or other Experience/Knowledge	**YES**	
Q.5.3.4	How many persones?	**2**	
Q.5.3.5	What?	**TOWER**	
5.4 Language Provenience			
Q.5.4.1	National language	**ARABIC**	
Q.5.4.2	ICAO English Level 4 ensured	**Partially**	**7 STAFF**
Q.5.4.3	*If no* , which level	**2 staff Level 2**	**Other staff did not take the test**
Q.5.4.4	Other ICAO Languages	**NO**	

Questions Block 5 - Personnel			Remarks
5.5 Training			
Q.5.5.1	Is regular AIS refresher training provided	**PARTIALLY**	**REFRESHER TRAINING PROVIDED BY Serco ONCE**
Q.5.5.2	*If yes* , who provides it?	**Serco**	
Q.5.5.3	Is AIS/AIM upgrade training provided	**NO**	
Q.5.5.4	*If yes* , who provides it?	Please note:	

Questions Block 6 - Transition from AIS to AIM			Remarks
6.1 Current Status			
Q.6.1.1	Are you in Phase I - Consolidation?	yes / no	*not answered*
Q.6.1.2	Are you in Phase II - Going Digital?	yes / no	*not answered*
Q.6.1.3	Are you in Phase III - Information Sharing?	yes / no	*not answered*
6.2 Future Plans			
Q.6.2.1	Did you establishe a national plan AIS to AIM?	yes / no	*not answered*
Q.6.2.2	*If yes* , does it follow the ICAO Roadmap in sens of schedule?	yes / no	*not answered*
Q.6.2.3	*If no* , what is your national schedule for the ICAO Roadmap from AIS to AIM?	Please note:	*not answered*
Q.6.2.4	For Phase I - Consolidation	Please note:	*not answered*
Q.6.2.5	For Phase II - Going Digital	Please note:	*not answered*
Q.6.2.6	For Phase III - Information Sharing	Please note:	*not answered*
6.3 Budget			
Q.6.3.1	Did you ensure a budget for your national plan AIS to AIM?	yes / no	*not answered*
Q.6.3.2	*If yes* , What is the amount of the budget? *(Voluntary answer)*	Please note:	*not answered*
Q.6.3.3	*If yes* , Which budget period is covered by this amount?	2011 / 2012 / 2013 / 2014 / 2015 / 2016 /2017	*not answered*

6.4 Training			
Q.6.4.1	Do you intend to organise staff training for the Roadmap AIS to AIM?	yes / no	*not answered*
Q.6.4.2	*If yes* , which training institution did you choose?	Please note:	*not answered*
Q.6.4.3	If you organise it internally, could attendeese from other states/organisations participate?	yes / no	*not answered*

Questions Block 7 - AIS Automation			Remarks
7.1 Current Status			
Q.7.1.1	Which is your current supplier?	Please note:	*not answered*
Q.7.1.2	Which name does the current system have?	Please note:	*not answered*
Q.7.1.3	Does it cover NOF functions?	yes / no	*not answered*
Q.7.1.4	Does it cover AIP functions?	yes / no	*not answered*
Q.7.1.5	Does it cover MAP functions?	yes / no	*not answered*
Q.7.1.6	Does it cover Static Data functions?	yes / no	*not answered*
Q.7.1.7	Does it cover ARO functions?	yes / no	*not answered*
Q.7.1.8	Does it cover NOTAM Briefing functions?	yes / no	*not answered*
Q.7.1.9	Does it cover Integrated NOTAM/MET Briefing functions?	yes / no	*not answered*
Q.7.1.10	Since when is the automated system in operation?	Please note:	
7.2 Future Plans			
Q.7.2.1	Do you plan the enhancment/maintain your automated AIS system?	yes / no	*not answered*
Q.7.2.2	If yes, which function(s) do you plan to enhance?	Please note:	*not answered*

7.3 Budget			
Q.7.3.1	Did you ensure a budget for this enhancment(s)?	yes / no	*not answered*
Q.7.3.2	*If yes* , what is the amount of the budget? *(Voluntary answer)*	Please note:	*not answered*
Q.7.3.3	*If yes* , which budget period is covered by this amount?	2011 / 2012 / 2013 / 2014 / 2015 / 2016 /2017	*not answered*

Questions Block 8 - Commitment to MIDAD			Remarks
8.1 National Plan			
Q.8.1.1	Is MIDAD already part of your national planning for AIS?	yes / no	*not answered*
Q.8.1.2	*If no* , do you intend to include MIDAD into your national planning for AIS?	yes / no	*not answered*
8.2 Commitment/Interests			
Q.8.2.1	Would your state / organisation like to play an active role in the MIDAD?	yes / no	*not answered*
Q.8.2.2	*If yes* , in the planning phase?	yes / no	*not answered*
Q.8.2.3	*If yes* , in the set-up phase?	yes / no	*not answered*
Q.8.2.4	*If yes* , in the operation phase?	yes / no	*not answered*
8.3 Contributions during set-up			
Q.8.3.1	Whould your state / organisation like to provide contributions to MIDAD set-up?	yes / no	*not answered*
Q.8.3.2	*If yes* , which?	Please note:	*not answered*
8.4 Contribution during operation			
Q.8.4.1	Whould your state / organisation participate in the operation of MIDAD?	yes / no	*not answered*
Q.8.4.2	*If yes* , how?	Please note:	*not answered*

Questions Block 9 - Visions & Suggestions			Remarks
9.1 Expectations			
Q.9.1.1	Do you think MIDAD has an realistic chance to be realised?	yes / no	*not answered*
Q.9.1.2	*If yes* , why do you think this?	Please note:	*not answered*
Q.9.1.3	*If yes* , can you give a percentage propability?	Please note:	*not answered*
Q.9.1.4	Do you expect advantages for your states / organisations AIS?	yes / no	*not answered*
Q.9.1.5	*If yes* , why do you think this?	Please note:	*not answered*
Q.9.1.6	Do you expect that data quality can be enhanced by a system like MIDAD?	yes / no	*not answered*
Q.9.1.7	*If yes* , why do you think this?	Please note:	*not answered*
9.2 Benefits, Improvements, Savings			
Q.9.2.1	Do you think that MIDAD brings Financial benefits and lower fares and rates?	yes / no	*not answered*
Q.9.2.2	Do you think that MIDAD Improves safety?	yes / no	*not answered*
Q.9.2.3	Do you think that MIDAD brings Passenger time savings?	yes / no	*not answered*
Q.9.2.4	Do you think that MIDAD brings Environmental benefits?	yes / no	*not answered*
Q.9.2.5	Do you think that MIDAD brings Transfer of high-tech skills?	yes / no	*not answered*
Q.9.2.6	Do you think that MIDAD brings Productivity improvements and industry restructuring?	yes / no	*not answered*
Q.9.2.7	Do you think that MIDAD brings Higher traffic and stimulation of related industries?	yes / no	*not answered*

9.3 Other Advantages & Disadvantages			
Q.9.3.1	Do you see other **advantages** by MIDAD?	Please note:	*not answered*
Q.9.3.2	Do you see other **disadvantages** by MIDAD?	Please note:	*not answered*
9.4 Technical Scenarios			
Q.9.4.1	Does your state / organisation already prefer a specific technical solution of MIDAD?	yes / no	*not answered*
Q.9.4.2	*If yes* , central solution?	yes / no	*not answered*
Q.9.4.3	*If yes* , Replicated solution?	yes / no	*not answered*
Q.9.4.4	*If yes* , Distributed solution?	yes / no	*not answered*
Q.9.4.5	Do you see other solution(s)?	Please note:	*not answered*
9.5 Financial Scenarios			
Q.9.5.1	Does your state / organisation already have a preferred method of financing in mind for MIDAD?	yes / no	*not answered*
Q.9.5.2	*If yes* , Direct Contributions from Governments?	yes / no	*not answered*
Q.9.5.3	*If yes* , Direct Finacing by one Government?	yes / no	*not answered*
Q.9.5.4	*If yes* , Debt Financing?	yes / no	*not answered*
Q.9.5.5	*If yes* , Equity Financing?	yes / no	*not answered*
Q.9.5.6	*If yes* , Leasing?	yes / no	*not answered*
Q.9.5.7	Others?	Please note:	*not answered*

9.6 Institutional Scenarios			
Q.9.6.1	Does your state / organisation already prefer a specific institunational scenario for MIDAD?	yes / no	*not answered*
Q.9.6.2	*If yes* , a commercial company owned by interested MID states and/or ANSPs based on one state law in the MID Region?	yes / no	*not answered*
Q.9.6.3	*If yes* , one MID state and/or ANSP operates MIDAD on behalf of other intersted MID states and/or ANSPs?	yes / no	*not answered*
Q.9.6.4	*If yes* , a group of MID states and/or ANSPs operates MIDAD on behalf of other intersted MID states and/or ANSPs?	yes / no	*not answered*
Q.9.6.5	*If yes* , MIDAD shall be operated as distributed system and needs therefore a management body only?	yes / no	*not answered*
9.7 Any other further Vision			
Q.9.7.1	Others?	Please note:	*not answered*
Q.9.7.2	Others?	Please note:	*not answered*

Questions Block 10 - Other Issues & Suggestions			Remarks
10.1 Other Issues			
Q.10.1.1	Please provide	Please note:	*not answered*
Q.10.1.2	Please provide	Please note:	*not answered*
			not answered
10.2 Suggestions			
Q.10.2.1	Please provide	Please note:	*not answered*
Q.10.2.2	Please provide	Please note:	*not answered*

Contacts

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Ms. Qabartai	Hanan A. Fax: (962-6) 489 1266 Tel: (962 6) 4872681 Mobile: (962-79) 6768012 Email: ais.hq@carc.gov.jo qati_hanan@yahoo.com	Chief AIS HQ, Civil Aviation Regulatory Commission (CARC)	Jordan
Mr. Al-Humood	Salah Mohamed Fax: (973) 17 99 66 Tel: (973) 17 321 180 Mobile: (973) 3640 0424 Email: shumood@caa.gov.bh	Head Aeronautical Information & Airspace Planning (CAA)	Bahrain
Mr. Rudolph	Peter Fax: (49) 7541-282-199 Tel: (49) 7541-282-354 Mobile: (49) 1 79-7 89 54 57 Email: Peter.Rudolph@avitech-ag.com	VP Business Development/Authorized Officer (Avitech AG)	Germany

End of Document

Results of Interview(s) based on Questionnaire

Ref: - State Letter AN 8/4.2 - 11/174 dated 30 June 2011
- AISTF/6 Report para 3.2.35 to 3.2.40, Appendix 3C and 3D (6-8 June 2011)

Country **Hashemite Kingdom of Jordan**

Organisation **Civil Aviation Regulatory Commission (CARC)**

Street **King Abdullah I**
ZIP **11110**
City **Amman**

MIDAD Focal Point	**Deputy Focal Point (if any)**
Name **Ms. Qabartai**	
First **Hanan**	
Position **Chief AIS HQ**	
Phone **96264872681**	
Mobile **9,62797E+11**	
Fax **96264891266**	
E-Mail **ais.hq@carc.gov.jo**	

Interview(s) on **19 July 2011**
in **Amman**

Interviewed Persons

	Name	**First**	**Position**
(1)	**Captain**	**Diab**	**ANS Commissioner**
(2)	**Mr. Al marshoud**	**Nayef**	**ATM Dierctor**
(3)	**Ms Qabartai**	**Hanan**	**Chief AIS HQ**
(4)			
(5)			

Interviewer

	Name	**First**	**Organisation**
(1)	**Mrs. Qarbatai**	**Hanan A.**	**CARC Jordan**
(2)	**Mr. Rudolph**	**Peter**	**Avitech AG/Consultant**

Instruction for use of the Questionnaire

With answering the questions in this Questionnaire you and your organisation can contribute to pave the way for MIDAD into the right dircection!

Please answer the questions carfully. If you think that some questions can not be answered or shall not be answered please indicate this accordingly.

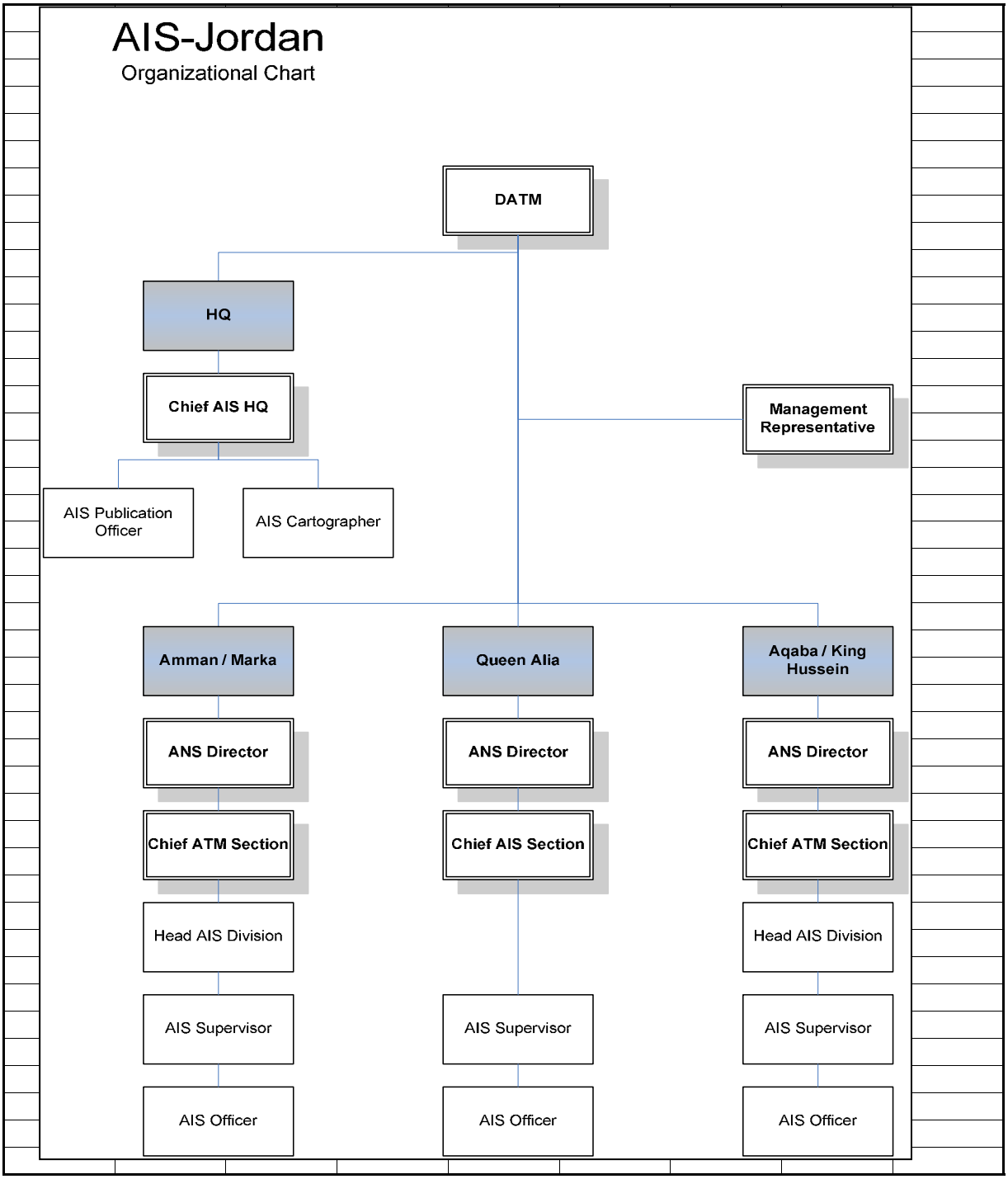
Answering the questions is voluntarily.

If there are questions about the questions please contact one of the contact persones of the Mission Team mentioned under the "Contacts Tab". These are the same persones as mentioned in Attachment A to ICAO State Letter AN 8/4.2 - 11/174.

Thank you very much for your help!

The MIDADSG Questionnaire Mission Team

Questions Block 1 - Organisational Structure			Remarks
1.1 Organisation			
Q.1.1.1	Is your AIS/AIM Organisation part of the regulator organisation? *(AIS Manual, Figure 3-1, Alternative 1)*	**NO**	
Q.1.1.2	*If no*, to which organisation does the AIS/AIM Organisation belong to? *(AIS Manual, Figure 3-1, Alternative 2)*	**It belongs to ATM Department (See attached structure)**	
1.2 Aerodrome AIS/ARO			
Q.1.2.1	To which Organisation do the AIS Aerodrome Units belong to?	**ANS Directorate for each aerodrome**	
Q.1.2.2	Is the ARO function provided at aerodromes?	**YES**	
Q.1.2.3	*If yes*, do the ARO units belong to the AIM/AIS organisation?	**YES**	
Q.1.2.4	*If no*, to which organisation belong the ARO units to?	please not which:	
1.3 Military AIS			
Q.1.3.1	Is their an military AIS/AIM established?	**NO**	
Q.1.3.2	*If yes*, does it belong to the civil AIS/AIM Organsiation?	yes / no	
Q.1.3.3	*If no*, to which organsiation does the military AIS/AIM belong to?	please not which:	
1.4 Procedures Design			
Q.1.4.1	Does the procedures design (PANS-OPS belong to your AIS/AIM organsiation?	**NO**	
Q.1.4.2	*If no*, to which organsaition does procedure design belong to?	**PANS-OPS Belongs to ATM directore**	
1.5 Doc 8126 Organisation			
Q.1.5.1	Does your organsiation conform to *(AIS Manual, Figure 3-2)* ?	**NO**	
Q.1.5.2	*If no*, please provide separte drawaing of your organizational structure?	**See next drawing**	


AIS-Jordan
Organizational Chart
DATM
HQ
Chief AIS HQ
AIS Publication Officer
AIS Cartographer
Management Representative
Amman / Marka
ANS Director
Chief ATM Section
Head AIS Division
AIS Supervisor
AIS Officer
Queen Alia
ANS Director
Chief AIS Section
AIS Supervisor
AIS Officer
Aqaba / King Hussein
ANS Director
Chief ATM Section
Head AIS Division
AIS Supervisor
AIS Officer

Questions Block 2 - Volume of Activties			Remarks
2.1 Area of Resposibility			
Q.2.1.1	**Jordan Airspace**	**ONE**	
Q.2.1.2	Size	**MEDIUM**	
Q.2.1.3	Size (sqkm)	**89,213 km^2**	
Q.2.1.4	Name of FIR(s)	**AMMAN**	
2.2 Aerodromes/Heliports			
Q.2.2.1	Total number	**THREE**	
Q.2.2.2	Number of civil International Aerodromes	**THREE**	
Q.2.2.3	Number of civil National Aerodromes	**THREE**	
Q.2.2.4	Number of military International Aerodromes	**ONE**	
Q.2.2.5	Number of military National Aerodromes	**FOUR**	
Q.2.2.6	Number of civil/military combined Aerodromes	**ONE**	
Q.2.2.7	Number of private Aerodromes	**NA**	

Questions Block 2 - Volume of Activties			Remarks
2.3 Waypoints			
Q.2.3.1	Total number	**THIRTY THREE**	
Q.2.3.2	Number of IFR compalsory waypoints	**TWENTY NINE**	
Q.2.3.3	Number of IFR non-compalsory waypoints	**FOUR**	
Q.2.3.4	Number of VFR compalsory waypoints	**FIVE**	
Q.2.3.5	Number of VFR non-compalsory waypoints	**NA**	
2.4 Routes			
Q.2.4.1	Total number	**TWELVE**	
Q.2.4.2	Number of IFR upper routes	**SIX**	
Q.2.4.3	Number of IFR lower routes	**SIX**	
Q.2.4.4	Number of IFR RNAV/RNP routes	**TEN**	
Q.2.4.5	Number of VFR routes	**NA**	
Q.2.4.6	Number of HEL routes	**NA**	
Q.2.4.7	Number of ther routes	**NA**	

Questions Block 2 - Volume of Activties			Remarks
2.5 Enroute Navigational Aids			
Q.2.5.1	Total number of navigation aids serving enroute navigation	**FOUR**	
Q.2.5.2	Number of VOR	**THREE**	
Q.2.5.3	Number of DME	**TWO**	
Q.2.5.4	Number of NDB	**ONE**	
Q.2.5.5	Number of MKR	**NA**	
2.6 Aerodrome Navigational Aids			
Q.2.6.1	Total number of navigation aids serving aerodrome navigation	**Twinty One**	
Q.2.6.2	Number of NDB	**EIGHT**	
Q.2.6.3	Number of ILS CAT I Operations	**FOUR**	
Q.2.6.4	Total number of ILS CAT II Operations	**ONE**	
Q.2.6.5	Total number of ILS CAT III Operations	**NA**	

Questions Block 2 - Volume of Activties			Remarks
2.7 Airspaces			
Q.2.7.1	Total number of airspaces	**ONE**	
Q.2.7.2	Number of FIR/UIR	**ONE FIR**	
Q.2.7.3	Number of FIR only	**ONE**	
Q.2.7.4	Number of UIR only	**NA**	
Q.2.7.5	Number of CTA	**ONE**	
Q.2.7.6	Number of UTA	**NA**	
Q.2.7.7	Number of TMA	**ONE**	
Q.2.7.8	Number of CTR	**THREE**	
Q.2.7.9	Number of ATZ	**NA**	

Questions Block 2 - Volume of Activties			Remarks
2.8 Restrictive Airspaces			
Q.2.8.1	Total Number of Restrictive Airspaces	**ELEVEN**	
Q.2.8.2	Number of Danger Areas	**SEVEN**	
Q.2.8.3	Number of Restricted Areas	**NA**	
Q.2.8.4	Number of Prohibited Areas	**FOUR**	
Q.2.8.5	Number of Warning Areas	**NA**	
Q.2.8.6	Number of Caution Areas	**TWO AREAS OF DANGEROUS LASER NATURE**	
Q.2.8.7	Number of Training Areas	**FOUR (FOR MILITARY AND CIVILIAN)**	
Q.2.8.8	Number of Military Traing Areas	**NA**	
Q.2.8.9	Number of Other Areas	**NA**	
2.9 Other Types of Data			
Q.2.9.1	Which?	**NA**	
Q.2.9.2	Which?	**NA**	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.1 Headquarters (AIS, AIP, MAP, Data)			
Q.3.1.1	Number of rooms	**2 ROOMS**	
Q.3.1.2	Squarmeters of the rooms	**36.5m^2**	
Q.3.1.3	Are the rooms shared with other units/organisation	**NO**	
Q.3.1.4	Number of AIS Servers	**TWO**	
Q.3.1.5	Number of AIS Working Positions/Screens	**THREE**	
Q.3.1.6	Number of AIS printers	**ONE**	
Q.3.1.7	Number of AIS ploters	**NA**	
Q.3.1.8	Others for AIS	**NA**	
Q.3.1.9	Number of others	**NA**	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.2 (NOF), if not joint with AIS Headquarter			
Q.3.2.1	Number of rooms	**THREE (NOF combined with AIS UNIT)**	
Q.3.2.2	Squarmeters of the rooms	**228.6m^2**	
Q.3.2.3	Number of AIS Servers	**TWO**	
Q.3.2.4	Number of AIS Working Positions/Screens	**TWO**	
Q.3.2.5	Number of AIS printers	**ONE**	
Q.3.2.6	Number of AIS ploters	**NA**	
Q.3.2.7	Others	**NA**	
Q.3.2.8	Number of others	**NA**	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.3 AIS at Aerodromes			
Q.3.3.1	Number of rooms	**8 ROOMS AT 3 AIS UNITS**	NOF IS MERGED WITH THE AIS UNITS AT QUEEN ALIA
Q.3.3.2	Squermeters of the rooms	**288m^2**	
Q.3.3.3	Number of AIS Servers	**TWO**	
Q.3.3.4	Number of AIS Working Positions/Screens	**FOUR**	
Q.3.3.5	Number of AIS printers	**THREE**	
Q.3.3.6	Number of AIS ploters	**NA**	
Q.3.3.7	Others	**Facsmilis**	
Q.3.3.8	Number of others	**THREE**	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.4 Other Locations			
Q.3.4.1	Existing or available?	**NO**	
Q.3.4.2	*If yes*, which?	Please note:	
Q.3.4.3	*If yes*, number of rooms	How many:	
Q.3.4.4	*If yes*, squarmeters of the rooms	please note:	
Q.3.4.5	*If yes*, number of AIS Servers	How many:	
Q.3.4.6	*If yes*, number of AIS Working Positions/Screens	How many:	
Q.3.4.7	*If yes*, number of AIS printers	How many:	
Q.3.4.8	*If yes*, number of AIS ploters	How many:	
Q.3.4.9	*If yes*, Others	Which?	
Q.3.4.10	*If yes*, number of others	How many:	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.1 Headquarters			
Q.4.1.1	AFTN	**YES**	
Q.4.1.2	AMHS	**YES**	
Q.4.1.3	SITA	**NO**	
Q.4.1.4	LAN	**YES**	
Q.4.1.5	WAN	**YES**	
Q.4.1.6	Others	**INTERNET/ E-MAILS / VOICE OVER IP / DIRECT INTL PHONE LINES**	
Q.4.1.7	Bandwidth / Speed	**LAN 11000 MB - WAN FOR COMM 64 KB - UP TO 2 MGB FOR INTERNET AND**	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.2 Aerodromes			
Q.4.2.1	AFTN	**YES**	
Q.4.2.2	AMHS	**YES**	
Q.4.2.3	SITA	**NO**	
Q.4.2.4	LAN	**YES**	
Q.4.2.5	WAN	**YES**	
Q.4.2.6	Others	**INTERNET/ E-MAILS / VOICE OVER IP / DIRECT INTL PHONE LINES**	
Q.4.2.7	Bandwidth / Speed	**LAN 11000 MB - WAN FOR COMM 64 KB - UP TO 2 MGB FOR INTERNET AND**	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.3 Other Locations			
Q.4.3.1	Existing or available?	**NO**	
Q.4.3.2	*If yes* , which?	Please note:	
Q.4.3.3	*If yes* , AFTN	yes / no	
Q.4.3.4	*If yes* , AMHS	yes / no	
Q.4.3.5	*If yes* , SITA	yes / no	
Q.4.3.6	*If yes* , LAN	yes / no	
Q.4.3.7	*If yes* , WAN	yes / no	
Q.4.3.8	*If yes* , Others	Please note:	
Q.4.3.9	*If yes* , Bandwidth / Speed	Please note:	

Questions Block 5 - Personnel			Remarks
5.1 Staff			
Q.5.1.1	Number of Staff (incl. Management)	**26 AIS OFFICER**	
Q.5.1.2	Number of Management	**FOUR**	
5.2 Base Qualification Type			
Q.5.2.1	High School or similar	**YES**	
Q.5.2.2	Number	**NINE**	
Q.5.2.3	2 years diploma or similar	**YES**	
Q.5.2.4	Number	**ELEVEN**	
Q.5.2.5	University	**YES**	
Q.5.2.6	Number	**SIX**	

Questions Block 5 - Personnel			Remarks
5.3 Competency			
Q.5.3.1	AIS Experience/Knowledge	**YES**	
Q.5.3.2	How many persons?	**26**	
Q.5.3.2	Average in years	**15**	
Q.5.3.3	ATC Background or other Experience/Knowledge	**NO ATC Background**	
Q.5.3.4	How many persones?	**NA**	
Q.5.3.5	What?	**NA**	
5.4 Language Provenience			
Q.5.4.1	National language	**ARABIC**	
Q.5.4.2	ICAO English Level 4 ensured	**YES**	
Q.5.4.3	*If no* , which level		
Q.5.4.4	Other ICAO Languages	**NA**	

Questions Block 5 - Personnel			Remarks
5.5 Training			
Q.5.5.1	Is regular AIS refresher training provided	**YES**	
Q.5.5.2	*If yes* , who provides it?	**Queen Noor College , or at units by Supervisors**	
Q.5.5.3	Is AIS/AIM upgrade training provided	**YES**	
Q.5.5.4	*If yes* , who provides it?	**Queen Noor College or any other institutional**	

Questions Block 6 - Transition from AIS to AIM			Remarks
6.1 Current Status			
Q.6.1.1	Are you in Phase I - Consolidation?	**YES**	**WAC chart in not implemented yet**
Q.6.1.2	Are you in Phase II - Going Digital?	**YES**	
Q.6.1.3	Are you in Phase III - Information Sharing?	yes / no	
6.2 Future Plans			
Q.6.2.1	Did you establishe a national plan AIS to AIM?	**YES**	
Q.6.2.2	*If yes*, does it follow the ICAO Roadmap in sens of schedule?	**NO**	
Q.6.2.3	*If no*, what is your national schedule for the ICAO Roadmap from AIS to AIM?	Please note:	
Q.6.2.4	For Phase I - Consolidation	**1st Half of 2012**	
Q.6.2.5	For Phase II - Going Digital	**1st Half of 2012**	
Q.6.2.6	For Phase III - Information Sharing	**2015**	
6.3 Budget			
Q.6.3.1	Did you ensure a budget for your national plan AIS to AIM?	**YES**	
Q.6.3.2	*If yes*, What is the amount of the budget? *(Voluntary answer)*	Please note:	
Q.6.3.3	*If yes*, Which budget period is covered by this amount?	**2013**	

Questions Block 6 - Transition from AIS to AIM			Remarks
6.4 Training			
Q.6.4.1	Do you intend to organise staff training for the Roadmap AIS to AIM?	**YES**	
Q.6.4.2	*If yes* , which training institution did you choose?	**Not decided yet**	
Q.6.4.3	If you organise it internally, could attendeese from other states/organisations participate?	**NO**	

Questions Block 7 - AIS Automation			Remarks
7.1 Current Status			
Q.7.1.1	Which is your current supplier?	WE ARE WORKING THROUGH EAD	
Q.7.1.2	Which name does the current system have?	EAD	
Q.7.1.3	Does it cover NOF functions?	YES	
Q.7.1.4	Does it cover AIP functions?	YES	
Q.7.1.5	Does it cover MAP functions?	YES	
Q.7.1.6	Does it cover Static Data functions?	YES	
Q.7.1.7	Does it cover ARO functions?	YES	
Q.7.1.8	Does it cover NOTAM Briefing functions?	YES	
Q.7.1.9	Does it cover Integrated NOTAM/MET Briefing functions?	NO	
Q.7.1.10	Since when is the automated system in operation?	WE JOINED EAD SINCE 2010 .	

