

---

**PART II: REPORT ON AGENDA ITEMS**

**REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA**

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

-----

DRAFT

**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 DGCA-MID/3, MIDANPIRG/15 and MSG/4 Conclusions and Decisions relevant to AIM and the follow up actions taken by concerned parties as at **Appendix 2A**.

-----

DRAFT

---

**REPORT ON AGENDA ITEM 3: GLOBAL DEVELOPMENTS RELATED TO AIM*****AIS-AIM SG/10 and AIS-AIM SG/11******Annex 15 restructuring, development of the new PANS AIM and Data Catalogue***

3.1 The meeting was apprised of the outcome of the tenth and eleventh meetings of the Aeronautical Information Services-Aeronautical Information Management Study Group (AIS-AIMSG/10, Montreal, Canada, 10-14 November 2014 & AIS-AIMSG/11, Montreal, Canada, 27 April-1 May 2015).

3.2 The meeting received with appreciation two presentations via web conferencing by Mr. Paul Bosman, Chairman of the AIS-AIMSG and Mr. Rudolf Schneeberger, ITV Consultant. Mr. Bosman provided a briefing on the activities of the AIS-AIMSG and associated Global and Regional developments related to AIM and SWIM. Mr. Schneeberger also provided the meeting with the latest development related to the AIM Data Catalogue.

3.3 The meeting recalled that, the AIS-AIM Study Group set a strategy to restructure Annex 15 to include only requirements and performance specifications related to AIS/AIM in 6 new Chapters. First part of Annex 15 restructuring (Chapters 1 to 3) was published through Amendment 37 to Annex 15 (applicable date 14 November 2013):

- Chapter 1 General.
- Chapter 2 Responsibilities and Functions.
- Chapter 3 Aeronautical Information Management.
- Chapter 4: Aeronautical data and information scope and collection.
- Chapter 5: Temporality and Distribution
- Chapter 6: Information Services

3.4 The meeting noted that PANS AIM has also been developed to include procedures, processes, formats and technical specifications. It was noted that the restructured Annex 15 (+-30 pages) and the new PANS-AIM (+-100 pages) would be finalized by the end 2015. Some of the principles of the restructuring are as follows:

- Split Data collection process from data provision
- Move from Product to Data Centric
- Digital Data services:
  - Several Datasets: Aeronautical (AIP), Terrain, Obstacles, Aerodrome Mapping, Instrument Flight Procedure Design
  - Progressive introduction of the requirements for digital data publication
  - Incentive - allowed to remove certain AIP tables, if data is made available digitally
  - Short-term operational significant update - [Digital NOTAM]
- Emphasis on English Language
- Safety Management provisions
- Data quality separated from Quality/Safety Management

- I-AIP replaced by Aeronautical Information Products
- Strengthening Formal arrangements with data originators
- Data protection provisions updated (CRC)
- Some Doc8126 AIP text (multiple volumes, page numbering, formatting, etc.) lifted to PANS-AIM level

3.5 The meeting was informed that an AIM Data Catalogue is developed to be included in PANS AIM Appendix 1. The Data Catalogue shall be considered as a reference for all provisions related to aeronautical data origination and publication. The Data Catalogue provides a common language that can be used by data providers/originators and AIS. So, Data Catalogue would also facilitate formal arrangements between AIS/AIM units with data originators.

3.6 It was noted that the Data Catalogue consolidates data that may be collected and maintained by AIS and is the source of the accuracy and integrity requirements for determination and reporting of aeronautical data to AIS. It is also the source of the resolution and integrity requirements for publication and charting of products including aeronautical data included in Annex 15. Information sub-domains of the Data Catalogue are as follows:

- a) Aerodromes
- b) Airspaces
- c) ATS Routes
- d) Instrument Flight Procedures
- e) Navigation Aids / Systems
- f) Obstacles
- g) Geographic Information

3.7 The meeting noted that the target effective and applicability dates for the amendment to Annex 15 and introduction of PANS AIM and Data Catalogue are July 2017 and November 2018, respectively.

