



*International Civil Aviation Organization*

**MIDANPIRG Air Traffic Management Sub-Group**

**Third Meeting (ATM SG/3)**  
*(Cairo, Egypt, 22 - 25 May 2017)*

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**Agenda Item 3: Global and Regional Developments related to ATM and SAR**

MID eANP

*(Presented by the Secretariat)*

**SUMMARY**

This paper provides an update on the MID Air Navigation Plan (MID eANP).

Action by the meeting is at paragraph 3.

**REFERENCES**

- MSG/5 Report
- MIDANPIRG/16 Report

**1. INTRODUCTION**

1.1 The ICAO Council approved the new eANP Template (Volumes I, II and III) and corresponding procedure for amendment on 18 June 2014 (202<sup>nd</sup> session, fourth meeting).

1.2 The meeting may wish to recall that the MIDANPIRG/15 meeting reviewed and endorsed the MID eANP VOL I, II and III (MIDANPIRG/15 Conclusion 15/11 refers).

**2. DISCUSSION**

***Approval of the MID eANP VOL I, II and III***

2.1 The meeting may wish to note that the MID eANP VOL I and II were approved on 21 December 2015 and 14 February 2016, respectively. Taking into consideration the MIDANPIRG/15 endorsement of the MID eANP and the standard procedure for amendment (related to Volume III), the notification of approval of the MID eANP Volume III was issued on 15 February 2016. The MID Region was the first Region that completed the transition from the old Basic ANP and FASID to the new eANP format by 15 February 2016.

2.2 The MID eANP Volume I, II and III are available on the ICAO MID website at: <http://www.icao.int/MID/Pages/MIDeANP.aspx>

2.3 The MIDANPIRG/16 meeting reviewed and approved the updates on B0-APTA, B0-SURF, B-ACDM, B0-FICE, B0-DATM and B0-AMET to the MID eANP Vol III at **Appendix A**.

### ***FIR Boundary Descriptions***

2.4 The meeting may wish to note that the MID eANP was published without the FIRs/UIRs boundary coordinates (Tables ATM I-1 *MID Region Flight Information Regions (FIRs)/Upper Information Regions (UIRs)* and SAR I-1 *MID Region Search and Rescue Regions (SRRs)*). The publication of the FIR Boundary coordinates/descriptions necessitates bi-lateral/multi-lateral agreements between concerned States.

2.5 The meeting may wish to recall that the MSG/5 meeting reviewed the Guidelines for the publication of FIR boundary points, at **Appendix B**, and through MSG Conclusion 5/5, urged States to take into consideration the Guidelines for the description of their FIR boundaries in the States' AIPs.

2.6 The meeting also reviewed Table ATM I-1 MID Region Flight Information Regions (FIRs)/Upper Information Regions (UIRs) and highlighted the inconsistencies between adjacent FIRs. Therefore, the meeting urged States to coordinate with their neighbors, as deemed necessary, the definition of common boundaries and provide the ICAO MID Office with their updates and comments.

2.7 As a follow-up action to the MSG/5 Conclusion 5/5, the ICAO MID Office issued State Letter Ref.: AN 6/3-16/338 dated 1 December 2016 requesting States to provide an update on the actions undertaken. Few replies have been received from States with no updates.

2.8 The meeting may wish to note that the global eANP WG/3 meeting was scheduled for 2017 (postponed to 2018) in order to further review the eANP template approved by the ICAO Council and make proposals for improvement, as deemed necessary, in particular for the "General Regional Requirements" parts. The eANP WG would also identify the tools and features to be developed on the eANP online framework, taking into consideration stakeholders needs. The issue of FIRs/UIRs boundary coordinates/descriptions will be also addressed by the eANP WG at global level.

