



International Civil Aviation Organization

**Middle East Air Navigation Planning and
Implementation Regional Group (MIDANPIRG)**

Fourteenth Meeting

(Jeddah, Saudi Arabia, 15-19 December 2013)

**Agenda Item 4: Performance Framework for Regional Air Navigation Planning and
Implementation:**

4.4 AIM

AIM IMPLEMENTATION IN THE MID REGION

(Presented by the Secretariat)

SUMMARY

This paper presents the outcome of the AIM TF/7 and ATM/AIM/SAR SG/13 meetings with regard to the progress made for the implementation of AIM in the MID Region.

Action by the meeting is at paragraph 3.

REFERENCES

- AIM TF/7 Report
- ATM/AIM/SAR SG/13 Report

1. INTRODUCTION

1.1 The Seventh Meeting of the MIDANPIRG AIM Task Force was held in Cairo, Egypt, from 25 to 27 September 2012. The meeting was attended by a total of thirty three (33) participants, including experts from ten (10) States (Bahrain, Egypt, Islamic Republic of Iran, Jordan, Kuwait, Oman, Qatar, Saudi Arabia, United Arab Emirates and Yemen) and two (2) Organizations (AAO & CANSO).

1.2 The Thirteenth Meeting of the MIDANPIRG ATM/AIM/SAR Sub-Group (ATM/AIM/SAR SG/13) was held in Cairo, Egypt, from 30 September to 3 October 2013. The meeting was attended by a total of forty seven (47) participants from twelve (12) States (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Libya, Qatar, Saudi Arabia, Sudan, UAE and Yemen) and one (1) International Organization/Agency (MIDRMA).

2. DISCUSSION

2.1 The outcome of the AIM TF/7 meeting was reviewed by the ATM/AIM/SAR SG/13 meeting.

2.2 The meeting was informed about the latest developments related to AIM at the global level, including the outcome of the 12th Air Navigation Conference (AN-Conf/12). The meeting noted, in particular, that the matter of NOTAM evolution and the need to review the performance of the NOTAM system was examined at the AN-Conf/12.

2.3 The meeting was apprised of the outcome of the Sixth and Seventh meetings of the Aeronautical Information Services-Aeronautical Information Management Study Group (AIS-AIMSG).

2.4 The meeting noted that the AIM TF/7 meeting reviewed the Amendment 37 to Annex 15, applicable on 14 November 2013. It was highlighted that the amendment included, inter alia, amendments in regard to responsibilities of States and Aeronautical Information Service (AIS) Providers; use of the terms “aeronautical information” and “aeronautical data”; integrity classification and levels; data protection; use of automation enabling digital data exchange; electronic terrain and obstacle data; new provisions related to aerodrome mapping data; aeronautical information publication (AIP) format; NOTAM codes and SNOWTAM format.

2.5 The meeting further noted that the following Definition of AIM was included in Annex 15 through Amendment 37:

Aeronautical Information Management (AIM) The dynamic, integrated management of aeronautical information services through the provision and exchange of quality-assured digital aeronautical data in collaboration with all parties.

2.6 The meeting noted that in order to accomplish the global transition from traditional AIS provision to AIM-enabled services, it will be necessary to develop sequential and successive changes to Annex 15. The reorganization of the first three chapters as part of Amendment 37 is an evolutionary step in this process. It will facilitate a more complete incorporation of AIM-related provisions scheduled for adoption as part of Amendment 38 in 2016.

2.7 The meeting underlined the need to start the process of amendment of the AIS/AIM National Regulations, as a consequence to the Amendment 37 to Annex 15 and other AIM developments, in a timely manner. Accordingly, the meeting invited States to share their experience with regard to the development of National AIM Plans and Regulations and agreed to the following Draft Conclusion:

Why	Need to amend national regulations as a consequence to the Amendments to Annex 4 and Annex 15 and ensure that necessary measures are taken to implement the Amendments in a timely manner
What	<ul style="list-style-type: none"> - State Letter - Development/update of the national plans for the transition from AIS to AIM and amendment of the national AIS/AIM regulations
Who	ICAO/States
When	<ul style="list-style-type: none"> - 31/01/2014 - 1/03/2014

