INTERNATIONAL CIVIL AVIATION ORGANIZATION

THE MIDDLE EAST AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (MIDANPIRG)

REPORT OF THE FIRST MEETING OF AIM SUB-GROUP (AIM SG/1)

(Cairo, Egypt, 6-8 May 2014)

The views expressed in this Report should be taken as those of the MIDANPIRG AIM Sub-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 MIDANPIRG AIM Sub-Group was successfully held at the Meeting Room of the ICAO Middle East Regional Office in Cairo, Egypt, from 6 to 8 May 2014.

2. OPENING

2.1 Mr. 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 AIM Sub-Group at its first meeting after the endorsement of the MIDANPIRG/14 meeting of the new MIDANPIRG organizational chart has a challenging work programme in order to especially explore ways and means to expedite the transition from AIS to AIM in the MID Region in a harmonized manner and provide a stimulus to AIM planning and implementation.

2.2 Mr. Khonji referred to the endorsement of the Fourth edition of Global Air Navigation Plan (GANP) by the ICAO 38th Assembly (Montreal, Canada, 24 September to 4 October 2013), including the Aviation System Block Upgrade (ASBU) methodology. He highlighted that the meeting is expected to agree on the performance targets of the MID Region Air Navigation Strategy parts related to B0-DATM, taking into consideration the current status of implementation and the States' National Plans.

2.3 Mr. Khonji thanked Mr. Mohamed Smaoui who was the Secretary of the previous 7 meetings of the AIS/MAP and AIM Task Force and introduced Mr. Abbas Niknejad, the new RO/AIM/ATM as the Secretary of the AIM SG/1 meeting.

2.4 In closing, Mr. Khonji 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 twenty seven (27) participants from seven (7) States (Bahrain, Egypt, Islamic Republic of Iran, Jordan, Saudi Arabia, Sudan and United Arab Emirates). The list of participants is at **Attachment A** to the Report.

4. OFFICERS AND SECRETARIAT

4.1 The meeting was chaired by Mrs. Hanan A. Qabartai, Chief AIS HQ, Civil Aviation Regulatory Commission (CARC), Jordan. Mr. Abbas Niknejad, Regional Officer Aeronautical Information Management/Air Traffic Management (RO AIM/ATM) was the Secretary of the meeting, supported by Mr. Mohamed Smaoui, Deputy Regional Director.

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 Chairpersons

Agenda Item 2: Follow-up on MIDANPIRG/14 Conclusions and Decisions relevant

to AIM

Agenda Item 3: Global/Regional developments related to AIM and SWIM

Agenda Item 4: Performance Framework for AIM implementation in the MID Region

Agenda Item 5: Review of Air Navigation Deficiencies in the AIS/MAP Field

Agenda Item 6: Future Work Programme

Agenda Item 7: Any other business

7. CONCLUSIONS AND DECISIONS – DEFINITION

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: FORMAL ARRANGEMENTS BETWEEN AIS AND DATA ORIGINATORS

DRAFT CONCLUSION 1/2: INSTRUMENT FLIGHT PROCEDURE ENCODING USING ARINC 424

DRAFT CONCLUSION 1/3: DRAFT METHODOLOGY FOR REPORTING AND ASSESSING THE PROGRESS RELATED TO THE TRANSITION FROM AIS TO AIM

DRAFT CONCLUSION 1/4: NATIONAL AIM IMPLEMENTATION ROADMAP TEMPLATE

DRAFT CONCLUSION 1/5: MID REGION AIM IMPLEMENTATION ROADMAP

PART II: REPORT ON AGENDA ITEMS

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

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

1.2 The meeting recalled that Mrs. Hanan A. Qabartai, Chief AIS HQ, Civil Aviation Regulatory Commission (CARC), Jordan has been acting as the Chairperson of the AIM TF since the AIM TF/7 meeting (25-27 September 2012).

1.3 In accordance with the MIDANPIRG Procedural Handbook, Seventh Edition – December 2013, Part IV, para. 6.2, the meeting unanimously elected Mrs. Hanan A. Qabartai, Chief AIS HQ, Civil Aviation Regulatory Commission (CARC), Jordan, and Mr. Abdalla Al Rashidi, Director AIS, GCAA, UAE as the Chairperson and Vice-Chairperson of the AIM Sub-Group, respectively.

REPORT ON AGENDA ITEM 2: FOLLOW-UP ON MIDANPIRG/14 CONCLUSIONS AND DECISIONS RELEVANT TO AIM

2.1 The meeting noted the status of the MIDANPIRG/14 Conclusions and Decisions relevant to AIM and the follow up actions taken by concerned parties as at **Appendix 2A**.

2.2 The meeting noted that State Letter Ref. AN 8/4 – 14/055 dated 20 February 2014 has been issued by the ICAO MID Regional Office, as a follow up action to the MIDANPIRG/14 Conclusions 14/18 and 14/19. However, it was noted that only Six (6) replies (Bahrain, Jordan, Qatar, Saudi Arabia, Sudan and UAE) to the State Letter were received. Accordingly, the meeting urged those States that have not yet done so, to implement the provisions of the above-mentioned MIDANPIRG/14 Conclusions and inform the ICAO MID Regional Office of the actions taken.

REPORT ON AGENDA ITEM 3: GLOBAL DEVELOPMENTS RELATED TO AIM

3.1 The meeting was apprised of the outcome of the eighth and ninth meetings of the Aeronautical Information Services-Aeronautical Information Management Study Group (AIS-AIMSG/8, Montreal, Canada, 4-8 November 2013 & AIS-AIMSG/9, Tokyo, Japan, 21-25 April 2014).

3.2 The meeting was informed that the structure of Annex 15 was largely based on a "product focus" and the transition to AIM would require a significant restructuring of the Annex. Accordingly, the following strategy was agreed upon :

1. Developing a restructured Annex 15 in 2 phases, for implementation across 2 amendments;

2. Development of a PANS-AIM; and

3. Reworking DOC 8126 to provide "best practices" guidance on SARP implementation along with guidance on AIM organization development.

Amendments to Annex 15

3.3 The meeting recalled that Amendment 37 to Annex 15 has been the first part of the 2 part process to thoroughly restructure the Annex. The first 3 chapters were restructured as follows:

- Chapter 1 General.
- Chapter 2 Responsibilities and Functions.
- Chapter 3 Aeronautical Information Management.

3.4 The meeting noted that Amendment 38 to Annex 15, was mainly related to procedure design criteria and charting requirements to support performance-based navigation (PBN) as well as helicopter point-in-space (PinS) approach and departure operations, which are part of the work of the ICAO Instrument Flight Procedures Panel (IFPP).

3.5 The meeting also noted that the work plan of the AIS-AIM Study Group was reviewed by the AIS-AIMSG/8 with particular attention given to Amendment 39+ to Annex 15 and PANS-AIM. The planned applicability date for the Amendment 39 to Annex 15 is planned to be November 2016; however the actual date might be delayed considering the effort still required to produce a mature proposal. The focus of the AIS-AIM SG/8 and AIS-AIMSG/9 was the preparation of the three new chapters for Annex 15 (Chapter 4, 5, 6) and the PANS-AIM which should be ready by the end of 2014. The new chapters 4, 5 and 6 are intended to replace the existing chapters 4-11:

Chapter 4: Aeronautical data and information scope and collection.

- General requirements
- National regulations, rules and procedures
- Aviation reference information
- Air Navigation Services
- Aerodromes/heliports
- Airspace
- ATS Routes
- Instrument Flight Procedures
- Navigation aids/systems (Infrastructure)

- Geographic information
- Obstacle Data

Chapter 5: Temporality and Distribution

- Aeronautical Information Regulation and Control (AIRAC)
- Specifications for AIP updates
- NOTAM
- Specifications for digital data updates

Chapter 6: Information Services

- Provision of aeronautical information in a standardized predefined presentation
  - Aeronautical Information Publication (AIP)
  - Aeronautical Information Circular (AIC)
  - Aeronautical Charts
- Provision of digital data
  - Aeronautical (AIP) data set
  - Terrain data set
  - Obstacle data set
  - Instrument Flight procedure design
  - Distribution service
- Pre-flight Information Service

3.6 The meeting received with appreciation two presentations via web conferencing by Mr. Paul Bosman, Chairman of the AIS-AIMSG and Mr. Eduard Porosnicu, Senior AIM Specialist, Eurocontrol. Mr. Bosman provided a briefing on the outcome of the AIS-AIMSG/9 meeting (Tokyo, Japan, 21-25 April 2014) and the concurrent Global and Regional developments related to AIM and SWIM. In this respect, the meeting encouraged States to take part in the Eurocontrol SESAR SWIM Master Class.

3.7 The subject of the second presentation was related to the "*NOTAM Templates; as initial step towards Digital NOTAM*". The meeting noted that the EUROCONTROL Guidelines for Pre-digital NOTAM Templates will be made available on the EUROCONTROL website very soon. Accordingly, the meeting encouraged States to follow-up this issue and use standardized format for the NOTAM item E).

IFAIMA Global AIM 2013 & ICAO EUR/MID AIM/SWIM Seminar

3.8 The meeting was apprised of the outcome of the joint IFAIMA Global AIM 2013 & ICAO EUR/MID AIM/SWIM Seminar which was held in Istanbul, Turkey, 14-17 May 2013. It was noted that the Conclusions of the Seminar were grouped into 6 categories:

1) Working Together
2) Global Support
3) State Programs
4) Transition Considerations
5) Transition Planning and Management
6) SWIM

3.9 It was highlighted that the MIDANPIRG/14 meeting urged States to take necessary follow-up actions on the outcome of the ICAO EUR/MID AIM/SWIM Seminar.

3.10 The meeting noted in particular the conclusion related to the need for formal arrangements with data originators. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 1/1: FORMAL ARRANGEMENTS BETWEEN AIS AND DATA ORIGINATORS

That, States be urged to take necessary measures for the signature of formal arrangements between AIS/AIM and the data originators, commensurate with the Aerodrome operators, Air Navigation Service Providers (ANSPs) and the Military Authority; and inform the ICAO MID Regional Office of the actions taken before ***1 December 2014****.*

3.11 In connection with the above, the meeting was presented with 2 working papers on Aeronautical Data Quality (ADQ) and Data Resolution, submitted by Jordan and UAE, respectively. The meeting encouraged States to follow-up the developments related to ADQ in Europe and use the guidance material available on the EUROCONTROL website (http://www.eurocontrol.int/aim) to expedite the implementation of data quality monitoring and data integrity monitoring, at least between the data originators and AIS/AIM. In the same vein, it was highlighted that data accuracy is the responsibility of the data originators; however data resolution is the responsibility of the AIS/AIM services. Nevertheless, the meeting encouraged States to take necessary measures for the inclusion of data resolution requirements in the formal agreements between AIS/AIM and the data originators. In particular, it was recommended that the rounding should not be done by the originators, but by AIS/AIM, in accordance with Annex 15 requirements.

3.12 The meeting underlined also the need to take necessary follow-up action on the Conclusion related to the need for guidelines and harmonization of procedures related to instrument flight procedure encoding (ARINC 424). Accordingly, the meeting urged States to follow-up this issue and agreed to the to the following Draft Conclusion:

DRAFT CONCLUSION 1/2: INSTRUMENT FLIGHT PROCEDURE ENCODING USING ARINC 424

That, States be urged to inform the ICAO MID Regional Office of their experience related to the use of ARINC 424 in particular for Instrument Flight Procedure Encoding and the difficulties faced, if any, before ***1 December 2014****.*

3.13 The meeting noted that the IFAIMA Global AIM 2014 will be held in Dubai, UAE, 13-15 May 2014. The theme of the Conference will be *"Implementing AIM - The next generation of Aeronautical Information Professionals"*. The meeting encouraged States to follow-up the outcome of the IFAIMA Global AIM Conferences.

eTOD-related differences between ICAO Annexes 14 and 15

3.14 The meeting noted that currently the eTOD requirements are included mainly in ICAO Annex 15 and recognized that the implementation of eTOD (specifically Areas 2, 3 and 4) may depend on the clarity of the roles and responsibilities of all actors involved in the origination and provision of eTOD within each State. Accordingly, the meeting agreed on the need to align the eTOD requirements in ICAO Annexes 14 and 15 through the inclusion of appropriate provisions related to eTOD in Annex 14, including in the minimum requirements for aerodrome certification.

