



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**REPORT OF THE SEVENTH MEETING
OF THE AIM SUB-GROUP (Virtual)**

AIM SG/7 Virtual Meeting

(21 – 22 October 2020)

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. DURATION

1.1 The Seventh Meeting of the MIDANPIRG AIM Sub-Group (AIM SG/7) was successfully held virtually from 21 to 22 October 2020 from 10:00 to 12:00 UTC, using MS Teams.

2. OPENING

2.1 The meeting was opened by Mr. Abdalla Al Rashidi, Director AIM, GCAA, United Arab Emirates, who welcomed the participants and wished them a successful and fruitful meeting.

2.2 Mr. Mohamed Smaoui, Acting Regional Director, Middle East Office, welcomed all participants to the AIM SG/7 meeting and highlighted that the MSG/7 meeting held virtually from 1 to 3 September 2020 noted that the Global Air Navigation Plan 6th Edition endorsed by 40th session of the ICAO General Assembly brought major changes, which need to be reflected in the next version of the MID Region Air Navigation Strategy. The MSG7 meeting agreed also that the MIDANPIRG Sub-Groups should conduct virtual meetings in the 4th quarter of 2020 to review the GANP 6th Edition and identify ASBU priority 1 Threads and Elements and associated monitoring elements, considering the Secretariat proposal and States' and stakeholders' inputs.

2.3 Mr. Smaoui recalled also that the MID ASBU Webinar held on 13 – 15 October 2020, provided an opportunity to familiarize the participants with the 6th Edition of the GANP (multi-layer Structure, Performance Framework, Basic Building Block (BBB) Framework); and showcase the different ASBU Threads through online demonstration using the GANP Portal, for harmonization purpose and an increased efficiency of the MIDANPIRG Sub-Groups during the discussion of the subject. The MID ASBU Webinar identified the ASBU Threads and elements, which would be proposed to MIDANPIRG/18 as priority 1 further to the review, agreement or amendment by the relevant MIDANPIRG Sub Groups.

2.4 Mr. Smaoui pointed out that, during this meeting, the main focus should be on the review of DAIM thread and elements from Block 1 to recommend the elements to be classified as Priority 1 and to agree on the associated applicability areas, indicators, metrics, targets and timelines.

2.5 Finally, Mr. Smaoui thanked all participants for their attendance wishing them successful and productive meeting.

3. ATTENDANCE

3.1 The meeting was attended by a total of sixty-four (64) participants from fourteen (14) States (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Syria, UAE, USA and Yemen) and five (5) Organizations (AACO, ACAO, IATA, IFALPA and ICAO). The list of participants is at **Attachment A**.

4. OFFICERS AND SECRETARIAT

4.1 The AIM SG/7 meeting was chaired by Mr. Abdalla Al Rashidi, Director AIM, GCAA, UAE. Mr. Radhouan Aissaoui, Regional Officer, Information Management was the Secretary of the meeting, supported by Mr. Mohamed Smaoui, Acting Regional Director.

5. LANGUAGE

5.1 The discussions were conducted in English. Documentation was issued in English.

6. AGENDA

6.1 The following Agenda was adopted:

Agenda Item 1: Adoption of the Provisional Agenda

Agenda Item 2: Follow-up on the outcome of MIDANPIRG/17 and MSG/7 Conclusions/Decisions relevant to AIM

Agenda Item 3: Global and Regional Developments

Agenda Item 4: Revised MID Air Navigation Strategy

Agenda Item 5: Air Navigation Deficiencies

Agenda Item 6: Future Work Programme

Agenda Item 7: Any other Business

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 The MIDANPIRG records its actions in the form of Conclusions and Decisions with the following significance:

- a) **Conclusions** deal with matters that, according to the Group's terms of reference, merit directly the attention of States, or on which further action will be initiated by the Secretary in accordance with established procedures; and
- b) **Decisions** relate solely to matters dealing with the internal working arrangements of the Group and its Sub-Groups

8. LIST OF CONCLUSIONS AND DECISIONS

DRAFT DECISION 7/1:

TERMS OF REFERENCE OF THE AIM SUB-GROUP

DRAFT CONCLUSION 7/2:

AIM WEBINARS

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 Agenda as at Para.6 of the History of the Meeting.

REPORT ON AGENDA ITEM 2: FOLLOW-UP ON MIDANPIRG/17 AND MSG/7 CONCLUSIONS AND DECISIONS RELEVANT TO AIM

2.1 The subject was addressed in PPT/2 presented by the Secretariat. The meeting noted the status of the MIDANPIRG/17 and MSG/7 Conclusions and Decisions relevant to AIM and the follow-up actions taken by concerned parties as at **Appendix 2A**.

2.2 The meeting was apprised of the outcomes of the MSG/7 virtual meeting, 1 – 3 September 2020 related to the CART implementation, in particular the MSG Conclusion 7/2; and reviewed the status of implementation of the following actions from the MIDANPIRG CART Implementation “Plan of Actions” assigned to the AIM SG:

Key activity	Action	Pillars	Priority	Champion	Indicators If applicable	Timelines Target	Status
Air Navigation Services Business Continuity & Recovery	Provide the necessary support and assistance to concerned States (AIM, ATM, CNS, MET and SAR) to ensure the continuity of service during COVID-19 crisis and recovery phases.	Implementation Support	High	AIM SG ATM SG MET SG CNS SG	Percentage of continued provision of ANS services within the MID region	Continuous	Survey circulated to States to monitor the BCPs and continuous availability of ANS services.
Aeronautical Information Management	Monitor the implementation of the standardized COVID-19 related NOTAM templates and related Aeronautical information publications and report to DGCA-MID and MIDANPIRG, as appropriate.	Monitoring and Reporting	High	AIM SG	Number of States implemented the NOTAM template	Continuous	On daily basis, monitor and update summaries on ICAO MID webpage with the measures and publications by all MID States.

REPORT ON AGENDA ITEM 3: GLOBAL AND REGIONAL DEVELOPMENTS

3.1 The subject was addressed in PPT/3 presented by the Secretariat.

Update on IMP activities

3.2 The meeting was apprised of the activities of the Information Management Panel (IMP). It was noted that the IMP carries out its tasks through four working groups: WG-I (Information Architecture & Management), WG-S (Information Services under SWIM), WG-G (SWIM Governance) and WG-A (Aeronautical Information Management).

3.3 The meeting was informed of the outcome of the IMP/WG-A/4, AIM meeting held virtually from 6 to 9 July 2020 and noted the updates on its activities related to the short-term improvements to the existing NOTAM system, digital data accuracy exceeding requirements, NOTAM Checklist not appropriate for providing list of valid digital data sets and the QMS and AIM Training Manuals status.

Adoption/Approval of Amendments to ICAO Annexes and PANS

3.4 The meeting noted the following:

- adoption of Amendment 41 to Annex 15;
- approval of Amendment 9 to the Procedures for Air Navigation Services — Aircraft Operations, (PANS-OPS, Doc 8168) Volume I— Flight Procedures;
- approval of Amendment 9 to PANS-OPS Volume II — Construction of Visual and Instrument Flight Procedures;
- adoption of Amendment 61 to Annex 4;
- approval of Amendment 1 to the Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066); and
- changes to applicability dates of SARPs and PANS related to GRF due to the COVID-19.

Proliferation of NOTAMs and ICAO NOTAMeter Tool

3.5 The meeting was apprised of the outcome of the IMP/WG-A/4 discussions related to the subject of proliferation of NOTAMs.

3.6 The meeting recognized that the subject needs further work at the national, regional and global levels. The proliferation of NOTAMs and the ability to parse relevant data/information from the large volumes of information disseminated through NOTAMs has been identified as a safety risk factor. In this respect, the airspace users, IFALPA and IATA in particular, have been raising concern regarding this issue since long time. The meeting agreed to the following:

- a) need to control what is published through the NOTAM system – right information to the right person at the right time; in other terms, what information shall be published through NOTAM and what is not qualified to be published through NOTAM (in conjunction to the AIRAC cycle);
- b) improve the end user’s situational awareness, through the use of appropriate filters to reduce the amount of NOTAMs related to their operations/flight. In this respect, it is always important to ask if the NOTAM is operationally significant and what would a pilot/ATCO do with this NOTAM?