Questions Block 7 - AIS Automation			Remarks
7.2 Future Plans			
Q.7.2.1	Do you plan the enhancment/maintain your automated AIS system?	NO	
Q.7.2.2	If yes, which function(s) do you plan to enhance?	Please note:	
7.3 Budget			
Q.7.3.1	Did you ensure a budget for this enhancment(s)?	yes / no	
Q.7.3.2	*If yes* , what is the amount of the budget? *(Voluntary answer)*	Please note:	
Q.7.3.3	*If yes* , which budget period is covered by this amount?	2011 / 2012 / 2013 / 2014 / 2015 / 2016 /2017	

Questions Block 8 - Commitment to MIDAD			Remarks
8.1 National Plan			
Q.8.1.1	Is MIDAD already part of your national planning for AIS?	NO	
Q.8.1.2	*If no*, do you intend to include MIDAD into your national planning for AIS?	YES	
8.2 Commitment/Interests			
Q.8.2.1	Would your state / organisation like to play an active role in the MIDAD?	YES	
Q.8.2.2	*If yes*, in the planning phase?	YES	
Q.8.2.3	*If yes*, in the set-up phase?	YES	
Q.8.2.4	*If yes*, in the operation phase?	YES	
8.3 Contributions during set-up			
Q.8.3.1	Whould your state / organisation like to provide contributions to MIDAD set-up?	YES	
Q.8.3.2	*If yes*, which?	initialy we would like to provide Technical and consulting contributions	
8.4 Contribution during operation			
Q.8.4.1	Whould your state / organisation participate in the operation of MIDAD?	YES	
Q.8.4.2	*If yes*, how?	as a fist stagae by providing Human resoreces working on the system	

Questions Block 9 - Visions & Suggestions			Remarks
9.1 Expectations			
Q.9.1.1	Do you think MIDAD has an realistic chance to be realised?	YES	
Q.9.1.2	*If yes* , why do you think this?	It is a good opportinuty to assist MID states to go digital in additon assisting them in sharing information which is suppose to be accurate and timly for both providers and users .	
Q.9.1.3	*If yes* , can you give a percentage propability?	70%	
Q.9.1.4	Do you expect advantages for your states / organisations AIS?	YES	
Q.9.1.5	*If yes* , why do you think this?	we will be able to share aeronautical informatin with all MID states at least as first stage	
Q.9.1.6	Do you expect that data quality can be enhanced by a system like MIDAD?	YES	
Q.9.1.7	*If yes* , why do you think this?	Data quality check machanisem has to be ensured which will enable us to detect and resolve inconsistencies of data .	

Questions Block 9 - Visions & Suggestions			Remarks
9.2 Benefits, Improvements, Savings			
Q.9.2.1	Do you think that MIDAD brings Financial benefits and lower fares and rates?	YES	
Q.9.2.2	Do you think that MIDAD Improves safety?	YES	
Q.9.2.3	Do you think that MIDAD brings Passenger time savings?	YES,	It should do that in a later stage after fully transition to AIM/SWIM
Q.9.2.4	Do you think that MIDAD brings Environmental benefits?	YES	We have to agree how
Q.9.2.5	Do you think that MIDAD brings Transfer of high-tech skills?	YES	
Q.9.2.6	Do you think that MIDAD brings Productivity improvements and industry restructuring?	YES	
Q.9.2.7	Do you think that MIDAD brings Higher traffic and stimulation of related industries?	YES	IT SHOULD
9.3 Other Advantages & Disadvantages			
Q.9.3.1	Do you see other **advantages** by MIDAD?	TEAM WORK, SPREADING THE KNOWLEDGE , involvmen of airspace users	
Q.9.3.2	Do you see other **disadvantages** by MIDAD?	ISOLATION OF NON PARTICIPATING STATES	

Questions Block 9 - Visions & Suggestions			Remarks
9.4 Technical Scenarios			
Q.9.4.1	Does your state / organisation already prefer a specific technical solution of MIDAD?	YES	
Q.9.4.2	*If yes*, central solution?	NO	
Q.9.4.3	*If yes*, Replicated solution?	YES	
Q.9.4.4	*If yes*, Distributed solution?	NO	
Q.9.4.5	Do you see other solution(s)?	NO	
9.5 Financial Scenarios			
Q.9.5.1	Does your state / organisation already have a preferred method of financing in mind for MIDAD?	YES	
Q.9.5.2	*If yes*, Direct Contributions from Governments?	NO	
Q.9.5.3	*If yes*, Direct Finacing by one Government?	YES	
Q.9.5.4	*If yes*, Debt Financing?	NO	
Q.9.5.5	*If yes*, Equity Financing?	NO	
Q.9.5.6	*If yes*, Leasing?	NO	
Q.9.5.7	Others?	Please note:	

Questions Block 9 - Visions & Suggestions			Remarks
9.6 Institutional Scenarios			
Q.9.6.1	Does your state / organisation already prefer a specific institunational scenario for MIDAD?	YES	
Q.9.6.2	*If yes* , a commercial company owned by interested MID states and/or ANSPs based on one state law in the MID Region?	YES	
Q.9.6.3	*If yes* , one MID state and/or ANSP operates MIDAD on behalf of other intersted MID states and/or ANSPs?	NO	
Q.9.6.4	*If yes* , a group of MID states and/or ANSPs operates MIDAD on behalf of other intersted MID states and/or ANSPs?	NO	
Q.9.6.5	*If yes* , MIDAD shall be operated as distributed system and needs therefore a management body only?	NO	
9.7 Any other further Vision			
Q.9.7.1	Others?	Please note:	
Q.9.7.2	Others?	Please note:	

Questions Block 10 - Other Issues & Suggestions			Remarks
10.1 Other Issues			
Q.10.1.1	Please provide	Please note:	
Q.10.1.2	Please provide	Please note:	
10.2 Suggestions			
Q.10.2.1	Please provide	Please note:	
Q.10.2.2	Please provide	Please note:	

Contacts

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Mr. Rudolph	Peter Fax: (49) 7541-282-199 Tel: (49) 7541-282-354 Mobile: (49) 1 79-7 89 54 57 Email: Peter.Rudolph@avitech-ag.com	VP Business Development/Authorized Officer (Avitech AG)	Germany

End of Document

ICAO MID Region AIS Database (MIDAD) Initial Study

Results of Interview(s) based on Questionnaire

Ref: - State Letter AN 8/4.2 - 11/174 dated 30 June 2011
- AISTF/6 Report para 3.2.35 to 3.2.40, Appendix 3C and 3D (6-8 June 2011)

Country **State of Kuwait**

Organisation **Directorate General of Civil Avitaion (DGCA)**

Street P.O.Box 17 safat
ZIP 13001
City Kuwait

MIDAD Focal Point		**Deputy Focal Point (if any)**
Name	Mr. Al-Adwani	Al-mushati
First	Abdullah	Salah
Position	Superintendent of AIS	AIS Officer
Phone	+965 247 62 531	+965 247 37 792
Mobile	+965 660 51 116	+965 666 81 897
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E-Mail	abm.aladwani@dgca.gov.kw	

Interview(s) on **30 October 2011**
in **Kuwait**

Interviewed Persons

	Name	**First**	**Position**
(1)	Mr. Al-Adwani	Abdullah	Superintendent of AIS
(2)	Mr Al-mushati	Salah	AIS Officer
(3)			
(4)			
(5)			

Interviewer

	Name	**First**	**Organisation**
(1)	Mr. Al-Humood	Salah	CAA Bahrain
(2)	Mr. Smaoui	Mohamed	ICAO MID Office
(3)	Mr. Rudolph	Peter	Avitech AG/Consultant

Instruction for use of the Questionnaire

With answering the questions in this Questionnaire you and your organisation can contribute to pave the way for MIDAD into the right dircection!

Please answer the questions carfully. If you think that some questions can not be answered or shall not be answered please indicate this accordingly.

Answering the questions is voluntarily.

If there are questions about the questions please contact one of the contact persones of the Mission Team mentioned under the "Contacts Tab". These are the same persones as mentioned in Attachment A to ICAO State Letter AN 8/4.2 - 11/174.

Thank you very much for your help!

The MIDADSG Questionnaire Mission Team

Questions Block 1 - Organisational Structure			Remarks
1.1 Organisation			
Q.1.1.1	Is your AIS/AIM Organisation part of the regulator organisation? *(AIS Manual, Figure 3-1, Alternative 1)*	no	
Q.1.1.2	*If no*, to which organisation does the AIS/AIM Organisation belong to? *(AIS Manual, Figure 3-1, Alternative 2)*	Air Navigation Department (AND)	
1.2 Aerodrome AIS/ARO			
Q.1.2.1	To which Organisation do the AIS Aerodrome Units belong to?	Air Navigation Department (AND)	
Q.1.2.2	Is the ARO function provided at aerodromes?	yes	
Q.1.2.3	*If yes*, do the ARO units belong to the AIM/AIS organisation?	yes	
Q.1.2.4	*If no*, to which organisation belong the ARO units to?	n/a	
1.3 Military AIS			
Q.1.3.1	Is their an military AIS/AIM established?	no	
Q.1.3.2	*If yes*, does it belong to the civil AIS/AIM Organsiation?	n/a	
Q.1.3.3	*If no*, to which organsiation does the military AIS/AIM belong to?	MIL and assisted by AIS DGCA	
1.4 Procedures Design			
Q.1.4.1	Does the procedures design (PANS-OPS belong to your AIS/AIM organsiation?	yes	
Q.1.4.2	*If no*, to which organsaition does procedure design belong to?	n/a	
1.5 Doc 8126 Organisation			
Q.1.5.1	Does your organsiation conform to *(AIS Manual, Figure 3-2)* ?	no	
Q.1.5.2	*If no*, please provide separte drawaing of your organizational structure?	AND - AIS	

Questions Block 2 - Volume of Activties			Remarks
2.1 Area of Resposibility			
Q.2.1.1	Name	Kuwait NOF	
Q.2.1.2	Size	medium	
Q.2.1.3	Size (sqkm)	appx 25000 sqkm	
Q.2.1.4	Name of FIR(s)	Kuwait FIR(OKAC)	
2.2 Aerodromes/Heliports			
Q.2.2.1	Total number	4	
Q.2.2.2	Number of civil International Aerodromes	1	
Q.2.2.3	Number of civil National Aerodromes	0	
Q.2.2.4	Number of military International Aerodromes	0	
Q.2.2.5	Number of military National Aerodromes	2	
Q.2.2.6	Number of civil/military combined Aerodromes	1	
Q.2.2.7	Number of private Aerodromes	0	

Questions Block 2 - Volume of Activties			Remarks
2.3 Waypoints			
Q.2.3.1	Total number	51	
Q.2.3.2	Number of IFR compalsory waypoints	42	
Q.2.3.3	Number of IFR non-compalsory waypoints	9	
Q.2.3.4	Number of VFR compalsory waypoints	0	
Q.2.3.5	Number of VFR non-compalsory waypoints	0	
2.4 Routes			
Q.2.4.1	Total number	15	
Q.2.4.2	Number of IFR upper routes	5	
Q.2.4.3	Number of IFR lower routes	10	
Q.2.4.4	Number of IFR RNAV/RNP routes	10	
Q.2.4.5	Number of VFR routes	0	
Q.2.4.6	Number of HEL routes	0	
Q.2.4.7	Number of ther routes	0	

Questions Block 2 - Volume of Activties			Remarks
2.5 Enroute Navigational Aids			
Q.2.5.1	Total number of navigation aids serving enroute navigation	5	
Q.2.5.2	Number of VOR	2	
Q.2.5.3	Number of DME	2	
Q.2.5.4	Number of NDB	0	
Q.2.5.5	Number of MKR	1	
2.6 Aerodrome Navigational Aids			
Q.2.6.1	Total number of navigation aids serving aerodrome navigation	4	
Q.2.6.2	Number of NDB	1	
Q.2.6.3	Number of ILS CAT I Operations	0	
Q.2.6.4	Total number of ILS CAT II Operations	4	4 GP/DME, 4 LLZ, 4 MM, 1 LOC
Q.2.6.5	Total number of ILS CAT III Operations	0	

Questions Block 2 - Volume of Activties			Remarks
2.7 Airspaces			
Q.2.7.1	Total number of airspaces	3	
Q.2.7.2	Number of FIR/UIR	0	
Q.2.7.3	Number of FIR only	1	
Q.2.7.4	Number of UIR only	0	
Q.2.7.5	Number of CTA	1	
Q.2.7.6	Number of UTA	0	
Q.2.7.7	Number of TMA	0	
Q.2.7.8	Number of CTR	1	
Q.2.7.9	Number of ATZ	0	

Questions Block 2 - Volume of Activties			Remarks
2.8 Restrictive Airspaces			
Q.2.8.1	Total Number of Restrictive Airspaces	11	
Q.2.8.2	Number of Danger Areas	3	
Q.2.8.3	Number of Restricted Areas	2	
Q.2.8.4	Number of Prohibited Areas	3	
Q.2.8.5	Number of Warning Areas	0	
Q.2.8.6	Number of Caution Areas	0	
Q.2.8.7	Number of Training Areas	0	
Q.2.8.8	Number of Military Traing Areas	3	
Q.2.8.9	Number of Other Areas	0	
2.9 Other Types of Data			
Q.2.9.1	Which?	none	
Q.2.9.2	Which?	none	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.1 Headquarters (AIS, AIP, MAP, Data)			
Q.3.1.1	Number of rooms	7	
Q.3.1.2	Squarmeters of the rooms	1000 sqm	all rooms
Q.3.1.3	Are the rooms shared with other units/organisation	no	
Q.3.1.4	Number of AIS Servers	2	1 main/1 stand-by
Q.3.1.5	Number of AIS Working Positions/Screens	9	
Q.3.1.6	Number of AIS printers	6	
Q.3.1.7	Number of AIS ploters	1	
Q.3.1.8	Others for AIS	Fax/Copier	
Q.3.1.9	Number of others	1	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.2 Headquarters (NOF), if not joint with AIS Headquarter			
Q.3.2.1	Number of rooms	n/a	joint with AIS
Q.3.2.2	Squarmeters of the rooms	n/a	
Q.3.2.3	Number of AIS Servers	n/a	
Q.3.2.4	Number of AIS Working Positions/Screens	n/a	
Q.3.2.5	Number of AIS printers	n/a	
Q.3.2.6	Number of AIS ploters	n/a	
Q.3.2.7	Others	n/a	
Q.3.2.8	Number of others	n/a	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.3 AIS at Aerodromes			
Q.3.3.1	Number of rooms	n/a	joint with AIS HQ
Q.3.3.2	Squermeters of the rooms	n/a	
Q.3.3.3	Number of AIS Servers	n/a	
Q.3.3.4	Number of AIS Working Positions/Screens	n/a	
Q.3.3.5	Number of AIS printers	n/a	
Q.3.3.6	Number of AIS ploters	n/a	
Q.3.3.7	Others	n/a	
Q.3.3.8	Number of others	n/a	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.4 Other Locations			
Q.3.4.1	Existing or available?	no	Storage/Archive room
Q.3.4.2	*If yes*, which?	n/a	
Q.3.4.3	*If yes*, number of rooms	n/a	
Q.3.4.4	*If yes*, squarmeters of the rooms	n/a	
Q.3.4.5	*If yes*, number of AIS Servers	n/a	
Q.3.4.6	*If yes*, number of AIS Working Positions/Screens	n/a	
Q.3.4.7	*If yes*, number of AIS printers	n/a	
Q.3.4.8	*If yes*, number of AIS ploters	n/a	
Q.3.4.9	*If yes*, Others	n/a	
Q.3.4.10	*If yes*, number of others	n/a	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.1 Headquarters			
Q.4.1.1	AFTN	yes	
Q.4.1.2	AMHS	no	on new project
Q.4.1.3	SITA	no	
Q.4.1.4	LAN	yes	
Q.4.1.5	WAN	yes	
Q.4.1.6	Others	no	
Q.4.1.7	Bandwidth / Speed	100 MBPS	.

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.2 Aerodromes			
Q.4.2.1	AFTN	n/a	joint with AIS HQ
Q.4.2.2	AMHS	n/a	
Q.4.2.3	SITA	n/a	
Q.4.2.4	LAN	n/a	
Q.4.2.5	WAN	n/a	
Q.4.2.6	Others	n/a	
Q.4.2.7	Bandwidth / Speed	n/a	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.3 Other Locations			
Q.4.3.1	Existing or available?	none	
Q.4.3.2	*If yes* , which?	n/a	
Q.4.3.3	*If yes* , AFTN	n/a	
Q.4.3.4	*If yes* , AMHS	n/a	
Q.4.3.5	*If yes* , SITA	n/a	
Q.4.3.6	*If yes* , LAN	n/a	
Q.4.3.7	*If yes* , WAN	n/a	
Q.4.3.8	*If yes* , Others	n/a	
Q.4.3.9	*If yes* , Bandwidth / Speed	n/a	

Questions Block 5 - Personnel			Remarks
5.1 Staff			
Q.5.1.1	Number of Staff (incl. Management)	21	
Q.5.1.2	Number of Management	3	1 Director AND/ 1 Supt AIS/ 1 Head AIS
5.2 Base Qualification Type			
Q.5.2.1	High School or similar	no	
Q.5.2.2	Number	0	
Q.5.2.3	2 years diploma or similar	yes	
Q.5.2.4	Number	21	
Q.5.2.5	University	no	
Q.5.2.6	Number	0	

Questions Block 5 - Personnel			Remarks
5.3 Competency			
Q.5.3.1	AIS Experience/Knowledge	yes	
Q.5.3.2	How many persons?	21	
Q.5.3.2	Average in years	5 - 15	
Q.5.3.3	ATC Background or other Experience/Knowledge	no	
Q.5.3.4	How many persones?	0	
Q.5.3.5	What?	n/a	
5.4 Language Provenience			
Q.5.4.1	National language	Arabic	
Q.5.4.2	ICAO English Level 4 ensured	no	
Q.5.4.3	*If no* , which level	n/a	
Q.5.4.4	Other ICAO Languages	no	

Questions Block 5 - Personnel			Remarks
5.5 Training			
Q.5.5.1	Is regular AIS refresher training provided	yes	
Q.5.5.2	*If yes* , who provides it?	AIS, FPL & MAP	Separated training with arrangmemts
Q.5.5.3	Is AIS/AIM upgrade training provided	yes	with new ATM/AIM project 2012
Q.5.5.4	*If yes* , who provides it?	Comsoft	According ti ATM/AIM development plan

Questions Block 6 - Transition from AIS to AIM			Remarks
6.1 Current Status			
Q.6.1.1	Are you in Phase I - Consolidation?	yes	
Q.6.1.2	Are you in Phase II - Going Digital?	yes	with ATM/AIM project 2012
Q.6.1.3	Are you in Phase III - Information Sharing?	no	
6.2 Future Plans			
Q.6.2.1	Did you established a national plan AIS to AIM?	yes	submitted to ICAO MID Office
Q.6.2.2	*If yes* , does it follow the ICAO Roadmap in sens of schedule?	yes	
Q.6.2.3	*If no* , what is your national schedule for the ICAO Roadmap from AIS to AIM?	n/a	
Q.6.2.4	For Phase I - Consolidation	no	
Q.6.2.5	For Phase II - Going Digital	no	
Q.6.2.6	For Phase III - Information Sharing	no	
6.3 Budget			
Q.6.3.1	Did you ensure a budget for your national plan AIS to AIM?	yes	ATM/AIM project
Q.6.3.2	*If yes* , What is the amount of the budget? *(Voluntary answer)*	n/a	
Q.6.3.3	*If yes* , Which budget period is covered by this amount?	2012/2016	ATM/AIM project

Questions Block 6 - Transition from AIS to AIM			Remarks
6.4 Training			
Q.6.4.1	Do you intend to organise staff training for the Roadmap AIS to AIM?	yes	
Q.6.4.2	*If yes* , which training institution did you choose?	Comsoft	ATM/AIM project
Q.6.4.3	If you organise it internally, could attendeese from other states/organisations participate?	no	

Questions Block 7 - AIS Automation			Remarks
7.1 Current Status			
Q.7.1.1	Which is your current supplier?	Ubitech	
Q.7.1.2	Which name does the current system have?	Spatia AIS System	
Q.7.1.3	Does it cover NOF functions?	yes	
Q.7.1.4	Does it cover AIP functions?	no	
Q.7.1.5	Does it cover MAP functions?	no	
Q.7.1.6	Does it cover Static Data functions?	no	
Q.7.1.7	Does it cover ARO functions?	yes	
Q.7.1.8	Does it cover NOTAM Briefing functions?	yes	
Q.7.1.9	Does it cover Integrated NOTAM/MET Briefing functions?	no	
Q.7.1.10	Since when is the automated system in operation?	May 2005	

Questions Block 7 - AIS Automation			Remarks
7.2 Future Plans			
Q.7.2.1	Do you plan the enhancment/maintain your automated AIS system?	yes	ATM/AIM project 2012
Q.7.2.2	If yes, which function(s) do you plan to enhance?	NOTAM, eAIP, eMAP, FPL, PANS OPS, eTOD	AIXM 5.1
7.3 Budget			
Q.7.3.1	Did you ensure a budget for this enhancment(s)?	yes	ATM/AIM project
Q.7.3.2	*If yes* , what is the amount of the budget? *(Voluntary answer)*	not answered	
Q.7.3.3	*If yes* , which budget period is covered by this amount?	to 2016	

Questions Block 8 - Commitment to MIDAD			Remarks
8.1 National Plan			
Q.8.1.1	Is MIDAD already part of your national planning for AIS?	no	
Q.8.1.2	*If no*, do you intend to include MIDAD into your national planning for AIS?	*not answered*	We will include MIDAD after the study of SG
8.2 Commitment/Interests			
Q.8.2.1	Would your state / organisation like to play an active role in the MIDAD?	*not answered*	
Q.8.2.2	*If yes*, in the planning phase?	n/a	
Q.8.2.3	*If yes*, in the set-up phase?	n/a	
Q.8.2.4	*If yes*, in the operation phase?	n/a	
8.3 Contributions during set-up			
Q.8.3.1	Whould your state / organisation like to provide contributions to MIDAD set-up?	*not answered*	
Q.8.3.2	*If yes*, which?	n/a	
8.4 Contribution during operation			
Q.8.4.1	Whould your state / organisation participate in the operation of MIDAD?	*not answered*	
Q.8.4.2	*If yes*, how?	n/a	

Questions Block 9 - Visions & Suggestions			Remarks
9.1 Expectations			
Q.9.1.1	Do you think MIDAD has an realistic chance to be realised?	*not answered*	
Q.9.1.2	*If yes* , why do you think this?	*not answered*	
Q.9.1.3	*If yes* , can you give a percentage propability?	*not answered*	
Q.9.1.4	Do you expect advantages for your states / organisations AIS?	*not answered*	
Q.9.1.5	*If yes* , why do you think this?	*not answered*	
Q.9.1.6	Do you expect that data quality can be enhanced by a system like MIDAD?	*not answered*	
Q.9.1.7	*If yes* , why do you think this?	*not answered*	

Questions Block 9 - Visions & Suggestions			Remarks
9.2 Benefits, Improvements, Savings			
Q.9.2.1	Do you think that MIDAD brings Financial benefits and lower fares and rates?	*not answered*	
Q.9.2.2	Do you think that MIDAD Improves safety?	*not answered*	
Q.9.2.3	Do you think that MIDAD brings Passenger time savings?	*not answered*	
Q.9.2.4	Do you think that MIDAD brings Environmental benefits?	*not answered*	
Q.9.2.5	Do you think that MIDAD brings Transfer of high-tech skills?	*not answered*	
Q.9.2.6	Do you think that MIDAD brings Productivity improvements and industry restructuring?	*not answered*	
Q.9.2.7	Do you think that MIDAD brings Higher traffic and stimulation of related industries?	*not answered*	
9.3 Other Advantages & Disadvantages			
Q.9.3.1	Do you see other **advantages** by MIDAD?	*not answered*	
Q.9.3.2	Do you see other **disadvantages** by MIDAD?	*not answered*	

Questions Block 9 - Visions & Suggestions			Remarks
9.4 Technical Scenarios			
Q.9.4.1	Does your state / organisation already prefer a specific technical solution of MIDAD?	*not answered*	
Q.9.4.2	*If yes*, central solution?	n/a	
Q.9.4.3	*If yes*, Replicated solution?	n/a	
Q.9.4.4	*If yes*, Distributed solution?	n/a	
Q.9.4.5	Do you see other solution(s)?	*not answered*	
9.5 Financial Scenarios			
Q.9.5.1	Does your state / organisation already have a preferred method of financing in mind for MIDAD?	no	
Q.9.5.2	*If yes*, Direct Contributions from Governments?	n/a	
Q.9.5.3	*If yes*, Direct Finacing by one Government?	n/a	
Q.9.5.4	*If yes*, Debt Financing?	n/a	
Q.9.5.5	*If yes*, Equity Financing?	n/a	
Q.9.5.6	*If yes*, Leasing?	n/a	
Q.9.5.7	Others?	no	

Questions Block 9 - Visions & Suggestions			Remarks
9.6 Institutional Scenarios			
Q.9.6.1	Does your state / organisation already prefer a specific institunational scenario for MIDAD?	*not answered*	
Q.9.6.2	*If yes* , a commercial company owned by interested MID states and/or ANSPs based on one state law in the MID Region?	n/a	
Q.9.6.3	*If yes* , one MID state and/or ANSP operates MIDAD on behalf of other intersted MID states and/or ANSPs?	n/a	
Q.9.6.4	*If yes* , a group of MID states and/or ANSPs operates MIDAD on behalf of other intersted MID states and/or ANSPs?	n/a	
Q.9.6.5	*If yes* , MIDAD shall be operated as distributed system and needs therefore a management body only?	n/a	
9.7 Any other further Vision			
Q.9.7.1	Others?	*not answered*	
Q.9.7.2	Others?	*not answered*	

Questions Block 10 - Other Issues & Suggestions			Remarks
10.1 Other Issues			
Q.10.1.1	Please provide	*not answered*	
Q.10.1.2	Please provide	*not answered*	
10.2 Suggestions			
Q.10.2.1	Please provide	*not answered*	
Q.10.2.2	Please provide	*not answered*	

Contacts

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End of Document

ICAO MID Region AIS Database (MIDAD) Initial Study

Results of Interview(s) based on Questionnaire

Ref: - State Letter AN 8/4.2 - 11/174 dated 30 June 2011
- AISTF/6 Report para 3.2.35 to 3.2.40, Appendix 3C and 3D (6-8 June 2011)

Country **Republic of Lebanon**

Organization **Lebanese Directorate General of Civil Aviation**

Street Rafic Hariri International Airport
ZIP
City Beirut

MIDAD Focal Point		**Deputy Focal Point (if any)**
Name	Mr. Elkhoury	
First	Elie	
Position	Head AIS Section	
Phone		+961-150 ext 3068 or 1014
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E-Mail	Kelie@beirutairport.gov.lb	

Interview(s) on **26-27 October 2011**
in **Beirut**

Interviewed Persons

	Name	**First**	**Position**
(1)	Mr. Elkhoury	Elie	Head AIS Section
(2)	Mr. Jammoul	Ali	Chief AIS Department
(3)	Mr. Kanaan	Jalal	AIS Officer

Meeting Persons

	Name	**First**	**Position**
(1)	Mr. Al Haiby	Daniel	Director General
(2)	Mr. Al Hassanieh	Walid	Chief Air Navigation Department

Interviewer

	Name	**First**	**Organisation**
(1)	Mrs. Qarbatai	Hanan A.	CARC Jordan
(2)	Mr. Smaoui	Mohamed	ICAO MID Office
(3)	Mr. Rudolph	Peter	Avitech AG/Consultant

Instruction for use of the Questionnaire

With answering the questions in this Questionnaire you and your organisation can contribute to pave the way for MIDAD into the right dircection!

Please answer the questions carfully. If you think that some questions can not be answered or shall not be answered please indicate this accordingly.

Answering the questions is voluntarily.

If there are questions about the questions please contact one of the contact persones of the Mission Team mentioned under the "Contacts Tab". These are the same persones as mentioned in Attachment A to ICAO State Letter AN 8/4.2 - 11/174.

Thank you very much for your help!