Methodology for reporting and assessing the progress related to the transition from AIS to AIM

3.15 The meeting noted that AIM has been identified at the global level as one of the areas which need to be monitored and accordingly AIM has been included in the Global Air Navigation Report and Regional Performance Dashboards. It was highlighted that for the First Edition of the Global Air Navigation Report, available at: www.icao.int/airnavigation/Documents/ICAO_AN%20Report_EN_final_ 30042014.pdf and the initial version of the Regional Performance Dashboards (http://www.icao.int/safety/Pages/Regional-Targets.aspx), an agreement was reached to monitor the implementation of 3 steps from Phase I of the ICAO Roadmap for transition from AIS to AIM (AIRAC, QMS and WGS-84).

3.16 It was highlighted that for the future Global Air Navigation Reports and necessary updates/upgrades of the Regional Performance Dashboards, the reporting on the progress achieved in the transition from AIS to AIM should cover not only Phase I, but also Phase II and eventually Phase III.

3.17 The meeting noted that as part of the ICAO EUR/MID AIM/SWIM Seminar (Istanbul, Turkey, 14-17 May 2013) conclusions related to "Global Support", the need for a standardized methodology to assess and report progress in the transition from AIS to AIM was recognized.

3.18 Based on the above, the meeting reviewed a draft layout of the Methodology for reporting and assessing the progress related to the transition from AIS to AIM as at **Appendix 3A**. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 1/3: DRAFT METHODOLOGY FOR REPORTING AND ASSESSING THE PROGRESS RELATED TO THE TRANSITION FROM AIS TO AIM

*That, States be urged to provide the ICAO MID Regional Office with their inputs related to the "Methodology for reporting and assessing the progress related to the transition from AIS to AIM" before **15 June 2014** based on the layout at **Appendix 3A**, for the development of the final version of the methodology.*

PBN Charting

3.19 The meeting was apprised of the latest developments related to PBN charting and noted that the amendment regarding the conversion of area navigation (RNAV) approach procedure depiction to required navigation performance (RNP) in the PANS-OPS, Volume II is required to align charts with the PBN navigation specifications thereby reducing confusion on operation approvals and flight planning requirements. The meeting was informed that a one-step eight-year transition period, starting 13 November 2014, has been proposed by ICAO to allow States sufficient time to develop a transition plan and to convert the existing RNAV approach procedures to RNP by 2022.

REPORT ON AGENDA ITEM 4: PERFORMANCE FRAMEWORK FOR AIM IMPLEMENTATION IN THE MID REGION

National Plans for the transition from AIS to AIM

4.1 The meeting recalled that MIDANPIRG/14 urged States to take necessary action for a timely amendment of the national AIS/AIM Regulations, as a consequence to Amendment 37 to Annex 15 and other AIM developments, and agreed to the following Conclusion:

CONCLUSION 14/18: NATIONAL AIS/AIM REGULATIONS

That, States be urged to:

a) include in the national plans for the transition from AIS to AIM actions related to the amendment of national AIS/AIM regulations as a consequence to the Amendment of Annex 4, Annex 15 and other AIM developments;

b) take necessary action for a timely amendment of the national AIS/AIM regulations as a consequence to Amendment 37 to Annex 15; and

c) inform the ICAO MID Regional Office of the actions taken before 1 March 2014.

4.2 The meeting recalled that, in order to keep pace with the AIM/SWIM developments, MIDANPIRG/14 agreed that States should develop/update their National Plans for the transition from AIS to AIM with a view to support seamless ATM in a SWIM environment and agreed to the following Conclusion:

CONCLUSION 14/19: NATIONAL PLANS FOR THE TRANSITION FROM AIS TO AIM

That, in order to keep pace with the AIM/SWIM developments and support seamless ATM in a SWIM environment, States be urged to:

a) develop/update their national plans for the transition from AIS to AIM; and

b) provide the ICAO MID Regional Office with an updated version of their national plans for the transition from AIS to AIM, before 1 March 2014.

4.3 The meeting noted that, Bahrain, Iran, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan and UAE provided their National AIM Plan/Roadmap to the ICAO MID Regional Office, However, taking into consideration latest developments, some of these plans need to be updated.

4.4 The meeting noted that as a follow-up action to the MIDANPIRG/14 Conclusions 14/18 and 14/19, the ICAO MID Regional Office issued on 20 February 2014 a State Letter requesting States to implement the provisions of the above-mentioned Conclusions and send their feedback to the ICAO MID Regional Office before 1 March 2014. Nevertheless, it was highlighted that only Six (6) States (Bahrain, Jordan, Qatar, Saudi Arabia, Sudan and UAE) provided replies. Accordingly, the meeting urged those States that have not yet done so, to implement the provisions of the above-mentioned MIDANPIRG/14 Conclusions and inform the ICAO MID Regional Office of the actions taken. The meeting agreed also to propose to MIDANPIRG/15 the closure of these two Conclusions.

4.5 In this respect, the meeting noted that a survey was carried out in April 2014 to identify the main difficulties faced by States for the development/update of their AIS National Plans and the possible solutions. Based on the replies received from 9 States out of 15 (Bahrain, Egypt, Iran, Iraq, Jordan, Qatar, Saudi Arabia, Sudan and UAE), the following was highlighted:

- the development of a National AIM Plan/Roadmap as an important pre-requisite for a successful transition from AIS to AIM;
- the lack of qualified AIM staff is the main reason for the delay in the development/update of the National AIM Plan in many States; and the timely implementation of AIM. In this respect, the need for training has been underlined;
- many States confirmed the need for support/assistance for the development/update of their National AIM Plans/Roadmaps and for the implementation of AIM, inter-alia, through seminars, workshops, missions to States, exchange of experience and sharing of expertise, etc.

4.6 In connection with the above, the meeting recalled that MIDANPIRG/12, agreed inter-alia, that States should organize at the National Level Seminars, Workshop and Training courses, in coordination with and with the support of the ICAO MID Regional Office. Similarly, through Conclusion 12/29 and Conclusion 12/31, MIDANPIRG/12 invited States to organize, at the National Level and, to the extent possible co-operatively, awareness campaigns and training programmes to promote and expedite the process of implementation of eTOD and QMS for AIS, respectively.

4.7 Based on the above, the meeting encouraged those States that have developed an up-to-date National AIM implementation Plan/Roadmap to share their experiences with other States.

4.8 The meeting discussed ways and means to assist States in developing/updating their AIM Implementation Roadmap/National Plan and how to foster the transition from AIS to AIM in the MID Region. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 1/4: NATIONAL AIM IMPLEMENTATION ROADMAP TEMPLATE

That, States be urged to provide the ICAO MID Regional Office with their National AIM Implementation Roadmap using the Template at ***Appendix 4A****, before 1 September 2014.*

Status of AIM implementation in the MID Region

4.9 The meeting reviewed and updated the status of AIM implementation in the MID Region as at **Appendix 4B**.

4.10 The meeting recognized that the implementation of an AIS database based on AIXM 5.1^{+} is the main enabler/pre-requisite for the transition to AIM.

4.11 The meeting noted with satisfaction that Bahrain, Egypt, Qatar, Saudi Arabia and UAE have implemented eTOD for Area 1 and Area 4. Accordingly, the meeting invited these States to share their experiences related to the implementation of eTOD with other States.

Review and update of the draft MID Air Navigation Strategy parts related to AIM

4.12 The meeting recalled that MIDANPIRG/14, through Conclusion 14/5, endorsed the ASBU Block 0 Modules prioritization Table and noted that B0-DATM was endorsed as one of the Modules with Priority 1.

4.13 The meeting noted also that MIDANPIRG/14 endorsed a Draft MID Air Navigation Strategy and agreed to the following Conclusion:

CONCLUSION 14/6: DRAFT MID REGION AIR NAVIGATION STRATEGY

That,

a) the Draft MID Region Air Navigation Strategy at Appendix 4.1F to the Report on Agenda Item 4.1 be:

i. endorsed as the initial version of the MID Region Air Navigation Strategy; and

ii. further reviewed and completed by the different MIDANPIRG subsidiary bodies

b) MID States be urged to:

i. develop their National Air Navigation Performance Framework, ensuring the alignment with and support to the MID Region Air Navigation Strategy;

ii. incorporate the agreed MID Region Performance Metrics into their National reporting and monitoring mechanisms; and

c) provide the ICAO MID Regional Office, on annual basis, with relevant data necessary for regional air navigation planning and monitoring.

4.14 In accordance with the above, the meeting reviewed and updated the Draft MID Region Air Navigation Strategy parts related to B0-DATM, including the agreement on the performance Targets and addition of an element related to the AIM Implementation Plan/Roadmap as at **Appendix 4C**. The meeting also agreed to propose the deletion of the column related to the "Action Plan/Enablers" from the table.

4.15 The meeting agreed that the focus should be on the implementation of phase II of the Roadmap for the transition from AIS to AIM and developed accordingly the "*MID Region AIM implementation Roadmap"* as at **Appendix 4D**. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 1/5: MID REGION AIM IMPLEMENTATION ROADMAP

That, States be invited to take into consideration the "MID Region AIM implementation Roadmap" at ***Appendix 4D*** *in planning for the transition from AIS to AIM in a prioritized manner.*

4.16 The meeting urged States to align their AIM National Plans with the MID Region Air Navigation Strategy objectives/priorities and performance targets related to AIM.

MID Region AIS Database (MIDAD)

4.17 The meeting was apprised of the progress achieved in the MIDAD Project.

4.18 The meeting noted with satisfaction that Bahrain, Iran, Iraq, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan, UAE and Yemen signed the Memorandum of Agreement (MOA) reflecting their commitment to the MIDAD Project as shown in **Appendix 4E**. The meeting encouraged other States from within and outside the MID Region, interested to participate in the MIDAD Project, in particular Egypt and Libya, to sign the MOA.

4.19 The meeting recalled that MIDANPIRG/14 agreed that, the MIDAD Project Phase 2 would consist of the following main steps:

a) Call for Tender to select the Consultant, which will develop the Technical Specifications and Call for Tender related to the MIDAD detailed Study;

b) selection of the Consultant and Contract negotiation;

c) development of the Technical Specifications and Call for Tender related to the MIDAD detailed Study;

d) selection of the Company to develop the MIDAD detailed study and Contract negotiation.

4.20 The meeting recalled that, the MIDANPIRG/14 meeting agreed that the delivery and acceptance of the MIDAD detailed study will mark the end of Phase 2 of the MIDAD Project and the start of phase 3 (implementation, operation, maintenance, etc.).

4.21 In line with the DGCA-MID/2 Conclusion 2/7, the meeting noted that Bahrain was assigned the responsibility for the issuance of the Call for Tender related to the MIDAD Project.

