Third Meeting of the Aeronautical Information Management Sub-Group (AIM SG/3)

Cairo, Egypt, 15-18 May 2017

I.R. of Iran
Presented by:
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Outline

➢ **I.R. of Iran National AIM Implementation Roadmap**

➢ **Status of B0-DATM Implementation**

➢ **Outlook 2020**

➢ **Status of AIM Deficiencies**

➢ **Lessons Learned**

➢ **Challenges**

➢ **Recommendations**

Iran National AIM Implementation Roadmap
Edition August 2016

Phase/Step	Step No.	Timeline					Start	End	Remarks
		2014	2015	2016	2017	2018			
Phase I									
AIRAC adherence	P-03								Implemented
WGS-84 implementation	P-05						2000	2015	Implemented
QMS	P-17								Implemented
Phase II									
Data Quality Monitoring	P-01						2008	2020	
Data Integrity Monitoring	P-02						2008	2020	
AIXM	P-06						2008	2018	Version 5.1$^+$
Unique identifiers	P-07								
Aeronautical information conceptual model	P-08						2008	2018	
eAIP	P-11						2008	2018	
Terrain A-1	P-13							2015	Implemented
Obstacle A-1	P-14							2015	Implemented
Terrain A-4	P-13							2015	Implemented for OIIE CAT II
Obstacle A-4	P-14							2015	Implemented for OIIE CAT II
Terrain A-2	P-13							2015	Implemented for all 9Intl ADs
Obstacle A-2	P-14							2015	Implemented for all 9Intl ADs
Terrain A-3	P-13							2015	Implemented for all 9Intl ADs
Obstacle A-3	P-14							2015	Implemented for all 9Intl ADs
AD Mapping	P-15						2008	2018	

Phase/Step	Step No.	Timeline					Start	End	Remarks
		2014	2015	2016	2017	2018			
Phase III									
Aeronautical data exchange	P-09						2010	2020	
Communication networks	P-10						2010	2020	
Aeronautical information briefing	P-12						2008	2020	
Training	P-16								In progress
Agreement with data originators	P-18						2008	2016	80% Implemented- only Mil/FLTCK left
Interoperability with meteorological products	P-19						2008	2020	
Electronic aeronautical charts	P-20						2008	2020	
Digital NOTAM	P-21						2014	2020	

ANSIG/2, Cairo, Egypt, 6-8 December 2016

Status of B0-DATM Implementation

Abbreviations used in Status Tables:

NI: Not implemented
PI: Partially Implemented
FI: Fully Implemented
NC: Not Compliant
PC: Partially Compliant
FC: Fully Compliant
N/A: Not Applicable
Note – NC/PC/FC is used for the provisions required by SARPS; NI/PI/FI are regionally agreed requirements

Provision of AIS/AIM products and services based on the Integrated Aeronautical Information Database (IAID)			
Elements	**Status**	**Action Plan**	**Remarks**
Integrated Aeronautical Information Database (IAID)	NC/In Progress	DEC 2018	*(NC)*
AIXM (+version)	NC/In Progress	DEC 2018	*NC (version 5.1)*
eAIP (IAID-based)	NC/In Progress	DEC 2018	*(NC)*
NOTAM (IAID-based)	NC/In Progress	DEC 2018	*(NC)*
SNOWTAM (IAID-based)	NC/In Progress	DEC 2018	*(NC)*
PIB (IAID-based)	NC/In Progress	DEC 2018	*(NC)*
Charting (interoperable with IAID)	NC/In Progress	DEC 2018	*(NC)* *First Phase: FOR 9 Intl Aerodrome*
Procedure Design (interoperable with IAID)	NC/In Progress	DEC 2018	*(NC)* *First Phase: FOR 9 Intl Aerodrome*
ATS (interoperable with IAID)	NC/In Progress	DEC 2018	*(NC)* *First Phase: FOR 9 Intl Aerodrome*