The MIDADSG Questionnaire Mission Team

Questions Block 1 - Organisational Structure			Remarks
1.1 Organisation			
Q.1.1.1	Is your AIS/AIM Organisation part of the regulator organisation? *(AIS Manual, Figure 3-1, Alternative 1)*	yes (Alt.1)	still no separation between regulator and the service provider
Q.1.1.2	*If no*, to which organisation does the AIS/AIM Organisation belong to? *(AIS Manual, Figure 3-1, Alternative 2)*	please not which:	NA
1.2 Aerodrome AIS/ARO			
Q.1.2.1	To which Organisation do the AIS Aerodrome Units belong to?	please not which: DGCA / ATS	
Q.1.2.2	Is the ARO function provided at aerodromes?	yes	
Q.1.2.3	*If yes*, do the ARO units belong to the AIM/AIS organisation?	yes	
Q.1.2.4	*If no*, to which organisation belong the ARO units to?	please not which:	
1.3 Military AIS			
Q.1.3.1	Is their an military AIS/AIM established?	no	
Q.1.3.2	*If yes*, does it belong to the civil AIS/AIM Organization?	NA	
Q.1.3.3	*If no*, to which organization does the military AIS/AIM belong to?	please not which:	No Military AIS/AIM
1.4 Procedures Design			
Q.1.4.1	Does the procedures design (PANS-OPS belong to your AIS/AIM organization?	yes	
Q.1.4.2	*If no*, to which organisation does procedure design belong to?	please not which:	
1.5 Doc 8126 Organisation			
Q.1.5.1	Does your organisation conform to *(AIS Manual, Figure 3-2)*?	yes	new structure in Progress in order to meet AIM requirements
Q.1.5.2	*If no*, please provide separate drawing of your organizational structure?	please not which:	

Questions Block 2 - Volume of Activities			Remarks
2.1 Area of Responsibility			
Q.2.1.1	Name Lebanon	How many: one FIR	
Q.2.1.2	Size	small	
Q.2.1.3	Size (sqkm)	32,272 sqkm	
Q.2.1.4	Name of FIR(s)	Beirut FIR	
2.2 Aerodromes/Heliports			
Q.2.2.1	Total number	How many: 4	
Q.2.2.2	Number of civil International Aerodromes	How many: one	OLBA
Q.2.2.3	Number of civil National Aerodromes	How many: zero	
Q.2.2.4	Number of military International Aerodromes	How many: zero	
Q.2.2.5	Number of military National Aerodromes	How many: one	Hamat
Q.2.2.6	Number of civil/military combined Aerodromes	How many: two	OLRA and OLKA
Q.2.2.7	Number of private Aerodromes	How many: Zero	

Questions Block 2 - Volume of Activities			Remarks
2.3 Waypoints			
Q.2.3.1	Total number	How many: 50	
Q.2.3.2	Number of IFR compulsory waypoints	How many: 11	
Q.2.3.3	Number of IFR non-compulsory waypoints	How many: 16	
Q.2.3.4	Number of VFR compulsory waypoints	How many: 23	
Q.2.3.5	Number of VFR non-compulsory waypoints	How many: zero	
2.4 Routes			
Q.2.4.1	Total number	How many: 20	
Q.2.4.2	Number of IFR upper routes	How many: 5	
Q.2.4.3	Number of IFR lower routes	How many: 5	
Q.2.4.4	Number of IFR RNAV/RNP routes	How many: 3	
Q.2.4.5	Number of VFR routes	How many: 7	
Q.2.4.6	Number of HEL routes	How many: zero	implementation in progress
Q.2.4.7	Number of other routes	How many: zero	

Questions Block 2 - Volume of Activities			Remarks
2.5 Enroute Navigational Aids			
Q.2.5.1	Total number of navigation aids serving enroute navigation	How many: 5	
Q.2.5.2	Number of VOR	How many: 2	
Q.2.5.3	Number of DME	How many: 2	
Q.2.5.4	Number of NDB	How many: 1	
Q.2.5.5	Number of MKR	How many: zero	
2.6 Aerodrome Navigational Aids			
Q.2.6.1	Total number of navigation aids serving aerodrome navigation	How many: 6	
Q.2.6.2	Number of NDB	How many: 2	
Q.2.6.3	Number of ILS CAT I Operations	How many: 4	
Q.2.6.4	Total number of ILS CAT II Operations	How many: zero	
Q.2.6.5	Total number of ILS CAT III Operations	How many: zero	

Questions Block 2 - Volume of Activities			Remarks
2.7 Airspaces			
Q.2.7.1	Total number of airspaces	How many: 7	
Q.2.7.2	Number of FIR/UIR	How many: 2	
Q.2.7.3	Number of FIR only	How many: 1	
Q.2.7.4	Number of UIR only	How many: 1	
Q.2.7.5	Number of CTA	How many: 1	
Q.2.7.6	Number of UTA	How many: 1	
Q.2.7.7	Number of TMA	How many: 1	New TMA, CTR and ATZ will be implemented in 2012-2013 for Hamat, Kleyat and Rayak aerodromes
Q.2.7.8	Number of CTR	How many: 1	
Q.2.7.9	Number of ATZ	How many: 1	

Questions Block 2 - Volume of Activities			Remarks
2.8 Restrictive Airspaces			
Q.2.8.1	Total Number of Restrictive Airspaces	How many: 10	
Q.2.8.2	Number of Danger Areas	How many:4	
Q.2.8.3	Number of Restricted Areas	How many: 5	
Q.2.8.4	Number of Prohibited Areas	How many: 1	
Q.2.8.5	Number of Warning Areas	How many: zero	
Q.2.8.6	Number of Caution Areas	How many: zero	
Q.2.8.7	Number of Training Areas	How many: zero	
Q.2.8.8	Number of Military Training Areas	How many: zero	
Q.2.8.9	Number of Other Areas	How many:	
2.9 Other Types of Data			
Q.2.9.1	Which?	How many: nil	
Q.2.9.2	Which?	How many: nil	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.1 Headquarters (AIS, AIP, MAP, Data)			
Q.3.1.1	Number of rooms	How many: 5 rooms	addition to 2 shared rooms
Q.3.1.2	Square meters of the rooms	please note: non shared rooms: 102 sqm.	shared rooms 100 sqm
Q.3.1.3	Are the rooms shared with other units/organisation	please note: 1 rest room shared with ATS units	Second room shared with technical dep. Containing the servers.
Q.3.1.4	Number of AIS Servers	How many: 4	
Q.3.1.5	Number of AIS Working Positions/Screens	How many: 7	
Q.3.1.6	Number of AIS printers	How many: 6	
Q.3.1.7	Number of AIS plotters	How many: 2	
Q.3.1.8	Others for AIS	PC used for Fax and emails / 1 DVD duplicator (7 at a time) / 2 Scanners / 2 digitizing tablet / 1 CDROM face printer / 1 color photocopy multi function (2011) / 1 GPS	
Q.3.1.9	Number of others	How many: 9	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.2 Headquarters (NOF), if not joint with AIS Headquarter			
Q.3.2.1	Number of rooms	How many:	N.A Joint with AIS
Q.3.2.2	Square meters of the rooms	please note:	
Q.3.2.3	Number of AIS Servers	How many:	
Q.3.2.4	Number of AIS Working Positions/Screens	How many:	
Q.3.2.5	Number of AIS printers	How many:	
Q.3.2.6	Number of AIS plotters	How many:	
Q.3.2.7	Others	Which?	
Q.3.2.8	Number of others	How many:	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.3 AIS at Aerodromes			
Q.3.3.1	Number of rooms	How many:	
Q.3.3.2	Square meters of the rooms	please note:	
Q.3.3.3	Number of AIS Servers	How many:	
Q.3.3.4	Number of AIS Working Positions/Screens	How many:	
			joint with AIS H.Q.
Q.3.3.5	Number of AIS printers	How many:	
Q.3.3.6	Number of AIS plotters	How many:	
Q.3.3.7	Others	Which?	
Q.3.3.8	Number of others	How many:	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.4 Other Locations			
Q.3.4.1	Existing or available?	no	
Q.3.4.2	*If yes*, which?	Please note:	
Q.3.4.3	*If yes*, number of rooms	How many:	
Q.3.4.4	*If yes*, square meters of the rooms	please note:	
Q.3.4.5	*If yes*, number of AIS Servers	How many:	
Q.3.4.6	*If yes*, number of AIS Working Positions/Screens	How many:	
Q.3.4.7	*If yes*, number of AIS printers	How many:	
Q.3.4.8	*If yes*, number of AIS plotters	How many:	
Q.3.4.9	*If yes*, Others	Which?	
Q.3.4.10	*If yes*, number of others	How many:	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.1 Headquarters			
Q.4.1.1	AFTN	yes	
Q.4.1.2	AMHS	no	ordered will be installed end of March 2012
Q.4.1.3	SITA	no	
Q.4.1.4	LAN	yes	
Q.4.1.5	WAN	yes	
Q.4.1.6	Others	Please note:	
Q.4.1.7	Bandwidth / Speed	Please note:LAN 100/1000mb/s	4 mb/s

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.2 Aerodromes			
Q.4.2.1	AFTN	yes / no	
Q.4.2.2	AMHS	yes / no	
Q.4.2.3	SITA	yes / no	
Q.4.2.4	LAN	yes / no	N.A
Q.4.2.5	WAN	yes / no	
Q.4.2.6	Others	Please note:	
Q.4.2.7	Bandwidth / Speed	Please note:	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.3 Other Locations			
Q.4.3.1	Existing or available?	yes / no	
Q.4.3.2	*If yes* , which?	Please note:	
Q.4.3.3	*If yes* , AFTN	yes / no	
Q.4.3.4	*If yes* , AMHS	yes / no	
Q.4.3.5	*If yes* , SITA	yes / no	N.A
Q.4.3.6	*If yes* , LAN	yes / no	
Q.4.3.7	*If yes* , WAN	yes / no	
Q.4.3.8	*If yes* , Others	Please note:	
Q.4.3.9	*If yes* , Bandwidth / Speed	Please note:	

Questions Block 5 - Personnel			Remarks
5.1 Staff			
Q.5.1.1	Number of Staff (incl. Management)	Please note: 12	6 permanent and 6 shifting with other ATS units
Q.5.1.2	Number of Management	Please note: 2	
5.2 Base Qualification Type			
Q.5.2.1	High School or similar	yes	
Q.5.2.2	Number	Please note: 3	
Q.5.2.3	2 years diploma or similar	yes	
Q.5.2.4	Number	Please note: 1	
Q.5.2.5	University	yes	
Q.5.2.6	Number	Please note: 2	shifting operators: majority have university diploma

Questions Block 5 - Personnel			Remarks
5.3 Competency			
Q.5.3.1	AIS Experience/Knowledge	yes	
Q.5.3.2	How many persons?	Please note: 6	not taking into consideration the shifting operators
Q.5.3.2	Average in years	15	3 with 37 years and 1 with 15 years and 2 with 12 years of experience
Q.5.3.3	ATC Background or other Experience/Knowledge	yes	be an ATCO is a must
Q.5.3.4	How many persons?	Please note:	all
Q.5.3.5	What?	Please note:	
5.4 Language Provenience			
Q.5.4.1	National language	Please note: Arabic	
Q.5.4.2	ICAO English Level 4 ensured	no	
Q.5.4.3	*If no* , which level	Please note: level 3	
Q.5.4.4	Other ICAO Languages	Please note: French	

Questions Block 5 - Personnel			**Remarks**
5.5 Training			
Q.5.5.1	Is regular AIS refresher training provided	no	in preparation
Q.5.5.2	*If yes* , who provides it?	Please note:	
Q.5.5.3	Is AIS/AIM upgrade training provided	no	planning
Q.5.5.4	*If yes* , who provides it?	Please note:	

Questions Block 6 - Transition from AIS to AIM			Remarks
6.1 Current Status			
Q.6.1.1	Are you in Phase I - Consolidation?	yes	
Q.6.1.2	Are you in Phase II - Going Digital?	no	……
Q.6.1.3	Are you in Phase III - Information Sharing?	no	
6.2 Future Plans			
Q.6.2.1	Did you establish a national plan AIS to AIM?	NO	
Q.6.2.2	*If yes*, does it follow the ICAO Roadmap in sense of schedule?	yes / no	
Q.6.2.3	*If no*, what is your national schedule for the ICAO Roadmap from AIS to AIM?	2012	
Q.6.2.4	For Phase I - Consolidation	2014	
Q.6.2.5	For Phase II - Going Digital	2017	
Q.6.2.6	For Phase III - Information Sharing	2025	
6.3 Budget			
Q.6.3.1	Did you ensure a budget for your national plan AIS to AIM?	NO	
Q.6.3.2	*If yes*, What is the amount of the budget? *(Voluntary answer)*	NA	
Q.6.3.3	*If yes*, Which budget period is covered by this amount?	2011 / 2012 / 2013 / 2014 / 2015 / 2016 /2017	

Questions Block 6 - Transition from AIS to AIM			Remarks
6.4 Training			
Q.6.4.1	Do you intend to organise staff training for the Roadmap AIS to AIM?	YES	
Q.6.4.2	*If yes* , which training institution did you choose?	NOT YET DEFINED	
Q.6.4.3	If you organise it internally, could attendees from other states/organisations participate?	YES	

Questions Block 7 - AIS Automation			Remarks
7.1 Current Status			
Q.7.1.1	Which is your current supplier?	egis avia	
Q.7.1.2	Which name does the current system have?	ATALIS / AIS MAP	
Q.7.1.3	Does it cover NOF functions?	YES	
Q.7.1.4	Does it cover AIP functions?	YES	
Q.7.1.5	Does it cover MAP functions?	YES	
Q.7.1.6	Does it cover Static Data functions?	YES	
Q.7.1.7	Does it cover ARO functions?	YES	
Q.7.1.8	Does it cover NOTAM Briefing functions?	YES	
Q.7.1.9	Does it cover Integrated NOTAM/MET Briefing functions?	NO	
Q.7.1.10	Since when is the automated system in operation?	2000	

Questions Block 7 - AIS Automation			Remarks
7.2 Future Plans			
Q.7.2.1	Do you plan the enhancement/maintain your automated AIS system?	YES	
Q.7.2.2	If yes, which function(s) do you plan to enhance?	NFPL, AIXM 5.1 , eAIP, ETOD,	
7.3 Budget			
Q.7.3.1	Did you ensure a budget for this enhancement(s)?	YES	
Q.7.3.2	*If yes* , what is the amount of the budget? *(Voluntary answer)*	according to the supplier proposal	
Q.7.3.3	*If yes* , which budget period is covered by this amount?	2012 -2013	

Questions Block 8 - Commitment to MIDAD			Remarks
8.1 National Plan			
Q.8.1.1	Is MIDAD already part of your national planning for AIS?	NO	national plan not yet developed
Q.8.1.2	*If no*, do you intend to include MIDAD into your national planning for AIS?	YES	
8.2 Commitment/Interests			
Q.8.2.1	Would your state / organisation like to play an active role in the MIDAD?	YES	
Q.8.2.2	*If yes*, in the planning phase?	yes	
Q.8.2.3	*If yes*, in the set-up phase?	yes	
Q.8.2.4	*If yes*, in the operation phase?	yes	
8.3 Contributions during set-up			
Q.8.3.1	Would your state / organisation like to provide contributions to MIDAD set-up?	yes	
Q.8.3.2	*If yes*, which?	To be defined	
8.4 Contribution during operation			
Q.8.4.1	Would your state / organisation participate in the operation of MIDAD?	yes	
Q.8.4.2	*If yes*, how?	Please note: as part of a group	

Questions Block 9 - Visions & Suggestions			Remarks
9.1 Expectations			
Q.9.1.1	Do you think MIDAD has an realistic chance to be realised?	yes	
Q.9.1.2	*If yes* , why do you think this?	it will help states to transit from AIS to AIM	
Q.9.1.3	*If yes* , can you give a percentage probability?	80%	
Q.9.1.4	Do you expect advantages for your states / organisations AIS?	YES	
Q.9.1.5	*If yes* , why do you think this?	support the transition from AIS to AIM, keep MID region states Data up to date with easy data exchange, data availability, accuracy and integrity and single mean of ground to air communication with aircraft better than each state establish its own ground to air communication	
Q.9.1.6	Do you expect that data quality can be enhanced by a system like MIDAD?	YES	
Q.9.1.7	*If yes* , why do you think this?	Please note: control on data will be efficient from origin to end user.	

Questions Block 9 - Visions & Suggestions			Remarks
9.2 Benefits, Improvements, Savings			
Q.9.2.1	Do you think that MIDAD brings Financial benefits and lower fares and rates?	YES	
Q.9.2.2	Do you think that MIDAD Improves safety?	YES	
Q.9.2.3	Do you think that MIDAD brings Passenger time savings?	YES	
Q.9.2.4	Do you think that MIDAD brings Environmental benefits?	YES	
Q.9.2.5	Do you think that MIDAD brings Transfer of high-tech skills?	YES	
Q.9.2.6	Do you think that MIDAD brings Productivity improvements and industry restructuring?	YES	
Q.9.2.7	Do you think that MIDAD brings Higher traffic and stimulation of related industries?	YES	
9.3 Other Advantages & Disadvantages			
Q.9.3.1	Do you see other **advantages** by MIDAD?	to expedite and harmonize the transition from AIS to AIM on the regional level	possibility to improve cooperation between regional states
Q.9.3.2	Do you see other **disadvantages** by MIDAD?	nil	

Questions Block 9 - Visions & Suggestions			Remarks
9.4 Technical Scenarios			
Q.9.4.1	Does your state / organisation already prefer a specific technical solution of MIDAD?	NO	
Q.9.4.2	*If yes* , central solution?	no	
Q.9.4.3	*If yes* , Replicated solution?	no	
Q.9.4.4	*If yes* , Distributed solution?	yes	
Q.9.4.5	Do you see other solution(s)?	Please note: no	
9.5 Financial Scenarios			
Q.9.5.1	Does your state / organisation already have a preferred method of financing in mind for MIDAD?	YES	
Q.9.5.2	*If yes* , Direct Contributions from Governments?	YES	
Q.9.5.3	*If yes* , Direct Financing by one Government?	NO	
Q.9.5.4	*If yes* , Debt Financing?	NO	
Q.9.5.5	*If yes* , Equity Financing?	NO	
Q.9.5.6	*If yes* , Leasing?	NO	
Q.9.5.7	Others?	Please note:	

Questions Block 9 - Visions & Suggestions			Remarks
9.6 Institutional Scenarios			
Q.9.6.1	Does your state / organisation already prefer a specific institunational scenario for MIDAD?	YES	
Q.9.6.2	*If yes* , a commercial company owned by interested MID states and/or ANSPs based on one state law in the MID Region?	YES	
Q.9.6.3	*If yes* , one MID state and/or ANSP operates MIDAD on behalf of other interested MID states and/or ANSPs?	NO	
Q.9.6.4	*If yes* , a group of MID states and/or ANSPs operates MIDAD on behalf of other interested MID states and/or ANSPs?	NO	
Q.9.6.5	*If yes* , MIDAD shall be operated as distributed system and needs therefore a management body only?	NO	
9.7 Any other further Vision			
Q.9.7.1	Others?	Please note:	
Q.9.7.2	Others?	Please note:	

Questions Block 10 - Other Issues & Suggestions			Remarks
10.1 Other Issues			
Q.10.1.1	Please provide	Please note: NO	
Q.10.1.2	Please provide	Please note: NO	
10.2 Suggestions			
Q.10.2.1	Please provide	Lebanese DGCA will be grateful to add Beirut for the nominated locations for MIDAD operations	
Q.10.2.2	Please provide	to establish a committee board representing the MID region States participating in MIDAD to supervise and audit the company operating the MIDAD	

Contacts

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Mr. Rudolph	Peter Fax: (49) 7541-282-199 Tel: (49) 7541-282-354 Mobile: (49) 1 79-7 89 54 57 Email: Peter.Rudolph@avitech-ag.com	VP Business Development/Authorized Officer (Avitech AG)	Germany

End of Document

ICAO MID Region AIS Database (MIDAD) Initial Study

Results of Interview(s) based on Questionnaire

Ref: - State Letter AN 8/4.2 - 11/174 dated 30 June 2011
- AISTF/6 Report para 3.2.35 to 3.2.40, Appendix 3C and 3D (6-8 June 2011)

Country **Sultanate of Oman**

Organisation **Civil Aviation Affairs (CAA)**

Street
ZIP P.O. Box 002 Post Code 111
City Muscat

MIDAD Focal Point	**Deputy Focal Point (if any)**
Name	Mr. Jaffar Abdul Amir Salman Moosani
First	Chief Briefing Office
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Interview(s) on **17 September 2011**
in **Muscat**

Interviewed Persons

	Name	**First**	**Position**
(1)	Dr. Shobber	Sharaf Al Moosawi	Chief AIS
(2)	Mr. Moosani	Jaffar Abdul Amir Salm	Chief Breiefing Office
(3)			
(4)			
(5)			

Interviewer

	Name	**First**	**Organisation**
(1)	Mr. Al-Humood	Salah	CAA Bahrain
(2)	Mr. Rudolph	Peter	Avitech AG/Consultant
(3)	Mr. Kurz	Werner	Jeppesen Inc./Consultant

Instruction for use of the Questionnaire

With answering the questions in this Questionnaire you and your organisation can contribute to pave the way for MIDAD into the right dircection!

Please answer the questions carfully. If you think that some questions can not be answered or shall not be answered please indicate this accordingly.

Answering the questions is voluntarily.

If there are questions about the questions please contact one of the contact persones of the Mission Team mentioned under the "Contacts Tab". These are the same persones as mentioned in Attachment A to ICAO State Letter AN 8/4.2 - 11/174.

Thank you very much for your help!

The MIDADSG Questionnaire Mission Team

Questions Block 1 - Organisational Structure			Remarks
1.1 Organisation			
Q.1.1.1	Is your AIS/AIM Organisation part of the regulator organisation? *(AIS Manual, Figure 3-1, Alternative 1)*	no	
Q.1.1.2	*If no*, to which organisation does the AIS/AIM Organisation belong to? *(AIS Manual, Figure 3-1, Alternative 2)*	DGMAN	
1.2 Aerodrome AIS/ARO			
Q.1.2.1	To which Organisation do the AIS Aerodrome Units belong to?	CAA	
Q.1.2.2	Is the ARO function provided at aerodromes?	yes	
Q.1.2.3	*If yes*, do the ARO units belong to the AIM/AIS organisation?	yes	
Q.1.2.4	*If no*, to which organisation belong the ARO units to?	---	
1.3 Military AIS			
Q.1.3.1	Is their an military AIS/AIM established?	no	
Q.1.3.2	*If yes*, does it belong to the civil AIS/AIM Organsiation?	---	
Q.1.3.3	*If no*, to which organsiation does the military AIS/AIM belong to?	DGMAN	
1.4 Procedures Design			
Q.1.4.1	Does the procedures design (PANS-OPS belong to your AIS/AIM organsiation?	yes	outside sources
Q.1.4.2	*If no*, to which organsaition does procedure design belong to?	---	
1.5 Doc 8126 Organisation			
Q.1.5.1	Does your organsiation conform to *(AIS Manual, Figure 3-2)*?	no	
Q.1.5.2	*If no*, please provide separte drawaing of your organizational structure?	attached	15 GIS/MAP Cours in OCT, from ATC/AIS

Questions Block 2 - Volume of Activties			Remarks
2.1 Area of Resposibility			
Q.2.1.1	Name	Oman	
Q.2.1.2	Size	medium to big	
Q.2.1.3	Size (sqkm)	please note:	t.b.d.
Q.2.1.4	Name of FIR(s)	Muscat FIR	OOMM
2.2 Aerodromes/Heliports			
Q.2.2.1	Total number	11	
Q.2.2.2	Number of civil International Aerodromes	1	
Q.2.2.3	Number of civil National Aerodromes	6	
Q.2.2.4	Number of military International Aerodromes	---	
Q.2.2.5	Number of military National Aerodromes	4	
Q.2.2.6	Number of civil/military combined Aerodromes	2	
Q.2.2.7	Number of private Aerodromes	---	

Questions Block 2 - Volume of Activties			Remarks
2.3 Waypoints			
Q.2.3.1	Total number	149	
Q.2.3.2	Number of IFR compalsory waypoints	89	
Q.2.3.3	Number of IFR non-compalsory waypoints	110	
Q.2.3.4	Number of VFR compalsory waypoints	How many:	t.b.d.
Q.2.3.5	Number of VFR non-compalsory waypoints	How many:	t.b.d.
2.4 Routes			
Q.2.4.1	Total number	How many:	t.b.d.
Q.2.4.2	Number of IFR upper routes	How many:	t.b.d.
Q.2.4.3	Number of IFR lower routes	How many:	t.b.d.
Q.2.4.4	Number of IFR RNAV/RNP routes	64	
Q.2.4.5	Number of VFR routes	6	
Q.2.4.6	Number of HEL routes	6	
Q.2.4.7	Number of ther routes	4	MIL fast yet

Questions Block 2 - Volume of Activties			Remarks
2.5 Enroute Navigational Aids			
Q.2.5.1	Total number of navigation aids serving enroute navigation	5	
Q.2.5.2	Number of VOR	6	
Q.2.5.3	Number of DME	9	
Q.2.5.4	Number of NDB	---	
Q.2.5.5	Number of MKR	---	
2.6 Aerodrome Navigational Aids			
Q.2.6.1	Total number of navigation aids serving aerodrome navigation	3	
Q.2.6.2	Number of NDB	---	
Q.2.6.3	Number of ILS CAT I Operations	2	
Q.2.6.4	Total number of ILS CAT II Operations	1	OOSA
Q.2.6.5	Total number of ILS CAT III Operations	0	

Questions Block 2 - Volume of Activties			Remarks
2.7 Airspaces			
Q.2.7.1	Total number of airspaces	8	
Q.2.7.2	Number of FIR/UIR	0	
Q.2.7.3	Number of FIR only	1	
Q.2.7.4	Number of UIR only	0	
Q.2.7.5	Number of CTA	2	
Q.2.7.6	Number of UTA	1	
Q.2.7.7	Number of TMA	2	
Q.2.7.8	Number of CTR	2	
Q.2.7.9	Number of ATZ	0	

Questions Block 2 - Volume of Activties			Remarks
2.8 Restrictive Airspaces			
Q.2.8.1	Total Number of Restrictive Airspaces	82	
Q.2.8.2	Number of Danger Areas	56	
Q.2.8.3	Number of Restricted Areas	24	
Q.2.8.4	Number of Prohibited Areas	2	
Q.2.8.5	Number of Warning Areas	0	
Q.2.8.6	Number of Caution Areas	0	
Q.2.8.7	Number of Training Areas	2	
Q.2.8.8	Number of Military Traing Areas	66	within other restrictive areas
Q.2.8.9	Number of Other Areas	0	
2.9 Other Types of Data			
Q.2.9.1	Which?	0	
Q.2.9.2	Which?	0	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.1 Headquarters (AIS, AIP, MAP, Data)			
Q.3.1.1	Number of rooms	4	
Q.3.1.2	Squarmeters of the rooms	100+	Billing has separate rooms
Q.3.1.3	Are the rooms shared with other units/organisation	1	Airspace Planner
Q.3.1.4	Number of AIS Servers	2	Comsoft
Q.3.1.5	Number of AIS Working Positions/Screens	10	
Q.3.1.6	Number of AIS printers	6	
Q.3.1.7	Number of AIS ploters	0	
Q.3.1.8	Others for AIS	Copier/Fax/Email/Largescreen	Screen 46"
Q.3.1.9	Number of others	2/3/6/1	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.2 Headquarters (NOF), if not joint with AIS Headquarter			
Q.3.2.1	Number of rooms	2	1 COM, 1 AIS
Q.3.2.2	Squarmeters of the rooms		t.b.d.
Q.3.2.3	Number of AIS Servers	3	
Q.3.2.4	Number of AIS Working Positions/Screens	3	
Q.3.2.5	Number of AIS printers	1	
Q.3.2.6	Number of AIS ploters	0	
Q.3.2.7	Others	Copier/LargeScreen/Email/Internet/ Fax	
Q.3.2.8	Number of others	1/1/1/1/1	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.3 AIS at Aerodromes			
Q.3.3.1	Number of rooms	4	
Q.3.3.2	Squermeters of the rooms	90	
Q.3.3.3	Number of AIS Servers	3	
Q.3.3.4	Number of AIS Working Positions/Screens	5	
Q.3.3.5	Number of AIS printers	3	
Q.3.3.6	Number of AIS ploters	0	
Q.3.3.7	Others	Copier/LargeScreen/Email/Internet/ Fax	
Q.3.3.8	Number of others	1/1/1/1/1	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.4 Other Locations			
Q.3.4.1	Existing or available?	yes	
Q.3.4.2	*If yes*, which?	AIS Coordinator	
Q.3.4.3	*If yes*, number of rooms	1	
Q.3.4.4	*If yes*, squarmeters of the rooms	10	
Q.3.4.5	*If yes*, number of AIS Servers	0	
Q.3.4.6	*If yes*, number of AIS Working Positions/Screens	1	
Q.3.4.7	*If yes*, number of AIS printers	1	
Q.3.4.8	*If yes*, number of AIS ploters	0	
Q.3.4.9	*If yes*, Others	Fax	
Q.3.4.10	*If yes*, number of others	1	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.1 Headquarters			
Q.4.1.1	AFTN	yes	9,6
Q.4.1.2	AMHS	yes	
Q.4.1.3	SITA	no	
Q.4.1.4	LAN	yes	
Q.4.1.5	WAN	no	
Q.4.1.6	Others	no	
Q.4.1.7	Bandwidth / Speed	---	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.2 Aerodromes			
Q.4.2.1	AFTN	yes	OOSA 9,6
Q.4.2.2	AMHS	no	
Q.4.2.3	SITA	no	
Q.4.2.4	LAN	yes	
Q.4.2.5	WAN	no	
Q.4.2.6	Others	no	
Q.4.2.7	Bandwidth / Speed	---	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.3 Other Locations			
Q.4.3.1	Existing or available?	no	
Q.4.3.2	*If yes* , which?	---	
Q.4.3.3	*If yes* , AFTN	---	
Q.4.3.4	*If yes* , AMHS	---	
Q.4.3.5	*If yes* , SITA	---	
Q.4.3.6	*If yes* , LAN	---	

Q.4.3.7	*If yes* , WAN	---	
Q.4.3.8	*If yes* , Others	---	
Q.4.3.9	*If yes* , Bandwidth / Speed	---	

Questions Block 5 - Personnel			Remarks
5.1 Staff			
Q.5.1.1	Number of Staff (incl. Management)	32	
Q.5.1.2	Number of Management	3	
5.2 Base Qualification Type			
Q.5.2.1	High School or similar	yes	
Q.5.2.2	Number	31	
Q.5.2.3	2 years diploma or similar	yes	
Q.5.2.4	Number	5	
Q.5.2.5	University	yes	
Q.5.2.6	Number	4	

Questions Block 5 - Personnel			Remarks
5.3 Competency			
Q.5.3.1	AIS Experience/Knowledge	yes	
Q.5.3.2	How many persons?	32	
Q.5.3.2	Average in years	5 / 15	
Q.5.3.3	ATC Background or other Experience/Knowledge	yes	
Q.5.3.4	How many persones?	8 / 2	
Q.5.3.5	What?	ATC / COM	
5.4 Language Provenience			
Q.5.4.1	National language	Arabic	
Q.5.4.2	ICAO English Level 4 ensured	no	
Q.5.4.3	*If no* , which level	unknown	
Q.5.4.4	Other ICAO Languages	English	

Questions Block 5 - Personnel			Remarks
5.5 Training			
Q.5.5.1	Is regular AIS refresher training provided	yes	
Q.5.5.2	*If yes* , who provides it?	outside sources	Queen Noor, ASA, and others
Q.5.5.3	Is AIS/AIM upgrade training provided	yes	by supplier Comsoft
Q.5.5.4	*If yes* , who provides it?	ICAO workshops	

Questions Block 6 - Transition from AIS to AIM			Remarks
6.1 Current Status			
Q.6.1.1	Are you in Phase I - Consolidation?	yes	
Q.6.1.2	Are you in Phase II - Going Digital?	no	
Q.6.1.3	Are you in Phase III - Information Sharing?	no	
6.2 Future Plans			
Q.6.2.1	Did you establishe a national plan AIS to AIM?	yes	
Q.6.2.2	*If yes* , does it follow the ICAO Roadmap in sens of schedule?	no	
Q.6.2.3	*If no* , what is your national schedule for the ICAO Roadmap from AIS to AIM?		
Q.6.2.4	For Phase I - Consolidation	2012	
Q.6.2.5	For Phase II - Going Digital	2016	
Q.6.2.6	For Phase III - Information Sharing	2017	
6.3 Budget			
Q.6.3.1	Did you ensure a budget for your national plan AIS to AIM?	yes	
Q.6.3.2	*If yes* , What is the amount of the budget? *(Voluntary answer)*	OMR 45m	total plan inclduing ATM and evrything
Q.6.3.3	*If yes* , Which budget period is covered by this amount?	2011 - 2017	

Questions Block 6 - Transition from AIS to AIM			Remarks
6.4 Training			
Q.6.4.1	Do you intend to organise staff training for the Roadmap AIS to AIM?	yes	
Q.6.4.2	*If yes* , which training institution did you choose?	Comsoft	
Q.6.4.3	If you organise it internally, could attendeese from other states/organisations participate?	yes	with coordination

Questions Block 7 - AIS Automation			Remarks
7.1 Current Status			
Q.7.1.1	Which is your current supplier?	Comsoft	
Q.7.1.2	Which name does the current system have?	Please note:	t.b.d.
Q.7.1.3	Does it cover NOF functions?	yes	
Q.7.1.4	Does it cover AIP functions?	no	
Q.7.1.5	Does it cover MAP functions?	no	
Q.7.1.6	Does it cover Static Data functions?	yes	
Q.7.1.7	Does it cover ARO functions?	yes	
Q.7.1.8	Does it cover NOTAM Briefing functions?	yes	
Q.7.1.9	Does it cover Integrated NOTAM/MET Briefing functions?	no	
Q.7.1.10	Since when is the automated system in operation?	2008	semi automated

Questions Block 7 - AIS Automation			Remarks
7.2 Future Plans			
Q.7.2.1	Do you plan the enhancment/maintain your automated AIS system?	yes	in 2013
Q.7.2.2	If yes, which function(s) do you plan to enhance?	AIXM 5.1, NOTAM, MET, AIP, MAP	Comsoft
7.3 Budget			
Q.7.3.1	Did you ensure a budget for this enhancment(s)?	yes	
Q.7.3.2	*If yes* , what is the amount of the budget? *(Voluntary answer)*		t.b.d.
Q.7.3.3	*If yes* , which budget period is covered by this amount?	2011 - 2017	

Questions Block 8 - Commitment to MIDAD			Remarks
8.1 National Plan			
Q.8.1.1	Is MIDAD already part of your national planning for AIS?	no	
Q.8.1.2	*If no*, do you intend to include MIDAD into your national planning for AIS?	yes	
8.2 Commitment/Interests			
Q.8.2.1	Would your state / organisation like to play an active role in the MIDAD?	yes	
Q.8.2.2	*If yes*, in the planning phase?	yes	
Q.8.2.3	*If yes*, in the set-up phase?	yes	Information, Meetings, Input
Q.8.2.4	*If yes*, in the operation phase?	yes	
8.3 Contributions during set-up			
Q.8.3.1	Whould your state / organisation like to provide contributions to MIDAD set-up?	yes	
Q.8.3.2	*If yes*, which?	Review, support, planning, meeting	
8.4 Contribution during operation			
Q.8.4.1	Whould your state / organisation participate in the operation of MIDAD?	yes	
Q.8.4.2	*If yes*, how?	data	

Questions Block 9 - Visions & Suggestions			Remarks
9.1 Expectations			
Q.9.1.1	Do you think MIDAD has an realistic chance to be realised?	yes	
Q.9.1.2	*If yes*, why do you think this?	Advantages for participants.	Databases can be compared. Data checking, data quality. Access to data of other states.
Q.9.1.3	*If yes*, can you give a percentage propability?	80%	
Q.9.1.4	Do you expect advantages for your states / organisations AIS?	yes	
Q.9.1.5	*If yes*, why do you think this?	Enlarge experience in thata data area. Benefits for service. Data checking.	
Q.9.1.6	Do you expect that data quality can be enhanced by a system like MIDAD?	yes	
Q.9.1.7	*If yes*, why do you think this?	Ckecking capabilities.	