4.22 The meeting noted that, the MIDANPIRG/14 meeting reviewed and updated the Action Plan/Timelines related to the MIDAD Project Phase 2, as follows:

	Action	Deliverable	Responsible	Timeline
1	Call for Tender preparation to select the Consultant, which will develop the Technical Specifications and Call for Tender related to the MIDAD detailed Study	Call for Tender	Bahrain	15/08/13
2	Tender phase	Closing of the Tender	Bahrain	15/09/13
3	Receipt of the Offers	Offers	Industry	23/10/13
4	Evaluation of the offers and selection of the Consultant	Consultant selected	Bahrain, Qatar, Saudi Arabia and UAE with the support of the MIDAD ST	31/01/14

	Action	Deliverable	Responsible	Timeline
5	Progress report to MIDANPIRG/14	Outcome of MIDANPIRG/14	Bahrain, Qatar, Saudi Arabia and UAE with the support of the MIDAD ST	19/12/13
6	Contract negotiation with the selected Consultant	Contract with the selected Consultant	Bahrain, Qatar, Saudi Arabia and UAE with the support of the MIDAD ST	07/02/14
7	Contact (Workshops) with potential Companies interested to bid for the development of the MIDAD detailed study	First Draft of technical specifications for the MIDAD detailed study	Bahrain, Qatar, Saudi Arabia and UAE with the support of the chosen Consultant	15/03/14
8	Preparation of the Technical Specifications and Call for Tender related to the MIDAD detailed Study for review by the MIDAD STG/3 meeting	Final Draft of the Technical Specifications	Consultant	15/06/14
9	Review and endorsement of the specifications for the MIDAD detailed study by the MIDAD STG/3 meeting	Call for Tender specifications approved	MIDAD STG/3	30/06/14
10	Tender Phase (opening)	Call for Tender	Bahrain	31/07/14
11	Tender Phase (closing)	Call for Tender	Bahrain	31/08/14
12	Receipt of the Offers	Offers	Industry	31/10/14
13	Evaluation of the offers and selection of the Company which will be awarded the contract related to the MIDAD detailed study	Company selected	Bahrain, Qatar, Saudi Arabia and UAE with the support of the MIDAD ST and Consultant	31/12/14
14	Progress report to the MIDAD STG/4 meeting	Outcome of the MIDAD STG/4 (Endorsement)	Bahrain, Qatar, Saudi Arabia and UAE with the support of the MIDAD ST and Consultant	15/02/15
15	Progress report to the DGCA-MID/3 meeting	DGCA-MID/3 Go-ahead decision and agreement on funding mechanism	Bahrain, Qatar, Saudi Arabia and UAE with the support of the MIDAD ST and Consultant	30/04/15
16	Signature of the Contract with the selected Company	Contract signed	MIDAD STG Chairperson	15/05/15

	Action	Deliverable	Responsible	Timeline
17	Development of the detailed Study documents/deliverables	TBD	Company	TBD

4.23 The meeting noted that in accordance with the Action Plan/Timelines related to the MIDAD Project Phase 2, the Civil Aviation Affairs of Bahrain (BCAA) published a Call for Tender on 15 August 2013.

4.24 Six tenders have been received and all tenders were valid. An evaluation document was prepared to support the Tender Board to make its final decision with inputs collected from Qatar, Saudi Arabia, and UAE and the MIDAD ST.

4.25 After clarification of some questions, a Consultant has been selected, the Statement of Work (SOW) and the Deliverables have been defined and a contract was signed on 10 February 2014.

4.26 The meeting noted that the selected Consultant (ITV) submitted a Project Management Plan (PMP) which has been reviewed by Bahrain, Qatar, Saudi Arabia, UAE and the MIDAD ST.

4.27 The meeting noted that the first draft Specifications for the Tender Documentation with a High Level Concept of Operations has been developed and will be reviewed by MIDAD TF/1 (Cairo, Egypt, 16-18 June 2014). It was highlighted that as part of the MIDAD TF/1 meeting work programme, a Workshop would be organized with the presence of the industry representatives, with a view to finalize the Draft Specifications for the Detailed Study prepared by ITV, based on the proposals and comments received from all participants.

4.28 Taking into consideration the tight timeframe for the implementation of the Action Plan related to the MIDAD Project Phase 2, and the ICAO MID Regional Office Tentative Schedule of Meetings, Seminars and Workshops, the meeting agreed that the outcome of the MIDAD TF meetings could be reported directly to ANSIG and/or MIDANPIRG/15 in this respect, the meeting urged all States to actively participate in the MIDAD TF/1 Meeting.

Progress achieved in the development of the eANP

4.29 The meeting was apprised of the progress achieved in the development of the new Regional Air Navigation Plan Template and the Action Plan for the development of the eANP.

4.30 The meeting noted that the Secretariat WG agreed that the ANP data related to the air navigation facilities and services could be classified as: stable, dynamic or flexible. In this regard, it was agreed that the new ANP should be composed of three volumes:

a) Volume I should contain stable plan elements whose amendment necessitated approval by the Council and these elements be related to:

- assignment of responsibilities;
- mandatory requirements subject to regional agreement; and/or
- additional requirements specific to the region which are not covered in SARPs.

Note. The following is a non-exhaustive list of such elements:

Flight Information Regions (FIR) boundaries (Table and Charts); Search and Rescue Regions (SRR) boundaries (Table and Charts); Volcanic Ash Advisory Centres (VAAC); Tropical Cyclone Advisory Centres (TCAC); Volcano Observatories (VO).

b) Volume II should contain dynamic plan elements whose amendment did not necessitate approval by the Council and these elements be related to:

- assignment of responsibilities;
- mandatory requirements subject to regional agreement; and/or
- additional requirements specific to the region which are not covered in SARPs.

Note.- The following is a non-exhaustive list of such elements:

Major traffic flows; ATS route network; Meteorological Watch Offices (MWO); Secondary Surveillance Radar (SSR) codes; Five-letter name-codes; VOLMET Broadcasts.

4.31 Volume III should contain dynamic/flexible plan elements providing implementation planning guidance for air navigation systems and their modernization taking into consideration emerging programmes such as the ICAO Aviation System Block Upgrades (ASBUs) and associated technology roadmaps described in the *Global Air Navigation Plan* (GANP) (Doc 9750). The ANP Volume III would also include appropriate additional guidance, particularly with regard to implementation, to complement the material contained in the ANP Volumes I and II. The elements in ANP Volume III are thus not subject to the issuance of ICAO Planning and Implementation Regional Groups (PIRGs) deficiencies. The amendment of these elements does not require approval by the Council.

4.32 The meeting noted that the endorsement of the ANP Template, which includes the new procedure of amendment of the eANP, is the most important milestone in the process. It is expected that the ANP Template package would be presented to the Council in June 2014 for approval. The approval of the eANP of each Region, based on the approved ANP Template, would be accomplished in accordance with the procedure for amendment.

4.33 The meeting noted that as part of the MID eANP Volume III, draft AIM Tables have been developed based on ASBU B0-DATM, as at **Appendix 4F**.

4.34 The meeting recalled that MIDANPIRG/14 agreed that the MID eANP should be developed/approved as soon as possible following the Council approval of the ANP Template in accordance with the timelines outlined in the Action Plan developed by the eANP WG. In this respect, MIDANPIRG/14 meeting agreed that the development of the MID eANP based on the Council-approved ANP Template, be included in the work programme of the different MIDANPIRG subsidiary bodies, including the ANP Ad-hoc Working Group (ANP WG), whose second meeting is tentatively scheduled for December 2014. Accordingly, MIDANPIRG/14 meeting agreed to the following Decision:

DECISION 14/24: DEVELOPMENT AND ENDORSEMENT OF THE MID eANP

That, in support to the ICAO efforts to align the Regional Air Navigation Plans (ANP) with the Fourth Edition of the Global Air Navigation Plan (GANP) (Doc 9750):

a) the development of the MID eANP based on the Council-approved ANP Template, be included in the work programme of the different MIDANPIRG subsidiary bodies; and

b) the relevant Parts of the MID eANP be presented, as soon as available, to MSG/4 and/or MIDANPIRG/15 for endorsement.

4.35 Based on the above, the meeting urged States to review the MID eANP draft templates/tables and provide their comments/inputs to the ICAO MID Regional Office by **31 July 2014** for final review by the ANP WG/2 meeting. The meeting agreed also that as a second step, after the agreement on the Tables/Templates, States should provide necessary data to the ICAO MID Regional Office by **31 October 2014** for the completion of the Tables.

REPORT ON AGENDA ITEM 5: REVIEW OF AIR NAVIGATION DEFICIENCIES IN THE AIM FIELD

5.1 The meeting recalled that MIDANPIRG/14 re-iterated that the identification and reporting of Air Navigation Deficiencies by User-Organizations contribute significantly to the enhancement of air navigation safety in the MID Region. Nevertheless, the meeting noted with concern that the use of the MID Air Navigation Deficiency Database (MANDD) is far below expectation. Accordingly, the meeting urged States and authorized Users to use the MANDD for the submission of requests for addition, update, and elimination of Air Navigation Deficiencies.

5.2 The meeting recalled that MIDANPIRG/14 recognized the need for a formal procedure to be used for the elimination of deficiencies from the MANDD and accordingly agreed to the following Conclusion to replace and supersede MIDANPIRG/13 Conclusion 13/63:

CONCLUSION 14/32: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION

That, States be urged to:

a) use the MID Air Navigation Deficiency Database (MANDD) for the submission of requests for addition, update, and elimination of Air Navigation Deficiencies; and

b) submit a Formal Letter to the ICAO MID Regional Office containing the evidence(s) that mitigation measures have been implemented for the elimination of deficiency(ies) when requesting the elimination of deficiency(ies) from the MANDD.

5.3 The meeting reviewed and updated the list of deficiencies in the AIM field as at **Appendix 5A**, which includes the list of deficiencies related to Libya and Sudan and urged States to take necessary follow-up actions to the MIDANPIRG/14 Conclusion 14/32.

5.4 The meeting recalled that MIDANPIRG/14 recognized the need to review the methodology used for the prioritization of the air navigation deficiencies emphasizing that the deficiencies priority "U" have a **direct** impact on safety and require **immediate** corrective measures. Accordingly, the meeting agreed that all the priority "U" deficiencies in the AIM field (i.e. QMS, WGS-84 and AIRAC adherence) should be changed to priority "A".

5.5 The meeting emphasized that the States should develop a Corrective Action Plan (CAP) for each air navigation deficiency and noted that the majority of the CAPs were not specifying a set of clear actions from States with specific timelines for the elimination of the deficiencies. Accordingly, the meeting agreed that the ICAO MID Regional Office delete all the current information reflected in the CAP column and urged States to use the MANDD to propose specific CAP for each deficiency.

5.6 The meeting recalled that MIDANPIRG/14 noted that the deficiencies related to the Safety Management System (SMS) implementation in the fields of AGA and ATM were removed from the MANDD, since they are addressed under the framework of the Middle East Regional Aviation Safety Group (RASG-MID) and USOAP-CMA and underlined the need to reduce to the extent possible the interference between the air navigation deficiencies and USOAP-CMA findings. With regard to AIM, the meeting noted that the overlap between the USOAP-CMA findings and the air navigation deficiencies concerns only the non-compliance with the AIRAC and QMS systems. The meeting further recalled that two (2) States in the MID Region have not yet been audited. Accordingly, the meeting agreed to maintain the current AIM deficiencies in the MANDD and to add in the Remarks column of the deficiencies related to AIRAC adherence and QMS a note referring to the USOAP-CMA finding.

5.7 The meeting recalled that the AIM TF/7 questioned if it was the appropriate to add new deficiencies related to the lack of provision of eTOD data for Area 1 and Area 4. However, although the provision of eTOD data for Area 1 and Area 4 has been mandated by ICAO since November 2008, taking into consideration the low level of implementation and the difficulties facing States to comply with Annex 15 provisions, the decision was deferred to the AIM SG/1 meeting for further consideration. Accordingly, the meeting agreed to add new deficiencies related to the lack of provision of eTOD data for Area 1 and Area 4.

REPORT ON AGENDA ITEM 6: FUTURE WORK PROGRAMME

6.1 The meeting recalled that, through Decision 14/2, MIDANPIRG/14 endorsed the Seventh Edition of the MIDANPIRG Procedural Handbook, which included the new MIDANPIRG Organizational Structure and an updated version of the Terms of Reference (ToR) of the different subsidiary bodies including those of the AIM SG at **Appendix 6A**.

6.2 The meeting reviewed the AIM SG ToR and agreed that they are still valid and current.

6.3 Taking into consideration, the planned ICAO MID Regional events which are of relevance to the activity of the AIM Sub-Group, in particular the MSG/4, ANSIG/1 and MIDANPIRG/15, the meeting agreed that the AIM SG/2 meeting be held during the second half of 2015. The venue will be Cairo, unless a State is willing to host the meeting.

REPORT ON AGENDA ITEM 7: ANY OTHER BUSINESS

7.1 Reference was made to State Letter Ref. AN 8/2.1 – 13/188 dated 11 July 2013, the meeting recalled that States were requested to discontinue the dispatch of the aeronautical information in hardcopy format to the ICAO MID Regional Office, in case the information is available in electronic format.

7.2 The meeting was apprised of the provisions related to GNSS NOTAM as well as status of its implementation in other ICAO Regions. In this regard, it was noted that in accordance with GNSS Manual (Doc 9849), the issuance of GNSS NOTAM has not been mandated by ICAO. Accordingly, the meeting agreed with the PBN SG/1 meeting (Cairo, Egypt, 1-3 April 2014), that necessary follow-up on the developments of the GNSS NOTAM be carried out, as and when deemed necessary.