#### ***Pending ICAO Guidance Material***

3.8 The meeting noted with concern that the following ICAO Documents were released by the AIS-AIMSG to the ICAO Secretariat and are still not yet finalized/issued:

- New Quality Manual (Doc 9839) – English draft by Q3-2015
- AIS Manual – Amdt 3 (Doc 8126) – to follow Quality Manual
- New Training Manual (Doc 9991) – English draft by Q3-2015
- Aeronautical Chart manual – Amdt 3 (Doc 8697) – With editorial
- Update of WGS-84 Manual (Doc 9674) – To be updated
- Update of Public Usage of Internet (Doc 9855) – On work program of IMP

3.9 List of Study Notes and Information Papers issued for the AIS-AIMSG/10 and 11 meetings, as well as the Summary of Discussions, are available on the ICAO website at: <http://www.icao.int/safety/ais-aimsg/Pages/default.aspx>.

---

## Amendment Proposals to ANNEX 4 and 15

3.10 The meeting noted the proposal Ref.: SP 65/4-15/22 dated 13 May 2015 to amend Annex 4 — *Aeronautical Charts*, Annex 11 — *Air Traffic Services*, Annex 15 — *Aeronautical Information Services* and the *Procedures for Air Navigation Services — Aircraft Operations*, Volume I — *Flight Procedures* and Volume II — *construction of Visual and Instrument Flight Procedures* (PANS-OPS, Doc 8168) regarding: procedure design and oversight Standards and Recommended Practices (SARPs); harmonization chart/database avionics requirements; existing work; work related to maintenance and update of provisions; development of new performance-based navigation (PBN) design criteria to support current and future PBN operations; and provision of information for the strategic development of PBN, developed by the twelfth meeting of the Instrument Flight Procedures Panel (IFPP/12); and the proposal Ref.: AN 4/1.1.55-15/30 dated 29 May 2015 to amend Annex 14 — *Aerodromes*, Volume I — *Aerodrome Design and Operations*; the *Procedures for Air Navigation Services (PANS) — Aerodromes* (PANS-Aerodromes, Doc 9981); Annex 3 — *Meteorological Service for International Air Navigation*; Annex 6 — *Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes* and Part II — *International General Aviation — Aeroplanes*; Annex 8 — *Airworthiness of Aircraft*; Annex 15 — *Aeronautical Information Services*; and the *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444) relating to improvements in assessing and reporting runway surface conditions, including SNOWTAM format and coding, developed by the Friction Task Force of the Aerodrome Design and Operations Panel (ADOP).

3.11 In this regard, the proposed changes to Annex 15 related to 1) the use of enhanced Global reporting format for assessing and reporting Runway surface conditions; 2) the new SNOWTAM format; 3) 8 hours validity of the SNOWTAM were highlighted; and the need for the States to review their NOTAM system to accommodate the proposed changes, in due time after final approval of the Proposal for Amendment was underlined.

### **INFORMATION PANEL (IMP)**

3.12 The meeting recalled that, the ICAO Air Navigation Commission agreed to the establishment of the Information Panel (IMP), to elaborate on necessary concepts and develop a global and interoperable approach to ensure effective management of information within the global air navigation system. The IMP undertakes tasks related to the global transition from AIS to AIM, based upon Recommendations 3/1, 3/2, 3/3 and 3/9 of the Twelfth Air Navigation Conference in 2012 (AN-Conf/12).

3.13 The meeting was apprised of the outcome of the first meeting of the Information Management Panel (IMP/1) (Montreal, Canada, 26-30 January 2015). It was noted that the meeting agenda was focused on five main work areas:

- a) SWIM concept
- b) NOTAM
- c) Information Exchange
- d) Service requirements; and
- e) Governance and Institutional Issues

3.14 The meeting noted that, four (4) Working Groups were established by the IMP/1 meeting to work on the following:

- 
- Information Services and NOTAM
  - Information Architecture & Management
  - SWIM Awareness & Communication
  - SWIM Governance

3.15 Working and Information Papers issued for the IMP/1 meeting as well as the meeting Report are available on the ICAO website at: <http://www.icao.int/airnavigation/IMP/Pages/default.aspx>

3.16 The meeting highlighted that it is necessary for States, to start including some SWIM-related issues in their National Plans. The meeting agreed also that the AIM SG/3 meeting should consider the inclusion of some SWIM-related issues in the TORs of the AIM SG.

#### ***Global AIM Hanoi 2015***

3.17 The meeting was apprised of the outcome of the Global AIM 2015 (Hanoi, Vietnam, 9-11 June 2015). The presentations, Summary and Conclusions and Recommendations of the Conference are available on the IFAIMA website at: <http://www.ifaima.org/index.php/global-aim/item/177-global-aim-ha-noi-2015>

3.18 The meeting noted that further to the submission of a Study Note by IFAIMA to the AIS-AIM SG/11 related to English Language Proficiency for AIS/AIM Staff, the subject is being addressed at the level of ICAO Headquarter.