### ***Procedure/mechanism for the amendment of the MID eANP***

2.9 The meeting may wish to recall that the MIDANPIRG/16 meeting agreed that amendment of Volume III of the MID eANP should be effected on the basis of an adequately documented proposal submitted to the ICAO MID Office by:

- a State (or a group of States); or
- MIDANPIRG or its Subsidiary Bodies; or
- the ICAO Secretariat; or
- International Organizations directly concerned with the operation of aircraft.

2.10 The meeting agreed that a mechanism for the amendment of the MID eANP Volume III Part II - "Air Navigation System Implementation" should be developed, endorsed by MIDANPIRG and reflected in the MIDANPIRG Procedural Handbook. The meeting agreed that the mechanism would be developed by the ICAO MID Office in coordination with concerned parties, and should include the following:

- Collection of information/initiation of amendment;
- Validation of the information (different layers of validation might be needed);
- Notification of change/consultation, as deemed necessary; and
- Amendment of Volume III.

2.11 The meeting noted that one of the objectives of the development of the new eANP was the provision of online tools which support the amendment of the dynamic data (with different layers of approval) in an easy and timely manner. Accordingly, the development of the mechanism for the amendment of the MID eANP Volume III Part II - "Air Navigation System Implementation" and its automation should be closely coordinated with ICAO HQ and all the ICAO Regions (global eANP WG).

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to urge States to:

- a) coordinate with their neighbours, as deemed necessary, the definition of common boundaries and provide the ICAO MID Office with their updates and comments; and
- b) review and update, as necessary, the MID eANP and provide update to the ICAO MID Office.

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**Amendment to the MID eANP Volume III**

**ENDORSED BY MIDANPIRG/16**

**MID REGION TMAs Procedures Implementation (ASBU B0-APTA, B0-CCO and B0-CDO) Status as of December 2016**

Int'l Aerodrome  (Ref. MID ANP)	RWY	Conventional Approaches			APTA				CCO				CDO				Remarks	
		Precision		VOR or NDB	PBN PLAN Update date	LNAV	LNAV / VNAV		PBN RWY	RNAV SID	PER AERO	CCO	PER AERO	RNAV STAR	PER AERO	CDO		PER AERO
		xLS	CAT															
<b>BAHRAIN</b>																	1	
OBBI	12L	ILS	I	VORDME		Y		Y					Y	Y				
	30R	ILS	I	VORDME		Y		Y					Y					
<b>Total</b>	<b>2</b>	<b>2</b>		<b>2</b>	<b>Y</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>		
<b>%</b>		<b>100</b>		<b>100</b>	<b>Dec 2016</b>	<b>100</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>100</b>	<b>0</b>	<b>0</b>		
<b>EGYPT</b>																	7	
HEBA	14																	
	32	ILS	I			Y		Y	Y	Y								
HESN	17			VORDME		Y		Y	Y	Y			Y	Y				
	35	ILS	I	VORDME		Y		Y	Y				Y					
HECA	05L	ILS	I	VORDME		Y		Y										
	05C	ILS	II	VORDME		Y		Y										
	05R	ILS	I															
	23L	ILS	I	VORDME														
	23C	ILS	II	VORDME		Y		Y										
	23R	ILS	I	VORDME		Y		Y										
HEGN	16			VORDME		Y	Y	Y	Y	Y			Y	Y				
	34	ILS	I	VORDME		Y	Y	Y	Y				Y					
HELX	2	ILS	I	VORDME		Y		Y	Y	Y			Y	Y				
	20	ILS	I	VORDME		Y		Y	Y				Y					
HEMA	15			VORDME		Y		Y	Y	Y			Y	Y				
	33			VORDME		Y		Y	Y				Y					
HESH	04L	ILS	I	VORDME		Y	Y	Y	Y	Y			Y	Y				
	04R			VORDME		Y	Y	Y	Y				Y					
	22L			VORDME		Y		Y	Y				Y					
	22R			VORDME		Y		Y	Y				Y					
<b>Total</b>	<b>20</b>	<b>12</b>		<b>17</b>	<b>Y</b>	<b>17</b>	<b>4</b>	<b>17</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>		
<b>%</b>		<b>60</b>		<b>85</b>	<b>Nov 2016</b>	<b>85</b>	<b>20</b>	<b>85</b>	<b>65</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>71</b>	<b>0</b>	<b>0</b>		