3.7 The meeting was informed that ICAO has developed and made available a NOTAMeter tool to check NOTAMs quality at global level, based on established quality criteria. The NOTAMeter checks the current NOTAMs according to the following rules: Format, Permanence, Length, Q code, Q-Code XXXXX, AIRAC cycle NOTAM, Trigger NOTAMs, Activity NOTAM, Duration and Jargon; and provides a quantitative method to create a 'NOTAM Quality' score for each State/Region.

3.8 The tool is available for public use at:
<https://www.icao.int/safety/iStars/Pages/Notameter.aspx>

3.9 The meeting noted that for the MID Region, among the 1129 active NOTAMs, only 9.53% of NOTAMs met all quality criteria.

3.10 The meeting encouraged MID States NOFs to review their system to ensure that the information provided for the issuance of NOTAMs is in accordance with the quality criteria. NOFs may use the ICAO NOTAMeter tool to assess and mitigate the risks related to the promulgated NOTAMs quality.

Use of the Global NOTAM Repository

3.11 The meeting noted also that ICAO made available a Global Repository of current NOTAMs, which provides search and analysis capabilities of NOTAMs. The application is available on the ICAO secure portal at: <https://portal.icao.int/space/Pages/Notices-To-Airmen.aspx>

3.12 States were invited to review their NOTAMs to ensure compliance with PANS-AIM and Doc 8126, identify problems with NOTAMs and cases of non-compliance and correct as many NOTAMs as possible, and take necessary measures to ensure full compliance for the issuance of new NOTAMs.

Regional developments

3.13 The meeting was apprised of the activities carried out at regional level related to the COVID-19 crisis management and recovery, which includes, inter-alia:

- Establishment of the MID RPTF to monitor global restart and recovery developments and ensure the harmonization, and where necessary regional customization, of the implementation of these global developments at the Regional level.
- Establishment of an AIM forum which conducted regular teleconferences (8 and 30 June and 10 August 2020) to keep the AIM Focal Points apprised of the activities relating to AIM during COVID-19 and to address operational challenges associated with AIM.

3.14 The meeting noted with appreciation that the ICAO MID Office has been collecting and sharing links/information and guidance materials since the beginning of the COVID-19 crisis on that subject. Four dedicated webpages have been developed, namely:

- <https://www.icao.int/MID/Pages/COVID-19.aspx>: Information Sharing of MID States Measures & Guidelines.
- <https://www.icao.int/MID/Documents/COVID19NOTAMs.pdf>: contains a Table showing the list of NOTAMs issued by MID States and measures taken related to COVID-19

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- <https://www.icao.int/MID/Pages/RPTF/MIDRPTF.aspx>: a Platform showing MID Recovery Plan Task Force (RPTF) activities and sharing of guidance materials.
 - <https://www.icao.int/MID/Documents/Airports%20Operability.pdf>: providing the status of airports operability in the MID Region

3.15 The meeting noted with appreciation that the GCAA UAE, jointly with the ICAO MID Office, organized an ATM Webinar on 15-16 June 2020 "Collectively Designing The Future of ATM Post COVID-19" (<https://www.icao.int/MID/Pages/2020/ATM-Webinar.aspx>) and the Month of Knowledge for the Future of ANS, consisting of a series of ten (10) educational Webinars (6-31 August 2020) (<https://www.icao.int/MID/Pages/Webinars/MOKFANS.aspx>)

Problems identified with NOTAM(s) during the COVID-19 pandemic

3.16 The meeting noted that during the COVID-19 pandemic a number of issues related to the publication of NOTAMs have been identified. Since early phase of the COVID-19 pandemic, ICAO MID and IATA began monitoring all NOTAMs relating to COVID-19 restrictions and airports operability and identified various issues and concerns.

3.17 The lack of a standard approach toward the publication and notification of restrictions for international traffic created difficulties for operational decision-makers. The lack of specification of En-route alternates was of particular importance. Therefore, ICAO issued State letter (AN 13/35-20/47), requesting States to specify the availability of their airports for different types of operations. The meeting noted with concern that, despite the ICAO efforts, the problem is not completely solved and urged States to implement the provisions contained in the above-mentioned ICAO State Letter and the proposed NOTAM Template.

3.18 Airspace users primarily use State published aeronautical information products such as NOTAMs, AIP supplements and AICs, for their planning and operations. However, it was highlighted that many States had promulgated Government Decrees and regulations pertaining to COVID-19 restrictions without providing this information via aeronautical information products.

3.19 The meeting noted also the following inconsistencies:

- non-use of standard abbreviations as contained in PANS-ABC (Doc 8400) which puts a certain ambiguity and leads to mis-interpretation by end users;
- non-use of COVID-19 header followed by specific subject (flight restrictions, passenger restrictions, crew's/passengers requirements and information) in order to facilitate the search, readability and reduce potential interpretation differences;
- some NOTAMs included fragmented sentences, punctuation was applied haphazardly, and ambiguities and errors occur which may lead to misinterpretation by end users; and
- multiple subjects are promulgated in a single NOTAM.

3.20 The meeting noted that airspace users require advanced notification and confirmation regarding the removal of COVID-19 restrictions and the resumption of normal operations.

3.21 The meeting invited States to review their promulgated COVID-19 NOTAMs, ensure their compliance with the NOTAM Templates and replace them, as necessary. In addition, States were urged to use the NOTAM Templates for future notification of resumption of normal/limited operations. The NOTAM Templates developed and issued in the document 'Aeronautical Information Publication

Guidance and NOTAM Templates' are available at:

<https://www.icao.int/MID/Documents/RPTF/200723%20MID%20RPTF%20Aeronautical%20Information%20Publication%20Guidance%20and%20NOTAM%20Templates%20Issue%201.pdf>

REPORT ON AGENDA ITEM 4: REVISED MID AIR NAVIGATION STRATEGY

4.1 The subject was addressed in PPT/4 presented by the Secretariat.

4.2 The meeting recalled that the MSG/7 meeting held virtually from 1 to 3 September 2020 noted that the Global Air Navigation Plan 6th Edition endorsed by 40th session of the ICAO General Assembly brought major changes, which need to be reflected in the next version of the MID Region Air Navigation Strategy. The MSG7 meeting agreed also that the MIDANPIRG Sub-Groups should conduct virtual meetings in the 4th quarter of 2020 to review the GANP 6th Edition and identify ASBU priority 1 Threads and Elements and associated monitoring elements, considering the Secretariat proposal and States' and stakeholders' inputs.

4.3 The meeting noted that the MID ASBU Webinar held on 13 – 15 October 2020, provided an opportunity to familiarize the participants with the 6th Edition of the GANP (multi-layer Structure, Performance Framework, Basic Building Block (BBB) Framework); and showcase the different ASBU Threads through online demonstration using the GANP Portal, for harmonization purpose and an increased efficiency of the MIDANPIRG Sub-Groups during the discussion of the subject.

4.4 The meeting noted also that the MID ASBU Webinar identified the ASBU Threads and elements, which would be proposed to MIDANPIRG/18 as priority 1 further to the review, agreement or amendment by the relevant MIDANPIRG Sub Groups.

4.5 The meeting reviewed the DAIM Thread and agreed to the prioritization of the different elements of Block 1 as at Appendix 4A. The meeting reviewed and updated the monitoring elements related to the priority 1 elements, including the applicability areas, indicators, metrics, targets and timelines, as at **Appendix 4B**, and agreed that the table be included in the revised version of the MID Region Air Navigation Strategy to be presented to MIDANPIRG/18 for endorsement.

4.6 The meeting was apprised of the MID ASBU Webinar discussions related to the initial list of Key Performance Indicators to be used for performance monitoring at National and Regional levels, as at **Appendix 4C**.

4.7 The meeting urged States, that have not done so, to share their Air Navigation priorities and updated National Plan, with the ICAO MID Office in response to SL: AN 1/5 – 20/178 issued on 1 October 2020 as a Follow-up action to the MSG/7 Conclusion 7/6.