-----

---

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

***National AIM Implementation Roadmap***

4.1 The meeting recalled that, the MSG/4 meeting agreed that States should focus on the implementation of phase II of the ICAO Roadmap for the transition from AIS to AIM and agreed to the following MSG Conclusion:

*MSG CONCLUSION 4/17: NATIONAL AIM IMPLEMENTATION ROADMAP TEMPLATE*

*That, States:*

- a) be invited to take into consideration the “MID Region AIM implementation Roadmap” at Appendix 4L in planning for the transition from AIS to AIM in a prioritized manner; and*
- b) that have not yet done so, be urged to provide the ICAO MID Regional Office with their National AIM Implementation Roadmap using the Template at Appendix 4K, before 1 March 2015.*

4.2 The meeting noted that twelve (12) States have provided their National AIM Implementation Roadmaps to the ICAO MID Regional Office. National AIM Implementation Roadmaps provided by the States are at **Appendix 4A**. It was highlighted that the “*National AIM Implementation Roadmap Template*” at **Appendix 4B** was a useful tool for the States for the development of their National AIM Implementation Roadmap. The meeting further urged States to implement the provisions of the MSG Conclusion 4/17, in particular States were urged to provide the ICAO MID Regional Office with any update, to their National AIM implementation Roadmap, before **31 December 2015**.

4.3 The meeting reviewed the “*MID Region AIM implementation Roadmap*” endorsed by the MSG/4 meeting (Cairo, Egypt, 24-26 November 2014) at **Appendix 4C** and agreed that it is still current and valid.

***MID Region Guidance for AIM Implementation***

4.4 The meeting recalled that the MIDANPIRG/15 meeting (Bahrain, 8-11 June 2015) agreed that the plans, procedures, guidance materials, etc. related to the Middle East Region be published as Regional Documents (MID Docs) and be posted on the ICAO Secure Portal (RO\_MID) at: [https://portal.icao.int/RO\\_MID/Pages/MIDDocs.aspx](https://portal.icao.int/RO_MID/Pages/MIDDocs.aspx).

4.5 The meeting noted with appreciation that, in order to support AIM Implementation in the MID Region, the Secretariat developed Draft Guidance Material on the AIM Implementation “*MID Region guidance for AIM implementation*”. The Document provides necessary information on the main concepts and operational elements of AIM and is intended to consolidate the main guidance material related to AIM (one-stop shop). It contains also the tools developed at regional level to assist States in the implementation process.

4.6 The meeting reviewed the draft “*MID Region guidance for AIM implementation*” and agreed to the following Draft Conclusion:

**DRAFT CONCLUSION 2/1: DRAFT MID REGION GUIDANCE FOR AIM IMPLEMENTATION**

*That, States be urged to review the “MID Region guidance for AIM implementation” at **Appendix 4D**, and provide the ICAO MID Regional Office with their comments/inputs, including their needs/expectations and best practices/success stories, before **31 December 2015**, for the development of the final version.*

**Status of AIM Implementation in the MID Region**

4.7 The meeting recalled that the MIDANPIRG/15 meeting endorsed a revised version of the MID Air Navigation Strategy (MID Doc 002) and agreed to the following Conclusion:

*CONCLUSION 15/10: MID REGION AIR NAVIGATION STRATEGY*

*That,*

- a) the revised MID Region Air Navigation Strategy:*
  - i. is endorsed as the framework identifying the regional air navigation priorities, performance indicators and targets; and*
  - ii. be published as MID Doc 002*
- 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; and*
  - ii. provide the ICAO MID Regional Office, on an annual basis (by the end of November), with relevant data necessary for regional air navigation planning, reporting and monitoring.*

4.8 Detailed information on the monitoring of certain ASBU modules has been included in Volume III of the MID eANP, in order to be used as planning tools for the measurement of the air navigation systems performance.

4.9 The meeting reviewed the B0-DATM Elements, Indicators and Targets of the MID Air Navigation Strategy at **Appendix 4E**.

4.10 The meeting reviewed and updated the status of implementation of the B0-DATM Elements in the MID Region at **Appendix 4F**.