Int'l Aerodrome  (Ref. MID ANP)	RWY	Conventional Approaches			APTA			CCO				CDO				Remarks	
		Precision		VOR or NDB	PBN PLAN Update date	LNAV	LNAV / VNAV	PBN RWY	RNAV SID	PER AERO	CCO	PER AERO	RNAV STAR	PER AERO	CDO		PER AERO
		xLS	CAT														
OIIE	11L	ILS	I	VORDME / NDB									Y	Y			
	11R			VORDME / NDB									Y				
	29L			VORDME									Y				
	29R	ILS	II	VORDME / NDB		Y	Y	Y					Y				
OIII	11L			VORDME													
	11R			VORDME													
	29L	ILS	I	VORDME													
	29R																
OIZH	17																
	35	ILS	I	VORDME													
OIYY	13			VORDME													
	31			VORDME													
<b>Total</b>	<b>32</b>	<b>10</b>		<b>24</b>	<b>Y</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	
<b>%</b>		<b>31</b>		<b>75</b>	<b>Mar. 2016</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	
<b>IRAQ</b>																	6
ORBI	15L	ILS	I	VORDME													
	15R					Y		Y									
	33L					Y		Y									
	33R	ILS	I	VORDME													
ORMM	14			VORDME													
	32	ILS	I	VORDME													
ORER	18	ILS	II			Y		Y					Y	Y			
	36	ILS	I			Y		Y					Y				
ORSU	13	ILS	I	VOR		Y		Y									
	31	ILS	I	VOR		Y		Y									
ORNI	10					Y	Y	Y	Y	Y			Y	Y			
	28	ILS		VOR		Y	Y	Y	Y				Y				
ORBM																	NO DATA
<b>Total</b>	<b>12</b>	<b>8</b>		<b>7</b>	<b>Y</b>	<b>8</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	
<b>%</b>		<b>67</b>		<b>58</b>		<b>67</b>	<b>17</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	

Int'l Aerodrome  (Ref. MID ANP)	RWY	Conventional Approaches			APTA			CCO					CDO			Remarks	
		Precision		VOR or NDB	PBN PLAN Update date	LNAV	LNAV / VNAV	PBN RWY	RNAV SID	PER AERO	CCO	PER AERO	RNAV STAR	PER AERO	CDO		PER AERO
		xLS	CAT														
<b>JORDAN</b>																	3
OJAM	6					Y	Y	Y	Y	Y			Y	Y			
	24	ILS	I	VORDME		Y	Y	Y	Y				Y				
OJAI	08L	ILS	I	NDB DME		Y	Y	Y	Y	Y			Y	Y			
	08R			NDB		Y	Y	Y	Y				Y				
	26L	ILS	II	VOR / NDB		Y	Y	Y	Y				Y				
	26R	ILS	I	VORDME		Y	Y	Y	Y								
OJAQ	1	ILS	I	VORDME		Y	Y	Y	Y	Y			Y	Y			
	19	ILS	I			Y	N/A	Y	Y				Y				LNAV/VNAV not feasible
<b>Total</b>	<b>8</b>	<b>6</b>		<b>6</b>	<b>Y</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	
<b>%</b>		<b>75</b>		<b>75</b>	<b>July 2009</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>Plan needs update</b>
<b>KUWAIT</b>																	1
OKBK	15L	ILS	II			Y	Y	Y	Y	Y			Y	Y			
	15R	ILS	II	VORDME		Y	Y	Y	Y				Y				
	33L	ILS	II	VORDME		Y	Y	Y	Y				Y				
	33R	ILS	II			Y	Y	Y	Y				Y				
<b>Total</b>	<b>4</b>	<b>4</b>		<b>2</b>	<b>Y</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	
<b>%</b>		<b>100</b>		<b>50</b>	<b>Mar. 2015</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>Plan needs update</b>
<b>LEBANON</b>																	1
OLBA	3	ILS	I	VORDME		Y		Y		Y			Y	Y			
	16	ILS	I	VORDME		Y		Y					Y				
	17	ILS	I	VORDME / NDB		Y		Y					Y				
	21					Y		Y					Y				
	34	N/A		N/A													Not used for landing
	35	N/A		N/A													Not used for landing
<b>Total</b>	<b>4</b>	<b>5</b>		<b>5</b>	<b>N</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	
<b>%</b>		<b>125</b>		<b>125</b>		<b>100</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>100</b>	<b>0</b>	<b>0</b>	