APPENDICES

APPENDIX 2A

FOLLOW-UP ACTION PLAN ON MIDANPIRG/14 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DECISION 14/2: UPDATED OF THE MIDANPIRG PROCEDURAL HANDBOOK That, the Seventh Edition of the MIDANPIRG Procedural Handbook be endorsed as at **Appendix 4.1B** to the Report on Agenda Item 4.1.	Update the MIDANPIRG Procedural Handbook and post it on the web	ICAO	Seventh edition of the Procedural Handbook	Feb. 2014	Completed
CONCLUSION 14/5: MID REGION AIR NAVIGATION PRIORITIES That, a) the ASBU Block 0 Modules prioritization Table at **Appendices 4.1E** to the Report on Agenda Item 4.1 be endorsed as the initial version of the MID ASBU Implementation Plan; and b) the ASBU Block 0 Modules prioritization Table be reviewed on regular basis and be extended to cover Block 1 Modules, as appropriate.	Regular Review	MIDANPIRG/14 MIDANPIRG Subsidiary bodies	ASBU prioritization Table	Dec. 2013 Sep. 2014	Ongoing
CONCLUSION 14/6: DRAFT MID REGION AIR NAVIGATION STRATEGY That, a) the Draft MID Region Air Navigation Strategy at **Appendix 4.1F** to the Report on Agenda Item 4.1 be: i. endorsed as the initial version of the MID Region Air Navigation Strategy; and ii. further reviewed and completed by the different MIDANPIRG subsidiary bodies b) MID States be urged to: i. develop their National Air Navigation Performance Framework, ensuring the alignment with and support to the MID Region Air Navigation Strategy;	Implement the Strategy	MIDANPIRG/14 MIDANPIRG Subsidiary bodies ICAO States	Initial version of the Strategy Review and Update Strategy State Letter National Performance Framework	Dec. 2013 Sep. 2014 Feb. 2014 May 2014	Ongoing SL Ref. AN 1/7–14/123 dated 5 May 2014

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
ii. incorporate the agreed MID Region Performance Metrics into their National reporting and monitoring mechanisms; and iii. provide the ICAO MID Regional Office, on annual basis, with relevant data necessary for regional air navigation planning and monitoring.		States	Feedback	Dec. 2014	
CONCLUSION 14/18: NATIONAL AIS/AIM REGULATIONS That, States be urged to: a) include in the national plans for the transition from AIS to AIM actions related to the amendment of national AIS/AIM regulations as a consequence to the Amendment of Annex 4, Annex 15 and other AIM developments; b) take necessary action for a timely amendment of the national AIS/AIM regulations as a consequence to Amendment 37 to Annex 15; and c) inform the ICAO MID Regional Office of the actions taken before 1 March 2014.	Implement the Conclusion	ICAO States	State Letter Feedback	Feb. 2014 Mar. 2014	Actioned SL Ref.: AN 8/4 – 14/055 dated 20 February 2014
CONCLUSION 14/19: NATIONAL PLANS FOR THE TRANSITION FROM AIS TO AIM That, in order to keep pace with the AIM/SWIM developments and support seamless ATM in a SWIM environment**,** States be urged to: a) develop/update their national plans for the transition from AIS to AIM; and b) provide the ICAO MID Regional Office with an updated version of their national plans for the transition from AIS to AIM, before **1 March 2014**.	Implement the Conclusion	ICAO States	State Letter Feedback	Feb. 2014 Mar. 2014	Actioned SL Ref.: AN 8/4 – 14/055 dated 20 February 2014
DECISION 14/20: MIDAD SUPPORT TEAM That, the MIDAD Support Team (MIDAD ST) a) be composed of members from Jordan, Iran, Kuwait and the ICAO MID Regional Office; and	MIDAD ST to provide necessary support	MIDANPIRG/14	MIDAD ST composition	Dec.2013	Actioned

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
b) provide necessary support to Bahrain, Qatar, Saudi Arabia and UAE as well as to the MIDAD Study Group to successfully complete Phase 2 of the MIDAD Project.					
DECISION 14/24: DEVELOPMENT AND ENDORSEMENT OF THE MID eANP That, in support to the ICAO efforts to align the regional Air Navigation Plans (ANP) with the Fourth Edition of the Global Air Navigation Plan (GANP) (Doc 9750):	Implement the Conclusion				Ongoing
a) the development of the MID eANP based on the Council-approved ANP Template, be included in the work programme of the different MIDANPIRG subsidiary bodies; and		MIDANPIRG subsidiary bodies	MID eANP Parts	TBD	
b) the relevant Parts of the MID eANP be presented, as soon as available, to MSG/4 and/or MIDANPIRG/15 for endorsement.		MSG/4 and MIDANPIRG/15		Sep 2014 May 2015	
CONCLUSION 14/32: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION That, States be urged to:	Implement the Conclusion	ICAO	State Letter	Mar. 2014	Ongoing SL AN 2/2 - 14/109 dated 17 April 2014
a) use the MID Air Navigation Deficiency Database (MANDD) for the submission of requests for addition, update, and elimination of Air Navigation Deficiencies; and					
b) submit a Formal Letter to the ICAO MID Regional Office containing the evidence(s) that mitigation measures have been implemented for the elimination of deficiency(ies) when requesting the elimination of deficiency(ies) from the MANDD.		States	CAP and necessary updates/ evidences	When necessary	

APPENDIX 3A

DRAFT METHODOLOGY FOR REPORTING AND ASSESSING THE PROGRESS RELATED TO THE TRANSITION FROM AIS TO AIM

1. **Introduction**

AIM has been identified as one of the major disciplines among Air Navigation Services and it is considered that the progress of AIM implementation, be included in the Global Air Navigation Report. This methodology aims to develop a layout and skeleton for the mechanism of reporting by the States on the progress achieved for transition from AIS to AIM, based on the ICAO Roadmap for Transition from AIS to AIM.

2. **Phase I**

-Identification of the Roadmap steps of phase I to be used for assessment and reporting purpose (P-03, P-05, P-17)

-Metrics/Indicators to be used for the assessment and reporting purpose
- P-03 (AIRAC adherence): FC/NC
- P-05 (WGS-84 implementation): FC/PC/NC
- P-17 (Quality): FC/NC

-Collection of data for assessment and reporting purpose
- Specific Excel sheets/ANP Tables

3. **Phase II**

Proposals for 2015 and 2016 are highlighted in Yellow.

-Identification of the Roadmap steps of phase II to be used for assessment and reporting purpose (P-01, P-02, P-06, P-07, P-08, P-11, P-13, P-14, P-15)

-Metrics/Indicators to be used for the assessment and reporting purpose (TO BE DISCUSSED)
- P-01 (Data quality monitoring): TO BE DISCUSSED
- P-02 (Data integrity monitoring): TO BE DISCUSSED
- P-06 (Integrated aeronautical information database): FC/NC
- P-07 (Unique identifiers): TO BE DISCUSSED
- P-08 (Aeronautical information conceptual model): TO BE DISCUSSED
- P-11 (Electronic AIP): FC/NC
- P-13 (Terrain): FC/NC
- P-14 (Obstacles): FC/NC
- P-15 (Aerodrome mapping): TO BE DISCUSSED

-Collection of data for assessment and reporting purpose
- Specific Excel sheets/ANP Tables

4. **Phase III**

-Identification of the Roadmap steps of phase III to be used for assessment and reporting purpose (P-09, P-10, P-12, P-16, P-18, P-19, P-20, P-21)

-Metrics/Indicators to be used for the assessment and reporting purpose (TO BE DISCUSSED)

P-09 (Aeronautical data exchange): TO BE DISCUSSED
P-10 (Communication networks): TO BE DISCUSSED
P-12 (Aeronautical information briefing): TO BE DISCUSSED
P-16 (Training): TO BE DISCUSSED
P-18 (Agreement with data originators): FC/PC/NC
P-19 (Interoperability with meteorological products): TO BE DISCUSSED
P-20 (Electronic aeronautical charts): TO BE DISCUSSED
P-21 (Digital NOTAM): TO BE DISCUSSED

-Collection of data for assessment and reporting purpose

Specific Excel sheets/ANP Tables

5. **Proposal for a timeframe for reporting and assessing the progress related to the different Phases of the transition from AIS to AIM**

- **2014** (Agreed before, for the 2014 Global Air Navigation Report)

  P-03, P-05, P-17

- **2015**

  P-03, P-05, P-17

  P-06, P-11, P-13 (Area 1 & 4), P-14 (Area 1)

- **2016**

  P-03, P-05, P-17

  P-06, P-11, P-13 (Area 1 & 4), P-14 (Area 1)

  P-13 (Area 2a), P-14 (Area 2a), P-18

- **2017 and beyond** (TO BE DISCUSSED)

FC: Fully Compliant

PC: Partially Compliant

NC: Not Compliant

APPENDIX 4A

NATIONAL AIM IMPLEMENTATION ROADMAP TEMPLATE

Phase/Step	Step No.	Timeline					Start	End	Remarks
		2014	2015	2016	2017	2018			
Phase I									
AIRAC adherence	P-03								
WGS-84 implementation	P-05								
QMS	P-17								
Phase II									
Data Quality Monitoring	P-01								
Data Integrity Monitoring	P-02								
AIXM	P-06								
Unique identifiers	P-07								
Aeronautical information conceptual model	P-08								
eAIP	P-11								
Terrain A-1	P-13								
Obstacle A-1	P-14								
Terrain A-4	P-13								
Obstacle A-4	P-14								
Terrain A-2	P-13								Please specify implementation of Area 2a, 2b, 2c and/or 2d
Obstacle A-2	P-14								Please specify implementation of Area 2a, 2b, 2c and/or 2d

Phase/Step	Step No.	Timeline					Start	End	Remarks
		2014	2015	2016	2017	2018			
Terrain A-3	P-13								
Obstacle A-3	P-14								
AD Mapping	P-15								
Phase III									
Aeronautical data exchange	P-09								
Communication networks	P-10								
Aeronautical information briefing	P-12								
Training	P-16								
Agreement with data originators	P-18								
Interoperability with meteorological products	P-19								
Electronic aeronautical charts	P-20								
Digital NOTAM	P-21								

APPENDIX 4B

STATUS OF THE AIM IMPLEMENTATION IN THE MID REGION

Status of AIRAC adherence

	AIRAC Adherence	Remarks
Bahrain	√	
Egypt	√	
Iran	√	
Iraq	√	
Jordan	√	
Kuwait	√	
Lebanon	√	
Libya		
Oman	√	
Qatar	√	
Saudi Arabia	√	
Sudan	√	
Syria		
UAE	√	
Yemen		

Status of implementation of WGS-84

	ENR	Terminal	AD	GUND	REMARKS
BAHRAIN	**F**	**F**	**F**	**F**	
EGYPT	**F**	**F**	**F**	**F**	
IRAN	**F**	**N**	**F**	**F**	
IRAQ	**P**	**P**	**P**	**N**	
JORDAN	**F**	**F**	**F**	**F**	
KUWAIT	**F**	**F**	**F**	**F**	
LEBANON	**F**	**F**	**F**	**N**	
LIBYA	**P**	**P**	**N**	**N**	
OMAN	**F**	**F**	**F**	**F**	
QATAR	**F**	**F**	**F**	**F**	
SAUDI ARABIA	**F**	**F**	**F**	**F**	
SUDAN	**F**	**F**	**F**	**F**	
SYRIA	**F**	**F**	**F**	**N**	
UNITED ARAB EMIRATES	**F**	**F**	**F**	**F**	
YEMEN	**F**	**F**	**F**	**F**	

Legend:	**F: Fully implemented**	**P: Partly implemented**	**N: Not implemented**

Status of implementation of QMS

	Not started	Planning	Ongoing/ partially implemented	Implemented	ISO 9001 Certified	Date of Certification
Bahrain					√	First Cert. Jul, 2003 Current Cert. Mar, 2011 Re-certification planned for Jul, 2014
Egypt					√	First Cert. 2008 Current Cert. 2013
Iran					√	First Cert. 2008 Current Cert. 2014
Iraq	√					
Jordan					√	First Cert. 2010 Current Cert. 2013 valid till 2016
Kuwait				√		Certification planned for Aug, 2014
Lebanon		√				
Libya	√					
Oman			√			Planned for Jun, 2015
Qatar					√	First Cert. 2011 Re-certification planned for Jun, 2014
Saudi Arabia					√	First Cert. Feb, 2012
Sudan			√			Planned for Mar, 2015
Syria		√				
UAE					√	First Cert. Mar, 2001 Current Cert. Jun, 2011
Yemen			√			