**AIRAC adherence monitoring**

4.11 The meeting noted the concerns raised by IATA related to the repetitive occurrence of late publication of aeronautical information of operational significance and the non-adherence with the AIRAC provisions in the MID Region. Accordingly, the meeting agreed on the need for continuous monitoring of AIRAC adherence. In this respect, it was highlighted that the AIRAC adherence monitoring system should be part of the Quality Management System. In addition, the meeting underlined the need for the users/IATA to report to concerned State(s) and the ICAO MID Regional Office any case of non-adherence to the AIRAC provisions.

4.12 The meeting recalled that MIDANPIRG/15 , though Conclusion 15/17, urged States 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. In this respect, the meeting highlighted the need for AIS/AIM to 1) raise the awareness of the Data Originators regarding the AIRAC provisions and 2) include necessary procedures related to AIRAC adherence in the arrangement with the Data Originators.

4.13 Based on the above, the meeting agreed to the following Draft Conclusion:

***DRAFT CONCLUSION 2/2: AIRAC ADHERENCE MONITORING***

*That:*

- a) *States be urged to:*
  - i. *implement a system for AIRAC adherence monitoring; and*
  - ii. *report on annual basis (by 31 December) to the ICAO MID Regional Office the case(s) of late publication of aeronautical information of operational significance and non-adherence to the AIRAC provisions*
- b) *IATA report to the concerned State(s) and the ICAO MID Regional Office any case of late publication of aeronautical information of operational significance and non-adherence to the AIRAC provisions.*

***MID eANP***

4.14 The meeting recalled that the 12th Air Navigation Conference (AN-Conf/12) agreed to Recommendation 6/1 [Regional performance framework – planning methodologies and tools] regarding the alignment of regional air navigation plans (ANP) with the Fourth Edition of the Global Air Navigation Plan (GANP) (Doc 9750).

4.15 The meeting noted that the ICAO Council approved the new eANP Template (Volumes I, II and III) and corresponding procedure for amendment on 18 June 2014 (202nd session, fourth meeting).

4.16 The meeting recalled that the MIDANPIRG/15 meeting reviewed and endorsed the MID eANP VOL I, II and III. Accordingly, the meeting agreed to the following Conclusion:

***CONCLUSION 15/11: ENDORSEMENT OF THE MID eANP***

*That,*

- a) *the new MID ANP VOL I, II and III available at: <http://www.icao.int/MID/MIDANPIRG/Pages/Final%20Report/MID-eANP.aspx> are endorsed; and*
- b) *the ICAO MID Regional Office process the necessary Proposals for Amendment, in accordance with the procedure for amendment approved by the Council, for formal approval by the end of 2015.*

4.17 The meeting reviewed the AIM Parts of the MID eANP Volumes I and II.

---

***Publication of FIR Boundary Coordinates***

4.18 The meeting noted that in accordance with Annex 15, Appendix 7, Table A7-1, Publication **Resolution** for Flight Information Region (FIR) boundary points is **1 minute**. However, in accordance with Annex 11, Appendix 5, Table 1, the **accuracy** for FIR boundary points is **2 Km**.

4.19 The meeting recalled that the MIDANPIRG/15 meeting agreed that during the process of endorsement/approval of the MID eANP, ICAO (HQ) would identify the inconsistencies, if any, in the lateral limits coordinates of the different FIRs/UIRs (Tables ATM I-1 and SAR I-1) and the MID Regional Office would coordinate with the concerned States to seek a resolution.

4.20 The meeting reviewed the Guidelines for the publication of FIR boundary points, at **Appendix 4G** and agreed that the Guidelines should be taken into consideration in the publication of the FIR boundary points in the AIPs.

4.21 The meeting further reviewed Table ATM I-1 *MID Region Flight Information Regions (FIRs)/ Upper Information Regions (UIRs)* at **Appendix 4H** highlighting the inconsistencies between adjacent FIRs and agreed to the following Draft Conclusions:

***DRAFT CONCLUSION 2/3: PUBLICATION OF FIR BOUNDARY POINTS***

*That, States be urged to:*

- a) take into consideration the Guidelines at **Appendix 4G** for the description of their FIR boundaries; and*
- b) review the Table ATM I-1 MID Region Flight Information Regions (FIRs)/ Upper Information Regions (UIRs) at **Appendix 4H** and coordinate with neighboring States, as appropriate, the definition of common boundaries;*
- c) provide the ICAO MID Regional Office with their updates and comments before **30 September 2015**.*

***DRAFT CONCLUSION 2/4: PUBLICATION OF FIR BOUNDARY POINTS***

*That, ICAO consider the amendment of Annex 15 provisions related to the publication resolution for Flight Information Region (FIR) boundary points to be 1 second instead of 1 minute (DMS).*

***Regional Performance Dashboards***

4.22 The meeting recalled that, the 38th Assembly approved the Regional Performance Dashboards. These Dashboards aim to provide a glance of both Safety and Air Navigation Capacity and Efficiency strategic objectives, using a set of indicators and targets based on the regional implementation of the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP).