Questions Block 9 - Visions & Suggestions			Remarks
9.2 Benefits, Improvements, Savings			
Q.9.2.1	Do you think that MIDAD brings Financial benefits and lower fares and rates?	yes / no	
Q.9.2.2	Do you think that MIDAD Improves safety?	yes	
Q.9.2.3	Do you think that MIDAD brings Passenger time savings?	yes	
Q.9.2.4	Do you think that MIDAD brings Environmental benefits?	yes	
Q.9.2.5	Do you think that MIDAD brings Transfer of high-tech skills?	yes	
Q.9.2.6	Do you think that MIDAD brings Productivity improvements and industry restructuring?	yes	
Q.9.2.7	Do you think that MIDAD brings Higher traffic and stimulation of related industries?	yes	
9.3 Other Advantages & Disadvantages			
Q.9.3.1	Do you see other **advantages** by MIDAD?	no	
Q.9.3.2	Do you see other **disadvantages** by MIDAD?	High set-up cost. Time needed for set-up.	

Questions Block 9 - Visions & Suggestions			Remarks
9.4 Technical Scenarios			
Q.9.4.1	Does your state / organisation already prefer a specific technical solution of MIDAD?	no	
Q.9.4.2	*If yes*, central solution?	---	
Q.9.4.3	*If yes*, Replicated solution?	---	
Q.9.4.4	*If yes*, Distributed solution?	---	
Q.9.4.5	Do you see other solution(s)?	no	
9.5 Financial Scenarios			
Q.9.5.1	Does your state / organisation already have a preferred method of financing in mind for MIDAD?	no	
Q.9.5.2	*If yes*, Direct Contributions from Governments?	---	
Q.9.5.3	*If yes*, Direct Finacing by one Government?	---	
Q.9.5.4	*If yes*, Debt Financing?	---	
Q.9.5.5	*If yes*, Equity Financing?	---	
Q.9.5.6	*If yes*, Leasing?	---	
Q.9.5.7	Others?	needs to be discussed	

Questions Block 9 - Visions & Suggestions			Remarks
9.6 Institutional Scenarios			
Q.9.6.1	Does your state / organisation already prefer a specific institunational scenario for MIDAD?	no	Waiting for sugegstions and advise by MIDADSG
Q.9.6.2	*If yes* , a commercial company owned by interested MID states and/or ANSPs based on one state law in the MID Region?	---	
Q.9.6.3	*If yes* , one MID state and/or ANSP operates MIDAD on behalf of other intersted MID states and/or ANSPs?	---	
Q.9.6.4	*If yes* , a group of MID states and/or ANSPs operates MIDAD on behalf of other intersted MID states and/or ANSPs?	---	
Q.9.6.5	*If yes* , MIDAD shall be operated as distributed system and needs therefore a management body only?	---	
9.7 Any other further Vision			
Q.9.7.1	Others?	no	
Q.9.7.2	Others?	no	

Questions Block 10 - Other Issues & Suggestions			Remarks
10.1 Other Issues			
Q.10.1.1	Please provide	More information and potential description needed.	
Q.10.1.2	Please provide	---	
10.2 Suggestions			
Q.10.2.1	Please provide	---	
Q.10.2.2	Please provide	Please note:	

Contacts

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ICAO MID Region AIS Database (MIDAD) Initial Study

Results of Interview(s) based on Questionnaire

Ref: - State Letter AN 8/4.2 - 11/174 dated 30 June 2011
- AISTF/6 Report para 3.2.35 to 3.2.40, Appendix 3C and 3D (6-8 June 2011)

Country **State of Qatar**

Organisation **Civil Aviation Authority (CAA)**

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Deputy Focal Point (if any)

Interview(s) on **24 July 2011**
in **Doha**

Interviewed Persons

	Name	First	Position
(1)	Mr. Alqahtani	Faisal	Head of AIS
(2)	Mrs. Erice	Pamela Co	AIS Officer
(3)	Mr. Mercado	Roumel Ventura	AIS Officer
(4)	Mr. Christo	P.P.A.	AIS Officer
(5)	Mr. Preena	Wazir	AIS Officer

Interviewer

	Name	First	Organisation
(1)	Mr. Al-Humood	Salah	CAA Bahrain
(2)	Mr. Rudolph	Peter	Avitech AG/Consultant

Qatar

ICAO MID Region AIS Database (MIDAD) Initial Study

Instruction for use of the Questionnaire

With answering the questions in this Questionnaire you and your organisation can contribute to pave the way for MIDAD into the right dircection!

Please answer the questions carfully. If you think that some questions can not be answered or shall not be answered please indicate this accordingly.

Answering the questions is voluntarily.

If there are questions about the questions please contact one of the contact persones of the Mission Team mentioned under the "Contacts Tab". These are the same persones as mentioned in Attachment A to ICAO State Letter AN 8/4.2 - 11/174.

Thank you very much for your help!

The MIDADSG Questionnaire Mission Team

Qatar

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 1 - Organisational Structure			Remarks
1.1 Organisation			
Q.1.1.1	Is your AIS/AIM Organisation part of the regulator organisation? *(AIS Manual, Figure 3-1, Alternative 1)*	**yes**	Separation under review
Q.1.1.2	*If no*, to which organisation does the AIS/AIM Organisation belong to? *(AIS Manual, Figure 3-1, Alternative 2)*	please not which:	
1.2 Aerodrome AIS/ARO			
Q.1.2.1	To which Organisation do the AIS Aerodrome Units belong to?	**ANS**	
Q.1.2.2	Is the ARO function provided at aerodromes?	**yes**	
Q.1.2.3	*If yes*, do the ARO units belong to the AIM/AIS organisation?	**no**	
Q.1.2.4	*If no*, to which organisation belong the ARO units to?	**APP**	
1.3 Military AIS			
Q.1.3.1	Is their an military AIS/AIM established?	**no**	
Q.1.3.2	*If yes*, does it belong to the civil AIS/AIM Organsiation?	---	
Q.1.3.3	*If no*, to which organsiation does the military AIS/AIM belong to?	**MIL**	
1.4 Procedures Design			
Q.1.4.1	Does the procedures design (PANS-OPS) belong to your AIS/AIM organsiation?	**yes**	But delivered from outsider service
Q.1.4.2	*If no*, to which organsaition does procedure design belong to?	please not which:	
1.5 Doc 8126 Organisation			
Q.1.5.1	Does your organsiation conform to *(AIS Manual, Figure 3-2)*?	**no**	
Q.1.5.2	*If no*, please provide separte drawaing of your organizational structure?	**chart is attached**	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 2 - Volume of Activties			Remarks
2.1 Area of Resposibility			
Q.2.1.1	Name	State of Qatar Airspace	NOF, AIP through Bahrain
Q.2.1.2	Size	small	
Q.2.1.3	Size (sqkm)	11586 sqkm	
Q.2.1.4	Name of FIR(s)	Bahrain FIR	
2.2 Aerodromes/Heliports			
Q.2.2.1	Total number	3	
Q.2.2.2	Number of civil International Aerodromes	1	
Q.2.2.3	Number of civil National Aerodromes	1	
Q.2.2.4	Number of military International Aerodromes	1	
Q.2.2.5	Number of military National Aerodromes	0	
Q.2.2.6	Number of civil/military combined Aerodromes	1	
Q.2.2.7	Number of private Aerodromes	0	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 2 - Volume of Activties			Remarks
2.3 Waypoints			
Q.2.3.1	Total number	64	
Q.2.3.2	Number of IFR compalsory waypoints	ENR (13), RNAV APCH (26), IAP (14)	
Q.2.3.3	Number of IFR non-compalsory waypoints	ENR (2)	
Q.2.3.4	Number of VFR compalsory waypoints	9	
Q.2.3.5	Number of VFR non-compalsory waypoints	---	
2.4 Routes			
Q.2.4.1	Total number	13	
Q.2.4.2	Number of IFR upper routes	0	
Q.2.4.3	Number of IFR lower routes	8	
Q.2.4.4	Number of IFR RNAV/RNP routes	8	
Q.2.4.5	Number of VFR routes	5 (2 ARR, 3 DEP)	
Q.2.4.6	Number of HEL routes	---	
Q.2.4.7	Number of ther routes	---	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 2 - Volume of Activties			Remarks
2.5 Enroute Navigational Aids			
Q.2.5.1	Total number of navigation aids serving enroute navigation	6	
Q.2.5.2	Number of VOR	1	
Q.2.5.3	Number of DME	1	
Q.2.5.4	Number of NDB	0	
Q.2.5.5	Number of MKR	2	1 for APCH (DOH, ALD)
2.6 Aerodrome Navigational Aids			
Q.2.6.1	Total number of navigation aids serving aerodrome navigation	4	
Q.2.6.2	Number of NDB	2	
Q.2.6.3	Number of ILS CAT I Operations	1	OTBD 16
Q.2.6.4	Total number of ILS CAT II Operations	0	
Q.2.6.5	Total number of ILS CAT III Operations	1	OTBD

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 2 - Volume of Activties			Remarks
2.7 Airspaces			
Q.2.7.1	Total number of airspaces	4	
Q.2.7.2	Number of FIR/UIR	0	
Q.2.7.3	Number of FIR only	1	OBBB
Q.2.7.4	Number of UIR only	0	
Q.2.7.5	Number of CTA	1	OTBD
Q.2.7.6	Number of UTA	0	
Q.2.7.7	Number of TMA	0	
Q.2.7.8	Number of CTR	1	OTBD
Q.2.7.9	Number of ATZ	1	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 2 - Volume of Activties			Remarks
2.8 Restrictive Airspaces			
Q.2.8.1	Total Number of Restrictive Airspaces	17	
Q.2.8.2	Number of Danger Areas	5	
Q.2.8.3	Number of Restricted Areas	7	
Q.2.8.4	Number of Prohibited Areas	5	
Q.2.8.5	Number of Warning Areas	---	
Q.2.8.6	Number of Caution Areas	---	
Q.2.8.7	Number of Training Areas	---	
Q.2.8.8	Number of Military Traing Areas	---	
Q.2.8.9	Number of Other Areas	---	
2.9 Other Types of Data			
Q.2.9.1	Which?	---	
Q.2.9.2	Which?	---	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 3 - AIS/AIM Facilities			Remarks
3.1 Headquarters (AIS, AIP, MAP, Data)			
Q.3.1.1	Number of rooms	1	
Q.3.1.2	Squarmeters of the rooms	49 sq.m	
Q.3.1.3	Are the rooms shared with other units/organisation	with AIS Units	OTBD
Q.3.1.4	Number of AIS Servers	4	eTOD, AMHS, Document Mgt Server
Q.3.1.5	Number of AIS Working Positions/Screens	5	
Q.3.1.6	Number of AIS printers	5	
Q.3.1.7	Number of AIS ploters	1	
Q.3.1.8	Others for AIS	Scanners	
Q.3.1.9	Number of others	2	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 3 - AIS/AIM Facilities			Remarks
3.2 Headquarters (NOF), if not joint with AIS Headquarter			
Q.3.2.1	Number of rooms	---	OBBB
Q.3.2.2	Squarmeters of the rooms	---	OBBB
Q.3.2.3	Number of AIS Servers	---	OBBB
Q.3.2.4	Number of AIS Working Positions/Screens	---	OBBB
Q.3.2.5	Number of AIS printers	---	OBBB
Q.3.2.6	Number of AIS ploters	---	OBBB
Q.3.2.7	Others	---	OBBB
Q.3.2.8	Number of others	---	OBBB

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 3 - AIS/AIM Facilities			Remarks
3.3 AIS at Aerodromes			
Q.3.3.1	Number of rooms	1	
Q.3.3.2	Squermeters of the rooms	49 sq.m	shared with AIS HQ
Q.3.3.3	Number of AIS Servers	How many:	
Q.3.3.4	Number of AIS Working Positions/Screens	How many:	
Q.3.3.5	Number of AIS printers	How many:	
Q.3.3.6	Number of AIS ploters	How many:	
Q.3.3.7	Others	Which?	
Q.3.3.8	Number of others	How many:	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 3 - AIS/AIM Facilities			Remarks
3.4 Other Locations			
Q.3.4.1	Existing or available?	no	
Q.3.4.2	*If yes*, which?	Please note:	
Q.3.4.3	*If yes*, number of rooms	How many:	
Q.3.4.4	*If yes*, squarmeters of the rooms	please note:	
Q.3.4.5	*If yes*, number of AIS Servers	How many:	
Q.3.4.6	*If yes*, number of AIS Working Positions/Screens	How many:	
Q.3.4.7	*If yes*, number of AIS printers	How many:	
Q.3.4.8	*If yes*, number of AIS ploters	How many:	
Q.3.4.9	*If yes*, Others	Which?	
Q.3.4.10	*If yes*, number of others	How many:	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.1 Headquarters			
Q.4.1.1	AFTN	**yes**	
Q.4.1.2	AMHS	**yes**	
Q.4.1.3	SITA	**no**	
Q.4.1.4	LAN	**yes**	
Q.4.1.5	WAN	**yes**	
Q.4.1.6	Others	**Internet E-Mail, Direct Line (Modem)**	
Q.4.1.7	Bandwidth / Speed	**LAN 100 MB/s, WAN 64 KB/s**	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.2 Aerodromes			
Q.4.2.1	AFTN	yes	
Q.4.2.2	AMHS	no	
Q.4.2.3	SITA	no	
Q.4.2.4	LAN	yes	
Q.4.2.5	WAN	yes	
Q.4.2.6	Others	Please note:	
Q.4.2.7	Bandwidth / Speed	Please note:	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.3 Other Locations			
Q.4.3.1	Existing or available?	no	
Q.4.3.2	*If yes* , which?	Please note:	
Q.4.3.3	*If yes* , AFTN	yes / no	
Q.4.3.4	*If yes* , AMHS	yes / no	
Q.4.3.5	*If yes* , SITA	yes / no	
Q.4.3.6	*If yes* , LAN	yes / no	
Q.4.3.7	*If yes* , WAN	yes / no	
Q.4.3.8	*If yes* , Others	Please note:	
Q.4.3.9	*If yes* , Bandwidth / Speed	Please note:	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 5 - Personnel			Remarks
5.1 Staff			
Q.5.1.1	Number of Staff (incl. Management)	6	
Q.5.1.2	Number of Management	1	
5.2 Base Qualification Type			
Q.5.2.1	High School or similar	yes	above (Diploma)
Q.5.2.2	Number	6	
Q.5.2.3	2 years diploma or similar	yes	
Q.5.2.4	Number	3	
Q.5.2.5	University (Bs, Ms)	yes	
Q.5.2.6	Number	3	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 5 - Personnel			Remarks
5.3 Competency			
Q.5.3.1	AIS Experience/Knowledge	yes	
Q.5.3.2	How many persons?	6	
Q.5.3.2	Average in years	6 to 15	
Q.5.3.3	ATC Background or other Experience/Knowledge	yes	
Q.5.3.4	How many persones?	6	
Q.5.3.5	What?	ATC, ATS, COM	
5.4 Language Provenience			
Q.5.4.1	National language	Arabic	
Q.5.4.2	ICAO English Level 4 ensured	no	
Q.5.4.3	*If no* , which level	fluent EN	Assessment during hireing process
Q.5.4.4	Other ICAO Languages	---	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 5 - Personnel			Remarks
5.5 Training			
Q.5.5.1	Is regular AIS refresher training provided	no	
Q.5.5.2	*If yes* , who provides it?	---	
Q.5.5.3	Is AIS/AIM upgrade training provided	yes	
Q.5.5.4	*If yes* , who provides it?	ICAO MID AIM Workshop	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 6 - Transition from AIS to AIM			Remarks
6.1 Current Status			
Q.6.1.1	Are you in Phase I - Consolidation?	no	
Q.6.1.2	Are you in Phase II - Going Digital?	yes	
Q.6.1.3	Are you in Phase III - Information Sharing?	no	
6.2 Future Plans			
Q.6.2.1	Did you establishe a national plan AIS to AIM?	yes	
Q.6.2.2	*If yes* , does it follow the ICAO Roadmap in sens of schedule?	yes	
Q.6.2.3	*If no* , what is your national schedule for the ICAO Roadmap from AIS to AIM?	---	
Q.6.2.4	For Phase I - Consolidation	---	
Q.6.2.5	For Phase II - Going Digital	---	
Q.6.2.6	For Phase III - Information Sharing	---	
6.3 Budget			
Q.6.3.1	Did you ensure a budget for your national plan AIS to AIM?	yes	
Q.6.3.2	*If yes* , What is the amount of the budget? *(Voluntary answer)*	according to the need	
Q.6.3.3	*If yes* , Which budget period is covered by this amount?	2011 to 2017	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 6 - Transition from AIS to AIM			Remarks
6.4 Training			
Q.6.4.1	Do you intend to organise staff training for the Roadmap AIS to AIM?	yes	
Q.6.4.2	*If yes* , which training institution did you choose?	Doha Aviation College	others may be considered
Q.6.4.3	If you organise it internally, could attendeese from other states/organisations participate?	yes	eventually

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 7 - AIS Automation			Remarks
7.1 Current Status			
Q.7.1.1	Which is your current supplier?	Comsoft	
Q.7.1.2	Which name does the current system have?	CADAS	
Q.7.1.3	Does it cover NOF functions?	no	OBBB SLA
Q.7.1.4	Does it cover AIP functions?	no	OBBB SLA
Q.7.1.5	Does it cover MAP functions?	no	OBBB SLA
Q.7.1.6	Does it cover Static Data functions?	no	OBBB SLA
Q.7.1.7	Does it cover ARO functions?	no	OBBB SLA
Q.7.1.8	Does it cover NOTAM Briefing functions?	no	OBBB SLA
Q.7.1.9	Does it cover Integrated NOTAM/MET Briefing functions?	no	OBBB SLA
Q.7.1.10	Since when is the automated system in operation?	December 2011	planned

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 7 - AIS Automation			Remarks
7.2 Future Plans			
Q.7.2.1	Do you plan the enhancment/maintain your automated AIS system?	yes	
Q.7.2.2	If yes, which function(s) do you plan to enhance?	NOF, AIP, MAP, PIB, COM, AIRAC	
7.3 Budget			
Q.7.3.1	Did you ensure a budget for this enhancment(s)?	yes	
Q.7.3.2	*If yes*, what is the amount of the budget? *(Voluntary answer)*	Please note:	
Q.7.3.3	*If yes*, which budget period is covered by this amount?	2011 to 2017	

Qatar

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 8 - Commitment to MIDAD			Remarks
8.1 National Plan			
Q.8.1.1	Is MIDAD already part of your national planning for AIS?	no	
Q.8.1.2	*If no*, do you intend to include MIDAD into your national planning for AIS?	yes	
8.2 Commitment/Interests			
Q.8.2.1	Would your state / organisation like to play an active role in the MIDAD?	yes	Based on GCC ANC/5 Conclusion supporting DGCA MID Dec 1/5
Q.8.2.2	*If yes*, in the planning phase?	yes	
Q.8.2.3	*If yes*, in the set-up phase?	yes	
Q.8.2.4	*If yes*, in the operation phase?	no	to be notified
8.3 Contributions during set-up			
Q.8.3.1	Whould your state / organisation like to provide contributions to MIDAD set-up?	yes	
Q.8.3.2	*If yes*, which?	Testing, feedback expected functioanlities (peronell commitment)	Focal Point Mr. Faisal Al Qahtani
8.4 Contribution during operation			
Q.8.4.1	Whould your state / organisation participate in the operation of MIDAD?	no	to be notified
Q.8.4.2	*If yes*, how?	Please note:	

Qatar

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 9 - Visions & Suggestions			Remarks
9.1 Expectations			
Q.9.1.1	Do you think MIDAD has an realistic chance to be realised?	yes	
Q.9.1.2	*If yes* , why do you think this?	MIDAD will privde high integrity, accurate and tiemly information for the entire region which is advantages to all stakeholders	
Q.9.1.3	*If yes* , can you give a percentage propability?	60% - 70%	
Q.9.1.4	Do you expect advantages for your states / organisations AIS?	yes	
Q.9.1.5	*If yes* , why do you think this?	Availability of information through MIDAD will provide easy retrieval and reference of data	
Q.9.1.6	Do you expect that data quality can be enhanced by a system like MIDAD?	yes	
Q.9.1.7	*If yes* , why do you think this?	- Inconsistencies of data can be easily detected and resolved among regions, - there will common practices in processing, disseminating and storing of data.	e.g. FIR boundaries, reporting points on FIR boundaries

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ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 9 - Visions & Suggestions			Remarks
9.2 Benefits, Improvements, Savings			
Q.9.2.1	Do you think that MIDAD brings Financial benefits and lower fares and rates?	yes	
Q.9.2.2	Do you think that MIDAD Improves safety?	yes	
Q.9.2.3	Do you think that MIDAD brings Passenger time savings?	yes	PBN
Q.9.2.4	Do you think that MIDAD brings Environmental benefits?	yes	reduce CO2 emissison by shorter
Q.9.2.5	Do you think that MIDAD brings Transfer of high-tech skills?	yes	
Q.9.2.6	Do you think that MIDAD brings Productivity improvements and industry restructuring?	yes	
Q.9.2.7	Do you think that MIDAD brings Higher traffic and stimulation of related industries?	yes	
9.3 Other Advantages & Disadvantages			
Q.9.3.1	Do you see other **advantages** by MIDAD?	Centralized source of MID region data is advantageous to airspace users	
Q.9.3.2	Do you see other **disadvantages** by MIDAD?	not at the moment	

Qatar

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 9 - Visions & Suggestions			Remarks
9.4 Technical Scenarios			
Q.9.4.1	Does your state / organisation already prefer a specific technical solution of MIDAD?	no	
Q.9.4.2	*If yes* , central solution?	---	
Q.9.4.3	*If yes* , Replicated solution?	---	
Q.9.4.4	*If yes* , Distributed solution?	---	
Q.9.4.5	Do you see other solution(s)?	no	
9.5 Financial Scenarios			
Q.9.5.1	Does your state / organisation already have a preferred method of financing in mind for MIDAD?	no	
Q.9.5.2	*If yes* , Direct Contributions from Governments?	---	
Q.9.5.3	*If yes* , Direct Finacing by one Government?	---	
Q.9.5.4	*If yes* , Debt Financing?	---	
Q.9.5.5	*If yes* , Equity Financing?	---	
Q.9.5.6	*If yes* , Leasing?	---	
Q.9.5.7	Others?	no	

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ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 9 - Visions & Suggestions			Remarks
9.6 Institutional Scenarios			
Q.9.6.1	Does your state / organisation already prefer a specific institunational scenario for MIDAD?	yes	
Q.9.6.2	*If yes* , a commercial company owned by interested MID states and/or ANSPs based on one state law in the MID Region?	no	
Q.9.6.3	*If yes* , one MID state and/or ANSP operates MIDAD on behalf of other intersted MID states and/or ANSPs?	no	
Q.9.6.4	*If yes* , a group of MID states and/or ANSPs operates MIDAD on behalf of other intersted MID states and/or ANSPs?	no	
Q.9.6.5	*If yes* , MIDAD shall be operated as distributed system and needs therefore a management body only?	no	
9.7 Any other further Vision			
Q.9.7.1	Others?	GCC should be the initial teaming group for MIDAD	
Q.9.7.2	Others?	Please note:	

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ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 10 - Other Issues & Suggestions			Remarks
10.1 Other Issues			
Q.10.1.1	Please provide	Please note:	
Q.10.1.2	Please provide	Please note:	
10.2 Suggestions			
Q.10.2.1	Please provide	More information material shall be made available	
Q.10.2.2	Please provide	MIDAD website on ICAO web for (1) updating the questionnairs, (2) suggestions, (3) information of states about latest MIDAD plans and status.	

ICAO MID Region AIS Database (MIDAD) Initial Study

Contacts

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Mr. Al-Humood	Salah Mohamed Fax: (973) 17 99 66 Tel: (973) 17 321 180 Mobile: (973) 3640 0424 Email: shumood@caa.gov.bh	Head Aeronautical Information & Airspace Planning (CAA)	Bahrain
Mr. Rudolph	Peter Fax: (49) 7541-282-199 Tel: (49) 7541-282-354 Mobile: (49) 1 79-7 89 54 57 Email: Peter.Rudolph@avitech-ag.com	VP Business Development/Authorized Officer (Avitech AG)	Germany

End of Document

ICAO MID Region AIS Database (MIDAD) Initial Study

Results of Interview(s) based on Questionnaire

Ref: - State Letter AN 8/4.2 - 11/174 dated 30 June 2011
- AISTF/6 Report para 3.2.35 to 3.2.40, Appendix 3C and 3D (6-8 June 2011)

Country **Kingdom of Saudi Arabia**

Organisation **General Authority of Civil Aviation (GACA)**

Street Bani Malek
P.O. Box 929
ZIP 21421
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MIDAD Focal Point **Deputy focal point**

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Interview(s) on **10-11 September 2011**
in **Jeddah**

Interviewed Persons

	Name	First	Position
(1)	Engr. AlSalmi	Mohammed	VP ANS GACA
(2)	Mr. Alaufi	Hamad M.	ANS/AIS Director
(3)	Mr. Al-Jeddani	Hameed Hamad	ANS/AIS/Publication Manager
(4)	Mr. Qashqari	Abdul Shakoor	ANS/ATM/Airspace Planner
(5)	Mr. Batouk	Abdulrahman A.	SED/AEB
(6)	Mr. Seddiq	Khalid A.	NOTAM Supervisor
(7)	Mr. Alshehri	Ghorrman A.	ANS/AIS/Charting & PD Manager
(8)	Mr. AlMalki	Fahad A.	ANS/CNS/ATM

Interviewer

	Name	First	Organisation
(1)	Mr. Al-Humood	Salah	CAA Bahrain
(2)	Mr. Rudolph	Peter	Avitech AG/Consultant

Instruction for use of the Questionnaire

With answering the questions in this Questionnaire you and your organisation can contribute to pave the way for MIDAD into the right dircection!

Please answer the questions carfully. If you think that some questions can not be answered or shall not be answered please indicate this accordingly.

Answering the questions is voluntarily.

If there are questions about the questions please contact one of the contact persones of the Mission Team mentioned under the "Contacts Tab". These are the same persones as mentioned in Attachment A to ICAO State Letter AN 8/4.2 - 11/174.

Thank you very much for your help!