Status of implementation of eAIP

	IAID Driven eAIP	Remarks
Bahrain	**F**	
Egypt	**N**	AIP available on CD-ROM
Iran	**N**	AIP available on CD-ROM/WEB
Iraq	**N**	AIP available on the WEB
Jordan	**N**	AIP available on the WEB
Kuwait	**N**	AIP available on CD-ROM, eAIP planned for Aug, 2014
Lebanon	**N**	AIP available on CD-ROM
Libya	**N**	AIP available on CD-ROM
Oman	**N**	AIP available on CD-ROM
Qatar	**F**	
Saudi Arabia	**F**	
Sudan	**N**	AIP available on the WEB
Syria	**N**	-
UAE	**F**	
Yemen	**N**	-

Legend: **F: Fully implemented** | **N: Not implemented**

Status of implementation of eTOD

	Area 1		Area 4		REMARKS
	Terrain Dataset	Obstacle Dataset	Terrain Dataset	Obstacle Dataset	
BAHRAIN	**F**	**F**	**F**	**F**	
EGYPT	**F**	**P**	**F**	**N**	
IRAN	**N**	**N**	**N**	**N**	
IRAQ	**N**	**N**	**N**	**N**	
JORDAN	**P**	**P**	**N**	**N**	Area 1 data is available but not published yet
KUWAIT	**N**	**N**	**N**	**N**	planned for Aug, 2014
LEBANON	**N**	**N**	**N**	**N**	
LIBYA	**N**	**N**	**N**	**N**	
OMAN	**N**	**N**	**N**	**N**	
QATAR	**F**	**F**	**F**	**F**	
SAUDI ARABIA	**F**	**F**	**F**	**F**	
SUDAN	**N**	**N**	**N**	**N**	Planned for 2016
SYRIA	**N**	**N**	**N**	**N**	
UNITED ARAB EMIRATES	**F**	**F**	**F**	**F**	
YEMEN	**N**	**N**	**N**	**N**	

Legend:	**F: Fully implemented**	**P: Partly implemented**	**N: Not implemented**

Status of implementation of AIXM-based AIS Database

	AIXM Based AIS Database	Remarks
Bahrain	√	AIXM 4.5, planned 5.1 Dec. 2014
Egypt	√	AIXM 4.5, planned 5.1 Dec. 2014
Iran		
Iraq		
Jordan	√	Database via EAD
Kuwait		Planned AIXM 5.1 Aug, 2014
Lebanon	√	AIXM 4.5
Libya		
Oman		
Qatar	√	AIXM 5.1
Saudi Arabia	√	AIXM 4.5, planned 5.1 Dec. 2014
Sudan		Ongoing
Syria		
UAE	√	AIXM 5.1
Yemen		

Plan for the implementation of Digital NOTAM

	Inclusion of Digital NOTAM in the AIM National Plan	Remarks
Bahrain	√	
Egypt	√	
Iran	√	
Iraq		
Jordan	√	
Kuwait	√	
Lebanon		
Libya		
Oman		
Qatar	√	
Saudi Arabia	√	
Sudan	√	
Syria		
UAE	√	
Yemen		

APPENDIX 4C

B0 – DATM: Service Improvement through Digital Aeronautical Information Management

Description and purpose

The initial introduction of digital processing and management of information, through aeronautical information service (AIS)/aeronautical information management (AIM) implementation, use of aeronautical information exchange model (AIXM), migration to electronic aeronautical information publication (AIP) and better quality and availability of data.

Main performance impact:

KPA- 01 – Access and Equity	KPA-02 – Capacity	KPA-04 – Efficiency	KPA-05 – Environment	KPA-10 – Safety
N	N	Y	Y	Y

Applicability consideration:

Applicable at State level, with increased benefits as more States participate.

B0 – DATM: Service Improvement through Digital Aeronautical Information Management				
Elements	***Applicability***	***Performance Indicators/Supporting Metrics***	***Targets***	***Remarks***
1- National AIM Implementation Plan/Roadmap	*All States*	Indicator: % of States that have National AIM Implementation Plan/Roadmap Supporting Metric: Number of States that have National AIM Implementation Plan/Roadmap	80% by 2016 90% by 2018	Current Status: 47% (7 States)
2-AIXM	*All States*	Indicator: % of States that have implemented an AIXM-based ~~Integrated Aeronautical Information Database (IAID)~~ AIS database Supporting Metric: Number of States that have implemented an AIXM-based ~~Integrated Aeronautical Information Database (IAID)~~ AIS database	60% by 2015 80% by 2017 100% by 2019	Current Status: 47% (7 States)

2-eAIP	*All States*	Indicator: % of States that have implemented an IAID driven AIP Production (eAIP) Supporting Metric: Number of States that have implemented an IAID driven AIP Production (eAIP)	60% by 2016 80% by 2018 100% by 2020	Current Status: 27% (4 States)
3-QMS	*All States*	Indicator: % of States that have implemented QMS for AIS/AIM Supporting Metric: Number of States that have implemented QMS for AIS/AIM	70% by 2016 90% by 2018	Current Status: 47% (7 States)
4-WGS-84	*All States*	Indicator: % of States that have implemented WGS-84 for horizontal plan (ENR, Terminal, AD) Supporting Metric: Number of States that have implemented WGS-84 for horizontal plan (ENR, Terminal, AD) Indicator: % of States that have implemented WGS-84 Geoid Undulation Supporting Metric: Number of States that have implemented WGS-84 Geoid Undulation ~~Indicator: % of States that have implemented WGS-84 for Enroute~~ ~~Supporting Metric: Number of States that have implemented WGS-84 for Enroute~~ ~~Indicator: % of States that have implemented WGS-84 for Terminal~~ ~~Supporting Metric: Number of States that have implemented WGS-84 for Terminal~~ ~~Indicator: % of States that have~~	Horizontal: 100% by 2017 Vertical: 90% by 2018	Current Status: ENR: 87% (13 States) Terminal: 80% (12 States) Aerodromes: 87% (13 States) Geoid Undulation: 73% (11 States)

		~~implemented WGS-84 for Aerodromes~~ ~~Supporting Metric: Number of States that have implemented WGS-84 for Aerodromes~~ ~~Indicator: % of States that have implemented Geoid Undulation~~ ~~Supporting Metric: Number of States that have implemented Geoid Undulation~~		
5-eTOD	*All States*	Indicator: % of States that have implemented required Terrain datasets Supporting Metric: Number of States that have implemented required Terrain datasets Indicator: % of States that have implemented required Obstacle datasets Supporting Metric: Number of States that have implemented required Obstacle datasets	Area 1 : Terrain: 50% by 2015, 70% by 2018 Obstacles: 40% by 2015, 60% by 2018 Area 4: Terrain: 50% by 2015, 100% by 2018 Area 4 Obstacles: 50% by 2015, 100% by 2018	Current Status: Area 1: Terrain: 33% (5 States) Obstacles: 27% (4 States) Area 4: Terrain: 33% (5 States) Obstacles: 27% (4 States)
6-Digital NOTAM*	*All States*	Indicator: % of States that have included the implementation of Digital NOTAM into their National Plan for the transition from AIS to AIM Supporting Metric: Number of States that have included the implementation of Digital NOTAM into their National Plan for the transition from AIS to AIM	80% by 2016 90% by 2018	Current Status: 60% (9 States)

MID REGION AIM IMPLEMENTATION ROADMAP FOR THE TRANSITION FROM AIS TO AIM

	2014				2015				2016				2017				2018				Priority	Remarks
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4		
AIXM																					**1**	The target is to have 50% by 2016, 70% by 2018 and 100% by 2020
eAIP																					**1**	The target is to have 50% by 2016, 70% by 2018 and 100% by 2020
Terrain A-1																					**2**	The target is to have 40% by 2015, 70% by 2018
Obstacle A-1																					**2**	The target is to have 30% by 2015, 60% by 2018
Terrain A-4																					**2**	The target is to have 50% by 2015, 100% by 2018
Obstacle A-4																					**2**	The target is to have 50% by 2015, 100% by 2018
Terrain A-2a																					**3**	The target is to have 30% by 2017, 50% by 2018
Obstacle A-2a																					**3**	The target is to have 30% by 2017, 50% by 2018
Data Quality Monitoring																					**3**	Target for 2018: To be implemented by 50% of the States that have implemented QMS at least for the segment originator-AIS (excluding the segment AIS-End user)
Data Integrity Monitoring																					**3**	
Agreement with data originators																					**3**	Target for 2018: 50% of the States that have implemented QMS
Terrain and Obstacle for Areas 2b, 2c, 2d and 3																					**4**	Optional based on the States' decision to be reflected in the States' national Regulations and AIM National Plans, in accordance with operational needs
Aerodrome Mapping (AMDB)																					**4**	Optional based on the States' decision to be reflected in the States' national Regulations and AIM National Plans, in accordance with operational needs

***White**: Not started* ***Yellow**: Initial Target* ***Orange**: Intermediate Target* ***Green**: Target for full implementation*

MEMORANDUM OF AGREEMENT - MOA

MID REGION AIS DATABASE (MIDAD) PROJECT

Date: 20 May 2013

MEMORANDUM OF AGREEMENT FOR THE DEVELOPMENT OF A MID REGION AIS DATABASE (MIDAD)

1. PURPOSE:

- Considering 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 from AIS to AIM;

- Considering the limitations and drawbacks related to the current operational structure and provision of AIS/AIM services in the MID Region;

- Considering the experience of adjacent regions in the implementation of Regional AIS databases and the associated benefits;

- Considering the agreement made by the DGCA-MID/1 meeting held in Abu Dhabi, UAE from 22 to 24 March 2011, through DGCA-MID/1 Conclusion 1/5, to carry out a study/business case pertaining to the establishment of a MID Region AIS Database (MIDAD);

- Considering that a MIDAD Study Group (MIDAD STG) has been established by the Middle East Planning and Implementation Regional Group (MIDANPIRG) to monitor the MIDAD Project and address all associated technical, operational, financial, legal and institutional issues;

- Considering the outcome of the initial MIDAD Study (First phase) and the support expressed by the majority of the MID States;

- Considering the outcome of the MIDANPIRG/13 meeting related to the MIDAD Project, which considered that the first phase of the MIDAD Study is completed and has achieved the expected goals; and invited States and all concerned stakeholders to provide necessary support for the achievement of the second phase of the MIDAD Project;

- Considering that through MIDANPIRG/13 Conclusion 13/20, Bahrain, Iran, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Syria and Yemen confirmed their commitments to the MIDAD Project;

- Considering the agreement of the MIDAD STG, endorsed by MIDANPIRG/13 that:

- 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); and

- 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; and

- Considering MIDANPIRG/13 Conclusion 13/21 related to MIDAD Legal framework:

2. AGREEMENT

2.1 The Parties to this agreement, referred to hereunder as Participating States, agreed to the following:

a. to reflect their commitment to the MIDAD Project, through the signature of this Memorandum;

b. to provide all necessary support for the achievement of the second phase of the MIDAD Project, based on the agreed legal framework;

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

d. the MIDAD STG monitor the developments of all phases of the MIDAD Project and report progress to MIDANPIRG and its relevant subsidiary bodies; and

e. a MIDAD Supervisory Management Board composed of Representatives from each Participating State empowered to take decisions should be established to take the strategic decisions related to the MIDAD Project, on behalf of the DGCAs of participating States.

3. LANGUAGE OF CORRESPONDENCE

a. All correspondences and other information shall be in English;

b. All correspondence relating to this Agreement, shall be addressed to:

The ICAO Regional Director

ICAO Middle East Regional Office
Egyptian Civil Aviation Complex, Airport Road
P.O Box 85, Airport Post office, Terminal One
11776, Cairo, Egypt

4. AMENDMENT TO THE AGREEMENT

a. This agreement may be amended by an instrument in writing signed by each of the parties.

5. ENTRY IN FORCE

a. This agreement shall come into force on the date it has been signed by the participating States.