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

5.1 The subject was addressed in PPT/5 presented by the Secretariat. The meeting recalled that, the MIDANPIRG/17 urged States to 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. It was underlined that a deficiency would be eliminated only when a State submit a formal Letter to the ICAO MID Office containing the evidence(s) that mitigation measures have been implemented for the elimination of this deficiency.

5.2 The meeting noted that the total number of AIM deficiencies, endorsed by the MIDANPIRG/17 was forty-six (46); forty (40) priority “A” and six (6) priority “B”. Seventeen (17) deficiencies related to TOD; six (6) related to QMS; six (6) related to AIXM; six (6) related to WAC; three (3) related to pre-flight information services; three (3) related to AIP and aeronautical charts; three (3) related to AIRAC adherence; and two (2) related to WGS-84.

5.3 The meeting reviewed and updated the list of deficiencies in the AIM fields at **Appendix 5A**.

5.4 The meeting recalled the MSG/7 Draft Conclusion 7/1 related to Non-Implementation of TOD “area 2a/take-off flight path area/OLS”:

“That, States that have not yet provided Terrain and Obstacle Data (TOD) for area 2a, the take-off flight path area and the area bounded by the lateral extent of the aerodrome obstacle limitation surfaces (OLS) at International Aerodromes, be included in the List of Air Navigation Deficiencies. “

5.5 The meeting agreed to propose the amendment of the list of deficiencies in the AIM field, as follows:

- a) a deficiency be filed against a State if the whole or part of the required a digital terrain data sets is not provided;
- b) a deficiency be filed against a State if the whole or part of the required a digital obstacle data sets is not provided;
- c) details of the lack of provision of required digital terrain/obstacle data sets by States be included in the “Description” column.

REPORT ON AGENDA ITEM 6: FUTURE WORK PROGRAMME

6.1 The subject was addressed in PPT/6 presented by the Secretariat.

6.2 The meeting reviewed and updated the AIM SG TORs, as at **Appendix 6A**. Accordingly, the meeting agreed to the following Draft Decision:

DRAFT DECISION 7/1: TERMS OF REFERENCE OF THE AIM SUB-GROUP

That, the Terms of Reference of the AIM Sub-Group be updated as at Appendix 6A.

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 Interregional AIM/SWIM Seminar/Workshop in 2021, it was agreed that the AIM SG/8 meeting be held, virtually, during the fourth quarter of 2021.

6.4 The meeting agreed on the need to organize webinars on the following subjects:

- NOTAM System Improvements Webinar;
- AIM/QMS Functions Systems and Processes Webinar.

6.5 Based on the above the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 7/2: AIM WEBINARS

That, Webinars on the NOTAM proliferation and needs for improvement, as well as on the AIM/QMS Functions Systems and Processes be organized in 2021.

REPORT ON AGENDA ITEM 7: ANY OTHER BUSINESS

7.1 The meeting noted with appreciation that Saudi Arabia is in the process of replacing their AIM system to be fully compliant with ICAO provisions. The system will be operational on 2 December 2021 (AIRAC cycle 12/21). The new AIM System will support the establishment of an integrated aeronautical information database based on AIXM 5.1 and the content of the Electronic AIP will be generated from the digital integrated database. In addition, Saudi Arabia has already started the coordination with Jordan and Bahrain to establish Service Level Agreement to achieve a successful exchange of aeronautical data based on AIXM 5.1 standards.

APPENDICES

APPENDIX 2A

FOLLOW-UP ACTION PLAN ON MIDANPIRG/17 AND MSG7 CONCLUSIONS & DECISIONS

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
C. 17/ 1	<p>MID REGION AIM DATABASE (MIDAD)</p> <p>That:</p> <p>a) the status of individual migration by MID States to EAD (MIDAD Project Phase A) be monitored by the AIM Sub-Group; and</p> <p>b) the development of a detailed action plan for the implementation of the MIDAD Project Phase B (set-up of MIDAD Manager) be initiated when at least 7 States complete their migration to EAD.</p>	<p>Stepwise approach for the implementation of Regional/Sub-Regional AIM Database</p>	<p>Status of migration to EAD</p> <p>Action Plan for set-up of MIDAD Manager</p>	<p>AIM SG</p> <p>MIDAD TF</p>	<p>Continuous</p> <p>TBD</p>	<p>Ongoing</p> <p>Jordan migrated to EAD and Iraq, Kuwait, Lebanon, Oman, Qatar and UAE have plan to migrate to EAD.</p>
C. 17/10	<p>MID REGION AIR NAVIGATION REPORT (2019)</p> <p>That,</p> <p>a) States be urged to provide the ICAO MID Office, with relevant data necessary for the development of the Fourth Edition of the MID Region Air Navigation Report (2019), by 1 December 2019; and</p> <p>b) the MID Region Air Navigation Report (2019) be presented to the MSG/7 for endorsement.</p>	<p>Monitoring and Reporting of ASBU implementation in the MID Region</p>	<p>State Letter</p> <p>Data for AN Report 2017</p> <p>Air Navigation Report (2019)</p>	<p>ICAO</p> <p>States</p> <p>MSG/7</p>	<p>Dec. 2019</p> <p>Apr. 2019</p>	<p>Completed</p> <p>SL AN 1/7 – 20/008 dated 9 January 2020 (Bahrain, Egypt, Jordan Qatar, Saudi Arabia)</p> <p>AN Report 2019 endorsed by MSG/7 Conclusion 7/7</p>
C. 17/11	<p>JOINT ACAO/ICAO ASBU SYMPOSIUM</p> <p>That, a Joint ACAO/ICAO ASBU Symposium be organized beginning of 2020.</p>	<p>Raise awareness about the 6th Edition of the GANP and align the MID AN Strategy</p>	<p>Draft Revised MID AN Strategy</p>	<p>ICAO/ACAO</p>	<p>Q1 2021</p>	<p>Ongoing</p> <p>Postponed to beginning of 2021 due to COVID-19 MID ASBU Webinar was held, 13-15 October 2020</p>

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
C. 17/14	<p>INTERREGIONAL WORKSHOP/SEMINAR ON AIM/SWIM</p> <p>That, an Interregional Workshop/Seminar on AIM/SWIM be organized in 2020-2021.</p>	To review the latest developments related to AIM/SWIM	Workshop/ Seminar		2020-2021	<p>Ongoing</p> <p>Planned for 2021</p>
C. 17/15	<p>ICAO ROADMAP FOR THE TRANSITION FROM AIS TO AIM</p> <p>That, ICAO consider the review/reshuffling of the Roadmap for the transition from AIS to AIM to keep pace with the developments.</p>	Roadmap outdated	New Roadmap	ICAO HQ	TBD	<p>Ongoing</p>
C. 17/16	<p>MID REGION AIM IMPLEMENTATION ROADMAP</p> <p>That, the MID Region AIM Implementation Roadmap at Appendix 6.2E is endorsed.</p>	Planning for AIM implementation in the MID Region	MID Region AIM Implementation Roadmap	MIDANPIRG/17	Apr. 2020	<p>Completed</p>
D. 17/17	<p>ESTABLISHMENT OF THE DIGITAL DATASETS IMPLEMENTATION AD-HOC WORKING GROUP (DDI AD-HOC WG)</p> <p>That, the Digital Datasets Ad-hoc Working Group be:</p> <p>a) established to:</p> <ul style="list-style-type: none"> - address the challenges associated with the implementation of digital datasets; - propose Regional Implementation Plan for Digital Datasets; and - review/update the MID Doc 008; and <p>b) composed of:</p> <ul style="list-style-type: none"> - Abdulla Hasan AlQadhi (Bahrain) - Moataz Abdel Aziz Ahmed (Egypt) - Rouhalah Salehi (Iran) - Mohammad Hussien Al Anezi (Kuwait) 	Development of a Regional Implementation Plan for Digital Datasets	Regional Digital Datasets Implementation Plan	MIDANPIRG/17	Apr. 2020	<p>Actioned (To be closed)</p> <p>(Replaced and superseded by MSG Decision 7/9)</p>