The MIDADSG Questionnaire Mission Team

Questions Block 1 - Organisational Structure			Remarks
1.1 Organisation			
Q.1.1.1	Is your AIS/AIM Organisation part of the regulator organisation? *(AIS Manual, Figure 3-1, Alternative 1)*	yes	
Q.1.1.2	*If no*, to which organisation does the AIS/AIM Organisation belong to? *(AIS Manual, Figure 3-1, Alternative 2)*	please not which:	
1.2 Aerodrome AIS/ARO			
Q.1.2.1	To which Organisation do the AIS Aerodrome Units belong to?	AIS Department (GACA/ANS)	
Q.1.2.2	Is the ARO function provided at aerodromes?	no	
Q.1.2.3	*If yes*, do the ARO units belong to the AIM/AIS organisation?	---	
Q.1.2.4	*If no*, to which organisation belong the ARO units to?	not existing	
1.3 Military AIS			
Q.1.3.1	Is their an military AIS/AIM established?	not known	
Q.1.3.2	*If yes*, does it belong to the civil AIS/AIM Organsiation?	no	
Q.1.3.3	*If no*, to which organsiation does the military AIS/AIM belong to?	not known	
1.4 Procedures Design			
Q.1.4.1	Does the procedures design (PANS-OPS belong to your AIS/AIM organsiation?	yes	
Q.1.4.2	*If no*, to which organsaition does procedure design belong to?	---	
1.5 Doc 8126 Organisation			
Q.1.5.1	Does your organsiation conform to *(AIS Manual, Figure 3-2)*?	yes	

Q.1.5.2	*If no*, please provide separte drawaing of your organizational structure?	---	

Questions Block 2 - Volume of Activties			Remarks
2.1 Area of Resposibility			
Q.2.1.1	Name	Saudi Arabia except part in Bahrain FIR, but Ads as well	
Q.2.1.2	Size	big	
Q.2.1.3	Size (sqkm)	Approx 2m sqkm	
Q.2.1.4	Name of FIR(s)	Jeddah FIR	
2.2 Aerodromes/Heliports			
Q.2.2.1	Total number	56	
Q.2.2.2	Number of civil International Aerodromes	4	
Q.2.2.3	Number of civil National Aerodromes	23	
Q.2.2.4	Number of military International Aerodromes	2	OERY, OEDR
Q.2.2.5	Number of military National Aerodromes	13	
Q.2.2.6	Number of civil/military combined Aerodromes	2	OETF, OETB
Q.2.2.7	Number of private Aerodromes	14	

Questions Block 2 - Volume of Activties			Remarks
2.3 Waypoints			
Q.2.3.1	Total number	333	
Q.2.3.2	Number of IFR compalsory waypoints	174	
Q.2.3.3	Number of IFR non-compalsory waypoints	159	
Q.2.3.4	Number of VFR compalsory waypoints	none	
Q.2.3.5	Number of VFR non-compalsory waypoints	none	
2.4 Routes			
Q.2.4.1	Total number	127	
Q.2.4.2	Number of IFR upper routes	73	
Q.2.4.3	Number of IFR lower routes	73	
Q.2.4.4	Number of IFR RNAV/RNP routes	54	
Q.2.4.5	Number of VFR routes	none	
Q.2.4.6	Number of HEL routes	none	
Q.2.4.7	Number of other routes	Ad Hoc routes for MIL use only	

Questions Block 2 - Volume of Activties			Remarks
2.5 Enroute Navigational Aids			
Q.2.5.1	Total number of navigation aids serving enroute navigation	55	
Q.2.5.2	Number of VOR	43	
Q.2.5.3	Number of DME	43	
Q.2.5.4	Number of NDB	none	
Q.2.5.5	Number of MKR	8	
2.6 Aerodrome Navigational Aids			
Q.2.6.1	Total number of navigation aids serving aerodrome navigation	101	
Q.2.6.2	Number of NDB	4	for private use only
Q.2.6.3	Number of ILS CAT I Operations	101	
Q.2.6.4	Total number of ILS CAT II Operations	8	
Q.2.6.5	Total number of ILS CAT III Operations	none	

Questions Block 2 - Volume of Activties			Remarks
2.7 Airspaces			
Q.2.7.1	Total number of airspaces	How many:	t.b.n.
Q.2.7.2	Number of FIR/UIR	1	
Q.2.7.3	Number of FIR only	1	
Q.2.7.4	Number of UIR only	1	
Q.2.7.5	Number of CTA	7	
Q.2.7.6	Number of UTA	none	
Q.2.7.7	Number of TMA	7	
Q.2.7.8	Number of CTR	12	
Q.2.7.9	Number of ATZ	20	

Questions Block 2 - Volume of Activties			Remarks
2.8 Restrictive Airspaces			
Q.2.8.1	Total Number of Restrictive Airspaces	121	
Q.2.8.2	Number of Danger Areas	53	
Q.2.8.3	Number of Restricted Areas	56	
Q.2.8.4	Number of Prohibited Areas	12	
Q.2.8.5	Number of Warning Areas	none	
Q.2.8.6	Number of Caution Areas	none	
Q.2.8.7	Number of Training Areas	1	
Q.2.8.8	Number of Military Traing Areas	6	
Q.2.8.9	Number of Other Areas	none	
2.9 Other Types of Data			
Q.2.9.1	Which?	none	
Q.2.9.2	Which?	none	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.1 Headquarters (AIS, AIP, MAP, Data)			
Q.3.1.1	Number of rooms	21	
Q.3.1.2	Squarmeters of the rooms	364 sqm	
Q.3.1.3	Are the rooms shared with other units/organisation	no	
Q.3.1.4	Number of AIS Servers	4	
Q.3.1.5	Number of AIS Working Positions/Screens	54	
Q.3.1.6	Number of AIS printers	14	
Q.3.1.7	Number of AIS ploters	3	
Q.3.1.8	Others for AIS	Scanner, Fax, Copier	
Q.3.1.9	Number of others	5, 5, 4	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.2 Headquarters (NOF), if not joint with AIS Headquarter			
Q.3.2.1	Number of rooms	---	
Q.3.2.2	Squarmeters of the rooms	---	
Q.3.2.3	Number of AIS Servers	---	
Q.3.2.4	Number of AIS Working Positions/Screens	---	
Q.3.2.5	Number of AIS printers	---	
Q.3.2.6	Number of AIS ploters	---	
Q.3.2.7	Others	---	
Q.3.2.8	Number of others	---	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.3 AIS at Aerodromes			
Q.3.3.1	Number of rooms	None	Web based planned in 2012
Q.3.3.2	Squermeters of the rooms	None	
Q.3.3.3	Number of AIS Servers	None	
Q.3.3.4	Number of AIS Working Positions/Screens	None	
Q.3.3.5	Number of AIS printers	None	
Q.3.3.6	Number of AIS ploters	None	
Q.3.3.7	Others	None	
Q.3.3.8	Number of others	None	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.4 Other Locations			
Q.3.4.1	Existing or available?	None	Web based planned in 2012
Q.3.4.2	*If yes*, which?	None	
Q.3.4.3	*If yes*, number of rooms	None	
Q.3.4.4	*If yes*, squarmeters of the rooms	None	
Q.3.4.5	*If yes*, number of AIS Servers	None	
Q.3.4.6	*If yes*, number of AIS Working Positions/Screens	None	
Q.3.4.7	*If yes*, number of AIS printers	None	
Q.3.4.8	*If yes*, number of AIS ploters	None	
Q.3.4.9	*If yes*, Others	None	
Q.3.4.10	*If yes*, number of others	None	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.1 Headquarters			
Q.4.1.1	AFTN	yes	
Q.4.1.2	AMHS	yes	
Q.4.1.3	SITA	yes	
Q.4.1.4	LAN	yes	
Q.4.1.5	WAN	yes	
Q.4.1.6	Others	CIDIN, GPS Clock, dual network for AIM, RAIM	
Q.4.1.7	Bandwidth / Speed	WAN 2 MB/s	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.2 Aerodromes			
Q.4.2.1	AFTN	yes	
Q.4.2.2	AMHS	yes	
Q.4.2.3	SITA	yes	
Q.4.2.4	LAN	yes	
Q.4.2.5	WAN	yes	
Q.4.2.6	Others	None	
Q.4.2.7	Bandwidth / Speed	variable low speed AFTN/CIDIN & X.400, 9.6 KBS	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.3 Other Locations			
Q.4.3.1	Existing or available?	yes	
Q.4.3.2	*If yes*, which?	International circuits Cairo, Nicosia, Amman, Beirut, Barhain, Muscat, Sanaa	
Q.4.3.3	*If yes*, AFTN	yes	
Q.4.3.4	*If yes*, AMHS	yes	
Q.4.3.5	*If yes*, SITA	yes	
Q.4.3.6	*If yes*, LAN	yes	
Q.4.3.7	*If yes*, WAN	yes	
Q.4.3.8	*If yes*, Others	None	
Q.4.3.9	*If yes*, Bandwidth / Speed	variable low speed AFTN/CIDIN & X.400, 9.6 KBS	

Questions Block 5 - Personnel			Remarks
5.1 Staff			
Q.5.1.1	Number of Staff (incl. Management)	43	
Q.5.1.2	Number of Management	1 + 5	
5.2 Base Qualification Type			
Q.5.2.1	High School or similar	yes	
Q.5.2.2	Number	39	
Q.5.2.3	2 years diploma or similar	yes	
Q.5.2.4	Number	30	
Q.5.2.5	University	yes	
Q.5.2.6	Number	14	

Questions Block 5 - Personnel			Remarks
5.3 Competency			
Q.5.3.1	AIS Experience/Knowledge	yes	
Q.5.3.2	How many persons?	38	
Q.5.3.2	Average in years	14: 5 - 10, rest 24: 10 - 15	
Q.5.3.3	ATC Background or other Experience/Knowledge	yes	
Q.5.3.4	How many persones?	25	
Q.5.3.5	What?	Air Traffic Controlers	
5.4 Language Provenience			
Q.5.4.1	National language	Arabic	
Q.5.4.2	ICAO English Level 4 ensured	no	planned Level 3
Q.5.4.3	*If no*, which level	3	
Q.5.4.4	Other ICAO Languages	Arabic, English, French	

Questions Block 5 - Personnel			Remarks
5.5 Training			
Q.5.5.1	Is regular AIS refresher training provided	yes	
Q.5.5.2	*If yes*, who provides it?	different 3rd parties	
Q.5.5.3	Is AIS/AIM upgrade training provided	yes	
Q.5.5.4	*If yes*, who provides it?	ENAC, Avitech	

Questions Block 6 - Transition from AIS to AIM			Remarks
6.1 Current Status			
Q.6.1.1	Are you in Phase I - Consolidation?	yes	Certificate 2011
Q.6.1.2	Are you in Phase II - Going Digital?	yes	
Q.6.1.3	Are you in Phase III - Information Sharing?	no	
6.2 Future Plans			
Q.6.2.1	Did you establishe a national plan AIS to AIM?	yes	Approval pending
Q.6.2.2	*If yes*, does it follow the ICAO Roadmap in sens of schedule?	yes	
Q.6.2.3	*If no*, what is your national schedule for the ICAO Roadmap from AIS to AIM?	---	
Q.6.2.4	For Phase I - Consolidation	---	
Q.6.2.5	For Phase II - Going Digital	---	
Q.6.2.6	For Phase III - Information Sharing	---	
6.3 Budget			
Q.6.3.1	Did you ensure a budget for your national plan AIS to AIM?	yes	
Q.6.3.2	*If yes*, What is the amount of the budget? *(Voluntary answer)*	not know	t.b.n.
Q.6.3.3	*If yes*, Which budget period is covered by this amount?	2011 - 2017	

Questions Block 6 - Transition from AIS to AIM			Remarks
6.4 Training			
Q.6.4.1	Do you intend to organise staff training for the Roadmap AIS to AIM?	yes	
Q.6.4.2	*If yes*, which training institution did you choose?	covered by supplier and 3rd parties	
Q.6.4.3	If you organise it internally, could attendeese from other states/organisations participate?	yes	upon request

Questions Block 7 - AIS Automation			Remarks
7.1 Current Status			
Q.7.1.1	Which is your current supplier?	Avitech	
Q.7.1.2	Which name does the current system have?	AIS	
Q.7.1.3	Does it cover NOF functions?	yes	
Q.7.1.4	Does it cover AIP functions?	yes	
Q.7.1.5	Does it cover MAP functions?	yes	
Q.7.1.6	Does it cover Static Data functions?	yes	
Q.7.1.7	Does it cover ARO functions?	yes	
Q.7.1.8	Does it cover NOTAM Briefing functions?	yes	
Q.7.1.9	Does it cover Integrated NOTAM/MET Briefing functions?	yes	
Q.7.1.10	Since when is the automated system in operation?	end 2007	

Questions Block 7 - AIS Automation			Remarks
7.2 Future Plans			
Q.7.2.1	Do you plan the enhancment/maintain your automated AIS system?	yes	
Q.7.2.2	If yes, which function(s) do you plan to enhance?	SDO AIXM 5.++ FPDAM Microstation	
7.3 Budget			
Q.7.3.1	Did you ensure a budget for this enhancment(s)?	yes	
Q.7.3.2	*If yes*, what is the amount of the budget? *(Voluntary answer)*	Please note:	t.b.n.
Q.7.3.3	*If yes*, which budget period is covered by this amount?	2011 - 2017	

Questions Block 8 - Commitment to MIDAD			Remarks
8.1 National Plan			
Q.8.1.1	Is MIDAD already part of your national planning for AIS?	no	
Q.8.1.2	*If no*, do you intend to include MIDAD into your national planning for AIS?	yes	
8.2 Commitment/Interests			
Q.8.2.1	Would your state / organisation like to play an active role in the MIDAD?	yes	
Q.8.2.2	*If yes*, in the planning phase?	yes	
Q.8.2.3	*If yes*, in the set-up phase?	yes	
Q.8.2.4	*If yes*, in the operation phase?	yes	
8.3 Contributions during set-up			
Q.8.3.1	Whould your state / organisation like to provide contributions to MIDAD set-up?	yes	
Q.8.3.2	*If yes*, which?	manpower, know how, review	depening approval
8.4 Contribution during operation			
Q.8.4.1	Whould your state / organisation participate in the operation of MIDAD?	yes	
Q.8.4.2	*If yes*, how?	training, system hosting	

Questions Block 9 - Visions & Suggestions			Remarks
9.1 Expectations			
Q.9.1.1	Do you think MIDAD has an realistic chance to be realised?	yes	
Q.9.1.2	*If yes*, why do you think this?	we are the first, we can make it	
Q.9.1.3	*If yes*, can you give a percentage propability?	85%	
Q.9.1.4	Do you expect advantages for your states / organisations AIS?	yes	
Q.9.1.5	*If yes*, why do you think this?	Coordination, cooperation, harmonsiation, in time publication, avoide duplictaion	
Q.9.1.6	Do you expect that data quality can be enhanced by a system like MIDAD?	yes	
Q.9.1.7	*If yes*, why do you think this?	auditing national data	

Questions Block 9 - Visions & Suggestions			Remarks
9.2 Benefits, Improvements, Savings			
Q.9.2.1	Do you think that MIDAD brings Financial benefits and lower fares and rates?	yes	
Q.9.2.2	Do you think that MIDAD Improves safety?	yes	
Q.9.2.3	Do you think that MIDAD brings Passenger time savings?	unkown	
Q.9.2.4	Do you think that MIDAD brings Environmental benefits?	yes	
Q.9.2.5	Do you think that MIDAD brings Transfer of high-tech skills?	yes	
Q.9.2.6	Do you think that MIDAD brings Productivity improvements and industry restructuring?	unknown	
Q.9.2.7	Do you think that MIDAD brings Higher traffic and stimulation of related industries?	unknown	
9.3 Other Advantages & Disadvantages			
Q.9.3.1	Do you see other **advantages** by MIDAD?	safety, increased capacity, harmonisation	
Q.9.3.2	Do you see other **disadvantages** by MIDAD?	No	

Questions Block 9 - Visions & Suggestions			Remarks
9.4 Technical Scenarios			
Q.9.4.1	Does your state / organisation already prefer a specific technical solution of MIDAD?	no	
Q.9.4.2	*If yes*, central solution?	---	
Q.9.4.3	*If yes*, Replicated solution?	---	
Q.9.4.4	*If yes*, Distributed solution?	---	
Q.9.4.5	Do you see other solution(s)?	too early to discuss	
9.5 Financial Scenarios			
Q.9.5.1	Does your state / organisation already have a preferred method of financing in mind for MIDAD?	yes	but to early
Q.9.5.2	*If yes*, Direct Contributions from Governments?	---	
Q.9.5.3	*If yes*, Direct Finacing by one Government?	---	
Q.9.5.4	*If yes*, Debt Financing?	---	
Q.9.5.5	*If yes*, Equity Financing?	---	
Q.9.5.6	*If yes*, Leasing?	---	
Q.9.5.7	Others?	---	

Questions Block 9 - Visions & Suggestions			Remarks
9.6 Institutional Scenarios			
Q.9.6.1	Does your state / organisation already prefer a specific institunational scenario for MIDAD?	no	
Q.9.6.2	*If yes*, a commercial company owned by interested MID states and/or ANSPs based on one state law in the MID Region?	---	
Q.9.6.3	*If yes*, one MID state and/or ANSP operates MIDAD on behalf of other intersted MID states and/or ANSPs?	---	
Q.9.6.4	*If yes*, a group of MID states and/or ANSPs operates MIDAD on behalf of other intersted MID states and/or ANSPs?	---	
Q.9.6.5	*If yes*, MIDAD shall be operated as distributed system and needs therefore a management body only?	---	
9.7 Any other further Vision			
Q.9.7.1	Others?	no	
Q.9.7.2	Others?	no	

Questions Block 10 - Other Issues & Suggestions			Remarks
10.1 Other Issues			
Q.10.1.1	Please provide	Please note:	t.b.n.
Q.10.1.2	Please provide	Please note:	t.b.n.
10.2 Suggestions			
Q.10.2.1	Please provide	Please note:	t.b.n.
Q.10.2.2	Please provide	Please note:	t.b.n.

Contacts

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ICAO MID Region AIS Database (MIDAD) Initial Study

Results of Interview(s) based on Questionnaire

Ref: - State Letter AN 8/4.2 - 11/174 dated 30 June 2011
- AISTF/6 Report para 3.2.35 to 3.2.40, Appendix 3C and 3D (6-8 June 2011)

Country **Syrian Arab Republic**

Organisation **Civil Aviation Authority (SCAA)**

Street **sahet al nejmeh**
ZIP **o.o.box 6257**
City **Damascus**

MIDAD Focal Point		**Deputy Focal Point (if any)**
Name		
First	**Haitham**	**samir abu chameh**
Position	**Chief of AIS**	**Chief main AFT/AIS**
Phone	**00963 11 2386341**	
Mobile	**00963 94 4201999**	
Fax		
E-Mail	alrefai.aim@gmail.com	

Interview(s) on **25 July 2011**
in **Damascus**

Interviewed Persons

	Name	**First**	**Position**
(1)	Hussien	Ghadeer	chief AIP
(2)	Abou chameh	Samir	chief Maint AFTN/AIS
(3)	Ajaj	Houmam	AIS supervisor /databse
(4)	Ibrahim	Osama	ATM Director
(5)	Al bitar	Hussam	chief of FPL
	Al rifae	Haitham	Chief AIS

Interviewer

	Name	**First**	**Organisation**
(1)	Mrs. Qarbatai	Hanan A.	CARC Jordan

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ICAO MID Region AIS Database (MIDAD) Initial Study

Instruction for use of the Questionnaire

With answering the questions in this Questionnaire you and your organisation can contribute to pave the way for MIDAD into the right dircection!

Please answer the questions carfully. If you think that some questions can not be answered or shall not be answered please indicate this accordingly.

Answering the questions is voluntarily.

If there are questions about the questions please contact one of the contact persones of the Mission Team mentioned under the "Contacts Tab". These are the same persones as mentioned in Attachment A to ICAO State Letter AN 8/4.2 - 11/174.

Thank you very much for your help!

The MIDADSG Questionnaire Mission Team

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ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 1 - Organisational Structure			Remarks
1.1 Organisation			
Q.1.1.1	Is your AIS/AIM Organisation part of the regulator organisation? *(AIS Manual, Figure 3-1, Alternative 1)*	YES	
Q.1.1.2	*If no*, to which organisation does the AIS/AIM Organisation belong to? *(AIS Manual, Figure 3-1, Alternative 2)*	please not which:	
1.2 Aerodrome AIS/ARO			
Q.1.2.1	To which Organisation do the AIS Aerodrome Units belong to?	ATM	
Q.1.2.2	Is the ARO function provided at aerodromes?	yes	
Q.1.2.3	*If yes*, do the ARO units belong to the AIM/AIS organisation?	**yes**	
Q.1.2.4	*If no*, to which organisation belong the ARO units to?	please not which:	
1.3 Military AIS			
Q.1.3.1	Is their an military AIS/AIM established?	**no**	
Q.1.3.2	*If yes*, does it belong to the civil AIS/AIM Organsiation?	yes / no	
Q.1.3.3	*If no*, to which organsiation does the military AIS/AIM belong to?	please not which:	
1.4 Procedures Design			
Q.1.4.1	Does the procedures design (PANS-OPS belong to your AIS/AIM organsiation?	**no**	
Q.1.4.2	*If no*, to which organsaition does procedure design belong to?	**ANS**	
1.5 Doc 8126 Organisation			
Q.1.5.1	Does your organsiation conform to *(AIS Manual, Figure 3-2)*?	**yes**	
Q.1.5.2	*If no*, please provide separte drawaing of your organizational structure?	please not which:	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 2 - Volume of Activties			Remarks
2.1 Area of Resposibility			
Q.2.1.1	Name Syrian Airspace	**ONE**	
Q.2.1.2	Size	**medium**	
Q.2.1.3	Size (sqkm)	**185000 SQKM**	
Q.2.1.4	Name of FIR(s)	**Damascus OSTT**	
2.2 Aerodromes/Heliports			
Q.2.2.1	Total number	**6**	
Q.2.2.2	Number of civil International Aerodromes	**3**	
Q.2.2.3	Number of civil National Aerodromes	**3**	
Q.2.2.4	Number of military International Aerodromes	**NA**	
Q.2.2.5	Number of military National Aerodromes	**TWO**	
Q.2.2.6	Number of civil/military combined Aerodromes	**ONE**	
Q.2.2.7	Number of private Aerodromes	**NA**	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 2 - Volume of Activties			Remarks
2.3 Waypoints			
Q.2.3.1	Total number	**32**	
Q.2.3.2	Number of IFR compalsory waypoints	**32**	
Q.2.3.3	Number of IFR non-compalsory waypoints	**NA**	
Q.2.3.4	Number of VFR compalsory waypoints	**NA**	
Q.2.3.5	Number of VFR non-compalsory waypoints	**NA**	
2.4 Routes			
Q.2.4.1	Total number	**19**	
Q.2.4.2	Number of IFR upper routes	**6**	
Q.2.4.3	Number of IFR lower routes	**13**	
Q.2.4.4	Number of IFR RNAV/RNP routes	**19**	
Q.2.4.5	Number of VFR routes	**NA**	
Q.2.4.6	Number of HEL routes	**NA**	
Q.2.4.7	Number of ther routes	**NA**	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 2 - Volume of Activties			Remarks
2.5 Enroute Navigational Aids			
Q.2.5.1	Total number of navigation aids serving enroute navigation	**5**	
Q.2.5.2	Number of VOR	**7**	
Q.2.5.3	Number of DME	**7**	
Q.2.5.4	Number of NDB	**9**	
Q.2.5.5	Number of MKR	**NA**	
2.6 Aerodrome Navigational Aids			
Q.2.6.1	Total number of navigation aids serving aerodrome navigation	**19**	
Q.2.6.2	Number of NDB	**6**	
Q.2.6.3	Number of ILS CAT I Operations	**2**	
Q.2.6.4	Total number of ILS CAT II Operations	**3**	
Q.2.6.5	Total number of ILS CAT III Operations	**NA**	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 2 - Volume of Activties			Remarks
2.7 Airspaces			
Q.2.7.1	Total number of airspaces	**ONE**	
Q.2.7.2	Number of FIR/UIR	**ONE FIR**	
Q.2.7.3	Number of FIR only	**ONE**	
Q.2.7.4	Number of UIR only	**NA**	
Q.2.7.5	Number of CTA	**3**	
Q.2.7.6	Number of UTA	**NON**	
Q.2.7.7	Number of TMA	**ONE**	
Q.2.7.8	Number of CTR	**5**	
Q.2.7.9	Number of ATZ	**NON**	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 2 - Volume of Activties			Remarks
2.8 Restrictive Airspaces			
Q.2.8.1	Total Number of Restrictive Airspaces	How many:	NO Flying permited outside published ATS Routes
Q.2.8.2	Number of Danger Areas	How many:	NO Flying permited outside published ATS Routes
Q.2.8.3	Number of Restricted Areas	How many:	NO Flying permited outside published ATS Routes
Q.2.8.4	Number of Prohibited Areas	How many:	NO Flying permited outside published ATS Routes
Q.2.8.5	Number of Warning Areas	How many: NA	NO Flying permited outside published ATS Routes
Q.2.8.6	Number of Caution Areas	How many:	NO Flying permited outside published ATS Routes
Q.2.8.7	Number of Training Areas	How many:NA	
Q.2.8.8	Number of Military Traing Areas	How many:NA	NO Flying permited outside published ATS Routes
Q.2.8.9	Number of Other Areas	How many: NA	
2.9 Other Types of Data			
Q.2.9.1	Which?	How many: NA	
Q.2.9.2	Which?	How many: NA	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 3 - AIS/AIM Facilities			Remarks
3.1 Headquarters (AIS, AIP, MAP, Data)			
Q.3.1.1	Number of rooms	**3**	AIS HQ merged with NOF , and AD AIS Unit at Demascus airport
Q.3.1.2	Squarmeters of the rooms	**96 sqm**	including the Staff rest room
Q.3.1.3	Are the rooms shared with other units/organisation	**NO**	
Q.3.1.4	Number of AIS Servers	**4**	
Q.3.1.5	Number of AIS Working Positions/Screens	**2**	
Q.3.1.6	Number of AIS printers	**2**	
Q.3.1.7	Number of AIS ploters	**NA**	
Q.3.1.8	Others for AIS	**Photocopier Used for producing AIP Copies**	
Q.3.1.9	Number of others	**one**	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 3 - AIS/AIM Facilities			Remarks
3.2 Headquarters (NOF), if not joint with AIS Headquarter			
Q.3.2.1	Number of rooms	How many:	
Q.3.2.2	Squarmeters of the rooms	please note:	
Q.3.2.3	Number of AIS Servers	How many:	
Q.3.2.4	Number of AIS Working Positions/Screens	How many:	
Q.3.2.5	Number of AIS printers	How many:	
Q.3.2.6	Number of AIS ploters	How many:	
Q.3.2.7	Others	Which?	
Q.3.2.8	Number of others	How many:	

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Questions Block 3 - AIS/AIM Facilities			Remarks
3.3 AIS at Aerodromes			
Q.3.3.1	Number of rooms	**4**	3 ais units at 3 airport
Q.3.3.2	Squermeters of the rooms	**89sqm**	
Q.3.3.3	Number of AIS Servers	**using same servers at HQ**	
Q.3.3.4	Number of AIS Working Positions/Screens	**5**	
Q.3.3.5	Number of AIS printers	**5**	
Q.3.3.6	Number of AIS ploters	**NA**	
Q.3.3.7	Others	Which?	
Q.3.3.8	Number of others	How many:	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 3 - AIS/AIM Facilities			Remarks
3.4 Other Locations			
Q.3.4.1	Existing or available?	**yes**	
Q.3.4.2	*If yes*, which?	ARO	FPL services Provided by ATC on behalf of AIS unit , reported to Chief AIS HQ . At kameshli and Deer Al zoor
Q.3.4.3	*If yes*, number of rooms	How many:	
Q.3.4.4	*If yes*, squarmeters of the rooms	please note:	
Q.3.4.5	*If yes*, number of AIS Servers	How many:	
Q.3.4.6	*If yes*, number of AIS Working Positions/Screens	How many:	
Q.3.4.7	*If yes*, number of AIS printers	How many:	
Q.3.4.8	*If yes*, number of AIS ploters	How many:	
Q.3.4.9	*If yes*, Others	Which?	
Q.3.4.10	*If yes*, number of others	How many:	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.1 Headquarters			
Q.4.1.1	AFTN	**yes**	
Q.4.1.2	AMHS	**no**	
Q.4.1.3	SITA	**no**	
Q.4.1.4	LAN	**no**	
Q.4.1.5	WAN	**no**	ALL AIS units connected in LEAS LINE WITH HQ (main server)
Q.4.1.6	Others	Please note:	
Q.4.1.7	Bandwidth / Speed	Please note:	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.2 Aerodromes			
Q.4.2.1	AFTN	**yes**	
Q.4.2.2	AMHS	**no**	
Q.4.2.3	SITA	**no**	
Q.4.2.4	LAN	**no**	
Q.4.2.5	WAN	**no**	
Q.4.2.6	Others	Please note:	
Q.4.2.7	Bandwidth / Speed	**NA**	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.3 Other Locations			
Q.4.3.1	Existing or available?	**NO**	
Q.4.3.2	*If yes* , which?	Please note:	
Q.4.3.3	*If yes* , AFTN	yes / no	
Q.4.3.4	*If yes* , AMHS	yes / no	
Q.4.3.5	*If yes* , SITA	yes / no	
Q.4.3.6	*If yes* , LAN	yes / no	
Q.4.3.7	*If yes* , WAN	yes / no	
Q.4.3.8	*If yes* , Others	Please note:	
Q.4.3.9	*If yes* , Bandwidth / Speed	Please note:	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 5 - Personnel			Remarks
5.1 Staff			
Q.5.1.1	Number of Staff (incl. Management)	**33**	
Q.5.1.2	Number of Management	**one**	Chief AIS HQ, No heads or chiefs for AIS units at aerodromes
5.2 Base Qualification Type			
Q.5.2.1	High School or similar	**yes**	
Q.5.2.2	Number	**33**	
Q.5.2.3	2 years diploma or similar	**no**	
Q.5.2.4	Number	Please note:	
Q.5.2.5	University	**YES**	
Q.5.2.6	Number	**3**	obtained their degree during work

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 5 - Personnel			Remarks
5.3 Competency			
Q.5.3.1	AIS Experience/Knowledge	**YES**	
Q.5.3.2	How many persons?	**33**	
Q.5.3.2	Average in years	**15**	
Q.5.3.3	ATC Background or other Experience/Knowledge	**yes**	it has been noted that all graduated as ATC then take AIS Course
Q.5.3.4	How many persones?	**33**	
Q.5.3.5	What?	**ATC**	
5.4 Language Provenience			
Q.5.4.1	National language	**Arabic**	
Q.5.4.2	ICAO English Level 4 ensured	**NO**	
Q.5.4.3	*If no* , which level	**level 3**	
Q.5.4.4	Other ICAO Languages	**NA**	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 5 - Personnel			Remarks
5.5 Training			
Q.5.5.1	Is regular AIS refresher training provided	**NO**	
Q.5.5.2	*If yes* , who provides it?	Please note:	
Q.5.5.3	Is AIS/AIM upgrade training provided	**NO**	
Q.5.5.4	*If yes* , who provides it?	Please note:	NO on job training . NO supervisory training . No instructors training . No Human Factors training

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ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 6 - Transition from AIS to AIM			Remarks
6.1 Current Status			
Q.6.1.1	Are you in Phase I - Consolidation?	**yes**	still need to implement WAC - QMS - Etod Area 1 and Area 4
Q.6.1.2	Are you in Phase II - Going Digital?	yes	semi digital AIS System
Q.6.1.3	Are you in Phase III - Information Sharing?	yes / no	
6.2 Future Plans			
Q.6.2.1	Did you establishe a national plan AIS to AIM?	**no**	
Q.6.2.2	*If yes* , does it follow the ICAO Roadmap in sens of schedule?	yes / no	
Q.6.2.3	*If no* , what is your national schedule for the ICAO Roadmap from AIS to AIM?	**by the end of 2011**	
Q.6.2.4	For Phase I - Consolidation	**by the end of 2012**	
Q.6.2.5	For Phase II - Going Digital	**by the end of 2012**	
Q.6.2.6	For Phase III - Information Sharing	**by the end of 2015**	
6.3 Budget			
Q.6.3.1	Did you ensure a budget for your national plan AIS to AIM?	**No**	
Q.6.3.2	*If yes* , What is the amount of the budget? *(Voluntary answer)*	Please note:	
Q.6.3.3	*If yes* , Which budget period is covered by this amount?	2011 / 2012 / 2013 / 2014 / 2015 / 2016 /2017	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 6 - Transition from AIS to AIM			Remarks
6.4 Training			
Q.6.4.1	Do you intend to organise staff training for the Roadmap AIS to AIM?	**Yes**	
Q.6.4.2	*If yes* , which training institution did you choose?	**no clear idea**	
Q.6.4.3	If you organise it internally, could attendeese from other states/organisations participate?	**No**	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 7 - AIS Automation			Remarks
7.1 Current Status			
Q.7.1.1	Which is your current supplier?	**VITROICSET from Italy**	
Q.7.1.2	Which name does the current system have?	**VITROICSET**	
Q.7.1.3	Does it cover NOF functions?	**yes**	
Q.7.1.4	Does it cover AIP functions?	**NO**	
Q.7.1.5	Does it cover MAP functions?	**NO**	
Q.7.1.6	Does it cover Static Data functions?	**yes**	
Q.7.1.7	Does it cover ARO functions?	**yes**	
Q.7.1.8	Does it cover NOTAM Briefing functions?	**yes**	
Q.7.1.9	Does it cover Integrated NOTAM/MET Briefing functions?	yes / no	it has this ability but not provided
Q.7.1.10	Since when is the automated system in operation?	**7 years since 2004**	