4.23 The meeting noted that ICAO introduced the Regional Performance Dashboards as a framework of nested reporting of results with an increased focus on implementation. The Dashboards currently show the globally agreed targeted performance at the regional level and contain graphics and maps with a planned expansion to include regionally agreed targets and the Aviation System Block upgrades (ASBU) Block 0 Modules. The dashboards can be accessed on the ICAO website at <http://www.icao.int/safety/Pages/Regional-Targets.aspx>.

4.24 The meeting recalled that the MIDANPIRG/15 meeting agreed that the Dashboard should reflect also the status of implementation of the regionally agreed priority 1 ASBU Block 0 modules. Accordingly, the meeting urged States to provide the ICAO MID Regional Office with necessary data on the implementation of all the priority 1 ASBU Block 0 modules and requested ICAO to expand the Dashboard to include all the MID Region-specific indicators, metrics and targets. Accordingly, the meeting agreed to the following Conclusion:

*CONCLUSION 15/19: REGIONAL PERFORMANCE DASHBOARDS*

*That, ICAO expedite the expansion of the regional performance dashboards to include the MID Region-specific indicators, metrics and targets, for which the necessary data is available.*

4.25 Based on the above, the meeting agreed that, AIM National Roadmap, AIXM 5+, eAIP, eTOD Area 1 and 4 should be added to the MID Region Dashboard. Accordingly, the meeting agreed to the following Draft Conclusion:

*DRAFT CONCLUSION 2/5: EXPANSION OF THE MID REGIONAL PERFORMANCE DASHBOARD – AIM PART*

*That, the AIM National Roadmap, AIXM 5+, eAIP and eTOD Area 1 and 4, be added to the MID Region Performance Dashboard.*

***MID Region AIM Database (MIDAD)***

4.26 The meeting reviewed and endorsed the outcome of the MIDAD TF/3 meeting (Kish Island, Iran, 29-30 September 2015).

***MIDAD Support Team***

4.27 The meeting recalled that, taking into account that the majority of the tasks assigned by the DGCA-MID/2 meeting to the Four Leading States (Bahrain, Qatar, Saudi Arabia and UAE) have been successfully accomplished, and considering that the DGCA-MID/3 meeting has decided that the legal framework for the MIDAD Project will no longer be provided by the Leading States since MIDAD will be managed as a TCB project under the MAEP framework, the MIDANPIRG/15 meeting, through Conclusion 15/25, agreed that the MIDAD ST composition be amended to include Bahrain, Jordan, Iran, Kuwait, Oman, Qatar, Saudi Arabia, Sudan, UAE and the ICAO MID Regional Office. The meeting agreed to assign members to the MIDAD ST from the list of MIDAD Focal Points and that Mr. Abbas Niknejad, Regional Officer AIM/ATM, ICAO MID Regional Office, be designated as the Rapporteur of the ST. In this respect, the meeting noted that some members of the MIDAD ST have changed position/function within their Civil Aviation Authority and accordingly, the ICAO MID Regional Office was requested to double check with States if the information related to their MIDAD Focal Point is up-to-date.

4.28 Based on the above, the meeting agreed to the following Draft Decision to replace and supersede MIDANPIRG Decision 15/25 and MSG Conclusion 4/18:

***DRAFT DECISION 2/6: MIDAD SUPPORT TEAM (MIDAD ST)***

*That, the MIDAD Support Team (MIDAD ST)*

- a) *be composed of the MIDAD Focal Points from Bahrain, Iran, Jordan, Kuwait, Oman, Qatar, Saudi Arabia, Sudan, UAE and the ICAO MID Regional Office as at Appendix 4I; and*
- b) *provide necessary support to the MIDAD Task Force to successfully complete Phase 2 of the MIDAD Project.*

4.29 The meeting agreed that the work of the MIDAD ST shall be carried out mainly through exchange of correspondence, between its Members using all means of communication (emails, Teleconferencing, etc.).