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
	<ul style="list-style-type: none"> - Bassem Ali Nasser (Lebanon) - Mazen Mohammed Alshihri (Saudi Arabia) - Sorin Dan. Onitiu (UAE, Rapporteur) - Marek Franko (NG Aviation): and - ICAO MID Office 					

FOLLOW-UP ACTION PLAN ON MSG/7 CONCLUSIONS & DECISIONS

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
MSG/7 C. 7/2	<p>MIDANPIRG CART IMPLEMENTATION “PLANS OF ACTIONS”</p> <p>That, in order to ensure States’ ANS and related services provisions continuity, and the preparedness for the recovery phases:</p> <p>a) the MIDANPIRG CART Implementation “Plan of Actions” at Appendix 3A is endorsed; and</p> <p>b) States, ANSPs, Airspace users, airport operators and all concerned stakeholders are urged to support the implementation of the Plan of Actions at Appendix 3A, and exchange relevant operational data.</p>	Support States’ ANS and related services provisions continuity, and the preparedness for the recovery phases	CART Implementation “Plan of Actions”	MSG/7 States and stakeholders	Sep. 2020	<p style="text-align: center;">Actioned</p> <p>Completed</p> <p>Ongoing</p>
MSG/7 C. 7/6	<p>UPDATE OF MID REGION AIR NAVIGATION STRATEGY</p> <p>That, , in order to improve the Initial Draft of the revised MID Region Air Navigation Strategy at Appendix 5.1A, with States and stakeholders inputs:</p>	To update the MID Region Air Navigation Strategy	Draft Revised MID AN Strategy			<p style="text-align: center;">Ongoing</p> <p>SL AN 1/5-20/178 dated 1 October 2020 Replies (Bahrain, Iran, Jordan, Qatar and UAE)</p>

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
	<p>a) States be invited to provide the MID Office by 15 October 2020 with their Air Navigation priorities and updated National Plan considering the provisions of the 6th Edition of the GANP endorsed by the 40th Session of the General Assembly (A40);</p> <p>b) MIDANPIRG Sub-Groups provide proposals of amendment of the MID Region Air Navigation Strategy, considering the 6th Edition of the GANP, the inputs of States and Stakeholders, and agreed priorities, before 15 Dec 2020; and</p> <p>c) the joint ACAO/ICAO ASBU Symposium review the inputs of States, Stakeholders and MIDANPIRG Sub-Groups for consolidation of the revised version of the MID Region Air Navigation Strategy to be presented to MIDANPIRG for endorsement.</p>	<p>(MID Doc 002) as per the GANP 6th Edition and identify ASBU priority 1 Threads/Elements and associated monitoring elements.</p>		<p>ICAO</p> <p>MIDANPIRG Sub-Groups</p> <p>ICAO/ACAO</p>	<p>15 October 2020</p> <p>December 2020</p> <p>Q1-2021</p>	
MSG/7 C. 7/8	<p>MID REGION AIR NAVIGATION REPORT - 2020</p> <p>That,</p> <p>a) States be urged to provide the ICAO MID Office, with relevant data necessary for the development of the MID Region Air Navigation Report - 2020, by 1 December 2020; and</p> <p>b) the MID Region Air Navigation Report-2020 be presented to the MIDANPIRG/18 for endorsement.</p>	<p>Monitoring and Reporting of ASBU implementation in the MID Region</p>	<p>State Letter</p> <p>Data for AN Report 2020</p> <p>Air Navigation Report (2020)</p>	<p>ICAO</p> <p>States</p> <p>MIDANPIRG/18</p>	<p>October 2020</p> <p>Dec. 2020</p> <p>February 2021</p>	<p>Ongoing</p> <p>SL AN 1/7-20/176 dated 23 September 2020 Replies (Lebanon, Saudi, UAE)</p>

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
MSG/7 D. 7/9	<p>DIGITAL DATASETS IMPLEMENTATION AD-HOC WORKING GROUP (DDI AD-HOC WG)</p> <p><i>That, the Digital Datasets Ad-hoc Working Group (DDI Ad-hoc WG):</i></p> <p><i>a) is tasked to develop a detailed Regional Implementation Plan for Digital Datasets and update MID Doc 008; and</i></p> <p><i>b) be composed of:</i></p> <ul style="list-style-type: none"> - <i>Abdulla Hasan AlQadhi (Bahrain)</i> - <i>Moataz Abdel Aziz Ahmed (Egypt)</i> - <i>Rouhalah Salehi (Iran)</i> - <i>Mohammad Hussien Al Anezi (Kuwait)</i> - <i>Bassem Ali Nasser (Lebanon)</i> - <i>Faisal Al Busaidi (Oman)</i> - <i>Pamela Erice (Qatar)</i> - <i>Hind A. Almohaimeed (Saudi Arabia)</i> - <i>Sorin Dan. Onitiu (UAE, Rapporteur) ; and</i> - <i>ICAO MID Office</i> 	Development of a Regional Implementation Plan for Digital Datasets	Regional Digital Datasets Implementation Plan	MIDANPIRG/18		<p>Actioned</p> <p>Replaces and supersedes MIDANPIRG/17 D. 17/17</p>
Draft C. 7/1	<p>AIR NAVIGATION DEFICIENCY RELATED TO NON-IMPLEMENTATION OF TOD AREA 2A</p> <p>That, States that have not yet provided Terrain and Obstacle Data (TOD) for area 2a, the take-off flight path area and the area bounded by the lateral extent of the aerodrome obstacle limitation surfaces (OLS) at International Aerodromes, be included in the List of Air Navigation Deficiencies.</p>	Implementation of TOD for area 2a, the take-off flight path area and OLS	New deficiencies related to TOD Area 2a, the take-off flight path area and OLS	MIDANPIRG/18	February 2021	

DRAFT MID REGION DAIM THREAD BLOCK 1 PRIORITIZATION

Thread	Element code	Title	Priority	Start Date	Monitoring		Remarks
					Main	Supporting	
DAIM	B1/1	Provision of quality-assured aeronautical data and information	1	2020	AIM SG		It was part of B0 in the 5 th Edition of the GANP
	B1/2	Provision of digital Aeronautical Information Publication (AIP) data sets	2				
	B1/3	Provision of digital terrain data sets	1	2020	AIM SG		It was part of B0 in the 5 th Edition of the GANP
	B1/4	Provision of digital obstacle data sets	1	2020	AIM SG		It was part of B0 in the 5 th Edition of the GANP
	B1/5	Provision of digital aerodrome mapping data sets	2				
	B1/6	Provision of digital instrument flight procedure data sets	2				
	B1/7	NOTAM improvements	2				

MID REGION AIR NAVIGATION STRATEGY

DAIM THREAD – Monitoring Table

Element code	Title	Priority	Applicability	Performance Indicators/Supporting Metrics	Targets	Timelines
B1/1	Provision of quality-assured aeronautical data and information	1	All States	<p>Performance Indicator: Regional average implementation status of DAIM B1/1 (provision of quality-assured aeronautical data and information). The indicator is calculated as per the Table 4B.1</p> <p>Supporting Metrics:</p> <ol style="list-style-type: none"> Number of States that have implemented QMS for AIS/AIM Number of States that have implemented WGS-84 for horizontal plan (ENR, Terminal, AD) and have implemented WGS-84 Geoid Undulation Number of States that have implemented an AIXM-based AIS database (AIXM V5.1+) Number of States that have established formal arrangements with at least 50% of their AIS data originators. 	80%	Dec 2021
B1/3	Provision of terrain digital data sets	1	All States	<p>Performance Indicator: Regional average implementation status of DAIM B1/3 (Provision of Terrain digital datasets). The indicator is calculated as per the Table 4B.2</p> <p>Supporting Metric: Number of States that provide required Terrain digital datasets</p>	60 %	Dec 2021
B1/4	Provision of obstacle digital data sets	1	All States	<p>Performance Indicator: Regional average implementation status of DAIM B1/4(Provision of obstacle digital datasets). The indicator is calculated as per the Table 4B.2</p> <p>Supporting Metric: Number of States that provide required obstacle digital datasets</p>	60 %	Dec 2021