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ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 7 - AIS Automation			Remarks
7.2 Future Plans			
Q.7.2.1	Do you plan the enhancment/maintain your automated AIS system?	**yes**	
Q.7.2.2	If yes, which function(s) do you plan to enhance?	**AMHS , AIS FUNCTIONS, ARO**	
7.3 Budget			
Q.7.3.1	Did you ensure a budget for this enhancment(s)?	**yes**	
Q.7.3.2	*If yes* , what is the amount of the budget? *(Voluntary answer)*	**ONE MILION AND A HALF EURO**	
Q.7.3.3	*If yes* , which budget period is covered by this amount?	**2011-2017**	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 8 - Commitment to MIDAD			Remarks
8.1 National Plan			
Q.8.1.1	Is MIDAD already part of your national planning for AIS?	**NO**	
Q.8.1.2	*If no*, do you intend to include MIDAD into your national planning for AIS?	**YES**	
8.2 Commitment/Interests			
Q.8.2.1	Would your state / organisation like to play an active role in the MIDAD?	**yes**	
Q.8.2.2	*If yes*, in the planning phase?	**NO**	
Q.8.2.3	*If yes*, in the set-up phase?	**NO**	
Q.8.2.4	*If yes*, in the operation phase?	**yes**	
8.3 Contributions during set-up			
Q.8.3.1	Whould your state / organisation like to provide contributions to MIDAD set-up?	**NO**	
Q.8.3.2	*If yes*, which?	Please note:	
8.4 Contribution during operation			
Q.8.4.1	Whould your state / organisation participate in the operation of MIDAD?	**YES**	
Q.8.4.2	*If yes*, how?	by being one of the providers and users of MIDAD .	Provided that no one of the black listed companies work on the project

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ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 9 - Visions & Suggestions			Remarks
9.1 Expectations			
Q.9.1.1	Do you think MIDAD has an realistic chance to be realised?	yes	
Q.9.1.2	*If yes* , why do you think this?	because it is all about sharing information and database	
Q.9.1.3	*If yes* , can you give a percentage propability?	70%	
Q.9.1.4	Do you expect advantages for your states / organisations AIS?	yes	
Q.9.1.5	*If yes* , why do you think this?	one source for the database which will help MID states	
Q.9.1.6	Do you expect that data quality can be enhanced by a system like MIDAD?	yes	
Q.9.1.7	*If yes* , why do you think this?	because of the data check	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 9 - Visions & Suggestions			Remarks
9.2 Benefits, Improvements, Savings			
Q.9.2.1	Do you think that MIDAD brings Financial benefits and lower fares and rates?	**yes**	
Q.9.2.2	Do you think that MIDAD Improves safety?	**yes**	
Q.9.2.3	Do you think that MIDAD brings Passenger time savings?	**yes**	
Q.9.2.4	Do you think that MIDAD brings Environmental benefits?	**yes**	
Q.9.2.5	Do you think that MIDAD brings Transfer of high-tech skills?	**yes**	
Q.9.2.6	Do you think that MIDAD brings Productivity improvements and industry restructuring?	**yes**	
Q.9.2.7	Do you think that MIDAD brings Higher traffic and stimulation of related industries?	**yes**	
9.3 Other Advantages & Disadvantages			
Q.9.3.1	Do you see other **advantages** by MIDAD?	Please note: not clear	
Q.9.3.2	Do you see other **disadvantages** by MIDAD?	Please note: not clear	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 9 - Visions & Suggestions			Remarks
9.4 Technical Scenarios			
Q.9.4.1	Does your state / organisation already prefer a specific technical solution of MIDAD?	**yes**	
Q.9.4.2	*If yes* , central solution?	**no**	
Q.9.4.3	*If yes* , Replicated solution?	**no**	
Q.9.4.4	*If yes* , Distributed solution?	**yes**	
Q.9.4.5	Do you see other solution(s)?	Please note:	
9.5 Financial Scenarios			
Q.9.5.1	Does your state / organisation already have a preferred method of financing in mind for MIDAD?	**yes**	
Q.9.5.2	*If yes* , Direct Contributions from Governments?	no	
Q.9.5.3	*If yes* , Direct Finacing by one Government?	**yes**	
Q.9.5.4	*If yes* , Debt Financing?	no	
Q.9.5.5	*If yes* , Equity Financing?	no	
Q.9.5.6	*If yes* , Leasing?	no	
Q.9.5.7	Others?	Please note:	

Syria

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 9 - Visions & Suggestions			Remarks
9.6 Institutional Scenarios			
Q.9.6.1	Does your state / organisation already prefer a specific institunational scenario for MIDAD?	**YES**	
Q.9.6.2	*If yes* , a commercial company owned by interested MID states and/or ANSPs based on one state law in the MID Region?	no	
Q.9.6.3	*If yes* , one MID state and/or ANSP operates MIDAD on behalf of other intersted MID states and/or ANSPs?	**yes**	
Q.9.6.4	*If yes* , a group of MID states and/or ANSPs operates MIDAD on behalf of other intersted MID states and/or ANSPs?	no	
Q.9.6.5	*If yes* , MIDAD shall be operated as distributed system and needs therefore a management body only?	no	
9.7 Any other further Vision			
Q.9.7.1	Others?	Please note:	
Q.9.7.2	Others?	Please note:	

Syria

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 10 - Other Issues & Suggestions			Remarks
10.1 Other Issues			
Q.10.1.1	Please provide	would like to have free training on MIDAD upon Implementation	
Q.10.1.2	Please provide	Please note:	
10.2 Suggestions			
Q.10.2.1	Please provide	Please note:	
Q.10.2.2	Please provide	Please note:	

ICAO MID Region AIS Database (MIDAD) Initial Study

Contacts

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End of Document

ICAO MID Region AIS Database (MIDAD) Initial Study

Results of Interview(s) based on Questionnaire

Ref: - State Letter AN 8/4.2 - 11/174 dated 30 June 2011
- AISTF/6 Report para 3.2.35 to 3.2.40, Appendix 3C and 3D (6-8 June 2011)

Country **United Arab Emirates (UAE**

Organisation **General Civil Aviation Authority (GCAA)**

Street
ZIP
City Abu Dhabi

MIDAD Focal Point		**Deputy Focal Point (if any)**
Name	**Al-Rashidi**	
First	**Abdalla**	
Position	**Director AIM**	
Phone	+971-2599 6891	
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E-Mail	akaabi@szc.gcaa.ae	

Interview(s) on **xx xx 2011; or**
self filling by GCAA, no interview

Interviewed Persons

	Name	**First**	**Position**
(1)			
(2)			
(3)			
(4)			
(5)			

Interviewer

Name	**First**	**Organisation**

ICAO MID Region AIS Database (MIDAD) Initial Study

Instruction for use of the Questionnaire
With answering the questions in this Questionnaire you and your organisation can contribute to pave the way for MIDAD into the right dircection!
Please answer the questions carefully. If you think that some questions can not be answered or shall not be answered please indicate this accordingly.
Answering the questions is voluntarily.
If there are questions about the questions please contact one of the contact persons as mentioned in Attachment A to ICAO State Letter AN 8/4.2 - 11/174.
Thank you very much for your help!
The MIDADSG Questionnaire Mission Team

Questions Block 1 - Organisational Structure			Remarks
1.1 Organisation			
Q.1.1.1	Is your AIS/AIM Organisation part of the regulator organisation? *(AIS Manual, Figure 3-1, Alternative 1)*	Yes	
Q.1.1.2	*If no* , to which organisation does the AIS/AIM Organisation belong to? *(AIS Manual, Figure 3-1, Alternative 2)*		
1.2 Aerodrome AIS/ARO			
Q.1.2.1	To which Organisation do the AIS Aerodrome Units belong to?	Airport authorities	
Q.1.2.2	Is the ARO function provided at aerodromes?	Yes	
Q.1.2.3	*If yes* , do the ARO units belong to the AIM/AIS organisation?	Yes (belong to Airport Authorities AIS)	
Q.1.2.4	*If no* , to which organisation belong the ARO units to?		
1.3 Military AIS			
Q.1.3.1	Is there a Military AIS/AIM established?	No	
Q.1.3.2	*If yes* , does it belong to the civil AIS/AIM Organsiation?		
Q.1.3.3	*If no* , to which organsiation does the military AIS/AIM belong to?		
1.4 Procedures Design			
Q.1.4.1	Does the procedure design (PANS-OPS) belong to your AIS/AIM organsiation?	No	
Q.1.4.2	*If no* , to which organsaition does procedure design belong to?	Aerodromes are responsible for their own procedures.	
1.5 Doc 8126 Organisation			
Q.1.5.1	Does your organsiation conform to *(AIS Manual, Figure 3-2)* ?	Yes	
Q.1.5.2	*If no* , please provide separte drawaing of your organizational structure?		

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 2 - Volume of Activties			Remarks
2.1 Area of Resposibility			
Q.2.1.1	Name	UAE	
Q.2.1.2	Size	medium	
Q.2.1.3	Size (sqkm)	124147,5	
Q.2.1.4	Name of FIR(s)	Emirates FIR	
2.2 Aerodromes/Heliports			
Q.2.2.1	Total number	30	
Q.2.2.2	Number of civil International Aerodromes	8	
Q.2.2.3	Number of civil National Aerodromes	10	
Q.2.2.4	Number of military International Aerodromes	2	
Q.2.2.5	Number of military National Aerodromes	3	
Q.2.2.6	Number of civil/military combined Aerodromes	Nil	
Q.2.2.7	Number of private Aerodromes	7	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 2 - Volume of Activties			Remarks
2.3 Waypoints			
Q.2.3.1	Total number	386	
Q.2.3.2	Number of IFR compulsory waypoints	30	
Q.2.3.3	Number of IFR non-compulsory waypoints	281	
Q.2.3.4	Number of VFR compulsory waypoints		
Q.2.3.5	Number of VFR non-compulsory waypoints	75	
2.4 Routes			
Q.2.4.1	Total number	66	
Q.2.4.2	Number of IFR upper routes	39	
Q.2.4.3	Number of IFR lower routes	36	
Q.2.4.4	Number of IFR RNAV/RNP routes	39	
Q.2.4.5	Number of VFR routes	27	
Q.2.4.6	Number of HEL routes	Same as VFR	
Q.2.4.7	Number of other routes	Nil	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 2 - Volume of Activties			Remarks
2.5 Enroute Navigational Aids			
Q.2.5.1	Total number of navigation aids serving enroute navigation	5	
Q.2.5.2	Number of VOR	5	
Q.2.5.3	Number of DME	5	
Q.2.5.4	Number of NDB	Nil	
Q.2.5.5	Number of MKR	Nil	
2.6 Aerodrome Navigational Aids			
Q.2.6.1	Total number of navigation aids serving aerodrome navigation	30	
Q.2.6.2	Number of NDB	6	
Q.2.6.3	Number of ILS CAT I Operations	8	
Q.2.6.4	Total number of ILS CAT II Operations	1	
Q.2.6.5	Total number of ILS CAT III Operations	7	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 2 - Volume of Activties			Remarks
2.7 Airspaces			
Q.2.7.1	Total number of airspaces	1	
Q.2.7.2	Number of FIR/UIR	1	
Q.2.7.3	Number of FIR only	Nil	
Q.2.7.4	Number of UIR only	Nil	
Q.2.7.5	Number of CTA	4	
Q.2.7.6	Number of UTA	Nil	
Q.2.7.7	Number of TMA	Nil	
Q.2.7.8	Number of CTR	8	
Q.2.7.9	Number of ATZ	1	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 2 - Volume of Activties			Remarks
2.8 Restrictive Airspaces			
Q.2.8.1	Total Number of Restrictive Airspaces	52	
Q.2.8.2	Number of Danger Areas	15	
Q.2.8.3	Number of Restricted Areas	26	
Q.2.8.4	Number of Prohibited Areas	11	
Q.2.8.5	Number of Warning Areas	Not applicable	
Q.2.8.6	Number of Caution Areas	Not applicable	
Q.2.8.7	Number of Training Areas	Not applicable	
Q.2.8.8	Number of Military Traing Areas	Not applicable	
Q.2.8.9	Number of Other Areas	Not applicable	
2.9 Other Types of Data			
Q.2.9.1	Which?	Not applicable	
Q.2.9.2	Which?	Not applicable	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 3 - AIS/AIM Facilities			Remarks
3.1 Headquarters (AIS, AIP, MAP, Data)			
Q.3.1.1	Number of rooms	8	
Q.3.1.2	Squarmeters of the rooms	292.95 sq. mts	
Q.3.1.3	Are the rooms shared with other units/organisation	No	
Q.3.1.4	Number of AIS Servers	2	
Q.3.1.5	Number of AIS Working Positions/Screens	16/19	
Q.3.1.6	Number of AIS printers	4	
Q.3.1.7	Number of AIS ploters	1	
Q.3.1.8	Others for AIS	CD Writer cum label printer	Franking machine
Q.3.1.9	Number of others	1	1

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 3 - AIS/AIM Facilities			Remarks
3.2 Headquarters (NOF), if not joint with AIS Headquarter			**Joint**
Q.3.2.1	Number of rooms		
Q.3.2.2	Squarmeters of the rooms		
Q.3.2.3	Number of AIS Servers		
Q.3.2.4	Number of AIS Working Positions/Screens		
Q.3.2.5	Number of AIS printers		
Q.3.2.6	Number of AIS ploters		
Q.3.2.7	Others		
Q.3.2.8	Number of others		

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 3 - AIS/AIM Facilities			Remarks
3.3 AIS at Aerodromes - OMDB			
Q.3.3.1	Number of rooms	8	
Q.3.3.2	Squermeters of the rooms	Total 600 sq. mts	
Q.3.3.3	Number of AIS Servers	No dedicated server. Shared airport server	AutoAIM contract about to be awarded
Q.3.3.4	Number of AIS Working Positions/Screens	3	
Q.3.3.5	Number of AIS printers	2	
Q.3.3.6	Number of AIS ploters	1	
Q.3.3.7	Others	Scanners 2, Photocopiers 2, Fax 2	
Q.3.3.8	Number of others	Scanners 2, Photocopiers 2, Fax 2	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.3 AIS at Aerodromes - OMDW			
Q.3.3.1	Number of rooms	2	
Q.3.3.2	Squaremeters of the rooms	Total 80 sq. mts	
Q.3.3.3	Number of AIS Servers	No dedicated server. Shared airport server	AutoAIM contract about to be awarded
Q.3.3.4	Number of AIS Working Positions/Screens	2	
Q.3.3.5	Number of AIS printers	2	
Q.3.3.6	Number of AIS ploters	0	
Q.3.3.7	Others	Scanners 1, Photocopiers 1, Fax 1	
Q.3.3.8	Number of others	Scanners 1, Photocopiers 1, Fax 1	
3.3 AIS at Aerodromes - OMSJ			
Q.3.3.1	Number of rooms	1	
Q.3.3.2	Squaremeters of the rooms	Approx 63 sq. mts	
Q.3.3.3	Number of AIS Servers	3	
Q.3.3.4	Number of AIS Working Positions/Screens	4	
Q.3.3.5	Number of AIS printers	6	
Q.3.3.6	Number of AIS ploters	0	
Q.3.3.7	Others	Nil	
Q.3.3.8	Number of others	Nil	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 3 - AIS/AIM Facilities			Remarks
3.4 Other Locations		**Not applicable**	
Q.3.4.1	Existing or available?		
Q.3.4.2	*If yes* , which?		
Q.3.4.3	*If yes* , number of rooms		
Q.3.4.4	*If yes* , squarmeters of the rooms		
Q.3.4.5	*If yes* , number of AIS Servers		
Q.3.4.6	*If yes* , number of AIS Working Positions/Screens		
Q.3.4.7	*If yes* , number of AIS printers		
Q.3.4.8	*If yes* , number of AIS ploters		
Q.3.4.9	*If yes* , Others		
Q.3.4.10	*If yes* , number of others		

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.1 Headquarters			
Q.4.1.1	AFTN	Yes	
Q.4.1.2	AMHS	Yes	
Q.4.1.3	SITA	No	
Q.4.1.4	LAN	Yes	
Q.4.1.5	WAN	No	
Q.4.1.6	Others		
Q.4.1.7	Bandwidth / Speed		

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.2 Aerodromes - OMDB			
Q.4.2.1	AFTN	Yes	
Q.4.2.2	AMHS	No	No - Contract about to be awarded
Q.4.2.3	SITA	No	
Q.4.2.4	LAN	Yes	Yes - Shared with Airport
Q.4.2.5	WAN	No	
Q.4.2.6	Others		
Q.4.2.7	Bandwidth / Speed		High Speed
4.2 Aerodromes - OMDW			
Q.4.2.1	AFTN	Yes	Yes
Q.4.2.2	AMHS	No	No - Contract about to be awarded
Q.4.2.3	SITA	No	No
Q.4.2.4	LAN	Yes	Yes - Shared with Airport
Q.4.2.5	WAN	No	No
Q.4.2.6	Others	Please note:	
Q.4.2.7	Bandwidth / Speed	Please note:	High Speed

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.3 Other Locations		**Not applicable**	
Q.4.3.1	Existing or available?		
Q.4.3.2	*If yes* , which?		
Q.4.3.3	*If yes* , AFTN		
Q.4.3.4	*If yes* , AMHS		
Q.4.3.5	*If yes* , SITA		
Q.4.3.6	*If yes* , LAN		
Q.4.3.7	*If yes* , WAN		
Q.4.3.8	*If yes* , Others		
Q.4.3.9	*If yes* , Bandwidth / Speed		

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 5 - Personnel			Remarks
5.1 Staff			
Q.5.1.1	Number of Staff (incl. Management)	7	
Q.5.1.2	Number of Management	1	
5.2 Base Qualification Type			
Q.5.2.1	High School or similar	Yes	
Q.5.2.2	Number	7	
Q.5.2.3	2 years diploma or similar	Yes	
Q.5.2.4	Number	4	
Q.5.2.5	University	Yes	
Q.5.2.6	Number	2	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 5 - Personnel			Remarks
5.3 Competency			
Q.5.3.1	AIS Experience/Knowledge	Yes	
Q.5.3.2	How many persons?	6	
Q.5.3.2	Average in years	11	
Q.5.3.3	ATC Background or other Experience/Knowledge	Yes	
Q.5.3.4	How many persones?	3	
Q.5.3.5	What?	1 ATCO & 2 ATCA	
5.4 Language Provenience			
Q.5.4.1	National language	Arabic	
Q.5.4.2	ICAO English Level 4 ensured	Yes	
Q.5.4.3	*If no* , which level		
Q.5.4.4	Other ICAO Languages	Nil	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 5 - Personnel			Remarks
5.5 Training			
Q.5.5.1	Is regular AIS refresher training provided	No	
Q.5.5.2	*If yes* , who provides it?		
Q.5.5.3	Is AIS/AIM upgrade training provided	No	
Q.5.5.4	*If yes* , who provides it?		

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Questions Block 6 - Transition from AIS to AIM			Remarks
6.1 Current Status			
Q.6.1.1	Are you in Phase I - Consolidation?	Yes	
Q.6.1.2	Are you in Phase II - Going Digital?	Yes	
Q.6.1.3	Are you in Phase III - Information Sharing?	No	
6.2 Future Plans			
Q.6.2.1	Did you establishe a national plan AIS to AIM?	Yes	
Q.6.2.2	*If yes* , does it follow the ICAO Roadmap in sens of schedule?	Yes	
Q.6.2.3	*If no* , what is your national schedule for the ICAO Roadmap from AIS to AIM?	Not applicable	
Q.6.2.4	For Phase I - Consolidation	Not applicable:	
Q.6.2.5	For Phase II - Going Digital	Not applicable	
Q.6.2.6	For Phase III - Information Sharing	Not applicable	
6.3 Budget			
Q.6.3.1	Did you ensure a budget for your national plan AIS to AIM?	No	
Q.6.3.2	*If yes* , What is the amount of the budget? *(Voluntary answer)*	Not applicable	
Q.6.3.3	*If yes* , Which budget period is covered by this amount?	Not applicable	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 6 - Transition from AIS to AIM			Remarks
6.4 Training			
Q.6.4.1	Do you intend to organise staff training for the Roadmap AIS to AIM?	Yes	
Q.6.4.2	*If yes* , which training institution did you choose?	Not yet selected	
Q.6.4.3	If you organise it internally, could attendeese from other states/organisations participate?	Yes	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 7 - AIS Automation			Remarks
7.1 Current Status			
Q.7.1.1	Which is your current supplier?	Comsoft	
Q.7.1.2	Which name does the current system have?	GroupVerve, CADAS-AIMDB, Accent+	
Q.7.1.3	Does it cover NOF functions?	No	
Q.7.1.4	Does it cover AIP functions?	Yes	
Q.7.1.5	Does it cover MAP functions?	Yes	
Q.7.1.6	Does it cover Static Data functions?	Yes	
Q.7.1.7	Does it cover ARO functions?	No	
Q.7.1.8	Does it cover NOTAM Briefing functions?	No	
Q.7.1.9	Does it cover Integrated NOTAM/MET Briefing functions?	No	
Q.7.1.10	Since when is the automated system in operation?	Feb 11	

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Questions Block 7 - AIS Automation			Remarks
7.2 Future Plans			
Q.7.2.1	Do you plan the enhancment/maintain your automated AIS system?	No	
Q.7.2.2	If yes, which function(s) do you plan to enhance?	Not applicable	
7.3 Budget			
Q.7.3.1	Did you ensure a budget for this enhancment(s)?	Not applicable	
Q.7.3.2	*If yes*, what is the amount of the budget? *(Voluntary answer)*	Not applicable	
Q.7.3.3	*If yes*, which budget period is covered by this amount?	Not applicable	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 8 - Commitment to MIDAD			Remarks
8.1 National Plan			
Q.8.1.1	Is MIDAD already part of your national planning for AIS?	No	
Q.8.1.2	*If no*, do you intend to include MIDAD into your national planning for AIS?	Our decision will depend on the MIDAD study outcome	
8.2 Commitment/Interests			
Q.8.2.1	Would your state / organisation like to play an active role in the MIDAD?	Our decision will depend on the MIDAD study outcome	
Q.8.2.2	*If yes*, in the planning phase?		
Q.8.2.3	*If yes*, in the set-up phase?		
Q.8.2.4	*If yes*, in the operation phase?		
8.3 Contributions during set-up			
Q.8.3.1	Would your state / organisation like to provide contributions to MIDAD set-up?	Our decision will depend on the MIDAD study outcome	
Q.8.3.2	*If yes*, which?		
8.4 Contribution during operation			
Q.8.4.1	Whould your state / organisation participate in the operation of MIDAD?	Our decision will depend on the MIDAD study outcome	
Q.8.4.2	*If yes*, how?		

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 9 - Visions & Suggestions			Remarks
9.1 Expectations			
Q.9.1.1	Do you think MIDAD has an realistic chance to be realised?		
Q.9.1.2	*If yes* , why do you think this?		
Q.9.1.3	*If yes* , can you give a percentage propability?		
Q.9.1.4	Do you expect advantages for your states / organisations AIS?	Will depend on services offered	
Q.9.1.5	*If yes* , why do you think this?		
Q.9.1.6	Do you expect that data quality can be enhanced by a system like MIDAD?	Yes	
Q.9.1.7	*If yes* , why do you think this?	Information will be in a standardised format. Interrelated border information can be cross-checked	

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 9 - Visions & Suggestions			Remarks
9.2 Benefits, Improvements, Savings			
Q.9.2.1	Do you think that MIDAD brings Financial benefits and lower fares and rates?	Will depend when Terms are known	
Q.9.2.2	Do you think that MIDAD Improves safety?	Will depend on quality of the database	
Q.9.2.3	Do you think that MIDAD brings Passenger time savings?		
Q.9.2.4	Do you think that MIDAD brings Environmental benefits?		
Q.9.2.5	Do you think that MIDAD brings Transfer of high-tech skills?	Will depend on how it is managed	
Q.9.2.6	Do you think that MIDAD brings Productivity improvements and industry restructuring?	Will depend when results are seen	
Q.9.2.7	Do you think that MIDAD brings Higher traffic and stimulation of related industries?		
9.3 Other Advantages & Disadvantages			
Q.9.3.1	Do you see other **advantages** by MIDAD?		
Q.9.3.2	Do you see other **disadvantages** by MIDAD?		

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 9 - Visions & Suggestions			Remarks
9.4 Technical Scenarios			
Q.9.4.1	Does your state / organisation already prefer a specific technical solution of MIDAD?	Yes	
Q.9.4.2	*If yes* , central solution?	Yes	
Q.9.4.3	*If yes* , Replicated solution?	No	
Q.9.4.4	*If yes* , Distributed solution?	Yes	
Q.9.4.5	Do you see other solution(s)?		
9.5 Financial Scenarios			
Q.9.5.1	Does your state / organisation already have a preferred method of financing in mind for MIDAD?	No	
Q.9.5.2	*If yes* , Direct Contributions from Governments?		
Q.9.5.3	*If yes* , Direct Finacing by one Government?		
Q.9.5.4	*If yes* , Debt Financing?		
Q.9.5.5	*If yes* , Equity Financing?		
Q.9.5.6	*If yes* , Leasing?		
Q.9.5.7	Others?		

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Questions Block 9 - Visions & Suggestions			Remarks
9.6 Institutional Scenarios			
Q.9.6.1	Does your state / organisation already prefer a specific institunational scenario for MIDAD?	No	
Q.9.6.2	*If yes* , a commercial company owned by interested MID states and/or ANSPs based on one state law in the MID Region?		
Q.9.6.3	*If yes* , one MID state and/or ANSP operates MIDAD on behalf of other intersted MID states and/or ANSPs?		
Q.9.6.4	*If yes* , a group of MID states and/or ANSPs operates MIDAD on behalf of other intersted MID states and/or ANSPs?		
Q.9.6.5	*If yes* , MIDAD shall be operated as distributed system and needs therefore a management body only?		
9.7 Any other further Vision			
Q.9.7.1	Others?		
Q.9.7.2	Others?		

ICAO MID Region AIS Database (MIDAD) Initial Study

Questions Block 10 - Other Issues & Suggestions			Remarks
10.1 Other Issues			
Q.10.1.1	Please provide		
Q.10.1.2	Please provide		
10.2 Suggestions			
Q.10.2.1	Please provide		
Q.10.2.2	Please provide		

ICAO MID Region AIS Database (MIDAD) Initial Study

Contacts

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End of Document

ICAO MID Region AIS Database (MIDAD) Initial Study

Results of Interview(s) based on Questionnaire

Ref: - State Letter AN 8/4.2 - 11/174 dated 30 June 2011
- AISTF/6 Report para 3.2.35 to 3.2.40, Appendix 3C and 3D (6-8 June 2011)

Country **Republic of Yemen**

Organisation **Civil Aviation and Meteorology Authority (CAMA)**

Street
ZIP P.O. Box 2900
City Sana'a

MIDAD Focal Point	**Deputy Focal Point (if any)**
Name Al Sarea'a	
First Hassin	
Position Chief AIS	
Phone +967-1-344xxx	
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Interview(s) on **12 October 2011**
in **Filing by correspondance**
Review in Cairo

Interviewed Persons

	Name	**First**	**Position**
(1)	Al Sarahi	Hassin	Chief AIS
(2)			
(3)			
(4)			
(5)			

Interviewer

	Name	**First**	**Organisation**
(1)	Mr. Al-Humood	Salah	CAA Bahrain
(2)	Mr. Rudolph	Peter	Avitech AG/Consultant

Instruction for use of the Questionnaire

With answering the questions in this Questionnaire you and your organisation can contribute to pave the way for MIDAD into the right dircection!

Please answer the questions carfully. If you think that some questions can not be answered or shall not be answered please indicate this accordingly.

Answering the questions is voluntarily.

If there are questions about the questions please contact one of the contact persones of the Mission Team mentioned under the "Contacts Tab". These are the same persones as mentioned in Attachment A to ICAO State Letter AN 8/4.2 - 11/174.

Thank you very much for your help!