6. **SIGNATURES**

State	Signature	Name/Title	Date
Bahrain		A/UNDER SECRETARY	20/05/2013
Egypt			
Iran		Capt. H.R. PAHLEVANI	14 JULY 2013
Iraq		ALI-MOHSIN	20/05/2013
Jordan		محمد بني العرعان	20/05/2013
Kuwait		فواز عبد العزيز الفرج رئيس الطيران المدني	21/5/2013
Lebanon		وليد اليان	20/5/2013
Libya			
Oman		SALIM AL ALAFI CEO/PACA	21/5/13
Qatar		Abdulaziz M. AL Noaimi	20/5/2013
Saudi Arabia			20/5/2013

Islamic Republic of Iran CIVIL AVIATION ORGANIZATION

MIDDLE EAST REGIONAL OFFICE ICAO OACI-MAO

Sudan		Ahmed Satti Bajouri	20-05-2013
Syria			
UAE		SAIF ALSUWAIDI	20-05-13
Yemen		Hamed Ahmad Farag	20/5/2013

-END-

B0 – DATM: Service Improvement through Digital Aeronautical Information Management

Description and purpose

The initial introduction of digital processing and management of information, through aeronautical information service (AIS)/aeronautical information management (AIM) implementation, use of aeronautical information exchange model (AIXM), migration to electronic aeronautical information publication (AIP) and better quality and availability of data.

Applicability

Applicable at State level, to all States

Scope

The Global Air Traffic Management Operational Concept presented in ICAO Doc 9854 depends upon a System Wide Information Management (SWIM). The management, utilization and transmission of data and information are vital to the proper functioning of the ATM system and are at the core of air navigation services.

As part of SWIM, AIM is required to support evolving requirements for, inter alia, collaborative decision making (CDM), performance-based navigation (PBN), ATM system interoperability, network-centred information exchange, and to take advantage of improved aircraft capabilities.

In the short- to medium-term, the focus is on the continuing transition of the services provided by aeronautical information services (AIS) from a product-centred, paper-based and manually transacted focus to a digitally-enabled, network-centred and service-oriented aeronautical information management (AIM) focus. AIM envisages a migration to a data centric environment where aeronautical data will be provided in a digital form and in a managed way. This can be regarded as the first step of SWIM implementation, which is based on common data models and data exchange formats. The next (long-term) SWIM step implies the re-thinking of the data services in terms of a “network” perspective.
The transition to AIM requires that all aeronautical information, including that currently held in AIP be stored as individual digital standardized data sets to be accessed by user applications. The distribution of these data sets will both enhance the quality of output and ultimately provide a platform for new applications. This will constitute the future integrated aeronautical information package that will contain the minimum regulatory requirement to ensure the flow of information necessary for the safety, regularity and efficiency of international air navigation.

The transition from AIS to AIM will have to, inter-alia:

a) support or facilitate the generation and distribution of aeronautical information which serves to improve the safe and cost-effective accessibility of air traffic services in the world;
b) provide a foundation for measuring performance and outcomes linked to the distribution of quality assured aeronautical information and a better understanding of the determinants of ATM, safety and effectiveness not related to the distribution of the information; and
c) ensure, to the greatest extent possible, that solutions are internationally harmonized and integrated and do not unnecessarily impose multiple equipment carriage requirements for aircraft or multiple systems on the ground.

AIM requires all aeronautical information to be stored as datasets that can be accessed by user applications. The establishment and maintenance of an Integrated Aeronautical Information Database where datasets are integrated and used to produce current and future AIS/AIM products and services is a fundamental step in the transition to AIM.

Expected performance benefits

Access/Equity : N/A

Capacity : N/A

Efficiency : Reduced costs in terms of data inputs and checks, paper and post, especially when considering the overall data chain, from originators, through AIS to the end users

Environment : Reducing the time necessary to promulgate information concerning airspace status will allow for more effective airspace utilization and allow improvements in trajectory management

Safety: Reduction in the number of possible inconsistencies. Module allows reducing the number of manual entries and ensures consistency among data through automatic data checking based on commonly agreed business rules.

B0-DATM Implementation Roadblocks/Issues/Challenges

- Lack of electronic Database.
- Lack of electronic access based on Internet protocol services.
- Lack of procedures to allow airlines provide digital AIS data to on-board devices, in particular electronic flight bags (EFBs).
- Lack of training for AIS/AIM personnel

(List from ASBU Document, to be reviewed/customized by the Regions)

B0-DATM Elements/KPIs/Metrics

B0 – DATM: Service Improvement through Digital Aeronautical Information Management		
Element	**Key Performance Indicators**	**Supporting Metrics**
1-AIXM	% of States that have implemented an AIXM-based Integrated Aeronautical Information Database (IAID)	Number of States that have implemented an AIXM-based Integrated Aeronautical Information Database (IAID)
2-eAIP	% of States that have implemented an IAID driven AIP Production (eAIP)	Number of States that have implemented an IAID driven AIP Production (eAIP)
3-QMS	% of States that have implemented QMS for AIS/AIM	Number of States that have implemented QMS for AIS/AIM
4-WGS-84	% of States that have implemented	Number of States that have

	WGS-84 as horizontal reference system	implemented WGS-84 as horizontal reference system
	% of States that have published the WGS-84 Geoid Undulation, in accordance with Annex 4 and Annex 15 provisions	Number of States that have published the WGS-84 Geoid Undulation, in accordance with Annex 4 and Annex 15 provisions
5-eTOD	% of States that have implemented required Terrain datasets	Number of States that have implemented required Terrain datasets
	% of States that have implemented required Obstacle datasets	Number of States that have implemented required Obstacle datasets
6-Digital NOTAM*	Plan for the implementation of Digital NOTAM	

B0-DATM Enablers/Tables

In order to assist States in the planning for the transition from AIS to AIM in an expeditious manner, the following Tables, which provide more details than the standard ANRF, should be used:

1- **Table B0-DATM 3-1** sets out the requirements for the Provision of AIS/AIM products and services based on the Integrated Aeronautical Information Database (IAID). It reflects the transition from the current product centric AIS to data centric AIM. For the future digital environment it is important that the authoritative databases are clearly designated and such designation must be published for the users. This is achieved with the concept of the Integrated Aeronautical Information Database (IAID), a single access point for one or more authoritative databases (AIS, Terrain, Obstacles, AMDB, etc) for which the State is responsible. This Table will be used for the monitoring of the Key Performance Indicators (KPIs) related to elements Nr. 1 and 2 of the Module B0-DATM.

2- **Table B0-DATM 3-2** sets out the requirements for aeronautical data quality. It will be used for the monitoring of the Key Performance Indicators (KPIs) related to the element Nr. 3 of the Module B0-DATM.

3- **Table B0-DATM 3-3** sets out the requirements for the implementation of the World Geodetic System – 1984 (WGS-84).The requirement to use a common geodetic system remains essential to facilitate the exchange of data between different systems. The expression of all coordinates in the AIP and charts using WGS-84 is an important first step for the transition to AIM. This Table will be used for the monitoring of the Key Performance Indicators (KPIs) related to the element Nr. 4 of the Module B0-DATM.

4- **Table B0-DATM 3-4-1** sets out the requirements for the provision of Terrain and Obstacle data sets

for Area 1 and Area 4. It will be used for the monitoring of the Key Performance Indicators (KPIs) related to the element Nr. 5 of the Module B0-DATM.

5- **Table B0-DATM 3-4-2** sets out the requirements for the provision of Terrain and Obstacle data sets for Area 2. It will be used for the monitoring of the Key Performance Indicators (KPIs) related to the element Nr. 5 of the Module B0-DATM.

6- **Table B0-DATM 3-4-3** sets out the requirements for the provision of Terrain and Obstacle data sets for Area 3 and implementation of Airport Mapping Databases (AMDB). It will be used for the monitoring of the Key Performance Indicators (KPIs) related to the element Nr. 5 of the Module B0-DATM.

Table B0-DATM 3-1

Provision of AIS/AIM products and services based on the Integrated Aeronautical Information Database (IAID)

EXPLANATION OF THE TABLE

Column:

1 Name of the State or territory for which the provision of AIS/AIM products and services based on the IAID is required.

2 Requirement for the implementation and designation of the authoritative IAID, shown by:
FI – Fully Implemented
PI – Partially Implemented
NI – Not Implemented

Note 1 — The IAID of a State is a single access point for one or more databases (AIS, Terrain, Obstacles, AMDB, etc). The minimum set of databases which should be integrated is defined in Annex 15.

Note 2 — Information providing detail of "PI" should be given in the Remarks column (the implemented components of the IAID).

Note 3 — The information related to the designation of the authoritative IAID should be published in the AIP (GEN 3.1)

3 Requirement for an IAID driven AIP production, shown by:
FC – Fully compliant (eAIP: Text, Tables and Charts)
PC – Partially compliant
NC – Not compliant

Note 4 — AIP production includes, production of AIP, AIP Amendments and AIP Supplements

4 Requirement for an IAID driven NOTAM production, shown by:
FC – Fully Compliant
NC – Not compliant

5 Requirement for an IAID driven SNOWTAM production, shown by:
FC – Fully Compliant
NC – Not compliant

6 Requirement for an IAID driven PIB production, shown by:
FC – Fully compliant
NC – Not compliant

7 Requirement for Charting systems to be interoperable with the IAID, shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

8 Requirement for Procedure design systems to be interoperable with the IAID, shown by:
FI – Fully Implemented
PI – Partially Implemented
NI – Not Implemented

Note 5 — full implementation includes the use of the IAID for the design of the procedures and for the storage of the encoded procedures in the IAID

9 Requirement for ATS systems to be interoperable with the IAID, shown by:
FI – Fully Implemented
PI – Partially Implemented
NI – Not Implemented

10 Action Plan — short description of the State's Action Plan with regard to the provision of AIM products and services based on the IAID, especially for items with a "PC", "PI", "NC" or "NI" status, including planned date(s) of full compliance, as appropriate.

11 Remarks — additional information, including detail of "PC", "NC", "PI" and "NI", as appropriate.

TABLE B0-DATM-3-1

Provision of AIS/AIM products and services based on the Integrated Aeronautical Information Database (IAID)

State	*IAID*	*AIP*	*NOTAM*	*SNOWTAM*	*PIB*	Charting	Procedure design	ATS	Action Plan	Remarks
1	*2*	*3*	*4*	5	6	7	8	9	10	11

Table B0-DATM-3-2
Aeronautical Data Quality

EXPLANATION OF THE TABLE

Column:

1 Name of the State or territory.

2 Compliance with the requirement for implementation of QMS for Aeronautical Information Services including safety and security objectives, shown by:
- FC – Fully compliant
- PC – Partially compliant
- NC – Not compliant

3 Compliance with the requirement for the establishment of formal arrangements with approved data originators concerning aeronautical data quality, shown by:
- FC – Fully compliant
- PC – Partially compliant
- NC – Not compliant

4 Implementation of digital data exchange with originators, shown by:
- FI – Implemented
- PI – Partially Implemented
- NI – Not implemented

Note 1 — Information providing detail of "PI" and "NI" should be given in the Remarks column (percentage of implementation).

5 Compliance with the requirement for metadata, shown by:
- FC – Fully compliant
- PC – Partially compliant
- NC – Not compliant

6 Compliance with the requirements related to aeronautical data quality monitoring (accuracy, resolution, timeliness, completeness), shown by:
- FC – Fully compliant
- PC – Partially compliant
- NC – Not compliant

7 Compliance with the requirements related to aeronautical data integrity monitoring, shown by:
- FC – Fully compliant
- PC – Partially compliant
- NC – Not compliant

8 Compliance with the requirements related to the AIRAC adherence, shown by:
- FC – Fully compliant
- PC – Partially compliant
- NC – Not compliant

9 Action Plan — short description of the State's Action Plan with regard to aeronautical data quality requirements implementation, especially for items with a "PC", "PI", "NC" or "NI" status, including planned date(s) of full compliance, as appropriate.