4B-2

Table 4B-1

SAMPLE

<i>B1/1 – Provision of quality-assured aeronautical data and information</i>					
State	Sub-Elements	component	weighting factor	% of implementation	B1/1 implementation $\Sigma (1, 2,3, 4)/4$
X	AIXM			100	100%
	QMS			100	
	WGS-84	horizontal plan (ENR, Terminal, AD)	0,8	100	
		Geoid Undulation	0,2		
SLA (50% of data originators)			100		
Y	AIXM			0	20%
	QMS			0	
	WGS-84	horizontal plan (ENR, Terminal, AD)	0,8	80	
		Geoid Undulation	0,2		
SLA (50% of data originators)			0		
Z	AIXM			0	50%
	QMS			100	
	WGS-84	horizontal plan (ENR, Terminal, AD)	0,8	100	
		Geoid Undulation	0,2		
SLA(50% of data originators)			0		
Regional average Implementation status of DAIM B1/1 (provision of quality-assured aeronautical data and information)					Σ (%)/number of States = 56%

4B-3

Table 4B-2

SAMPLE

State	B1/3 : Provision of digital terrain data sets			% of Terrain digital datasets implementation $\Sigma (1, 2, 4)/3x \%$ or $\Sigma (1, 2)/2x \%$	B1/4: Provision of digital obstacle data sets			% of Terrain digital datasets implementation $\Sigma (1, 2, 4)/3x \%$ or $\Sigma (1, 2)/2x \%$
	Area 1	Area 4	2a/TOFP/OLS		Area 1	Area 4	2a/TOFP/OLS	
X	100%	100%	100%	100%	100%	100%	100%	100%
Y	100%	N/A ¹	0%	50%	0%	0%	0%	0%
Z	100%	50% ²	40% ³	63% ⁴	100%	0%	20% ⁵	40%
Regional average Implementation status of DAIM B1/3 (Provision of Terrain digital datasets)				$\Sigma (\%)/\text{number of States} = 76.7\%$	Regional average Implementation status of DAIM B1/4 (Provision of obstacle digital datasets)			$\Sigma (\%)/\text{number of States} = 46.7\%$

(1) N/A: Not Applicable

(2) 50% of international aerodrome where digital terrain data sets are provided for Area 4.

(3) 40% of international aerodrome where digital terrain data sets are provided for areas 2a/TOFP/OLS.

(4) 63%: the percentages in the table is calculated as the sum of percentages of implementation (100%+50%+ 40%= 190/3)

(5) 20% of international aerodromes where digital obstacle data sets are provided for areas 2a/TOFP/OLS.

DRAFT MID REGION Air Navigation KPIs

#	Title	Definition	Measurement Units	Objects Characterized	Data Requirement	Data Feed Providers
KPI01	Departure punctuality	Percentage of flights departing from the gate on-time (compared to schedule).	% of scheduled flights	The KPI is typically computed for traffic flows, individual airports, or clusters of airports (selection/grouping based on size and/or geography).	For each departing scheduled flight: <ul style="list-style-type: none"> - Scheduled time of departure (STD) or Scheduled off-block time (SOBT) - Actual off-block time (AOBT) 	Schedule database(s), airports, airlines and/or ANSPs
KPI02	Taxi-out additional time	Actual taxi-out time compared to an unimpeded/reference taxi-out time.	Minutes/flight	The KPI is typically computed for individual airports, or clusters of airports (selection/grouping based on size and/or geography).	For each departing flight: <ul style="list-style-type: none"> - Actual off-block time (AOBT) - Actual take-off time (ATOT) In addition, for the advanced KPI variant: <ul style="list-style-type: none"> - Departure gate ID - Take-off runway ID 	Airports (airport operations, A-CDM), airlines (OOOI data), ADS-B data providers and/or ANSPs
KPI03	ATFM slot adherence	Percentage of flights taking off within their assigned ATFM slot (Calculated Take-Off Time Compliance).	% of flights subject to flow restrictions	The KPI is typically computed for individual airports, or clusters of airports (selection/grouping based on size and/or geography).	For each departing IFR flight subject to an ATFM regulation: <ul style="list-style-type: none"> - Calculated Take-Off Time (CTOT) - Actual take-off time (ATOT) 	Airports, ATFM service
KPI04	Filed flight plan en-route extension	Flight planned en-route distance compared to a reference ideal trajectory distance.	% excess distance	The KPI can be computed for any volume of en-route airspace; this implies that it can be computed at State level (covering the FIRs of a State).	For each flight plan: <ul style="list-style-type: none"> - Departure airport (Point A) - Destination airport (Point B) - Entry point in the 'Reference area' (Point O) - Exit point from the 'Reference area' (Point D) - Entry points in the 'Measured areas' (Points N) 	ANSPs

#	Title	Definition	Measurement Units	Objects Characterized	Data Requirement	Data Feed Providers
					<ul style="list-style-type: none"> - Exit points from the 'Measured areas' (Points X) - Planned distance for each NX portion of the flight 	
KPI05	Actual en-route extension	Actual en-route distance flown compared to a reference ideal distance.	% excess distance	The KPI can be computed for a traffic flow or a volume of en-route airspace; this implies that it can be computed at State level (covering the FIRs of a State).	For each actual flight trajectory: <ul style="list-style-type: none"> - Departure airport (Point A) - Destination airport (Point B) - Entry point in the 'Reference Area' (Point O) - Exit point from the 'Reference Area' (Point D) - Entry points in the 'Measured Areas' (Points N) - Exit points from the 'Measured Areas' (Point X) - Distance flown for each NX portion of the actual flight trajectory, derived from surveillance data (radar, ADS-B...). 	ANSPs, ADS-B data providers
KPI06	En-route airspace capacity	The maximum volume of traffic an airspace volume will safely accept under normal conditions in a given time period.	Variant 1: Movements/hr Variant 2: Number of aircraft (occupancy count)	The KPI is typically used at the level of individual sectors (sector capacity) or en-route facilities (ACC capacity).	The various capacities are determined by the ANSP, and are dependent on traffic pattern, sector configuration, ATCO and system capability, etc.	ANSPs
KPI07	En-route ATFM delay	ATFM delay attributed to flow restrictions in a given en-route airspace volume	Minutes/flight	The KPI can be computed for any volume of en-route airspace which participates in the ATFM process.	For each IFR flight: - Estimated Take-off Time (ETOT) computed from the last filed flight plan - Calculated Take-off Time (CTOT) - ID of the flow restriction generating	ATFM

4C-3

#	Title	Definition	Measurement Units	Objects Characterized	Data Requirement	Data Feed Providers
					the ATFM delay - Airspace volume associated with the flow restriction - Delay code associated with the flow restriction	
KPI08	Additional time in terminal airspace	Actual terminal airspace transit time compared to an unimpeded time. Actual trajectories are generally longer in time and distance due to path stretching and/or holding patterns. In the example below the unimpeded trajectories are shown in red, and the actual trajectories in green and blue. See Figure 1: Terminal trajectories.	Minutes/flight	The KPI is typically computed for individual airports, or clusters of airports (selection/grouping based on size and/or geography).	For each arriving flight: <ul style="list-style-type: none"> - Terminal airspace entry time, computed from surveillance data (radar, ADS-B...) - Actual landing time (ALDT) - In addition, for the advanced KPI variants: <ul style="list-style-type: none"> - Terminal airspace entry segment, computed from surveillance data (radar, ADS-B...) - Landing runway ID 	Airlines (OOOI data), airports, ADS-B data providers and/or ANSPs
KPI09	Airport peak capacity	The highest number of operations an airport can accept in a one-hour time frame (also called declared capacity). Can be computed for arrivals, departures or arrivals + departures.	Number of departures / hour, Number of landings / hour, Number of (departures + landings) / hour	The KPI is computed for individual airports.	Scheduling parameters for slot controlled airports Airport Acceptance Rates (AAR), Airport Departure Rates (ADR)	Airports
KPI10	Airport peak throughput	The 95th percentile of the hourly number of operations recorded at	Number of departures / hour, Number	The KPI is computed for individual airports.	For each flight: <ul style="list-style-type: none"> - Actual landing time (ALDT) - Actual take-off time (ATOT). 	Airports