Int'l Aerodrome  (Ref. MID ANP)	RWY	Conventional Approaches			APTA			CCO					CDO			Remarks	
		Precision		VOR or NDB	PBN PLAN Update date	LNAV	LNAV / VNAV	PBN RWY	RNAV SID	PER AERO	CCO	PER AERO	RNAV STAR	PER AERO	CDO		PER AERO
		xLS	CAT														
<b>SAUDI ARABIA</b>																	4
OEDF	16L	ILS	II	VORDME													
	16R	ILS	II	VORDME													
	34L	ILS	II	VORDME													
	34R	ILS	II	VORDME													
OEJN	16L	ILS	I	VORDME		Y		Y		Y			Y	Y			
	16C	ILS	II										Y				
	16R	ILS	II			Y		Y					Y				
	34L	ILS	II			Y		Y					Y				
	34C	ILS	II	VORDME									Y				
	34R	ILS	I	VORDME		Y		Y					Y				
OEMA	17	ILS	I	VORDME		Y		Y	Y	Y			Y	Y			
	18			VORDME		Y		Y	Y				Y				
	35	ILS	I	VORDME		Y		Y	Y				Y				
	36	ILS	I	VORDME		Y		Y	Y				Y				
OERK	15L	ILS	I	VORDME													
	15R	ILS	I														
	33L	ILS	I														
	33R	ILS	I	VORDME													
<b>Total</b>	<b>18</b>	<b>17</b>		<b>13</b>	<b>Y</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	
<b>%</b>		<b>94</b>		<b>72</b>	<b>May 2012</b>	<b>44</b>	<b>0</b>	<b>44</b>	<b>28</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>Plan needs update</b>



Int'l Aerodrome  (Ref. MID ANP)	RWY	Conventional Approaches			APTA			CCO					CDO			Remarks	
		Precision		VOR or NDB	PBN PLAN Update date	LNAV	LNAV / VNAV	PBN RWY	RNAV SID	PER AERO	CCO	PER AERO	RNAV STAR	PER AERO	CDO		PER AERO
		xLS	CAT														
<b>UNITED ARAB EMIRATES</b>																8	
OMAA	13L	ILS	II			Y	Y	Y	Y	Y			Y	Y		RNP AR	
	13R	ILS	I	VOR		Y	Y	Y	Y				Y			RNP AR	
	31L	ILS	II/III	VOR		Y	Y	Y	Y				Y			RNP AR	
	31R	ILS	II			Y	Y	Y	Y				Y			RNP AR	
OMAD	13			VORDME		Y	Y	Y					Y	Y		RNP AR	
	31	ILS	I	VORDME		Y	Y	Y					Y			RNP AR	
OMAL	1	ILS	I	VOR													
	19			VOR													
OMDB	12L	ILS	I/II/III	VOR		Y	Y	Y	Y	Y			Y	Y			
	12R	ILS	I/II/III	VOR		Y	Y	Y	Y				Y				
	30L	ILS	I/II/III			Y	Y	Y	Y				Y				
	30R	ILS	I/II/III	VOR		Y	Y	Y	Y				Y				
OMDW	12	ILS	II/III			Y	Y	Y	Y	Y			Y	Y			
	30	ILS	II/III			Y	Y	Y	Y				Y				
OMFJ	11								Y	Y							
	29	ILS	I	VOR		Y	Y	Y	Y								
OMRK	16			VOR		Y	Y	Y									
	34	ILS	I	VOR		Y	Y	Y									
OMSJ	12	ILS	I			Y	Y	Y	Y	Y			Y	Y			
	30	ILS	II			Y	Y	Y	Y				Y				
<b>Total</b>	<b>20</b>	<b>16</b>		<b>12</b>		<b>Y</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>
<b>%</b>		<b>80</b>		<b>60</b>		<b>Dec. 2015</b>	<b>85</b>	<b>85</b>	<b>85</b>	<b>70</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>63</b>	<b>0</b>	<b>0</b>