4.30 The meeting recognized the need for States to establish a National multidisciplinary MIDAD Committee/Team to address all issues related to MIDAD (operational, financial, institutional, etc.) and provide necessary support to their MIDAD Focal Point who is supposed to be the Rapporteur of the National MIDAD Committee/Team. Accordingly, the meeting agreed to the following Draft Conclusion:

***DRAFT CONCLUSION 2/7: NATIONAL MIDAD COMMITTEE/TEAM***

*That, States be encouraged to establish a National MIDAD Committee/Team to provide necessary support to their MIDAD Focal Point in defining the State's position with regard to any issue/option related to the management of the MIDAD Project and development of the MIDAD Detailed Study.*

***Evaluation of the Tenders***

4.31 The meeting was apprised of the status of the evaluation of Tenders of the MIDAD Detailed Study, presented by the MIDAD Task Force Chairman. The meeting recalled that, based on the Specifications of the Detailed Study, a Call for Tender (CfT) for the MIDAD Detailed Study was published by UAE on 25 November 2014. Offers were received from Two (2) Companies by 1 March 2015.

4.32 The meeting noted that, in parallel with the CfT process, an evaluation methodology was developed and endorsed by the four leading States and the MIDAD ST.

4.33 The meeting noted that Clarification Sessions with the bidders were held in Abu Dhabi, UAE on 10 and 11 August 2015.

4.34 The meeting agreed with the MIDAD TF/3 meeting on the results of the evaluation process and the Company to be selected for the development of the MIDAD Detailed Study, pending final endorsement by the MAEP SC/2 meeting.

***Funding Options for the MIDAD Detailed Study***

4.35 The meeting recalled that the DGCA-MID/3 meeting (Doha, Qatar, 27-29 April 2015), through Conclusion 3/4, agreed that the MIDAD Project (Detailed Study, implementation, operation, etc.) be managed as a TCB project under the MAEP framework and that the final decision on the funding mechanism of the MIDAD Project should be addressed by the MIDAD TF/3 and MAEP SC/Board meetings.

4.36 It was highlighted that the MIDANPIRG/15 meeting (Bahrain, 8-11 June 2015) agreed that the following should be considered in developing funding option(s) for the MIDAD Detailed Study:

- a) the MIDAD Project Memorandum of Agreement (MOA) as signed by the MIDAD Participating States;
- b) the contribution of States be based on their economic figures; the volume of traffic and the Gross Domestic Product per capita (GDP);
- c) proposals received from States (formal proposal, discussions, etc.) and in particular from the GCC States;
- d) the method of collection of contributions;
- e) the political/security stability of the committed States and their ability to pay contributions;
- f) possibility of advance contribution from a number of State with a possibility for recovery;
- g) late joining of additional States;
- h) possible delays in the payment/collection of contributions;
- i) legal/institutional framework; and
- j) initial thoughts about a cost-recovery mechanism.

4.37 It was highlighted that the DGCA-MID/3 meeting reviewed and endorsed the MAEP Memorandum of Agreement (MOA) and agreed that the MAEP MOA shall come into effect on the date it is signed by at least five (05) States. In this respect, the meeting noted that, as of today, Egypt, Sudan and UAE signed the MAEP MOA. Concern was raised about the remaining ten (10) MIDAD States that have not yet signed the MAEP MOA. The meeting agreed that this should be addressed by the MAEP SC/Board.

4.38 The meeting endorsed the outcome of the MIDAD TF/3 meeting related to funding options for the development of the MIDAD Detailed Study. In this respect, States were divided into two groups (A and B) based on the GDP per capita, traffic and volume of Aeronautical Information, as at **Appendix 4J**.

4.39 Taking into consideration the criteria endorsed by MIDANPIRG/15 for the funding of the MIDAD Detailed Study and the inputs received from States with regard to the preferred funding option, the meeting agreed with the three Funding Options, developed by the MIDAD TF/3 meeting, at **Appendix 4K**, to be proposed to the MAEP SC/2 meeting (Cairo, Egypt, 20-22 October 2015) for final decision.

4.40 The meeting agreed that, as part of the Project, TCB should be responsible not only for Project Management support, but also to provide technical support for the Contract negotiation, evaluation of deliverables during the development of the detailed study, assessment of proposed options/scenarios, etc.