#	Title	Definition	Measurement Units	Objects Characterized	Data Requirement	Data Feed Providers
		an airport, in the “rolling” hours sorted from the least busy to the busiest hour. Can be computed for arrivals, departures or arrivals + departures.	of landings / hour, Number of (departures + landings) / hour			
KPI11	Airport throughput efficiency	Airport throughput (accommodated demand) compared to capacity or demand, whichever is lower. Can be computed for arrivals, departures or arrivals + departures.	Average Over/Under Delivery or % of accommodated operations.	The KPI is computed for individual airports.	For each arriving and/or departing flight: <ul style="list-style-type: none"> - Actual landing time (ALDT) and take-off time (ATOT) - Estimated landing time (ELDT) and take-off time (ETOT) (from flight plan) For each time interval: <ul style="list-style-type: none"> - Declared landing capacity of the airport - Declared departure capacity of the airport - Declared total capacity of the airport 	Airports
KPI12	Airport/Terminal ATFM delay	ATFM delay attributed to arrival flow restrictions at a given airport and/or associated terminal airspace volume.	Minutes/flight	The KPI is typically computed for individual airports, or clusters of airports (selection/grouping based on size and/or geography).	For each IFR flight: <ul style="list-style-type: none"> - Estimated Take-off Time (ETOT) computed from the last filed flight plan - Calculated Take-off Time (CTOT) - ID of the flow restriction generating the ATFM delay - Airport or terminal airspace volume associated with the flow restriction 	ATFM

4C-5

#	Title	Definition	Measurement Units	Objects Characterized	Data Requirement	Data Feed Providers
					- Delay code associated with the flow restriction	
KPI13	Taxi-in additional time	Actual taxi-in time compared to an unimpeded/reference taxi-in time	Minutes/flight	The KPI is typically computed for individual airports, or clusters of airports (selection/grouping based on size and/or geography).	For each arriving flight: Actual landing time (ALDT) Actual in-block time (AIBT) In addition, for the advanced KPI variant: Landing runway ID Arrival gate ID	Airports (airport operations), airlines (OOOI data), ADS-B data providers and/or ANSPs
KPI14	Arrival punctuality	Percentage of flights arriving at the gate on-time (compared to schedule)	% of scheduled flights	The KPI is typically computed for traffic flows, individual airports, or clusters of airports (selection/grouping based on size and/or geography).	For each arriving scheduled flight: - Scheduled time of arrival (STA) or Scheduled in-block time (SIBT) - Actual in-block time (AIBT)	Schedule database(s), airports, airlines and/or ANSPs
KPI15	Flight time variability	Distribution of the flight (phase) duration around the average value.	Minutes/flight	The KPI is typically computed for the scheduled traffic flows interconnecting a given cluster of airports (two or more; selection/grouping based on size and/or geography).	For each flight: - OOOI data: gate “out” (AOBT), wheels “off,” wheels “on,” and gate “in” (AIBT) actual times.	Airlines

#	Title	Definition	Measurement Units	Objects Characterized	Data Requirement	Data Feed Providers
KPI16	Additional fuel burn	Additional flight time/distance and vertical flight inefficiency converted to estimated additional fuel burn attributable to ATM	kg fuel/flight	This KPI is a conversion of the additional flight time/distance and vertical flight inefficiency KPIs to a corresponding (estimated) additional fuel consumption; hence it describes a performance characteristic of the same objects as the additional flight time/distance and vertical flight inefficiency KPIs: en-route airspace, terminal airspace and airports. Typically the KPI is published at the level of a State or (sub)region.	Indicator values to be converted to estimated additional fuel burn: <ul style="list-style-type: none"> - KPI02 Taxi-Out Additional Time (min/flight) - KPI13 Taxi-In Additional Time (min/flight) - KPI05 Actual en-Route Extension (%) & average en-route distance flown (km/flight) - KPI08 Additional time in terminal airspace (min/flight) - KPI17 Level-off during climb - KPI18 Level capping during cruise & average cruise (ToC-ToD) distance flown (km/flight) - KPI19 Level-off during descent 	Performance analysts
KPI17	Level-off during climb	Distance and time flown in level flight before Top of Climb.	NM/flight and minutes/flight	The KPI is typically computed for traffic flows, individual airports, or clusters of airports (selection/grouping based on size and/or geography).	<ul style="list-style-type: none"> - For each flight trajectory: - 4D data points (latitude, longitude, altitude and time) - Departure airport ARP coordinates - 	Trajectory data providers (reporting archived actual trajectories based on ADS-B and/or other surveillance data sources) and/or ANSPs.
KPI18	Level capping during cruise	Flight Level difference between maximum Flight Levels on a measured airport pair and maximum Flight Levels on similar unconstrained airport pairs.	Flight Levels/flight	The KPI is typically computed for traffic flows on individual airport pairs or groups of airport pairs (weighted average).	For each flight trajectory: <ul style="list-style-type: none"> - Maximum cruise Flight Level - Departure airport - Arrival airport 	For variant 1: ANSPs; For variant 2: Trajectory data providers (reporting archived actual trajectories based on ADS-B and/or other surveillance data sources) and/or ANSPs

4C-7

#	Title	Definition	Measurement Units	Objects Characterized	Data Requirement	Data Feed Providers
KPI19	Lev Level-off during descent capping during cruise	Distance and time flown in level flight after Top of Descent.	NM/flight and minutes/flight	The KPI is typically computed for traffic flows, individual airports, or clusters of airports (selection/grouping based on size and/or geography).	For each flight trajectory: <ul style="list-style-type: none"> - 4D data points (latitude, longitude, altitude and time) - Arrival airport ARP coordinates 	Trajectory data providers (reporting archived actual trajectories based on ADS-B and/or other surveillance data sources) and/or ANSPs.

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. 5.3.3.4.3, Para. 5.3.3.4.10	-	Lack of the required Obstacle Datasets for Area 1 and Area 4	May, 2014	-	O	Phase 1: Determine the required specification for Obstacles area 1 and 4 (1/1/2018 to 1/3/2018); Phase 2: provide the required specification to Consultancy office to determine the implementing entity (1/3/2018 to 1/3/2019); Phase 3: Determine the implementing entity and begin to produce new software for eTOD (1/03/2019 to 1/12/2019); Phase 4: finish the new software and begin to produce eTOD area 4 (from existing raw data from Cairo International Airport Company) (1/1/2020 to 1/6/2020); Phase 5 (in parallel with phase 4): begin to produce eTOD area 1 after get raw data (1/1/2020 to 31/12/2020)	Egypt	Dec, 2020 2021	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 15: Para. 2.3.10 and 3.5.3	-	Lack of AIXM-based AIS Database	Dec, 2007	-	O	Corrective Action Plan has not been formally provided by the State	Iran	Dec, 2018 July 2022	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	Corrective Action Plan has not been formally provided by the State	Iraq	Dec, 2018 2023	B
2	ANNEX 15: Para. 1.2.1.1	-	Implementation of geoid undulation referenced to the WGS-84 ellipsoid	Dec, 1997	-	F H O	Corrective Action Plan has not been formally provided by the State	Iraq	Dec, 2018 2024	A
3	ANNEX 15: Para. 3.6	QMS Implementation	Lack of Implementation of QMS	Jan, 2003	-	F H O	Corrective Action Plan has not been formally provided by the State	Iraq	Dec, 2018 2022	A
4	ANNEX 4: Para. 11.2	-	Non-production of Instrument Approach Chart-ICAO for Mosul Intl. Airport	Jan, 2003	Iraq to send an official letter regarding the status of Mosul Airport	F H O	Corrective Action Plan has not been formally provided by the State	Iraq	Dec, 2018 2020	A
5	ANNEX 15: Para. 5.5	-	Non provision of pre-flight information service at international airports	Mar, 2004	-	F H O	Corrective Action Plan has not been formally provided by the State	Iraq	Dec, 2018 2023	A
6	ANNEX 15: Para. 5.3.3.3.2 and 5.3.3.3.8	-	Lack of the required Terrain Datasets for Area 1 and Area 4	May, 2014	-	O	Corrective Action Plan has not been formally provided by the State	Iraq	Dec, 2018 2024	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
7	ANNEX 15: Para. 5.3.3.4.3 and 5.3.3.4.10	-	Lack of the required Obstacle Datasets for Area 1 and Area 4	May, 2014	-	O	Corrective Action Plan has not been formally provided by the State	Iraq	Dec, 2018 2024	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-production of World Aeronautical Chart – ICAO1:1 000 000	Feb, 2008	-	F H	Corrective Action Plan has not been formally provided by the State	Jordan	Dec, 2018 2021	B
2	ANNEX 15: Para. 5.3.3.3.2 and 5.3.3.3.8	-	Lack of the required Terrain Datasets for Area 1 and Area 4	May, 2014	-	F H	Corrective Action Plan has not been formally provided by the State	Jordan	Dec, 2018 2021	A
3	ANNEX 15: Para. 5.3.3.4.3 and 5.3.3.4.10	-	Lack of the required Obstacle Datasets for Area 1 and Area 4	May, 2014	-	F H	Corrective Action Plan has not been formally provided by the State	Jordan	Dec, 2018 2021	A