Int'l Aerodrome  (Ref. MID ANP)	RWY	Conventional Approaches			APTA			CCO					CDO			Remarks		
		Precision		VOR or NDB	PBN PLAN Update date	LNAV	LNAV / VNAV	PBN RWY	RNAV SID	PER AERO	CCO	PER AERO	RNAV STAR	PER AERO	CDO		PER AERO	
		xLS	CAT															
YEMEN																	5	
OYAA	8	ILS	I	VORDME														
	26			VORDME														
OYHD	3			VOR									Y					
	21			VOR / NDB		Y		Y					Y					
OYRN	6																	
	24			VORDME														
OYSN	18	ILS	I	VORDME/NDB		Y	Y	Y	Y	Y			Y	Y				
	36			VOR		Y	Y	Y	Y				Y					
OYTZ																		NO DATA
<b>Total</b>	<b>8</b>	<b>2</b>		<b>7</b>	<b>Draft Plan</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>59</b>	
<b>%</b>		<b>25</b>		<b>88</b>	<b>Jan. 2010</b>	<b>38</b>	<b>25</b>	<b>38</b>	<b>25</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>40</b>	<b>0</b>	<b>0</b>		
<b>Results</b>		<b>Plans</b>			<b>PBN</b>			<b>SID</b>		<b>CCO</b>		<b>STAR</b>		<b>CDO</b>				
<b>Total</b>	<b>160</b>	<b>102</b>		<b>124</b>	<b>11</b>	<b>89</b>	<b>55</b>	<b>89</b>	<b>58</b>	<b>24</b>	<b>6</b>	<b>2</b>	<b>75</b>	<b>27</b>	<b>6</b>	<b>2</b>	<b>13 PBN APV + 102 ILS (115/160)</b>	
<b>Percentage (%)</b>		<b>64</b>		<b>78</b>	<b>73</b>	<b>56</b>	<b>34</b>	<b>56</b>	<b>36</b>	<b>41</b>	<b>4</b>	<b>3</b>	<b>17</b>	<b>46</b>	<b>4</b>	<b>3</b>	<b>72% RWY Ends with Vertical guidance</b>	
<b>59</b> Aerodromes <b>Note.</b> 6 RNP AR Approach were implemented in OMAA, UAE.																		

**TABLE B0-SURF (A-SMGCS Level 1-2)**

**EXPLANATION OF THE TABLE**

Column

- 1 Name of the State
- 2 Name of City/Aerodrome and Location Indicator
- 3 Status of implementation of A-SMGCS Level 1, where:  
Y – Yes, implemented  
N – No, not implemented
- 4 Status of implementation of A-SMGCS Level 2, where:  
Y – Yes, implemented  
N – No, not implemented
- 5 Action plan — short description of the State’s Action Plan with regard to the implementation of A-SMGCS Level 1-2, especially for items with “N”.
- 6 Remarks