Aeronautical Data Quality			
Elements	**Status**	**Action Plan**	**Remarks**
Quality Management System (QMS)	Implemented	-	*FC /2008*
Formal agreement with originators	PC / In Progress	DEC 2017	*PC Service level agreement with military units*
Digital data exchange with originators	NC	DEC 2018 -	*NC*
Metadata	In Progress	DEC 2018	*NC*
Data quality monitoring	Implemented	-	*FC /2013*
Data integrity monitoring	Implemented	-	*FC /2013*
AIRAC adherence	Implemented	-	*FC /2013*

WGS-84			
Elements	**Status**	**Action Plan**	**Remarks**
FIR/ENR	Implemented	-	*(FC/ 2013)*
Terminal	Implemented	-	*(FC/ 2013)*
AD	Implemented	-	*(FC/ 2013)*
Geoid Undulation (GUND)	Implemented	-	*(FC/ 2013)*

electronic Terrain and Obstacle Datasets (eTOD)			
Elements	**Status**	**Action Plan**	**Remarks**
Area 1 Terrain	Implemented	-	(FC/ 2014)
Area 1 Obstacles	Implemented	-	(FC/ 2014)
Area 4 Terrain	Implemented	-	(FC/ 2014)
Area 4 Obstacles	Implemented	-	(FC/ 2014)
Area 2a Terrain	Implemented	-	(FC/ 2014)
Area 2a Obstacles	Implemented	-	(FC/ 2014)
Area 2b Terrain	Implemented	-	(FI/ 2016)
Area 2b Obstacles	Implemented	-	(FI/ 2016)
Area 2c Terrain	Implemented	-	(FI/ 2016)
Area 2c Obstacles	Implemented	-	(FI/ 2016)
Area 2d Terrain	Implemented	-	(FI/ 2016)
Area 2d Obstacles	Implemented	-	(FI/ 2016)
Area 3 Terrain	Implemented	-	(FI/ 2016)
Area 3 Obstacles	Implemented	-	(FI/ 2016)
AMDB	In Progress	(For PI/ DEC 2018)	(N/A) First Phase: FOR 9 Intl Aerodrome

Outlook 2020
(Status of B0-DATM by 2020)

B0 – DATM: Service Improvement through Digital Aeronautical Information Management				
Elements	**Applicability**	**Status**	**Action Plan/Timelines**	**Remarks**
National AIM Roadmap	State: Iran	FI	-	*(FI/ 2008)*
AIXM (+version)	State: Iran	FI		*(NI) (Ver. 5.1)*
eAIP	State: Iran	FI		*(NI)*
QMS	State: Iran	FI	-	*(FC/2008)*
WGS-84	ENR	FI	-	*(FC/2013)*
	AD	FI		
	TMA	FI		
	GUND	FI		
eTOD	Area 1 Terrain	FI	-	*(FC/2014)*
	Area 1 Obstacle	FI		
	Area 4 Terrain	FI		
	Area 4 Obstacle	FI		

Status of AIM Deficiencies

AIM Deficiency	Status	Action Plan/Timelines	Remarks
LACK OF AIXM-BASED AIS DATABASE	**AIS AUTOMATION PROJECT IS PLANNED TO RESOLVE THE DEFICIENCY**	*(For "Not completed", DEC 2018)*	*(Not completed)*

Lessons Learned

➢ Implementation of ASBU blocks require close collaboration with all parties especially ATM community from first step of planning to the final steps.

➢ Prepare an action plan in detail is a prerequisite for successful implementation.

Challenges

➢ The Service Level Agreements (SLA) with data originators is signed (ATM, CNS, Procedure Design Office, National and International Airports and Airport maintenance development departments and flight validation). The biggest challenge is to finalize the SLA with military units.

Challenges

➢ Some of Iran's neighbors in the Middle East ICAO regional office, Turkey in Euro region and some others in the Asia Pacific have been located. It will be made sometimes difficulties to carry out joint and harmonized actions with them.

Recommendations

➢ Close cooperation of neighboring states according to regional plan is encouraged.

➢ Sharing and exchanging of experiences during implementation can facilitate the progress of plan and reduces implementation time and costs.

Thank you