The MIDADSG Questionnaire Mission Team

Questions Block 1 - Organisational Structure			Remarks
1.1 Organisation			
Q.1.1.1	Is your AIS/AIM Organisation part of the regulator organisation? *(AIS Manual, Figure 3-1, Alternative 1)*	yes	
Q.1.1.2	*If no*, to which organisation does the AIS/AIM Organisation belong to? *(AIS Manual, Figure 3-1, Alternative 2)*		
1.2 Aerodrome AIS/ARO			
Q.1.2.1	To which Organisation do the AIS Aerodrome Units belong to?	Administratively to the Airport	Technically belong to AIS HQ
Q.1.2.2	Is the ARO function provided at aerodromes?	yes	Yes,just at Aden ARO belong to AIS HQ
Q.1.2.3	*If yes*, do the ARO units belong to the AIM/AIS organisation?	yes	Technically not administratively
Q.1.2.4	*If no*, to which organisation belong the ARO units to?		
1.3 Military AIS			
Q.1.3.1	Is their an military AIS/AIM established?	no	
Q.1.3.2	*If yes*, does it belong to the civil AIS/AIM Organsiation?	yes / no	
Q.1.3.3	*If no*, to which organsiation does the military AIS/AIM belong to?	No information	There is not any military AIS/AIM
1.4 Procedures Design			
Q.1.4.1	Does the procedures design (PANS-OPS belong to your AIS/AIM organsiation?	no	Seperated section
Q.1.4.2	*If no*, to which organsaition does procedure design belong to?	To Air Navigation Services	AIS has cartography department
1.5 Doc 8126 Organisation			
Q.1.5.1	Does your organsiation conform to *(AIS Manual, Figure 3-2)* ?	no	
Q.1.5.2	*If no*, please provide separte drawaing of your organizational structure?	Air Navigation	

Questions Block 2 - Volume of Activties			Remarks
2.1 Area of Resposibility			
Q.2.1.1	Name	Sanaa NOF	
Q.2.1.2	Size	medium ++	
Q.2.1.3	Size (sqkm)	apx 560,000skm	
Q.2.1.4	Name of FIR(s)	Sanaa FIR OYSC	
2.2 Aerodromes/Heliports			
Q.2.2.1	Total number	28	
Q.2.2.2	Number of civil International Aerodromes	4	
Q.2.2.3	Number of civil National Aerodromes	9	
Q.2.2.4	Number of military International Aerodromes		
Q.2.2.5	Number of military National Aerodromes	13	
Q.2.2.6	Number of civil/military combined Aerodromes	2	
Q.2.2.7	Number of private Aerodromes	NIL	

Questions Block 2 - Volume of Activties			Remarks
2.3 Waypoints			
Q.2.3.1	Total number	161	
Q.2.3.2	Number of IFR compalsory waypoints	120	
Q.2.3.3	Number of IFR non-compalsory waypoints	80	
Q.2.3.4	Number of VFR compalsory waypoints		
Q.2.3.5	Number of VFR non-compalsory waypoints		
2.4 Routes			
Q.2.4.1	Total number	70	
Q.2.4.2	Number of IFR upper routes		
Q.2.4.3	Number of IFR lower routes		
Q.2.4.4	Number of IFR RNAV/RNP routes	70	
Q.2.4.5	Number of VFR routes	How many: Nil	
Q.2.4.6	Number of HEL routes	How many: Nil	
Q.2.4.7	Number of ther routes	11	Domestic Routes

Questions Block 2 - Volume of Activties			Remarks
2.5 Enroute Navigational Aids			
Q.2.5.1	Total number of navigation aids serving enroute navigation	18	
Q.2.5.2	Number of VOR	8	
Q.2.5.3	Number of DME	4	
Q.2.5.4	Number of NDB	3	
Q.2.5.5	Number of MKR	3	
2.6 Aerodrome Navigational Aids			
Q.2.6.1	Total number of navigation aids serving aerodrome navigation	6	
Q.2.6.2	Number of NDB	3	
Q.2.6.3	Number of ILS CAT I Operations	2	
Q.2.6.4	Total number of ILS CAT II Operations		
Q.2.6.5	Total number of ILS CAT III Operations		

Questions Block 2 - Volume of Activties			Remarks
2.7 Airspaces			
Q.2.7.1	Total number of airspaces	14	
Q.2.7.2	Number of FIR/UIR	1	
Q.2.7.3	Number of FIR only	1	
Q.2.7.4	Number of UIR only		
Q.2.7.5	Number of CTA	3	
Q.2.7.6	Number of UTA		
Q.2.7.7	Number of TMA	2	
Q.2.7.8	Number of CTR	3	
Q.2.7.9	Number of ATZ	4	

Questions Block 2 - Volume of Activties			Remarks
2.8 Restrictive Airspaces			
Q.2.8.1	Total Number of Restrictive Airspaces	31	
Q.2.8.2	Number of Danger Areas	28	
Q.2.8.3	Number of Restricted Areas	3	
Q.2.8.4	Number of Prohibited Areas	How many: Nil	
Q.2.8.5	Number of Warning Areas	How many: Nil	NOF Limited ; notified by NOTAM by ATC
Q.2.8.6	Number of Caution Areas	How many: →	see Q:2.8.5
Q.2.8.7	Number of Training Areas	How many: →	see Q:2.8.5
Q.2.8.8	Number of Military Traing Areas	How many: →	see Q:2.8.5
Q.2.8.9	Number of Other Areas	How many: →	see Q:2.8.5
2.9 Other Types of Data			
Q.2.9.1	Which?		
Q.2.9.2	Which?		

Questions Block 3 - AIS/AIM Facilities			Remarks
3.1 Headquarters (AIS, AIP, MAP, Data)			
Q.3.1.1	Number of rooms	3	
Q.3.1.2	Squarmeters of the rooms	45sqm	
Q.3.1.3	Are the rooms shared with other units/organisation		
Q.3.1.4	Number of AIS Servers	1	
Q.3.1.5	Number of AIS Working Positions/Screens	1	
Q.3.1.6	Number of AIS printers	1	
Q.3.1.7	Number of AIS ploters		
Q.3.1.8	Others for AIS		
Q.3.1.9	Number of others		

Questions Block 3 - AIS/AIM Facilities			Remarks
3.2 Headquarters (NOF), if not joint with AIS Headquarter			
Q.3.2.1	Number of rooms	2	
Q.3.2.2	Squarmeters of the rooms	30 sqm	
Q.3.2.3	Number of AIS Servers	1	
Q.3.2.4	Number of AIS Working Positions/Screens	1	
Q.3.2.5	Number of AIS printers	1	
Q.3.2.6	Number of AIS ploters		
Q.3.2.7	Others		
Q.3.2.8	Number of others		

Questions Block 3 - AIS/AIM Facilities			Remarks
3.3 AIS at Aerodromes			
Q.3.3.1	Number of rooms	2	
Q.3.3.2	Squermeters of the rooms	45 sqm	
Q.3.3.3	Number of AIS Servers	1	
Q.3.3.4	Number of AIS Working Positions/Screens	1	
Q.3.3.5	Number of AIS printers	1	
Q.3.3.6	Number of AIS ploters		
Q.3.3.7	Others		
Q.3.3.8	Number of others		

Questions Block 3 - AIS/AIM Facilities			Remarks
3.4 Other Locations			
Q.3.4.1	Existing or available?	no	
Q.3.4.2	*If yes*, which?		
Q.3.4.3	*If yes*, number of rooms		
Q.3.4.4	*If yes*, squarmeters of the rooms		
Q.3.4.5	*If yes*, number of AIS Servers		
Q.3.4.6	*If yes*, number of AIS Working Positions/Screens		
Q.3.4.7	*If yes*, number of AIS printers		
Q.3.4.8	*If yes*, number of AIS ploters		
Q.3.4.9	*If yes*, Others		
Q.3.4.10	*If yes*, number of others		

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.1 Headquarters			
Q.4.1.1	AFTN	yes	
Q.4.1.2	AMHS	no	
Q.4.1.3	SITA	no	
Q.4.1.4	LAN	yes	
Q.4.1.5	WAN	no	
Q.4.1.6	Others		
Q.4.1.7	Bandwidth / Speed	old	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.2 Aerodromes			
Q.4.2.1	AFTN	yes	
Q.4.2.2	AMHS	no	
Q.4.2.3	SITA	no	
Q.4.2.4	LAN	yes	
Q.4.2.5	WAN	no	
Q.4.2.6	Others	Only in OYAA	For MET
Q.4.2.7	Bandwidth / Speed	old	12,000kps

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.3 Other Locations			
Q.4.3.1	Existing or available?	no	
Q.4.3.2	*If yes* , which?		
Q.4.3.3	*If yes* , AFTN		
Q.4.3.4	*If yes* , AMHS		
Q.4.3.5	*If yes* , SITA		
Q.4.3.6	*If yes* , LAN		
Q.4.3.7	*If yes* , WAN		
Q.4.3.8	*If yes* , Others		
Q.4.3.9	*If yes* , Bandwidth / Speed		

Questions Block 5 - Personnel			Remarks
5.1 Staff			
Q.5.1.1	Number of Staff (incl. Management)	18 in HQ	
Q.5.1.2	Number of Management	One	University
5.2 Base Qualification Type			
Q.5.2.1	High School or similar	yes	
Q.5.2.2	Number	18	
Q.5.2.3	2 years diploma or similar	yes	Diploma in AIS
Q.5.2.4	Number	14	
Q.5.2.5	University	yes	
Q.5.2.6	Number	4	

Questions Block 5 - Personnel			Remarks
5.3 Competency			
Q.5.3.1	AIS Experience/Knowledge	yes	
Q.5.3.2	How many persons?		
Q.5.3.2	Average in years	5 to 15	
Q.5.3.3	ATC Background or other Experience/Knowledge	yes	
Q.5.3.4	How many persones?	2	
Q.5.3.5	What?		
5.4 Language Provenience			
Q.5.4.1	National language	Arabic , English	
Q.5.4.2	ICAO English Level 4 ensured	no	
Q.5.4.3	*If no* , which level	Nil	
Q.5.4.4	Other ICAO Languages	Arabic	

Questions Block 5 - Personnel			Remarks
5.5 Training			
Q.5.5.1	Is regular AIS refresher training provided	no	
Q.5.5.2	*If yes* , who provides it?		
Q.5.5.3	Is AIS/AIM upgrade training provided	no	
Q.5.5.4	*If yes* , who provides it?		

Questions Block 6 - Transition from AIS to AIM			Remarks
6.1 Current Status			
Q.6.1.1	Are you in Phase I - Consolidation?	no	
Q.6.1.2	Are you in Phase II - Going Digital?	no	
Q.6.1.3	Are you in Phase III - Information Sharing?	no	
6.2 Future Plans			
Q.6.2.1	Did you establishe a national plan AIS to AIM?	no	
Q.6.2.2	*If yes* , does it follow the ICAO Roadmap in sens of schedule?	yes	
Q.6.2.3	*If no* , what is your national schedule for the ICAO Roadmap from AIS to AIM?		
Q.6.2.4	For Phase I - Consolidation	2013-2015	
Q.6.2.5	For Phase II - Going Digital	2014-2017	
Q.6.2.6	For Phase III - Information Sharing	2016-2018	
6.3 Budget			
Q.6.3.1	Did you ensure a budget for your national plan AIS to AIM?	no	
Q.6.3.2	*If yes* , What is the amount of the budget? *(Voluntary answer)*		
Q.6.3.3	*If yes* , Which budget period is covered by this amount?	2011 / 2012 / 2013 / 2014 / 2015 / 2016 /2017	

Questions Block 6 - Transition from AIS to AIM			Remarks
6.4 Training			
Q.6.4.1	Do you intend to organise staff training for the Roadmap AIS to AIM?	no	
Q.6.4.2	*If yes* , which training institution did you choose?		
Q.6.4.3	If you organise it internally, could attendeese from other states/organisations participate?	no	

Questions Block 7 - AIS Automation			Remarks
7.1 Current Status			
Q.7.1.1	Which is your current supplier?	Nil	
Q.7.1.2	Which name does the current system have?	Nil	
Q.7.1.3	Does it cover NOF functions?	no	
Q.7.1.4	Does it cover AIP functions?	no	
Q.7.1.5	Does it cover MAP functions?	no	
Q.7.1.6	Does it cover Static Data functions?	no	
Q.7.1.7	Does it cover ARO functions?	no	
Q.7.1.8	Does it cover NOTAM Briefing functions?	yes	Part
Q.7.1.9	Does it cover Integrated NOTAM/MET Briefing functions?	no	
Q.7.1.10	Since when is the automated system in operation?	Nil	

Questions Block 7 - AIS Automation			Remarks
7.2 Future Plans			
Q.7.2.1	Do you plan the enhancment/maintain your automated AIS system?	yes	
Q.7.2.2	If yes, which function(s) do you plan to enhance?	By MIDAD	
7.3 Budget			
Q.7.3.1	Did you ensure a budget for this enhancment(s)?	no	
Q.7.3.2	*If yes* , what is the amount of the budget? *(Voluntary answer)*		
Q.7.3.3	*If yes* , which budget period is covered by this amount?	2011 / 2012 / 2013 / 2014 / 2015 / 2016 /2017	

Questions Block 8 - Commitment to MIDAD			Remarks
8.1 National Plan			
Q.8.1.1	Is MIDAD already part of your national planning for AIS?	no	
Q.8.1.2	*If no* , do you intend to include MIDAD into your national planning for AIS?	yes	
8.2 Commitment/Interests			
Q.8.2.1	Would your state / organisation like to play an active role in the MIDAD?	TBD	
Q.8.2.2	*If yes* , in the planning phase?		
Q.8.2.3	*If yes* , in the set-up phase?		
Q.8.2.4	*If yes* , in the operation phase?		
8.3 Contributions during set-up			
Q.8.3.1	Whould your state / organisation like to provide contributions to MIDAD set-up?	NO	
Q.8.3.2	*If yes* , which?	Helping by human resource	
8.4 Contribution during operation			
Q.8.4.1	Whould your state / organisation participate in the operation of MIDAD?	YES	
Q.8.4.2	*If yes* , how?		

Questions Block 9 - Visions & Suggestions			Remarks
9.1 Expectations			
Q.9.1.1	Do you think MIDAD has an realistic chance to be realised?	yes	
Q.9.1.2	*If yes* , why do you think this?	Yemen need it This is the only solution to get AIM	
Q.9.1.3	*If yes* , can you give a percentage propability?	85%	
Q.9.1.4	Do you expect advantages for your states / organisations AIS?	yes	
Q.9.1.5	*If yes* , why do you think this?	Automation	
Q.9.1.6	Do you expect that data quality can be enhanced by a system like MIDAD?	yes	
Q.9.1.7	*If yes* , why do you think this?		

Questions Block 9 - Visions & Suggestions			Remarks
9.2 Benefits, Improvements, Savings			
Q.9.2.1	Do you think that MIDAD brings Financial benefits and lower fares and rates?	yes	
Q.9.2.2	Do you think that MIDAD Improves safety?	yes	
Q.9.2.3	Do you think that MIDAD brings Passenger time savings?	yes	
Q.9.2.4	Do you think that MIDAD brings Environmental benefits?	yes	
Q.9.2.5	Do you think that MIDAD brings Transfer of high-tech skills?	yes	
Q.9.2.6	Do you think that MIDAD brings Productivity improvements and industry restructuring?	yes	It should be the same system for all States
Q.9.2.7	Do you think that MIDAD brings Higher traffic and stimulation of related industries?	yes	
9.3 Other Advantages & Disadvantages			
Q.9.3.1	Do you see other **advantages** by MIDAD?	Only solution for us	
Q.9.3.2	Do you see other **disadvantages** by MIDAD?	No	Please note:Differences existed in training and system of MIDAD will affect the degree of correction and effect the information from state to state

Questions Block 9 - Visions & Suggestions			Remarks
9.4 Technical Scenarios			
Q.9.4.1	Does your state / organisation already prefer a specific technical solution of MIDAD?	no	
Q.9.4.2	*If yes*, central solution?	yes	Unity the system and training of MIDAD to all States
Q.9.4.3	*If yes*, Replicated solution?		
Q.9.4.4	*If yes*, Distributed solution?		
Q.9.4.5	Do you see other solution(s)?	By ICAO	
9.5 Financial Scenarios			
Q.9.5.1	Does your state / organisation already have a preferred method of financing in mind for MIDAD?	no	
Q.9.5.2	*If yes*, Direct Contributions from Governments?		
Q.9.5.3	*If yes*, Direct Finacing by one Government?		
Q.9.5.4	*If yes*, Debt Financing?		
Q.9.5.5	*If yes*, Equity Financing?		
Q.9.5.6	*If yes*, Leasing?		
Q.9.5.7	Others?		

Questions Block 9 - Visions & Suggestions			Remarks
9.6 Institutional Scenarios			
Q.9.6.1	Does your state / organisation already prefer a specific institunational scenario for MIDAD?	no	
Q.9.6.2	*If yes* , a commercial company owned by interested MID states and/or ANSPs based on one state law in the MID Region?		
Q.9.6.3	*If yes* , one MID state and/or ANSP operates MIDAD on behalf of other intersted MID states and/or ANSPs?		
Q.9.6.4	*If yes* , a group of MID states and/or ANSPs operates MIDAD on behalf of other intersted MID states and/or ANSPs?		
Q.9.6.5	*If yes* , MIDAD shall be operated as distributed system and needs therefore a management body only?		
9.7 Any other further Vision			
Q.9.7.1	Others?	Nil	
Q.9.7.2	Others?		

Questions Block 10 - Other Issues & Suggestions			Remarks
10.1 Other Issues			
Q.10.1.1	Please provide	We need help	
Q.10.1.2	Please provide		
10.2 Suggestions			
Q.10.2.1	Please provide	Support from MIDAD to help Yemen in obtaining Automation	
Q.10.2.2	Please provide		

Contacts

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Mr. Rudolph	Peter Fax: (49) 7541-282-199 Tel: (49) 7541-282-354 Mobile: (49) 1 79-7 89 54 57 Email: Peter.Rudolph@avitech-ag.com	VP Business Development/Authorized Officer (Avitech AG)	Germany

End of Document

ICAO MID Region AIS Database (MIDAD) Initial Study

Results of Interview(s) based on Questionnaire

Ref: - State Letter AN 8/4.2 - 11/174 dated 30 June 2011
- AISTF/6 Report para 3.2.35 to 3.2.40, Appendix 3C and 3D (6-8 June 2011)

Country **AAA**

Organisation **BBB**
Street
ZIP
City

MIDAD Focal Point	**Deputy Focal Point (if any)**
Name	
First	
Position	
Phone	
Mobile	
Fax	
E-Mail	

Interview(s) on **1 January 2011**
in

Interviewed Persons

	Name	**First**	**Position**
(1)			
(2)			
(3)			
(4)			
(5)			

Interviewer

	Name	**First**	**Organisation**
(1)	Mrs. Qarbatai	Hanan A.	CARC Jordan
(2)	Mr. Al-Humood	Salah	CAA Bahrain
(3)	Mr. Smaoui	Mohamed	ICAO MID Office
(4)	Mr. Rudolph	Peter	Avitech AG/Consultant

Instruction for use of the Questionnaire

With answering the questions in this Questionnaire you and your organisation can contribute to pave the way for MIDAD into the right dircection!

Please answer the questions carfully. If you think that some questions can not be answered or shall not be answered please indicate this accordingly.

Answering the questions is voluntarily.

If there are questions about the questions please contact one of the contact persones of the Mission Team mentioned under the "Contacts Tab". These are the same persones as mentioned in Attachment A to ICAO State Letter AN 8/4.2 - 11/174.

Thank you very much for your help!

The MIDADSG Questionnaire Mission Team

Questions Block 1 - Organisational Structure			Remarks
1.1 Organisation			
Q.1.1.1	Is your AIS/AIM Organisation part of the regulator organisation? *(AIS Manual, Figure 3-1, Alternative 1)*	yes / no	
Q.1.1.2	*If no*, to which organisation does the AIS/AIM Organisation belong to? *(AIS Manual, Figure 3-1, Alternative 2)*	please not which:	
1.2 Aerodrome AIS/ARO			
Q.1.2.1	To which Organisation do the AIS Aerodrome Units belong to?	please not which:	
Q.1.2.2	Is the ARO function provided at aerodromes?	yes / no	
Q.1.2.3	*If yes*, do the ARO units belong to the AIM/AIS organisation?	yes / no	
Q.1.2.4	*If no*, to which organisation belong the ARO units to?	please not which:	
1.3 Military AIS			
Q.1.3.1	Is their an military AIS/AIM established?	yes / no	
Q.1.3.2	*If yes*, does it belong to the civil AIS/AIM Organsiation?	yes / no	
Q.1.3.3	*If no*, to which organsiation does the military AIS/AIM belong to?	please not which:	
1.4 Procedures Design			
Q.1.4.1	Does the procedures design (PANS-OPS belong to your AIS/AIM organsiation?	yes / no	
Q.1.4.2	*If no*, to which organsaition does procedure design belong to?	please not which:	
1.5 Doc 8126 Organisation			
Q.1.5.1	Does your organsiation conform to *(AIS Manual, Figure 3-2)* ?	yes / no	
Q.1.5.2	*If no*, please provide separte drawaing of your organizational structure?	please not which:	

Questions Block 2 - Volume of Activties			Remarks
2.1 Area of Resposibility			
Q.2.1.1	Name	How many:	
Q.2.1.2	Size	big / medium /small	
Q.2.1.3	Size (sqkm)	please note:	
Q.2.1.4	Name of FIR(s)	please note which:	
2.2 Aerodromes/Heliports			
Q.2.2.1	Total number	How many:	
Q.2.2.2	Number of civil International Aerodromes	How many:	
Q.2.2.3	Number of civil National Aerodromes	How many:	
Q.2.2.4	Number of military International Aerodromes	How many:	
Q.2.2.5	Number of military National Aerodromes	How many:	
Q.2.2.6	Number of civil/military combined Aerodromes	How many:	
Q.2.2.7	Number of private Aerodromes	How many:	

Questions Block 2 - Volume of Activties			Remarks
2.3 Waypoints			
Q.2.3.1	Total number	How many:	
Q.2.3.2	Number of IFR compalsory waypoints	How many:	
Q.2.3.3	Number of IFR non-compalsory waypoints	How many:	
Q.2.3.4	Number of VFR compalsory waypoints	How many:	
Q.2.3.5	Number of VFR non-compalsory waypoints	How many:	
2.4 Routes			
Q.2.4.1	Total number	How many:	
Q.2.4.2	Number of IFR upper routes	How many:	
Q.2.4.3	Number of IFR lower routes	How many:	
Q.2.4.4	Number of IFR RNAV/RNP routes	How many:	
Q.2.4.5	Number of VFR routes	How many:	
Q.2.4.6	Number of HEL routes	How many:	
Q.2.4.7	Number of ther routes	How many:	

Questions Block 2 - Volume of Activties			Remarks
2.5 Enroute Navigational Aids			
Q.2.5.1	Total number of navigation aids serving enroute navigation	How many:	
Q.2.5.2	Number of VOR	How many:	
Q.2.5.3	Number of DME	How many:	
Q.2.5.4	Number of NDB	How many:	
Q.2.5.5	Number of MKR	How many:	
2.6 Aerodrome Navigational Aids			
Q.2.6.1	Total number of navigation aids serving aerodrome navigation	How many:	
Q.2.6.2	Number of NDB	How many:	
Q.2.6.3	Number of ILS CAT I Operations	How many:	
Q.2.6.4	Total number of ILS CAT II Operations	How many:	
Q.2.6.5	Total number of ILS CAT III Operations	How many:	

Questions Block 2 - Volume of Activties			Remarks
2.7 Airspaces			
Q.2.7.1	Total number of airspaces	How many:	
Q.2.7.2	Number of FIR/UIR	How many:	
Q.2.7.3	Number of FIR only	How many:	
Q.2.7.4	Number of UIR only	How many:	
Q.2.7.5	Number of CTA	How many:	
Q.2.7.6	Number of UTA	How many:	
Q.2.7.7	Number of TMA	How many:	
Q.2.7.8	Number of CTR	How many:	
Q.2.7.9	Number of ATZ	How many:	

Questions Block 2 - Volume of Activties			Remarks
2.8 Restrictive Airspaces			
Q.2.8.1	Total Number of Restrictive Airspaces	How many:	
Q.2.8.2	Number of Danger Areas	How many:	
Q.2.8.3	Number of Restricted Areas	How many:	
Q.2.8.4	Number of Prohibited Areas	How many:	
Q.2.8.5	Number of Warning Areas	How many:	
Q.2.8.6	Number of Caution Areas	How many:	
Q.2.8.7	Number of Training Areas	How many:	
Q.2.8.8	Number of Military Traing Areas	How many:	
Q.2.8.9	Number of Other Areas	How many:	
2.9 Other Types of Data			
Q.2.9.1	Which?	How many:	
Q.2.9.2	Which?	How many:	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.1 Headquarters (AIS, AIP, MAP, Data)			
Q.3.1.1	Number of rooms	How many:	
Q.3.1.2	Squarmeters of the rooms	please note:	
Q.3.1.3	Are the rooms shared with other units/organisation	please note:	
Q.3.1.4	Number of AIS Servers	How many:	
Q.3.1.5	Number of AIS Working Positions/Screens	How many:	
Q.3.1.6	Number of AIS printers	How many:	
Q.3.1.7	Number of AIS ploters	How many:	
Q.3.1.8	Others for AIS	Which?	
Q.3.1.9	Number of others	How many:	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.2 Headquarters (NOF), if not joint with AIS Headquarter			
Q.3.2.1	Number of rooms	How many:	
Q.3.2.2	Squarmeters of the rooms	please note:	
Q.3.2.3	Number of AIS Servers	How many:	
Q.3.2.4	Number of AIS Working Positions/Screens	How many:	
Q.3.2.5	Number of AIS printers	How many:	
Q.3.2.6	Number of AIS ploters	How many:	
Q.3.2.7	Others	Which?	
Q.3.2.8	Number of others	How many:	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.3 AIS at Aerodromes			
Q.3.3.1	Number of rooms	How many:	
Q.3.3.2	Squermeters of the rooms	please note:	
Q.3.3.3	Number of AIS Servers	How many:	
Q.3.3.4	Number of AIS Working Positions/Screens	How many:	
Q.3.3.5	Number of AIS printers	How many:	
Q.3.3.6	Number of AIS ploters	How many:	
Q.3.3.7	Others	Which?	
Q.3.3.8	Number of others	How many:	

Questions Block 3 - AIS/AIM Facilities			Remarks
3.4 Other Locations			
Q.3.4.1	Existing or available?	yes / no	
Q.3.4.2	*If yes*, which?	Please note:	
Q.3.4.3	*If yes*, number of rooms	How many:	
Q.3.4.4	*If yes*, squarmeters of the rooms	please note:	
Q.3.4.5	*If yes*, number of AIS Servers	How many:	
Q.3.4.6	*If yes*, number of AIS Working Positions/Screens	How many:	
Q.3.4.7	*If yes*, number of AIS printers	How many:	
Q.3.4.8	*If yes*, number of AIS ploters	How many:	
Q.3.4.9	*If yes*, Others	Which?	
Q.3.4.10	*If yes*, number of others	How many:	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.1 Headquarters			
Q.4.1.1	AFTN	yes / no	
Q.4.1.2	AMHS	yes / no	
Q.4.1.3	SITA	yes / no	
Q.4.1.4	LAN	yes / no	
Q.4.1.5	WAN	yes / no	
Q.4.1.6	Others	Please note:	
Q.4.1.7	Bandwidth / Speed	Please note:	

Questions Block 4 - COM Infrastructure used for AIS/AIM			Remarks
4.2 Aerodromes			
Q.4.2.1	AFTN	yes / no	
Q.4.2.2	AMHS	yes / no	
Q.4.2.3	SITA	yes / no	
Q.4.2.4	LAN	yes / no	
Q.4.2.5	WAN	yes / no	
Q.4.2.6	Others	Please note:	
Q.4.2.7	Bandwidth / Speed	Please note:	

Questions Block 4 - COM Infrastructure used for AIS/AIM			**Remarks**
4.3 Other Locations			
Q.4.3.1	Existing or available?	yes / no	
Q.4.3.2	*If yes* , which?	Please note:	
Q.4.3.3	*If yes* , AFTN	yes / no	
Q.4.3.4	*If yes* , AMHS	yes / no	
Q.4.3.5	*If yes* , SITA	yes / no	
Q.4.3.6	*If yes* , LAN	yes / no	
Q.4.3.7	*If yes* , WAN	yes / no	
Q.4.3.8	*If yes* , Others	Please note:	
Q.4.3.9	*If yes* , Bandwidth / Speed	Please note:	

Questions Block 5 - Personnel			Remarks
5.1 Staff			
Q.5.1.1	Number of Staff (incl. Management)	Please note:	
Q.5.1.2	Number of Management	Please note:	
5.2 Base Qualification Type			
Q.5.2.1	High School or similar	yes / no	
Q.5.2.2	Number	Please note:	
Q.5.2.3	2 years diploma or similar	yes / no	
Q.5.2.4	Number	Please note:	
Q.5.2.5	University	yes / no	
Q.5.2.6	Number	Please note:	

Questions Block 5 - Personnel			Remarks
5.3 Competency			
Q.5.3.1	AIS Experience/Knowledge	yes / no	
Q.5.3.2	How many persons?	Please note:	
Q.5.3.2	Average in years	5 / 10 / 15	
Q.5.3.3	ATC Background or other Experience/Knowledge	yes / no	
Q.5.3.4	How many persones?	Please note:	
Q.5.3.5	What?	Please note:	
5.4 Language Provenience			
Q.5.4.1	National language	Please note:	
Q.5.4.2	ICAO English Level 4 ensured	yes / no	
Q.5.4.3	*If no* , which level	Please note:	
Q.5.4.4	Other ICAO Languages	Please note:	

Questions Block 5 - Personnel			**Remarks**
5.5 Training			
Q.5.5.1	Is regular AIS refresher training provided	yes / no	
Q.5.5.2	*If yes* , who provides it?	Please note:	
Q.5.5.3	Is AIS/AIM upgrade training provided	yes / no	
Q.5.5.4	*If yes* , who provides it?	Please note:	

Questions Block 6 - Transition from AIS to AIM			Remarks
6.1 Current Status			
Q.6.1.1	Are you in Phase I - Consolidation?	yes / no	
Q.6.1.2	Are you in Phase II - Going Digital?	yes / no	
Q.6.1.3	Are you in Phase III - Information Sharing?	yes / no	
6.2 Future Plans			
Q.6.2.1	Did you establishe a national plan AIS to AIM?	yes / no	
Q.6.2.2	*If yes* , does it follow the ICAO Roadmap in sens of schedule?	yes / no	
Q.6.2.3	*If no* , what is your national schedule for the ICAO Roadmap from AIS to AIM?	Please note:	
Q.6.2.4	For Phase I - Consolidation	Please note:	
Q.6.2.5	For Phase II - Going Digital	Please note:	
Q.6.2.6	For Phase III - Information Sharing	Please note:	
6.3 Budget			
Q.6.3.1	Did you ensure a budget for your national plan AIS to AIM?	yes / no	
Q.6.3.2	*If yes* , What is the amount of the budget? *(Voluntary answer)*	Please note:	
Q.6.3.3	*If yes* , Which budget period is covered by this amount?	2011 / 2012 / 2013 / 2014 / 2015 / 2016 /2017	

Questions Block 6 - Transition from AIS to AIM			Remarks
6.4 Training			
Q.6.4.1	Do you intend to organise staff training for the Roadmap AIS to AIM?	yes / no	
Q.6.4.2	*If yes* , which training institution did you choose?	Please note:	
Q.6.4.3	If you organise it internally, could attendeese from other states/organisations participate?	yes / no	

Questions Block 7 - AIS Automation			Remarks
7.1 Current Status			
Q.7.1.1	Which is your current supplier?	Please note:	
Q.7.1.2	Which name does the current system have?	Please note:	
Q.7.1.3	Does it cover NOF functions?	yes / no	
Q.7.1.4	Does it cover AIP functions?	yes / no	
Q.7.1.5	Does it cover MAP functions?	yes / no	
Q.7.1.6	Does it cover Static Data functions?	yes / no	
Q.7.1.7	Does it cover ARO functions?	yes / no	
Q.7.1.8	Does it cover NOTAM Briefing functions?	yes / no	
Q.7.1.9	Does it cover Integrated NOTAM/MET Briefing functions?	yes / no	
Q.7.1.10	Since when is the automated system in operation?	Please note:	

Questions Block 7 - AIS Automation			Remarks
7.2 Future Plans			
Q.7.2.1	Do you plan the enhancment/maintain your automated AIS system?	yes / no	
Q.7.2.2	If yes, which function(s) do you plan to enhance?	Please note:	
7.3 Budget			
Q.7.3.1	Did you ensure a budget for this enhancment(s)?	yes / no	
Q.7.3.2	*If yes* , what is the amount of the budget? *(Voluntary answer)*	Please note:	
Q.7.3.3	*If yes* , which budget period is covered by this amount?	2011 / 2012 / 2013 / 2014 / 2015 / 2016 /2017	