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

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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
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

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-production of World Aeronautical Chart – ICAO1:1 000 000	May, 1995	-	H	Corrective Action Plan was provided in August 2016.	Lebanon	Dec, 2018 2021	B
2	ANNEX 15: Para. 3.6	QMS Implementation	Lack of Implementation of QMS	Jan, 2003	(USOAP-CMA finding)	H	Corrective Action Plan was provided in August 2016.	Lebanon	Dec, 2018 2021	A
3	ANNEX 15: Para. 5.3.3.3.2	-	Lack of the required Terrain Datasets for Area 1	May, 2014	-	O	Corrective Action Plan was provided in August 2016.	Lebanon	Dec, 2020 18 21	A
4	ANNEX 15: Para. 5.3.3.4.3	-	Lack of the required Obstacle Datasets for Area 1	May, 2014	-	O	Corrective Action Plan was provided in August 2016.	Lebanon	Dec, 2020 18 21	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	Corrective Action Plan has not been formally provided by the State	Libya	Dec, 2020 Dec, 2021	B
2	ANNEX 15: Para. 3.6	QMS Implementation	Lack of Implementation of QMS	May, 2014	(USOAP-CMA finding)	O	Corrective Action Plan has not been formally provided by the State	Libya	Dec, 2020 Dec, 2021	A
3	ANNEX 15: Para. 6.2	-	Lack of a system for AIRAC adherence monitoring	May, 2014	-	O	Corrective Action Plan has not been formally provided by the State	Libya	Dec, 2020 Dec, 2021	A
4	ANNEX 15: Para. 2.3.10 and 3.5.3	-	Lack of AIXM-based AIS Database	May, 2014	-	O	Corrective Action Plan has not been formally provided by the State	Libya	Dec, 2020 Dec, 2021	A
5	ANNEX 15: Para. 5.3.3.3.2	-	Lack of the required Terrain Datasets for Area 1	May, 2014	-	O	Corrective Action Plan has not been formally provided by the State	Libya	Dec, 2020 Dec, 2021	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
6	ANNEX 15: Para. 5.3.3.4.3	-	Lack of the required Obstacle Datasets for Area 1	May, 2014	-	O	Corrective Action Plan has not been formally provided by the State	Libya	Dec, 2021 Dec, 2020	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. 3.6	QMS Implementation	Lack of Implementation of QMS	Jan, 2003	(USOAP-CMA finding)	O	- An agreement with an international quality company is established to assist for progressive implementation of quality systems within DGAN AIS. - QMS is expected to be fully implemented by September 2019.	Oman	Sep, 2019 <u>April 2021</u>	A
2	ANNEX 15: Para. 2.3.10 and 3.5.3	-	Lack of AIXM-based AIS Database	Jul, 2005	-	O	A contract is going to be signed with a company specializing in this area for AIP Data Migration. AIM equipment installation will be completed by end of February 2017. The target is to have 70% of the data by June 2018	Oman	Dec, 2019 <u>April 2021</u>	A
3	ANNEX 15: Para. 5.3.3.3.2	-	Lack of the required Terrain Datasets for Area 1	May, 2014	-	O	An agreement with National survey authority is going to be established to assist for progressive implementation of terrain datasets for area1. The target is to have the required data by Dec 2019.	Oman	Dec, 2019 <u>2021</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
4	ANNEX 15: Para. 5.3.3.4.3	-	Lack of the required Obstacle Datasets for Area 1	May, 2014	-	O	Area 1 obstacles are published in AIP Oman ENR 5.4 "Air Navigation (En-Route) Obstacles". Data originators for obstacles will be consulted for Area 1 obstacle completeness and update.	Oman	Dec, 2019 <u>2021</u>	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
+	ANNEX 15: Para. 5.5	-	Pre-flight information service not provided at International Airports	Nov, 2007	-	⊖	Corrective Action Plan has not been formally provided by the State	Saudi Arabia	Apr, 2018	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 15: Para. 2.3.10 and 3.5.3	-	Lack of AIXM-based AIS Database	May, 2014	Sudan to send a letter to MID Office about the implementation of AIXM (V 5.1) for the deletion of this deficiency	⊖	Corrective Action Plan has not been formally provided by the State <u>Official letter from SCAA was received on 02/11/2020 informing ICAO MID on the implementation of AIXM 5.1.</u>	Sudan	Dec, 2018	A
2	ANNEX 15: Para. 5.3.3.3.2	-	Lack of the required Terrain Datasets for Area 1	May, 2014	-	O	Corrective Action Plan has not been formally provided by the State	Sudan	Dec, 2018 2021	A
3	ANNEX 15: Para. 5.3.3.4.3	-	Lack of the required Obstacle Datasets for Area 1	May, 2014	-	O	Corrective Action Plan has not been formally provided by the State	Sudan	Dec, 2018 2021	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. 6.2	-	Lack of a system for AIRAC adherence monitoring	May, 1995	-	F H	Corrective Action Plan has not been formally provided by the State	Syria	Dec, 2018 21	A
2	ANNEX 4: Para. 16.2	-	Non-production of World Aeronautical Chart – ICAO1:1 000 000	May, 1995	-	F H S	Corrective Action Plan has not been formally provided by the State	Syria	Dec, 2018 21	B
3	ANNEX 15: Para. 3.6	QMS Implementation	Lack of Implementation of QMS	Jan, 2003	(USOAP-CMA finding)	F H	Corrective Action Plan has not been formally provided by the State	Syria	Dec, 2018 21	A
4	ANNEX 15: Para. 1.2.1.1	-	Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan, 2003	-	F H	Corrective Action Plan has not been formally provided by the State	Syria	Dec, 2018 21	A
5	ANNEX 15 Para. 5.2 and 6.3.1	-	Lack of consistency in AIP information and lack of regular and effective updating of the AIP.	Jul, 2005	-	H	Corrective Action Plan has not been formally provided by the State	Syria	Dec, 2018 21	A
6	ANNEX 15: Para. 2.3.10 and 3.5.3	-	Lack of AIXM-based AIS Database	Jul, 2005	-	F H	Corrective Action Plan has not been formally provided by the State	Syria	Dec, 2018 21	A
7	ANNEX 15: Para. 5.5	-	Non provision of pre-flight information service at international airports	Jul, 2005	-	F H	Corrective Action Plan has not been formally provided by the State	Syria	Dec, 2018 21	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
8	ANNEX 15: Para. 5.3.3.3.2	-	Lack of the required Terrain Datasets for Area 1	May, 2014	-	O	Corrective Action Plan has not been formally provided by the State	Syria	Dec, 2018 20 ²¹	A
9	ANNEX 15: Para. 5.3.3.4.3	-	Lack of the required Obstacle Datasets for Area 1	May, 2014	-	O	Corrective Action Plan has not been formally provided by the State	Syria	Dec, 2018 20 ²¹	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 6.2	-	Lack of a system for AIRAC adherence monitoring	May, 1995	-	H O	Corrective Action Plan has not been formally provided by the State	Yemen	Dec, 2018 21	A
2	ANNEX 4: Para. 16.2	-	Non-production of World Aeronautical Chart – ICAO1:1 000 000	May, 1995	-	F	Corrective Action Plan has not been formally provided by the State	Yemen	Dec, 2018 21	B
3	ANNEX 15: Para. 3.6	QMS Implementation	Lack of Implementation of QMS	Jan, 2003	-	F	Corrective Action Plan has not been formally provided by the State	Yemen	Dec, 2018 21	A
4	ANNEX 4: Para. 11.2	-	Non-production of Instrument Approach Chart-ICAO for TAIZ Intl. Airport	Jan, 2003	-	O	Corrective Action Plan has not been formally provided by the State	Yemen	Dec, 2018 21	A
5	ANNEX 15: Para. 5.5	-	Non provision of pre-flight information service at international airports	Mar, 2004	-	F H	Corrective Action Plan has not been formally provided by the State	Yemen	Dec, 2018 21	A
6	ANNEX 15: Para. 2.3.10 and 3.5.3	-	Lack of AIXM-based AIS Database	Jul, 2005	-	F	Corrective Action Plan has not been formally provided by the State	Yemen	Dec, 2018 21	A
7	ANNEX 15: Para. 5.3.3.3.2	-	Lack of the required Terrain Datasets for Area 1	May, 2014	-	O	Corrective Action Plan has not been formally provided by the State	Yemen	Dec, 2018 21	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
8	ANNEX 15: Para. 5.3.3.4.3	-	Lack of the required Obstacle Datasets for Area 1	May, 2014	-	O	Corrective Action Plan has not been formally provided by the State	Yemen	Dec, 2018 21 ²¹	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.