State	City/ Aerodrome Location Indicator	Level 1	Level 2	Action Plan	Remarks
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>
BAHRAIN	Bahrain/Bahrain Intl (OBBI)	N	N	A-SMGCS Level 1-2 Project is under Execution phase. expected completion on Dec 2015	
EGYPT	Cairo/Cairo Intl (HECA)	Y	Y		
IRAN	Tehran/Mehrabad Intl (OIII)	N	N		
KUWAIT	Kuwait/Kuwait Intl (OKBK)	N	N		
OMAN	Muscat/Muscat Intl (OOMS)	N	N		
QATAR	Doha/Doha Intl (OTBD)	Y	Y		
	Doha/Hamad Intl (OTHH)	Y	Y		
SAUDI ARABIA	Dammam/King Fahad Intl (OEDF)	N	N		
	JEDDAH/King Abdulaziz Intl (OEJN)	N	N		
	RIYADH/King Khalid Intl (OERK)	N	N		
UAE	Abu Dhabi/Abu Dhabi Intl (OMAA)	Y	Y	Level 4 2017	
	Dubai/Dubai Intl (OMDB)	Y	Y	Level 4 <del>2016</del> 2017	
	DUBAI/AI Maktoum Intl (OMDW)	Y	N	Level 4 2018	
<b>Total Percentage</b>		<b>46%</b>	<b>46%</b>		

**TABLE B0-ACDM**

**EXPLANATION OF THE TABLE**

Column

- 1 Name of the State
- 2 Name of City/Aerodrome and Location Indicator
- 3 Status of implementation of Apron Management, where:  
Y – Yes, implemented  
N – No, not implemented
- 4 Status of implementation of ATM-Aerodrome coordination, where:  
Y – Yes, implemented  
N – No, not implemented
- 5 Terminal & runway capacity is declared, where:  
Y – Yes, declared  
N – No, not declared
- 6 Action plan — short description of the State’s Action Plan with regard to the implementation of B0-ACDM.
- 7 Remarks

State	City/ Aerodrome Location Indicator	Apron Management	ATM-Aerodrome Coordination	Terminal & runway capacity declared	Action Plan	Remarks
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>
BAHRAIN	Bahrain/Bahrain Intl (OBBI)	N	N	N	2018	
EGYPT	Cairo/Cairo Intl (HECA)	N	N	N		
IRAN	Tehran/Mehrabad Intl (OIII)	N	N	N		
KUWAIT	Kuwait/Kuwait Intl (OKBK)	N	N	N		
OMAN	Muscat/Muscat Intl (OOMS)	N	N	N		
QATAR	Doha/Doha Intl (OTBD)	N	N	N		
	Doha/Hamad Intl (OTHH)	N	N	N		
SAUDI ARABIA	Jeddah/King Abdulaziz Intl (OEJN)	N	N	N		
	Riyadh/King Khalid Intl (OERK)	N	N	N		
UAE	Abu Dhabi/Abu Dhabi Intl (OMAA)	N	N	N	2017	
	Dubai/Dubai Intl (OMDB)	N	N	N	<del>2016</del> 2017	
	Dubai/Al Maktoum Intl (OMDW)	N	N	N	2017	
<b>Total Percentage</b>		<b>0</b>	<b>0</b>	<b>0</b>		

**TABLE B0-FICE**

**EXPLANATION OF THE TABLE**

Column

- 1 Name of the State
- 2, 3, 4 Status of AMHS Capability and Interconnection and AIDC/OLDI Capability, where:  
Y – Fully Implemented  
N – Not Implemented
- 5 Status of AIDC/OLDI Implementation, where:  
Y – If AIDC/OLDI is implemented at least with one neighbouring ACC  
N – Not Implemented
- 6 Action plan — short description of the State’s Action Plan with regard to the implementation of B0-FICE.
- 7 Remarks