Questions Block 8 - Commitment to MIDAD			Remarks
8.1 National Plan			
Q.8.1.1	Is MIDAD already part of your national planning for AIS?	yes / no	
Q.8.1.2	*If no* , do you intend to include MIDAD into your national planning for AIS?	yes / no	
8.2 Commitment/Interests			
Q.8.2.1	Would your state / organisation like to play an active role in the MIDAD?	yes / no	
Q.8.2.2	*If yes* , in the planning phase?	yes / no	
Q.8.2.3	*If yes* , in the set-up phase?	yes / no	
Q.8.2.4	*If yes* , in the operation phase?	yes / no	
8.3 Contributions during set-up			
Q.8.3.1	Whould your state / organisation like to provide contributions to MIDAD set-up?	yes / no	
Q.8.3.2	*If yes* , which?	Please note:	
8.4 Contribution during operation			
Q.8.4.1	Whould your state / organisation participate in the operation of MIDAD?	yes / no	
Q.8.4.2	*If yes* , how?	Please note:	

Questions Block 9 - Visions & Suggestions			Remarks
9.1 Expectations			
Q.9.1.1	Do you think MIDAD has an realistic chance to be realised?	yes / no	
Q.9.1.2	*If yes*, why do you think this?	Please note:	
Q.9.1.3	*If yes*, can you give a percentage propability?	Please note:	
Q.9.1.4	Do you expect advantages for your states / organisations AIS?	yes / no	
Q.9.1.5	*If yes*, why do you think this?	Please note:	
Q.9.1.6	Do you expect that data quality can be enhanced by a system like MIDAD?	yes / no	
Q.9.1.7	*If yes*, why do you think this?	Please note:	

Questions Block 9 - Visions & Suggestions			Remarks
9.2 Benefits, Improvements, Savings			
Q.9.2.1	Do you think that MIDAD brings Financial benefits and lower fares and rates?	yes / no	
Q.9.2.2	Do you think that MIDAD Improves safety?	yes / no	
Q.9.2.3	Do you think that MIDAD brings Passenger time savings?	yes / no	
Q.9.2.4	Do you think that MIDAD brings Environmental benefits?	yes / no	
Q.9.2.5	Do you think that MIDAD brings Transfer of high-tech skills?	yes / no	
Q.9.2.6	Do you think that MIDAD brings Productivity improvements and industry restructuring?	yes / no	
Q.9.2.7	Do you think that MIDAD brings Higher traffic and stimulation of related industries?	yes / no	
9.3 Other Advantages & Disadvantages			
Q.9.3.1	Do you see other **advantages** by MIDAD?	Please note:	
Q.9.3.2	Do you see other **disadvantages** by MIDAD?	Please note:	

Questions Block 9 - Visions & Suggestions			Remarks
9.4 Technical Scenarios			
Q.9.4.1	Does your state / organisation already prefer a specific technical solution of MIDAD?	yes / no	
Q.9.4.2	*If yes*, central solution?	yes / no	
Q.9.4.3	*If yes*, Replicated solution?	yes / no	
Q.9.4.4	*If yes*, Distributed solution?	yes / no	
Q.9.4.5	Do you see other solution(s)?	Please note:	
9.5 Financial Scenarios			
Q.9.5.1	Does your state / organisation already have a preferred method of financing in mind for MIDAD?	yes / no	
Q.9.5.2	*If yes*, Direct Contributions from Governments?	yes / no	
Q.9.5.3	*If yes*, Direct Finacing by one Government?	yes / no	
Q.9.5.4	*If yes*, Debt Financing?	yes / no	
Q.9.5.5	*If yes*, Equity Financing?	yes / no	
Q.9.5.6	*If yes*, Leasing?	yes / no	
Q.9.5.7	Others?	Please note:	

Questions Block 9 - Visions & Suggestions			**Remarks**
9.6 Institutional Scenarios			
Q.9.6.1	Does your state / organisation already prefer a specific institunational scenario for MIDAD?	yes / no	
Q.9.6.2	*If yes* , a commercial company owned by interested MID states and/or ANSPs based on one state law in the MID Region?	yes / no	
Q.9.6.3	*If yes* , one MID state and/or ANSP operates MIDAD on behalf of other intersted MID states and/or ANSPs?	yes / no	
Q.9.6.4	*If yes* , a group of MID states and/or ANSPs operates MIDAD on behalf of other intersted MID states and/or ANSPs?	yes / no	
Q.9.6.5	*If yes* , MIDAD shall be operated as distributed system and needs therefore a management body only?	yes / no	
9.7 Any other further Vision			
Q.9.7.1	Others?	Please note:	
Q.9.7.2	Others?	Please note:	

Questions Block 10 - Other Issues & Suggestions			Remarks
10.1 Other Issues			
Q.10.1.1	Please provide	Please note:	
Q.10.1.2	Please provide	Please note:	
10.2 Suggestions			
Q.10.2.1	Please provide	Please note:	
Q.10.2.2	Please provide	Please note:	

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End of Document

APPENDIX C

MIDAD STUDY (First Phase)
Analysis of States' replies to the MIDAD Questionnaires

Questions\States	Bahrain	Egypt	Iran	Iraq	Jordan	Kuwait	Lebanon	Oman	Qatar	Saudi Arabia	Syria	UAE	Yemen
Is your AIS/AIM Organisation part of the regulator organisation? (AIS Manual, Figure 3-1, Alternative 1)	NO (Air Navigation Directorate/ATM)	NO (ANSP)	NO (ANSP/ATS Department)	YES	NO (ATM Department)	YES	YES (DGCA/ATS)	NO (DGMAN)	YES (ANS)	YES (GACA/ANS/AIS)	YES (ATM)	YES	YES
To which Organisation do the AIS Aerodrome Units belong to?	ATM	ANSP	Airport Authorities	Airport Authorities	CARC ANSP	DGCA	DGCA/ATS	CAA	CAA/ANS	GACA/ANS	CAA/ATM	Airport Authorities	Airport Authorities
To which organsiation does the military AIS/AIM belong to?	MIL	No MIL AIS/AIM Units	No MIL AIS/AIM Units	Not known	No MIL AIS/AIM Units	No MIL AIS/AIM Units	No MIL AIS/AIM Units	No MIL AIS/AIM Units	No MIL AIS/AIM Units	Not known	No MIL AIS/AIM Units	No MIL AIS/AIM Units	No MIL AIS/AIM Units
Do the ARO Units belong to the AIS/AIM organsiation?	YES	YES	No	No	YES	YES	YES	YES	NO	NO (ARO Units not existing)	YES	YES (belong to Airport Authorities AIS)	YES
Does the procedure design (PANS-OPS) belong to your AIS/AIM organsiation?	YES	No answer	NO (ATS)	PANS-OPS not established	YES	YES	YES	YES	YES	YES	NO (ANS)	NO (Aerodromes)	NO (ANS)
AMHS availability at AIS/AIM HQ	YES	YES	NO (plan for end 2012)	NO	YES	NO (planned mid 2012)	NO (plan for Apr 2012)	YES	YES	YES	NO	YES	NO
AMHS availability at the Aerodrome AIS Units	YES	NO	NO (plan for end 2012)	NO	YES	NO (planned mid 2012)	NO (plan for Apr 2012)	NO	Yes (only for Doha)	YES	NO	NO	NO
Have you established a national plan for the transition from AIS to AIM?	YES	YES	YES	No answer	YES	YES	NO	YES	YES	YES	NO	YES	NO
Is MIDAD already part of your national planning for AIS/AIM? If No, do you intend to include MIDAD into your national planning for AIS/AIM?	NO/YES	No answer	NO/YES	No answer	NO/YES	NO/YES	NO/YES	NO/YES	NO/YES	NO/YES	NO/YES	NO/TBD	NO/YES
Would your state / organisation like to play an active role in the MIDAD?	YES	No answer	YES	No answer	YES	YES	YES	YES	YES	YES	YES	TBD	TBD
Would your state / organisation like to provide contributions to MIDAD set-up?	YES	No answer	YES	No answer	YES	TBD	YES	YES	YES	YES	NO	TBD	NO
Would your state / organisation participate in the operation of MIDAD?	YES	No answer	YES	No answer	YES	TBD	YES	YES	NO	YES	YES	TBD	YES
Do you think MIDAD has a realistic chance to be realised? *If yes*, can you give a percentage propability?	YES (60%)	No answer	YES/--	No answer	YES (70%)	YES (40%)	YES (80%)	YES (80%)	YES (60-70%)	YES (85%)	YES (70%)	No answer	YES (60%)
Do you think that MIDAD Improves safety?	YES	No answer	YES	No answer	YES	YES	YES	YES	YES	YES	YES	TBD	YES
Do you think that MIDAD brings Passenger time savings?	YES	No answer	YES	No answer	YES	YES	YES	YES	YES	Unknown	YES	No answer	YES
Do you think that MIDAD brings Environmental benefits?	YES	No answer	YES	No answer	YES	YES	YES	YES	YES	YES	YES	No answer	YES
Do you think that MIDAD brings Transfer of high-tech skills?	YES	No answer	YES	No answer	YES	YES	YES	YES	YES	YES	YES	TBD	YES
Does your state / organisation already has a preferred method of financing in mind for MIDAD?	NO	No answer	YES/States Contributions	No answer	YES/Direct Financing by 1 State	YES/States Contributions	YES/States Contributions	NO	NO	YES/To be notified later	YES/Direct Financing by 1 State	NO	NO
Does your state / organisation already prefer a specific institutional scenario for MIDAD?	NO	No answer	YES/Iran Preferred option will be provided before MIDANPIRG/13	No answer	YES/Commercial company owned by interested MID states and/or ANSPs based on one state law in the MID Region	YES/Commercial company owned by interested MID states and/or ANSPs based on one state law in the MID Region	YES/Commercial company owned by interested MID states and/or ANSPs based on one state law in the MID Region	NO	YES/GCC	NO	YES/one MID state and/or ANSP operates MIDAD on behalf of other intersted MID states and/or ANSPs	NO	NO

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REPORT ON AGENDA ITEM 4: MIDAD PURPOSE AND SCOPE

4.1 The meeting was apprised of the European AIS Database (EAD) and AFI Centralized AIS Database (AF-CAD) experiences and the lessons learned from these experiences.

4.2 The meeting was apprised of the latest and future developments related to AIM, in particular, the outcome of the ICAO AIS-AIM SG and the plans/timelines for the development of:

- Amendments 37 (date of applicability Nov 2013) and 38 (date of applicability 2016) to Annex 15;
- Amendments 57 (date of applicability Nov 2013) and 58 (date of applicability 2016) to Annex 4;
- the new Roadmap for the transition from AIS to AIM which will be presented to the 12th Air navigation Conference (ANConf/12) to be held in Montreal, 19-30 November 2012, as well as the endorsement of the Aviation System Block Upgrades (ASBUs);
- the new AIM Operational Concept and PANS-AIM Document; and
- the AIM/MET Divisional Meeting planned for 2014.

4.3 The meeting agreed that, in addition to the users' requirements, all of the above should be taken into consideration when developing the MIDAD scope, which needs finally to be documented in a User Requirements Document.

4.4 The meeting agreed that MIDAD should be designed not only to support the present users' needs but also the future ATM requirements as defined in the ATM Operational Concept (Doc 9584), in particular, the Collaborative Decision Making (CDM) and the System Wide Information Management (SWIM).

4.5 The meeting agreed that as part of the second phase of the MIDAD Project, the users of MIDAD shall be clearly identified and their requirements associated with MIDAD need to be agreed upon, and included in the MIDAD phased implementation plan. The identification of the users' requirements could be done through face-to-face meetings, questionnaires, interviews, etc. It was recognized that a phased implementation plan based on an agreed schedule with the users can reduce the complexity and risk of implementation.

4.6 In connection with the above, the meeting agreed that the potential users' organizations and stakeholders (IATA, CANSO, AACO, GCC, etc), as well as the Military Authorities, should be made aware of the MIDAD Project and invited to participate actively in its development to generate ownership. In this respect, it was agreed that this could be facilitated through the presentation of MIDAD to the IATA RCG meetings, CANSO ME Conference, ICAO MID AIM Seminar and Civil/Military Coordination Seminar, GCC meetings, etc.

4.7 The meeting agreed that the development of the Requirements Document is the responsibility of the ICAO MIDAD Study Group, which might need assistance to fulfill this task.

REPORT ON AGENDA ITEM 5: TECHNICAL ISSUES/SCENARIOS FOR THE IMPLEMENTATION OF MIDAD

5.1 The meeting noted that in a collaborative environment like MIDAD there are always different possible topology solutions. The finally chosen topology must be based on sound requirements which have been assessed very carefully.

5.2 There are basically three different possible topologies for a regional AIS database:

- Central solution;
- Replicated solution; and
- Distributed solution.

5.3 Each topology has advantages and disadvantages. The best scenario should be based on the agreed user requirements and associated technical specifications.

Central Solution

5.4 A centralized database has all its data in one place, which is different from the distributed or replicated databases where data is available in different places. Therefore, problem of bottle-neck can occur, and data availability is not efficient as in distributed database. A centralized database requires reliable connectivity and real-time coordination of activity. A single centralized database is usually easier to set up and administer from the database end. But the connection setup might be more complex, and lag time could be a problem.

Replicated Solution

5.5 Database replication is the creation and maintenance of multiple copies of the same database. In most implementations of database replication, one database server maintains the master copy of the database and additional database servers maintain slave copies of the database. The central server will then replicate all data to the Data Provider systems. Data User Systems can be connected at the central server and at the Data Provider server.

5.6 Database replication turns out to be complicated since it increases in size and magnitude. It establishes considerably bigger expenses and intricacy which may make it not viable in several circumstances.

Distributed Solution

5.7 Distributed system is a collection of independent computers that appear to the users of the system as a single computer. A distributed database is a collection of multiple, logically interrelated databases distributed over a computer network. A distributed database is a database in which portions of the database are stored on multiple computers within a network. Users have access to the portion of the database at their location so that they can access the data relevant to their tasks without interfering with the work of others. A centralized distributed database management system (DDBMS) manages the database as if it were all stored on the same computer. The DDBMS synchronizes all the data periodically and, in cases where multiple users must access the same data, ensures that updates and deletes performed on the data at one location will be automatically reflected in the data stored elsewhere.

5.8 Local autonomy is another reason for a business to implement a DDBMS. Since the nature of today's applications usually requires data in geographic areas that are often decentralized, it often makes sense to implement a distributed system. In this way, data can physically reside nearest to where it is most often accessed, thus providing users with local control of data that they interact with.

5.9 The disadvantages of distributed database systems are:

- complexity: greater potential for bugs in software;
- cost: software development can be much more complex and therefore costly;
- security: since the system is distributed the chances of security lapses are greater;
- distribution of control: no single database administrator controls the whole system;
- difficult to change: since all sites have control of their own sites;
- lack of experience: enough experience is not available in developing distributed systems.

5.10 Based on the above, the meeting recognized that depending on the identified user requirements and operational needs, the chosen topology could be a combination of different technical solutions (central, replicated and distributed). This would depend also on the kind of data to be processed and exchanged i.e.: NOTAMs, static data, eTOD, etc. However, it was highlighted that, from a strategic and operational point of view, the chosen topology should include a central database, which might be in one location or replicated in 2 or more locations/servers.

Interfaces

5.11 The meeting noted that internal and external interfaces of MIDAD shall be identified. The data contents and structure shall be agreed. Physical implementation and error handling shall also be explored.

Communication

5.12 The meeting recognized that communication capabilities are the pre-requisite for any interoperability between national AIS/AIM systems, MIDAD and other Regional AIS databases in other ICAO Regions (EAD, AFI-CAD, etc). It was highlighted that the AFTN Network cannot be used for the purpose of MIDAD, except for NOTAM reception and distribution. Therefore, it was agreed that other means of communications (VSAT, public internet, AMHS, ICAO IPS[1] conform networks, etc) should be explored. This should be done in close coordination with the CNS Sub-Group and the ATN/IPS Working Group.

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[1] ICAO Annex 10, Volume II and III, and Manual on the ATN using Internet Protocol Suite (IPS) Standards and Protocols (Doc 9896)

REPORT ON AGENDA ITEM 6: OPERATION OF MIDAD AND MAINTENANCE ASPECTS

6.1 The meeting recognized that the Concept of Operation for MIDAD is very important for an efficient operation. Therefore, it was mentioned that a clear and documented Concept of Operation forms the basis for all common work and shared responsibilities. The Concept of Operation shall be based on the target aeronautical data chain as published in RTCA DO-200A/EUROCAE ED76 standards.

6.2 It was highlighted that the target aeronautical data chain defines the responsibility of each actor related to the data in the data chain and is the basis for traceability.

6.3 The data modeling is an inventory to identify:

- the aeronautical data ownership in the existing chain;
- data exchange points (to the next intended users); and
- gaps.

6.4 The meeting underlined the importance of having the right number of staff available with the right competence, knowledge and skills for the whole undertaking of MIDAD. Therefore, recruitment, staff selection, ab-initio training, specialized training, and follow up-training in the following essential areas were highlighted:

1. Aeronautical Conceptual Model Data Contents;
2. Aeronautical Exchange Model Principles and Contents;
3. Electronic AIP advantages and publication;
4. Electronic Charting advantages and publication;
5. Generic approaches to publish AIS products;
6. Difference between product centred approach and data centred approach;
7. Aeronautical Data Chain Modelling; and
8. Operational Concept Description Methodology.

6.5 It was also highlighted that the above list is not exhaustive and that training should be started well in advance of the implementation phase of MIDAD.

6.6 The meeting agreed that the migration from the existing environment to the use of MIDAD shall also be studied and an outline concept needs to be part of the MIDAD study, including at least the following:

1. data conversion concepts;
2. data conversion plan and schedule;
3. data migration concepts;
4. data migration plan and schedule; and
5. data migration in cases of version changes of the AIXM (backward compatibility).

REPORT ON AGENDA ITEM 7: MIDAD FINANCIAL PLAN/FUNDING MECHANISM

7.1 The meeting agreed that the Appendix E "Cost-Benefit and Economic Impacts" and Appendix F "Financial Aspects" of the ICAO Global ANP (Doc 9750-AN/963, 3rd Edition 2007) should be used as guidance material for the development of the MIDAD Financial Model.

7.2 It was re-iterated that the most important benefits of MIDAD are the cost reductions generated from more efficient flight operations, reduced flight times and the enhancements of safety and security which are expected to emerge as MIDAD is implemented.

7.3 The meeting noted that a rigorous approach to developing a measure of the expected economic performance of an investment project is the net present value (NPV) or life-cycle approach, which focuses on the annual flows of costs and benefits (cash flows) related to the project. Estimation of the future flows of the costs and benefits, and hence the NPV associated with the implementation of MIDAD requires many assumptions about the prices and quantities of communications, equipment, services, and about the amount of potential savings in aircraft operating costs. Therefore, there is an element of uncertainty and risk in the NPV results.

7.4 The meeting agreed that the ICAO CNS/ATM Business Case Analysis Tool (DFACS)1 might be helpful during the development of the MIDAD Financial Model.

7.5 It was highlighted that, whatever approach is taken by a State or group of States collectively to provide the MIDAD services within the airspace for which responsibility has been assumed, the resultant cost recovery through charges must be in conformity with basic ICAO policies on charges for airports and air navigation services. This policy is contained in Article 15 of the Chicago Convention and is supplemented by ICAO's Policies on Charges for Airports and Air Navigation Services (Doc 9082).

7.6 The meeting agreed that costs, in the form of payments made by a State to the service provider offering MIDAD services, will need to be allocated amongst the different participating States. That, in turn, will require an agreement between the parties concerned as to how such an allocation should proceed. Assuming a uniform level of service, such allocation could be based on either distance flown or the number of flights in the airspace for which each State has accepted responsibility, or others. Both are viable options. Distance flown would offer more precision while using number of flights as the basis would be simpler to administer. Other schemas could relate number of airports to be provided or similar.

7.7 The meeting recognized the importance of addressing the treatment of costs and cost recovery during the three initial stages of the MIDAD Project: (1) Set-Up Phase, (2) Call for Tender Phase, (3) Implementation Phase.

7.8 In accordance with Doc 9082, paragraphs 23 to 26, the meeting agreed that users should be consulted as early as possible when major air navigation services are being planned and increased or new air navigation services charges might be observed. This should be the case for the implementation of the MIDAD Project.

7.9 The meeting noted that the purpose of the financial plan is to provide basic information on the following:

[1] ICAO Catalogue 2007, CD-109.

(i) estimates of the element costs (labour, materials, equipment, etc.) of each distinct part of the overall project;

(ii) the funds required to make disbursements at various stages in the project's progress;

(iii) the currencies in which payments are to be made; and

(iv) the sources from which the funds are to be forthcoming, whether from:

a. sources generated by the entity providing the MIDAD services from its operations, which would primarily include user charges, and possibly retained earnings, but could in some circumstances also include contractual payments; or
b. other sources, including information on the applicable conditions, i.e. interest rate, repayment period, etc.

7.10 The meeting noted that potential sources of funds vary considerably from project to project and State to State and they could be grouped as follows:

(i) direct contributions from government(s);
(ii) loans or debt financing;
(iii) internally generated resources; and
(iv) equity financing and leasing.

7.11 It was highlighted that, although the development of the MIDAD Financial Model is not part of the scope of the MIDAD SG/1 meeting, the following could be considered:

a) Set-up Capital: the business plan to be adopted should define the set-up costs and from where this capital would be obtained (eg.: States contributions, donations/aids, loans, etc). The States responsibility in this regard should be defined and enforceable in any MIDAD membership agreement;

b) Financial sustainability: the business plan to be adopted should also define how financial sustainability will be ensured (eg.: States contributions, fees to be charged for access by users, air navigation charges, etc);

7.12 Based on the above, the meeting agreed that, as a priority, it's necessary to reach first an agreement on the MIDASD legal framework and then the funding of the second phase of the MIDAD project, which will include, inter-alia, the development of the Financial Plan/Model for the whole MIDAD Project phases (set-up, operations, maintenance, etc).

REPORT ON AGENDA ITEM 8: LEGAL & INSTITUTIONAL ISSUES ASSOCIATED WITH THE MIDAD IMPLEMENTATION

8.1 The meeting noted that the initial establishment of an organizational kernel of MIDAD is very important to start working on the project and to establish initial funding. It was noted with appreciation that currently this kernel is composed of the MIDAD Study Group (MIDAD SG), assisted by the MIDAD Support Team (MIDAD ST) which fulfilled successfully its mandate by carrying out the MIDAD Study (First phase) with the leadership of Bahrain and Jordan and developing all the documentation for the first meeting of the MIDAD Study Group. In this respect, it was highlighted that for the future phases of the project, the MIDAD ST mandate and composition might be changed.

8.2 The meeting agreed that starting from phase 2 of the project (detailed study) and taking into consideration the huge amount of work to be done and Documents to be developed, it's not realistic that this task be achieved on a voluntary basis and accordingly, the outsourcing is necessary, which raises legal, institutional and financial implications.

8.3 Based on the above, the meeting agreed that, in order to move ahead with the future phases of the project, an agreement should be reached first regarding the legal, institutional and financial issues. The following options were identified:

1. the MIDAD project to be implemented under the umbrella (legal framework) of one of the international/regional organizations i.e.: ACAC, GCC or IATA;

2. a volunteer State/Group of States provides the legal framework by hosting the project;

3. an ICAO TCB Project for the implementation of MIDAD, including the establishment of a MIDAD legal entity or agency (similar to the MIDRMA); or

4. a limited liable private company owned by the member States.

8.4 Depending on the chosen option, the funding mechanism should be agreed upon by the member States and the users and has to be clearly documented in the financial model.

8.5 The meeting noted that the establishment of a MIDAD Supervisory Management Board might be necessary. This Board would be composed of Representatives appointed by the Directors General of Civil Aviation and should be empowered to take decisions. Another Alternative is to leave the task of supervision of the MIDAD Project to the DGCAs themselves through direct correspondence and/or through the DGCA-MID meetings.

8.6 As part of the legal and institutional issues, it was highlighted that the MIDAD Supervisory Management Board should agree on the MIDAD Centres/Sub-Centres location(s), based on agreed set of criteria (geographical location, communication infrastructure, political stability, human resources availability, etc).

8.7 Other institutional issues such as, States sovereignty, responsibility and accountability, intellectual property rights should be addressed.

8.8 The MIDAD Agency/Service Provider could be responsible for the development, establishment and operation of MIDAD.

8.9 Based on all of the foregoing, the meeting agreed that States should inform MIDANPIRG/13 (Abu Dhabi, UAE, 22-26 April 2012) about the preferred legal/institutional option for the implementation of MIDAD. The feedback from users on the subject is also very important. It was decided that the AIM TF/7 meeting (Cairo, 25-27 September) might need to further address the subject and decide if a second meeting of the MIDAD SG would be needed before the DGCA-MID/2 meeting planned to be held in Saudi Arabia in the spring of 2013, which will have the final decision on the legal, institutional and financial issues related to the MIDAD project. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 1/3: MIDAD LEGAL FRAMEWORK

*That, States study the different options related to the MIDAD legal framework and inform the ICAO MID Office of their preferred option, before **1 April 2012**, in order to be reported to MIDANPIRG/13 for further action.*

MIDAD SG*/1
Report on Agenda Item 9

REPORT ON AGENDA ITEM 9: FUTURE WORK PROGRAMME

Project management and Timelines for the development and implementation of MIDAD

9.1 The meeting recognized the need for the development of timelines for the development, set-up, implementation and operation of the MIDAD project, based on a project management approach. In this respect, it was noted that the V-Model methodology could be used.

9.2 The meeting agreed that the timelines need to be divided into phases containing well defined and clear working packages each with clear:

- pre-requisites (required input);
- statement of work; and
- requested output (result).

9.3 It was highlighted that the MIDAD project timelines will be influenced by existing planning and timelines of the major stakeholders, i.e.: ICAO (MIDANPIRG, MSG, ATM/AIM/SAR SG, AIM TF, MIDAD SG and the DGCA-MID meetings), ACAC, GCC, IATA, etc.

9.4 The meeting emphasized that it will be very important to promote and present MIDAD and its advantages to those stakeholders and to gather their expertise and assistance.

9.5 The MIDAD project needs also a proper project set-up especially because of its size and complexity. Different documents are needed for the different phases of the project. The following list represents the minimum set of Project Documents:

No	Doc Group	Doc Title	Audience	Priority
1.1	Planning and Control	Program Manual	Internal	-
1.2		Program Plan	Internal	High
2.1	Requirements and Analyses	Program Proposal	Internal	High
2.2		Legal Framework of the operation of the MIDAD	Internal	High
2.3		Operational Concept	External	High
2.4		Requirements Specification Overall Project	External	High
2.5		Requirements Evaluation	External	-
2.6		Service Provision Requirements	External	High
3.1	Acquisition and Contracting *(in case of procurement)*	RFP Concept	Internal	High
3.2		Criteria Catalogue for Assessment of Offers	Internal	-
3.3		Request for Proposal	External	-
3.4		Offer Assessment	Internal	-
3.5		Contract	External	-
3.6		Contract Addendum	External	-
3.7		Statement of Acceptance	External	-

No	Doc Group	Doc Title	Audience	Priority
4.1	Configuration and Change Management	Problem Report - Change Request	External	-
4.2		Change Status List	Internal	-
4.3		Problem Change Evaluation	Internal	-
4.4		Change Decision	External	-

9.6 Note: the documents marked in the Audience Column as "Internal" are important for setting up the internal process of the study and later implementation. The documents marked "External" need to be sent to the potential bidders or implementation body during the tender process (if any) or to be used during program execution process, as appropriate. The documents marked in the Priority Column as "High" shall be developed in parallel to the Requirements Specification. The documents with no priority shall be developed when the process for the set-up of the MIDAD is more settled.

9.7 The meeting noted that the timelines for the implementation of MIDAD can be divided into many phases, such as:

1. Study phase;
2. Project set-up phase;
3. Call for tender preparation phase, or other implementation methods;
4. Tender phase, or other method;
5. Contract negotiation phase, or other negotiation phase;
6. Implementation phase;
7. Operation phase; and
8. Maintenance phase.

9.8 The phases will need to be executed basically in sequence where the work result of one phase is the prerequisite for the beginning of the next phase.

Review of the MIDAD SG Terms of Reference (TOR)

9.9 The meeting reviewed the TOR of the MIDAD SG as endorsed by the AIS/MAP TF/6 and ATM/SAR/AIS SG/12 meetings and agreed to introduce minor changes as reflected in **Appendix 9A** to the Report on Agenda Item 9.

9.10 The meeting agreed that the MIDAD SG*/2 meeting be held in the first half of 2013. The venue will be Cairo, unless a State is willing to host the meeting. The exact date of the MIDAD SG*/2 meeting (before or after the DGCA-MID/2 meeting) is to be decided by AIM TF/7 meeting (Cairo, 25-27 September 2012).

9.11 The meeting agreed that it's necessary to reinforce the MIDAD Support Team (MIDAD ST), in order to monitor the developments related to MIDAD until the MIDAD SG*/2 meeting, promote the project and prepare the necessary documentation for the upcoming AIM TF/7, DGCA-MID/2 meeting and the MIDAD SG*/2 meeting. It was underlined that the MIDAD ST will continue to work on a voluntary basis, using mainly the electronic means of communications (emails, teleconferencing, etc) to achieve the assigned tasks. Accordingly, the meeting agreed with appreciation to the new composition of the MIDAD ST:

- Mr. Moataz Abdel Aziz Ahmed from Egypt (MIDAD SG Chairperson)
- Mr. Salah Al-Humood from Bahrain;
- Mr. Abbas Niknejad from Iran;
- Mrs. Hanan, Qabartai from Jordan;
- Mr. Ghorman Abdul Aziz Al Shehri from Saudi Arabia;
- Ms. Ruby Sayyed from IATA;
- Mr. Mohamed Smaoui from the ICAO MID Office;
- Mr. Gaston Liegeois from EUROCONTROL;
- Mr. Peter Rudolph from Avitech AG, Germany;
- Mr. Ulrich Berthold from COMSOFT;
- Mr. Engelbert Liebhart from FREQUENTIS; and
- Mr. Werner Kurz, from Jeppesen, Germany

MIDAD SG*/1
Appendix 9A to the Report on Agenda Item 9

MID REGION AIS DATABASE STUDY GROUP (MIDAD SG*)

1. TERMS OF REFERENCE

The terms of Reference of the MIDAD SG* are to:

1) carry out necessary coordination with States for the establishment of the MID Region AIS Database (MIDAD);

2) initiate and monitor the development of the MIDAD initial Study/Business case;

3) initiate and monitor the development of the detailed MIDAD study addressing all technical, operational, financial, human, legal and institutional issues, and provide necessary guidance;

4) develop the Call for Tender for the establishment of MIDAD;

5) negotiate the contract for the establishment of MIDAD with the chosen Contractor (MIDAD Service Provider); and

6) agree on the mechanism for the monitoring of MIDAD operations and maintenance.

2. COMPOSITION

The MIDAD SG* is composed of:

a) all MID States; and

b) concerned International/Regional Organizations as observers.

Other representatives from industry and user Organizations having a vested interest in Aeronautical Information Management and experience in the development of Regional AIS Databases, could participate as observers, as necessary.

MIDAD SG*/1
Report on Agenda Item 10

REPORT ON AGENDA ITEM 10: ANY OTHER BUSINESS

10.1 Nothing has been discussed under this agenda item.

MIDAD SG*/1
Attachment A to the Report

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