10 Remarks — additional information, including detail of "PC", "NC", "PI" and "NI", as appropriate.

TABLE B0-DATM-3-2
Aeronautical Data Quality

State	*QMS*	*Establishment of formal agreements*	*Digital data exchange with originators*	*Metadata*	*Data quality monitoring*	Data integrity monitoring	AIRAC adherence	Action Plan	Remarks
1	*2*	*3*	*4*	5	6	7	8	9	10

Table B0-DATM-3-3

World Geodetic System-1984 (WGS-84)

EXPLANATION OF THE TABLE

Column:

1 Name of the State or territory for which implementation of WGS-84 is required.

2 Compliance with the requirements for implementation of WGS-84 for FIR and Enroute points, shown by:
- FC – Fully compliant
- PC – Partially compliant
- NC – Not compliant

3 Compliance with the requirements for implementation of WGS-84 for Terminal Areas (arrival, departure and instrument approach procedures), shown by:
- FC – Fully compliant
- PC – Partially compliant
- NC – Not compliant

4 Compliance with the requirements for implementation of WGS-84 for Aerodrome, shown by:
- FC – Fully compliant
- PC – Partially compliant
- NC – Not compliant

5 Compliance with the requirements for implementation of Geoid Undulation, shown by:
- FC – Fully compliant
- PC – Partially compliant
- NC – Not compliant

6 Action Plan — short description of the State's Action Plan with regard to WGS-84 implementation, especially for items with a "PC", "PI", "NC" or "NI" status, including planned date(s) of full compliance, as appropriate.

7 Remarks — additional information, including detail of "PC" and "NC", as appropriate.

TABLE B0-DATM-3-3
World Geodetic System-1984 (WGS-84)

State	FIR/ENR	Terminal	AD	GUND	Action Plan	Remarks
1	2	3	4	5	6	7

Table B0-DATM-3-4-1
Provision of Terrain and Obstacle data sets for Areas 1 and 4

EXPLANATION OF THE TABLE

Column

1 Name of the State or territory for which Terrain and Obstacle data sets for Areas 1 and 4 are required.

2 Compliance with requirement for the provision of Terrain data sets for Area 1, shown by:
FC – Fully Compliant
PC – Partially Compliant
NC – Not Compliant

3 Compliance with requirement for the provision of Terrain data sets for Area 4, shown by:
FC – Fully Compliant
PC – Partially Compliant
NC – Not Compliant

4 Compliance with requirement for the provision of Obstacle data sets for Area 1, shown by:
FC – Fully Compliant
PC – Partially Compliant
NC – Not Compliant

5 Compliance with requirement for the provision of Obstacle data sets for Area 4, shown by:
FC – Fully Compliant
PC – Partially Compliant
NC – Not Compliant

6 Action plan — short description of the State's Action Plan with regard to compliance with the requirements for provision of Terrain and Obstacle data sets for Areas 1 and 4, especially for items with a "PC" or "NC" status, including planned date(s) of full compliance, as appropriate.

7 Remarks— additional information, including detail of "PC" and "NC", as appropriate.

TABLE B0-DATM-3-4-1

Provision of Terrain and Obstacle data sets for Areas 1 and 4

State	Terrain data sets		Obstacle data sets		Action Plan	Remarks
	Area 1	Area 4	Area 1	Area 4		
1	2	3	4	5	6	7

Table B0-DATM-3-4-2
Provision of Terrain and Obstacle data sets for Area 2

EXPLANATION OF THE TABLE

Column

1 Name of the State or territory for which Terrain and Obstacle data sets for Area 2 are required.

2 Compliance with requirement for the provision of Terrain data sets for Area 2a, shown by:
FC – Fully Compliant
PC – Partially Compliant
NC – Not Compliant

3 Compliance with requirement for the provision of Terrain data sets for Area 2b, shown by:
FI – Fully Implemented
PI – Partially Implemented
NI – Not implemented
N/A – Not Applicable

4 Compliance with requirement for the provision of Terrain data sets for Area 2c, shown by:
FI – Fully Implemented
PI – Partially Implemented
NI – Not Implemented
N/A – Not Applicable

5 Compliance with requirement for the provision of Terrain data sets for Area 2d, shown by:
FI – Fully Implemented
PI – Partially Implemented
NI – Not Implemented
N/A – Not Applicable

6 Compliance with requirement for the provision of Obstacle data sets for Area 2a, shown by:
FC – Fully Compliant
PC – Partially Compliant
NC – Not Compliant

7 Compliance with requirement for the provision of Obstacle data sets for Area 2b, shown by:
FI – Fully Implemented
PI – Partially Implemented
NI – Not implemented
N/A – Not Applicable

8 Compliance with requirement for the provision of Obstacle data sets for Area 2c, shown by:

FI – Fully Implemented
PI – Partially Implemented
NI – Not Implemented
N/A – Not Applicable

9 Compliance with requirement for the provision of Obstacle data sets for Area 2d, shown by:

FI – Fully Implemented
PI – Partially Implemented
NI – Not Implemented
N/A – Not Applicable

10 Action plan — short description of the State's Action Plan with regard to compliance with the requirements for provision of Terrain and Obstacle data sets for Area 2, especially for items with a "PC", "PI", "NC" or "NI" status.

11 Remarks— additional information, including detail of "PC", "PI" and "NC", "NI", as appropriate.

TABLE B0-DATM-3-4-2

Provision of Terrain and Obstacle data sets for Area 2

State	Terrain data sets				Obstacle data sets				Action Plan	Remarks
	Area 2a	Area 2b	Area 2c	Area 2d	Area 2a	Area 2b	Area 2c	Area 2d		
1	2	3	4	5	6	7	8	9	10	11

Table B0-DATM-3-4-3
Provision of Terrain and Obstacle data sets for Area 3 and Airport Mapping Databases (AMDB)

EXPLANATION OF THE TABLE

Column

1 Name of the State or territory for which Terrain and Obstacle data sets for Area 3 and AMDB are required.

2 Compliance with requirement for the provision of Terrain data sets for Area 3, shown by:
FI – Fully Implemented
PI – Partially Implemented
NI – Not Implemented
N/A – Not Applicable

3 Compliance with requirement for the provision of Obstacle data sets for Area 3, shown by:
FI – Fully Implemented
PI – Partially Implemented
NI – Not Implemented
N/A – Not Applicable

4 Implementation of AMDB, shown by:
FI – Fully Implemented
PI – Partially Implemented
NI – Not Implemented
N/A – Not Applicable

5 Action plan — short description of the State's Action Plan with regard to compliance with the requirements for provision of Terrain and Obstacle data sets for Area 3 and AMDB implementation, especially for items with a "PC", "PI", "NC" or "NI" status.

6 Remarks— additional information, including detail of "PI" and "NI", as appropriate.

TABLE B0-DATM-3-4

Provision of Terrain and Obstacle data sets for Area 3 and Airport Mapping Databases (AMDB)

State	Terrain data sets (Area 3)	Obstacle data sets (Area 3)	AMDB	Action Plan	Remarks
1	2	3	4	5	6

APPENDIX 5A

Deficiencies in the AIM Field

BAHRAIN

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action

No Deficiencies Reported

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIM Field

EGYPT

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 15: Para. 10.1.3, Para. 10.1.9	-	Lack of provision of required electronic Obstacle Datasets for Area 1 and Area 4	May, 2014	-	O	No Corrective Action Plan submitted by the State	Egypt	Dec, 2014	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIM Field

IRAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 4: Para. 16.2	-	Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May, 1995	Coordination with neighboring States required	O	~~Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000~~ No Corrective Action Plan submitted by the State	Iran	Jun, 2014	B
2	ANNEX 4: Para. 3.2	-	Non-production of Aerodrome Obstacle Chart-ICAO Type A	May, 1995	-	O	~~Need to produce Aerodrome Obstacle Chart-ICAO Type A for all Int`l Airports RWYs, except if a notification to this effect is published in the AIP (if no significant obstacles exist)~~ No Corrective Action Plan submitted by the State	Iran	Dec, 2014	A
3	ANNEX 15: Para. 3.6.5	-	Lack of AIS automation	Dec, 2007	-	O	~~AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services~~ No Corrective Action Plan submitted by the State	Iran	Dec, 2014	A
4	ANNEX 15: Para. 10.1.3 Para. 10.1.9	-	Lack of provision of required electronic Terrain Datasets for Area 1 and Area 4	May, 2014	-	O	No Corrective Action Plan submitted by the State	Iran	Dec, 2014	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
5	ANNEX 15: Para. 10.1.3 Para. 10.1.9	-	Lack of provision of required electronic Obstacle Datasets for Area 1 and Area 4	May, 2014	-	O	No Corrective Action Plan submitted by the State	Iran	Dec, 2014	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIM Field

IRAQ

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 4: Para. 16.2	-	Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May, 1995	-	F H S	~~Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000~~ No Corrective Action Plan submitted by the State	Iraq	Dec, 2014	B
2	ANNEX 4: Para. 7.2	-	Non-production of the Enroute Chart-ICAO	May, 1995	-	F H O	~~Need to produce the Enroute Chart-ICAO~~ No Corrective Action Plan submitted by the State	Iraq	Dec, 2014	A
3	ANNEX 4: Para. 13.2	-	Non-production of Aerodrome/ Heliport Chart - ICAO	May, 1995	-	F H O	~~Need to produce Aerodrome/ Heliport Chart – ICAO for all Int`l Aerodromes~~ No Corrective Action Plan submitted by the State	Iraq	Dec, 2014	A
4	ANNEX 15: Para 3.7.1	-	Implementation of WGS-84	Dec, 1997	-	F H O	~~Need to complete implementation of WGS-84~~ No Corrective Action Plan submitted by the State	Iraq	Dec, 2014	~~U~~ A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
5	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	F H O	~~Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.~~ No Corrective Action Plan submitted by the State	Iraq	Dec, 2014	~~U~~ A
6	ANNEX 4: Para. 11.2	-	Non-production of Instrument Approach Chart-ICAO	Jan, 2003	-	F H O	~~Need to produce Instrument Approach Chart-ICAO for all Int`l Aerodromes~~ No Corrective Action Plan submitted by the State	Iraq	Dec, 2014	A
7	ANNEX 15: Para. 8.1	-	Non provision of pre-flight information service at international airports	Mar, 2004	-	F H O	~~Need to provide a pre-flight information service at all aerodromes used for international air operations.~~ No Corrective Action Plan submitted by the State	Iraq	Dec, 2014	A
8	ANNEX 15: Para. 10.1.3 Para. 10.1.9	-	Lack of provision of required electronic Terrain Datasets for Area 1 and Area 4	May, 2014	-	O	No Corrective Action Plan submitted by the State	Iraq	Dec, 2014	A
9	ANNEX 15: Para. 10.1.3 Para. 10.1.9	-	Lack of provision of required electronic Obstacle Datasets for Area 1 and Area 4	May, 2014	-	O	No Corrective Action Plan submitted by the State	Iraq	Dec, 2014	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIM Field

JORDAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 4: Para. 16.2	-	Non-productionof World Aeronautical Chart – ICAO1:1 000 000	Feb, 2008	-	H	~~Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000~~ No Corrective Action Plan submitted by the State	Jordan	Dec, 2014	B
2	ANNEX 15: Para. 10.1.3 Para. 10.1.9	-	Lack of provision of required electronic Terrain Datasets for Area 1 and Area 4	May, 2014	-	O	No Corrective Action Plan submitted by the State	Jordan	Dec, 2014	A
3	ANNEX 15: Para. 10.1.3 Para. 10.1.9	-	Lack of provision of required electronic Obstacle Datasets for Area 1 and Area 4	May, 2014	-	O	No Corrective Action Plan submitted by the State	Jordan	Dec, 2014	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIM Field

KUWAIT

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	Jan, 2003	~~Work in progress~~ (USOAP-CMA finding)	H	~~Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.~~ No Corrective Action Plan submitted by the State	Kuwait	Dec, 2014	~~U~~ A
2	ANNEX 15: Para. 10.1.3 Para. 10.1.9	-	Lack of provision of required electronic Terrain Datasets for Area 1 and Area 4	May, 2014	-	O	No Corrective Action Plan submitted by the State	Kuwait	Dec, 2014	A
3	ANNEX 15: Para. 10.1.3 Para. 10.1.9	-	Lack of provision of required electronic Obstacle Datasets for Area 1 and Area 4	May, 2014	-	O	No Corrective Action Plan submitted by the State	Kuwait	Dec, 2014	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIM Field