State	AMHS Capability	AMHS Interconnection	AIDC/OLDI Capability	AIDC/OLDI Implementation	Action Plan	Remarks
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>
Bahrain	Y	<del>NY</del>	Y	N	<del>Sep 2015 for AMHS Int.</del>	
Egypt	Y	Y	Y	Y		
Iran	N	N	Y	N		Contract signed for AMHS
Iraq	N	N	N	N		
Jordan	Y	Y	Y	N		
Kuwait	Y	<del>NY</del>	Y	N	<del>Dec 2015 for AMHS Int.</del>	
Lebanon	Y	N	Y	Y		
Libya	Y	N	Y	N		
Oman	Y	Y	Y	N		
Qatar	Y	Y	Y	Y		local implementation for OLDI
Saudi Arabia	Y	Y	Y	Y		local implementation for AIDC
Sudan	Y	Y	Y	N		AMHS Int. Feb 2015
Syria	N	N	N	N		
UAE	Y	Y	Y	Y	<del>Q2-2016</del>	Local implementation for OLDI
Yemen	N	N	N	N	<del>Dec 2015 for AMHS</del>	Contract signed for AMHS
<b>Total Percentage</b>	<b>73%</b>	<del><b>47</b></del> <b>60%</b>	<b>80%</b>	<b>33%</b>		



**TABLE B0-DATM-3-1**

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

<b>State</b>	<b>IAID</b>	<b>eAIP</b>	<b>NOTAM</b>	<b>SNOWTAM</b>	<b>PIB</b>	<b>Charting</b>	<b>Procedure Design</b>	<b>ATS</b>	<b>Action Plan</b>	<b>Remarks</b>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>	<i>11</i>
BAHARAIN	PI	FI	FC	FC	FC	FC	PI	FI	National AIM Roadmap-2015	AIXM: 4.5 (5.1 by Dec. 2015)
EGYPT	FI	PI	NC	NC	FC	NC	NI	PI	National AIM Roadmap-2015	AIXM: 5.1 3 by 2015, 4-9 by 2016
IRAN, ISLAMIC REPUBLIC OF	NI	NI	NC	NC	NC	NC	NI	NI	National AIM Roadmap- 2015 <sup>6</sup>	AIXM: NI
IRAQ	NI	NI	NC	NC	NC	NC	NI	NI	National AIM Roadmap-2014	AIXM: NI
JORDAN	PI	NI	FC	FC	FC	PC	NI	NI	National AIM Roadmap-2014	AIXM: Database via EAD
KUWAIT	PI	NI	FC	NC	PC	NC	NI	NI	National AIM Roadmap-2015	AIXM: NI (5.1 by Dec. 2015)
LEBANON	<del>NI</del> PI	<del>NI</del> FI	NC	NC	<del>NC</del> F C	<del>NC</del> FC	<del>NI</del> FI	NI	National AIM Roadmap- 2014 <sup>6</sup>	AIXM: 4.5
LIBYA	NI	NI	NC	NC	NC	NC	NI	NI	No Action Plan	AIXM: NI
OMAN	NI	NI	NC	NC	NC	NC	NI	NI	National AIM Roadmap- 2014 <sup>6</sup>	AIXM: NI (5.1 in progress)
QATAR	PI	PI	FC	PC	FC	PC	PI	NI	National AIM Roadmap- 2015 <sup>6</sup>	AIXM: 5.1
SAUDI ARABIA	FI	FI	FC	FC	FC	FC	FI	FI	National AIM Roadmap-2014	AIXM: 4.5
SUDAN	PI	NI	FC	NC	FC	PC	PI	PI	National AIM Roadmap-2015	AIXM: NI (planned; Mar 2016) 1. AIS DB integrated with MET & ATM 2. Contract Signed for eAIP, AIXM connected with Charting SYS. 7. Contract signed. 8. Ongoing project
SYRIAN ARAB REPUBLIC	NI	NI	NC	NC	NC	NC	NI	NI	No Action Plan	AIXM:NI

# Table B0-AMET 3-1

## ~~SADIS 2G and Secure~~ SADIS FTP

### EXPLANATION OF THE TABLE

Column

- 1 Name of the State
- 2, ~~3~~ Status of implementation of ~~SADIS 2G and/or Secure~~ SADIS FTP, where:
  - Y – Yes, implemented
  - N – No, not implemented