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

APPENDIX 6A

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) framework methodology and the MID Region Air Navigation Strategy;
- b) monitor the status of implementation of the MID Region AIM-related ASBU Threads/ Modules/elements 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 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, products and services in the MID Region;
- b) assist States in the development of National AIM Plans/Roadmaps through the development and continuous update of the Regional AIM Roadmap identifying the priorities and timelines for implementation, in particular for the implementation of Digital Datasets;
- b)c) assess and provide progress reports on the transition from AIS to AIM in the MID Region;
- e)d) provide necessary assistance and guidance to States to ensure harmonization and interoperability in line with the GANP, the MID ANP and ASBU framework methodology;

- d) provide necessary inputs to the MID Region 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.
- j) Coordinate with relevant MIDANPIRG and RASG-MID Subsidiary bodies issues with common interests.

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.

1. WORKING ARRANGEMENTS

1. The Chairperson, in close co-operation with the Secretary, shall make all necessary arrangements for the most efficient working of the Subgroup. The Subgroup shall at all times conduct its activities in the most efficient manner possible with a minimum of formality and paper work (paperless meetings). Permanent contact shall be maintained between the Chairperson, Secretary and Members of the Subgroup to advance the work. Best advantage should be taken of modern communications facilities, particularly video-conferencing (Virtual Meetings) and e-mails.
2. Face-to-face meetings will be conducted when it is necessary to do so.

ATTACHMENT A

AIM SG/7 VIRTUAL MEETING
(21 – 22 October 2020 from 10:00 to 12:00 UTC)
List of Participants

State/ Org	Contact	Title
Bahrain	Mr. Abdulla Hasan Al Qadhi	Chief, Aeronautical Information & Airspace Planning
	Mr. Mohammed Ahmed Al Hallaq	Head, AIM Operations
	Mr. Ali Abdulla Al Mutaie	AIM & eMAP Supervisor
Egypt	Ayman Emam Ibrahim	AIS general manager
	Ghada Mohamed Salah	ATCO – Cairo Tower & Approach
	Tarek Abdellatif Hamed	G. manager of AIS for airports
	Safaa Hanafy Abdouh	G. manager of flight plan
	Ahmed Allam	Senior AIM officer
	Mr. Ahmed Saied Abdel Monsef	Senior ANS Safety Oversight Inspector
	Samer Mabrook	
	Isalm Awad Zaki Awad	Senior ANS Inspector
Iran	Mr. Mohammad Sadeghi	AIS Expert-in-charge
	Mrs. Narges Assari	AIS Expert
	Mr. Payam Askarpour	Deputy Manager of ICT
	Mr. Alireza Khodadoost	Software Department Chief
Iraq	Mr. Ali Waleed	AIS-HQ Manager
	Mr. Ali Mohammed Hammed	Aeronautical Information Publications Manager
	Mr. Hasan Hammoodi Ali	Manager of charting unit
	Mr. Muthana Khalid Mohammed	NOF Manager
Jordan	Mr. Mohammad Faris Obeidat	AIS Officer
	Mr. Munther Farhan Alqaisi	AIS Officer
	Mr. Tareq Okleh Al Momani	AIS Officer
	Mr. Miteb Shafer M. Al-Karabsheh	AIS Officer
Kuwait	Mr. Salah Hamed AlMushity	Superintendent of AIS
	Mr. Mohammed H. Al Anzy	Chief of AIS
Lebanon	Mr. Bassem Nasser	Chief of AIS
	Mr. Abdel Karim Ajami	Head of Division AIS Lebanon
Oman	Mr. Jaffer Abdul Amir Salman	AIM Director
	Mrs. Samiya Salim Al-Battashi	Senior AIM Officer
	Ms. Anfal Al Subhi	Chart Officer

State/ Org	Contact	Title
Qatar	Mrs. Pamela Erice	AIM Supervisor
	Mr. Antonio Cardoso	ANS Inspector
	Mr. Konstantinos Sfakianakis	ANS Inspector
Saudi Arabia	Mr. Mazen Al-Shehri	AIM Management Manager
	Mr. Imed ben saad	AFP and AIM Expert
	Ms. Hind Abdulaziz Almohaimeed	AIP Specialist
	Mr. Anas Ibrahim Fallatah	Aviation Information Standards
	Mr. Mohamed A. Ben Abdessalem	AIM Strategy Specialist
Syria	Mrs. Ghadeer Hossieno	Chief of AIS Department
	Mr. Isam Hayke	Chief of MAP Section
	Mrs. Faten Hamdan	Chief of FPL Section
	Mrs. Sanaa Al Helwani	Chief of AIP Section
	Mr. Ali Ghazali	Chief of NOTAM
	Mr. Muhammad Salamah	Chief of ATM Management
UAE	Mr. Abdalla Al Rashidi	Director AIM
	Mr. Sorin Dan Onitiu	Head PANS OPS
	Mr. Dean Fernandes	Head of AIM Publications
	Ms. Maram Khaled Ahmed	AIM Publication Officer
	Mrs. Hanan Al Hamoudi	AIM Publication Officer
	Mr. Kedari Manthanwar	Head of AIM Design
	Mr. Robert Novac Bara	AIM & MET Inspector
USA (FAA)	Mr. Robert Roxbrough	Senior Representative – Abu Dhabi
YEMEN	Mr. Younis Al Khader	Director General of Air Navigation
AACO	Mr. Walid El Hoss	Manager Economics
ACAO	Mr. Mohamed Rejeb	Air Navigation and Air Safety Expert
IATA	Mrs. Lindi-Lee Kirkman	Manager Safety & Flight Operations ATM&I Focus
	Ms. Zainab Khudhair	Manager Safety and Flight Operations

State/ Org	Contact	Title
IFALPA	Capt. Souhaïel Dallel	EVP AFI/MID
ICAO	Mr. Mohamed Smaoui	A/RD - ICAO MID
	Mr. Mohamed Iheb Hamdi	RO/AGA
	Mr. Radhouan Aissaoui	RO/IM - ICAO MID
	Mr. Ahmed Amireh	RO/ATM/SAR - ICAO MID
	Mr. Ahmad Kavehfirouz	RO/ATM/SAR - ICAO MID
	Mrs. Manal Wissa	Programme Analysis Associate - ICAO MID