LEBANON

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 4 Para. 16.2	-	Non-productionof World Aeronautical Chart – ICAO1:1 000 000	May, 1995	-	H	~~Difference published in the AIP. There`s no plan to produce the required sheets of the WAC 1:1000 000~~ No Corrective Action Plan submitted by the State	Lebanon	Dec, 2015	B
2	ANNEX 15:Para. 3.2	-	Implementation of a Quality System	Jan, 2003	(USOAP-CMA finding)	H	~~Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.~~ No Corrective Action Plan submitted by the State	Lebanon	Dec, 2015	~~U~~ A
3	ANNEX 15:Para. 3.7.2.4	-	Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan, 2003	-	H	~~Need to implement geoid undulation referenced to the WGS-84 ellipsoid.~~ No Corrective Action Plan submitted by the State	Lebanon	Jun, 2015	A
4	ANNEX 15: Para. 10.1.3 Para. 10.1.9	-	Lack of provision of required electronic Terrain Datasets for Area 1 and Area 4	May, 2014	-	O	No Corrective Action Plan submitted by the State	Lebanon	Dec, 2014	A
5	ANNEX 15: Para. 10.1.3 Para. 10.1.9	-	Lack of provision of required electronic Obstacle Datasets for Area 1 and Area 4	May, 2014	-	O	No Corrective Action Plan submitted by the State	Lebanon	Dec, 2014	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIM Field

Libya

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 4 Para. 16.2	-	Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May, 2014	-	O	No Corrective Action Plan submitted by the State	Libya	Dec, 2014	B
2	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	May, 2014	(USOAP-CMA finding)	O	No Corrective Action Plan submitted by the State	Libya	Dec, 2014	A
3	ANNEX 15: Para 6.	-	Lack of implementation of AIRAC System	May, 2014	-	O	No Corrective Action Plan submitted by the State	Libya	Dec, 2014	A
4	ANNEX 15: Para. 3.6.5	-	Lack of AIS automation	May, 2014	-	O	No Corrective Action Plan submitted by the State	Libya	Dec, 2014	A
5	ANNEX 15: Para. 10.1.3 Para. 10.1.9	-	Lack of provision of required electronic Terrain Datasets for Area 1 and Area 4	May, 2014	-	O	No Corrective Action Plan submitted by the State	Libya	Dec, 2014	A
6	ANNEX 15: Para. 10.1.3 Para. 10.1.9	-	Lack of provision of required electronic Obstacle Datasets for Area 1 and Area 4	May, 2014	-	O	No Corrective Action Plan submitted by the State	Libya	Dec, 2014	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIM Field

OMAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 15:Para. 3.2	-	Implementation of a Quality System	Jan, 2003	(USOAP-CMA finding)	O	~~Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.~~ No Corrective Action Plan submitted by the State	Oman	Dec, 2014	~~U~~ A
2	ANNEX 15: Para. 3.6.5and 8.2	-	Lack of AIS automation	Jul, 2005	-	O	~~AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services~~ No Corrective Action Plan submitted by the State	Oman	Dec, 2014	A
3	ANNEX 15: Para. 10.1.3 Para. 10.1.9	-	Lack of provision of required electronic Terrain Datasets for Area 1 and Area 4	May, 2014	-	O	No Corrective Action Plan submitted by the State	Oman	Dec, 2014	A
4	ANNEX 15: Para. 10.1.3 Para. 10.1.9	-	Lack of provision of required electronic Obstacle Datasets for Area 1 and Area 4	May, 2014	-	O	No Corrective Action Plan submitted by the State	Oman	Dec, 2014	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIM Field

QATAR

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action

No Deficiencies Reported

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIM Field

SAUDI ARABIA

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 15: Para. 8.1	-	Pre-flight information service not provided at International Airports	Nov, 2007	-	O	~~Need to provide a pre-flight information service at all aerodromes used for international air operations.~~ No Corrective Action Plan submitted by the State	Saudi Arabia	Dec, 2014	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIM Field

Sudan

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 4 Para. 16.2	-	Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May, 2014	-	O	No Corrective Action Plan submitted by the State	Sudan	Dec, 2014	B
2	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	May, 2014	(USOAP-CMA finding)	O	No Corrective Action Plan submitted by the State	Sudan	Dec, 2014	A
3	ANNEX 15: Para. 3.6.5	-	Lack of AIS automation	May, 2014	-	O	No Corrective Action Plan submitted by the State	Sudan	Dec, 2014	A
4	ANNEX 15: Para. 10.1.3 Para. 10.1.9	-	Lack of provision of required electronic Terrain Datasets for Area 1 and Area 4	May, 2014	-	O	No Corrective Action Plan submitted by the State	Sudan	Dec, 2014	A
5	ANNEX 15: Para. 10.1.3 Para. 10.1.9	-	Lack of provision of required electronic Obstacle Datasets for Area 1 and Area 4	May, 2014	-	O	No Corrective Action Plan submitted by the State	Sudan	Dec, 2014	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIM Field

SYRIA

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 15: Para 6.	-	Lack of implementation of AIRAC System	May, 1995	-	F H	~~Need to fully comply with the AIRAC procedure~~ No Corrective Action Plan submitted by the State	Syria	Jan, 2015	~~U~~ A
2	ANNEX 4: Para. 16.2	-	Non-productionof World Aeronautical Chart – ICAO1:1 000 000	May, 1995	-	F H S	~~Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000~~ No Corrective Action Plan submitted by the State	Syria	Jan, 2015	B
3	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	Jan, 2003	(USOAP-CMA finding)	F H	~~Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.~~ No Corrective Action Plan submitted by the State	Syria	Jan, 2015	~~U~~ A
4	ANNEX 15: Para. 3.7.2.4	-	Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan, 2003	-	F H	~~Need to implement geoid undulation referenced to the WGS-84 ellipsoid.~~ No Corrective Action Plan submitted by the State	Syria	Jan, 2015	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
5	ANNEX 15: Para 4.2.9 & 4.3.7	-	Lack of regular and effective updating of the AIP	Jul, 2005	-	F H O	~~Need to update the AIP on a regular basis~~ No Corrective Action Plan submitted by the State	Syria	Jan, 2015	~~U~~ A
6	ANNEX 15 Para. 3.1.1.2, 3.1.5, 3.1.6 & 4.1	-	Lack of consistency between the different Sections of the AIP containing the same information.	Jul, 2005	-	H	~~Need to review the AIP for consistency~~ No Corrective Action Plan submitted by the State	Syria	Jan, 2015	~~U~~ A
7	ANNEX 15: Para. 3.6.5	-	Lack of AIS automation	Jul, 2005	-	F H	~~AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services~~ No Corrective Action Plan submitted by the State	Syria	Jan, 2015	A
8	ANNEX 15: Para. 8.1	-	Non provision of pre-flight information service at international airports	Jul, 2005	-	F H	~~Need to provide a pre-flight information service at all aerodromes used for international air operations.~~ No Corrective Action Plan submitted by the State	Syria	Jan, 2015	A
9	ANNEX 15: Para. 10.1.3 Para. 10.1.9	-	Lack of provision of required electronic Terrain Datasets for Area 1 and Area 4	May, 2014	-	O	No Corrective Action Plan submitted by the State	Syria	Dec, 2014	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
10	ANNEX 15: Para. 10.1.3 Para. 10.1.9	-	Lack of provision of required electronic Obstacle Datasets for Area 1 and Area 4	May, 2014	-	O	No Corrective Action Plan submitted by the State	Syria	Dec, 2014	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIM Field

UAE

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action

No Deficiencies Reported

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIM Field

YEMEN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ANNEX 15: Para 6.	-	Lack of implementation of AIRAC System	May, 1995	-	H O	~~Need to fully comply with the AIRAC procedure~~ No Corrective Action Plan submitted by the State	Yemen	Jun, 2014	~~U~~ A
2	ANNEX 4: Para. 16.2	-	Non-productionof World Aeronautical Chart – ICAO1:1 000 000	May, 1995	-	F	~~Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000~~ No Corrective Action Plan submitted by the State	Yemen	Dec, 2014	B
3	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	F	~~Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.~~ No Corrective Action Plan submitted by the State	Yemen	Dec, 2014	~~U~~ A
4	ANNEX 4: Para. 11.2	-	Non-productionof Instrument Approach Chart-ICAO	Jan, 2003	Yemen has produced the Instrument Approach Chart-ICAO except for TAIZ Intl Airport	O	~~RNAV procedures are under development for Taiz aiport~~ No Corrective Action Plan submitted by the State	Yemen	Dec, 2014	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
5	ANNEX 15: Para. 8.1	-	Non provision of pre-flight information service at international airports	Mar, 2004	-	F H	~~Need to provide a pre-flight information service at all aerodromes used for international air operations.~~ No Corrective Action Plan submitted by the State	Yemen	Dec, 2014	A
6	ANNEX 15: Para. 3.6.5	-	Lack of AIS automation	Jul, 2005	-	F	~~AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services~~ No Corrective Action Plan submitted by the State	Yemen	Dec, 2014	A
7	ANNEX 15: Para. 10.1.3 Para. 10.1.9	-	Lack of provision of required electronic Terrain Datasets for Area 1 and Area 4	May, 2014	-	O	No Corrective Action Plan submitted by the State	Yemen	Dec, 2014	A
8	ANNEX 15: Para. 10.1.3 Para. 10.1.9	-	Lack of provision of required electronic Obstacle Datasets for Area 1 and Area 4	May, 2014	-	O	No Corrective Action Plan submitted by the State	Yemen	Dec, 2014	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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

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

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

'A' priority = Top priority requirements necessary for air navigation safety.

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

'B' priority = Intermediate requirements necessary for air navigation regularity and efficiency.

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

Definition:

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

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(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

AIM SG/1
Appendix 6A to the Report on the Agenda Item 2

MIDANPIRG AERONAUTICAL INFORMATION MANAGEMENT SUB-GROUP (AIM SG)

1. TERMS OF REFERENCE

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

a) ensure that the implementation of AIM in the MID Region is coherent and compatible with developments in adjacent regions, and is in line with the Global Air Navigation Plan (GANP), the Aviation System Block Upgrades (ASBU) methodology and the MID Region Air Navigation Strategy;

b) monitor the status of implementation of the MID Region AIM-related ASBU Modules included in the MID Region Air Navigation Strategy as well as other required AIM facilities and services, identify the associated difficulties and deficiencies and provide progress reports, as required;

c) keep under review the MID Region AIM performance objectives/priorities, develop action plans to achieve the agreed performance targets and propose changes to the MID Region AIM plans/priorities, through the ANSIG;

d) seek to achieve common understanding and support from all stakeholders involved in or affected by the AIM developments/activities in the MID Region;

e) provide a platform for harmonization of developments and deployments in the AIM domain;

f) monitor and review the latest developments in the area of AIM and procedure design issues associated to AIM, provide expert inputs for AIM-related issues; and propose solutions for meeting ATM operational requirements;

g) provide regular progress reports to the ANSIG and MIDANPIRG concerning its work programme; and

h) review periodically its Terms of Reference and propose amendments, as necessary.

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

a) monitor the status of implementation of the required AIM facilities and services in the MID Region;

b) assess and provide progress reports on the transition from AIS to AIM in the MID Region;

c) provide necessary assistance and guidance to States to ensure harmonization and interoperability in line with the GANP, the MID ANP and ASBU methodology;

d) provide necessary inputs to the MID Air Navigation Strategy through the monitoring of the agreed Key Performance Indicators related to AIM;

e) identify and review those specific deficiencies and problems that constitute major obstacles to the provision of efficient AIM services, and recommend necessary remedial actions;

f) keep under review the adequacy of ICAO SARPs requirements in the area of AIM, taking into account, inter alia, changes in user requirements, the evolution of operational requirements and technological developments;

g) develop proposals for the updating of relevant ICAO documentation related to AIM, including the amendment of relevant parts of the MID ANP, as deemed necessary;

h) monitor and review technical and operating developments in the area of AIM and foster their implementation in the MID Region in a harmonized manner; and

i) foster the integrated improvement of AIM services through proper training and qualification of the AIM personnel.

2. COMPOSITION

2.1 The Sub-Group will compose of:

a) MIDANPIRG Member States;

b) concerned International and Regional Organizations as observers; and

c) other representatives from provider States and Industry may be invited on ad hoc basis, as observers, when required.

ATTACHMENT

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