State	Implementation	
	<del>SADIS 2G</del>	<del>Secure</del> SADIS FTP
1	<del>2</del>	<del>3</del> 2
BAHRAIN	<del>Y</del>	Y
EGYPT	<del>Y</del>	Y
IRAN (ISLAMIC REPUBLIC OF)	<del>Y</del>	N
IRAQ	<del>Y</del>	Y
JORDAN	<del>Y</del>	Y
KUWAIT	<del>Y</del>	Y
LEBANON	<del>Y</del>	N
LIBYA	<del>Y</del>	Y
OMAN	<del>Y</del>	Y
QATAR	<del>Y</del>	<del>Y</del> Y
SAUDI ARABIA	<del>Y</del>	Y
SUDAN	<del>Y</del>	Y
SYRIAN ARAB REPUBLIC	<del>Y</del>	N
UNITED ARAB EMIRATES	<del>Y</del>	Y
YEMEN	<del>Y</del>	<del>Y</del> Y

## Table B0-AMET 3-4

### Quality Management System

#### EXPLANATION OF THE TABLE

Column

- 1 Name of the State
- 2, 3, 4, Status of implementation of Quality Management System of meteorological information –
- 5 QMS: not started/ planning, ongoing/ partially implemented, Implemented/ISO 9001 Certified, Date of Certification.
- 6 Action Plan
- 7 Remarks

State	Not started/ planning	Ongoing/ partially implemented	Implemented/ ISO 9001 Certified		Action Plan	Remarks
			Status	Date of Certification		
1	2	3	4	5	6	7
BAHARAIN			√	2008		
EGYPT			√	23 May 2012		
IRAN, ISLAMIC REPUBLIC OF		√	√	Oct 2015	No Action Plan	
IRAQ	√				No Action Plan	
JORDAN			√	2 Apr 2014		
KUWAIT			√	23 Aug 2013		
LEBANON	√				No Action Plan	
LIBYA	√				No Action Plan	
OMAN		√			TBD	
QATAR			√	Dec 2011		
SAUDI ARABIA			√	Aug 2014		
SUDAN			√	5 June 2014		
SYRIAN ARAB REPUBLIC	√				No Action Plan	
UNITED ARAB EMIRATES			√	19 Dec 2012		
YEMEN	√				No Action Plan	

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APPENDIX B

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GUIDELINES FOR THE PUBLICATION OF FIR BOUNDARY POINTS

- 1) Where FIR is a list of geographical coordinates:
  - a) The list of points and their coordinates must follow a clockwise sequence.
  - b) The list must have a beginning point and an ending point that are the same coordinate.
  - c) The latitude and longitude coordinates must be reported in **DMS (degrees, minutes and seconds)**.
  - d) Where an FIR shares a common point with another neighbouring FIR, coordinates should be mutually agreed.

***Note:** Transfer of Control Points, ATS route significant points or waypoints may not necessarily be aligned with boundaries delineation.*
  - e) Where delineation of FIR/UIR follows an arc of specific dimension, it should be defined as follows:

*[starting point of ARC] following an arc of a circle at a radius of [distance] NM centered on [coordinates in DMS] and ending at point [coordinates in DMS].*
- 2) Where FIR is described using “sovereign” boundaries
  - a) The description should be simple
    - i) *Follow sovereign boundary between [State 1] and [State 2]).*<sup>1</sup>
  - b) Where delineation of FIR/UIR is made by reference to sovereign boundaries common to neighbouring FIR/UIR, the delineation shall be mutually agreed upon.
  - c) Where an FIR/UIR follows a sovereign boundary, the United Nations international boundary data set is referred to by ICAO.

- END -

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<sup>1</sup> Use short names of States as shown at: <http://www.icao.int/about-icao/pages/member-states.aspx>