#### ***Action Plan/Timelines related to the MIDAD Project***

4.41 The meeting reviewed the Action Plan/Timelines related to the MIDAD Project Phase 2, developed by the MIDAD TF/3 at **Appendix 4L**.

---

***Interregional Seminar on “Service improvement through integration of digital AIM, MET and ATM Information”***

4.42 The meeting recalled that the Performance Improvement Area 2 (Globally Interoperable Systems and Data – Through Globally Interoperable System Wide Information Management) of the ASBU Methodology focuses on the ASBU Modules which mainly support Collaborative Decision Making (CDM) through Information Management (i.e. Aeronautical Information, MET, Flight and Flow, etc.) in a SWIM environment.

4.43 The meeting noted that, according to the implementation status of the Block 0 Modules of the Performance Improvement Area 2 (Globally Interoperable Systems and Data – Through Globally Interoperable System Wide Information Management), the main challenges are related to implementation of QMS in AIS and MET, human resources constraints, financial issues and difficulties faced by States in the transition from AIS to AIM. It was highlighted that the implementation of Block 1 (2018) will be also very challenging.

4.44 The meeting agreed that an Interregional Seminar on “**Service Improvement through Integration of Digital AIM, MET and ATM Information**” be organised in 2017. The objective of the Seminar will be to monitor/review implementation status of the ASBU Block 0 Modules of the PIA 2 (i.e. B0-DATM, B0-AMET and B0-FICE) and associated challenges/lessons learned and to focus on the pre-requisites for an efficient and timely planning for the implementation of the Block 1 Modules of the PIA 2 (B1-DATM, B1-AMET, B1-SWIM and B1-FICE).

4.45 Based on the above, the meeting agreed to the following Draft Conclusion:

***DRAFT CONCLUSION 2/8: INTERREGIONAL SEMINAR ON “SERVICE IMPROVEMENT THROUGH INTEGRATION OF DIGITAL AIM, MET AND ATM INFORMATION”***

*That, an Interregional Seminar on “Service improvement through integration of digital AIM, MET and ATM Information” be organised in 2017.*

-----

---

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

5.1 The meeting recalled that, the MIDANPIRG/15 reviewed the outcome of the different MIDANPIRG subsidiary bodies related to air navigation deficiencies 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, MIDANPIRG/15 agreed that the information reflected in the CAP column be deleted and urged States to use the MANDD to propose specific CAP for each deficiency, through Conclusion 15/35:

*CONCLUSION 15/35: AIR NAVIGATION DEFICIENCIES*

*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, including the submission of a specific Corrective Action Plan (CAP) for each deficiency; 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.*

5.2 The meeting reviewed and updated the list of deficiencies in the AIM field as at **Appendix 5A**.

5.3 Considering that the implementation of an Aeronautical Information Conceptual/Exchange Model is the main pre-requisite for AIS Automation, the meeting agreed that the Deficiencies related to AIS Automation be described as “Lack of implementation of an AIXM-based AIS Database”. Furthermore, in order to ensure an effective monitoring of AIRAC Adherence, it was agreed to change the description of the Deficiencies related to AIRAC adherence to “Lack of implementation of an AIRAC adherence monitoring system”.

5.4 The meeting further urged States to implement the provisions of the MIDANPIRG Conclusion 15/35, in particular the submission of a specific Corrective Action Plan (CAP) for each deficiency, including the timeline for implementation (date of completion).

-----

---

**REPORT ON AGENDA ITEM 6: FUTURE WORK PROGRAMME**

6.1 The meeting reviewed the AIM SG Terms of References (TORs) and agreed that they are still valid and current. However, it was agreed that, the AIM SG/3 meeting should consider the inclusion of some SWIM-related tasks in the TORs of the AIM SG to support the planning framework on information management, such as the definition of a business model to provide accredited, quality-assured and timely information required by actors within the air navigation system and used to support operations on a system-wide basis; and the development of transition strategies and guidance necessary for the implementation of SWIM and new information exchange formats, including future avionic requirements.

6.2 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/5, ANSIG/2 and MIDANPIRG/16 meetings, it was agreed that the AIM SG/3 meeting be held during the first half of 2017. The venue will be Cairo, unless a State is willing to host the meeting.

-----

DRAFT

---

**REPORT ON AGENDA ITEM 7: ANY OTHER BUSINESS**

7.1 Nothing has been discussed under this agenda item.

-----

DRAFT