DRAFT CONCLUSION 13/9: NATIONAL AIS/AIM REGULATIONS

That, States be urged to:

- a) *include in the national plans for the transition from AIS to AIM actions related to the amendment of national AIS/AIM regulations as a consequence to the Amendment of Annex 4, Annex 15 and other AIM developments; ~~and~~*
- b) *take necessary action for a timely amendment of the national AIS/AIM regulations as a consequence to ~~the proposed~~ Amendment 37 to Annex 15; and*
- c) **inform the ICAO MID Regional Office of the actions taken before 1 March 2014.**

2.8 The meeting may wish to note that the AIM TF/7 meeting reviewed the progress made towards the implementation of the different steps of the ICAO Roadmap for the transition from AIS to AIM in the MID Region, based on the data provided by States for the population of the AIM FASID Tables and as a reply to the questionnaire on the transition from AIS to AIM.

2.9 It's to be noted that based on the analysis of the survey carried out in the MID Region related to the transition from AIS to AIM, the following was highlighted:

- Bahrain, Egypt, Iran, Kuwait, Lebanon, Oman, Qatar and UAE provided their National AIM Plan/Roadmap to the ICAO MID Regional Office;
- the implementation of Phase 1 (consolidation) does not raise specific difficulties; however, some States will not complete the implementation of some steps from phase 1 before end of 2013 (especially P-17-Quality);
- the timescales for the implementation of phase 2 and phase 3 are not realistic. In the MID Region, the implementation of phase 2 and phase 3 could not be completed before 2016 and 2021, respectively;
- the majority of States that have replied to the questionnaire confirmed that they are encountering/expecting some difficulties during the transition from AIS to AIM, in particular:
 - tight timescales;
 - financial constraints ;
 - manpower availability, capacity, and knowledge (required expertise);
 - training of Staff;
 - lack of detailed ICAO guidance material; in particular an AIS-AIM Transition Manual with detailed description of steps to assist States in the implementation process;
 - necessity to amend the National Regulations to include AIM requirements;
 - awareness and commitment of data originators, and adoption of appropriate arrangements with all data originators;
 - electronic data exchange with all data originators; and
 - eTOD implementation.

2.10 It's to be highlighted that some States have requested assistance from ICAO, especially for the:

- development of appropriate AIM SARPs and guidance material to assist States in the transition from AIS to AIM;
- organisation of special training courses, Seminars, Workshops and awareness campaigns related to AIM; and
- development of standard AIM training courses.

2.11 In connection with the above, the meeting may wish to note that:

- the Manual on Quality Management System for Aeronautical Information Services (Doc 9839) and the Aeronautical Information Management Training Development Manual (Doc 9991) should be available before the applicability date of Amendment 37 to Annex 15 (14 November 2013); and
- a Joint IFAIMA Global AIM 2013 & ICAO EUR/MID AIM/SWIM Seminar was successfully held in Istanbul, Turkey, 14-17 May 2013.

2.12 It's to be noted that the above event was organized jointly by IFAIMA, ICAO and EUROCONTROL and hosted by the Turkish Air Navigation Service Provider (DHMI) and the Turkish AIM Association (TAIMA). The theme of the event was "Aeronautical Information Management (AIM) support to seamless Air Traffic Management (ATM) in a System Wide Information Management (SWIM) environment".

2.13 The main objectives of the Seminar were to:

- a) provide States with a better understanding of the planning and implementation issues related to the transition from AIS to AIM;
- b) provide briefings related to AIM and SWIM global developments and regional/national AIM-related activities and experiences; and
- c) address the AIM/SWIM challenges/opportunities and Users' requirements/views.

2.14 The Seminar provided a balance between concepts, technical developments and "institutional and training" issues. The meeting further noted that all the presentations made during the Seminar are available on the IFAIMA website at: <http://www.ifaima.org/GAIMConference2013.html> . The Summary of Discussions is available on the ICAO MID Office and Paris Office websites as well as on the IFAIMA website.

2.15 The ATM/AIM/SAR SG/13 meeting urged States to take necessary follow-up actions on the outcome of the ICAO EUR/MID AIM/SWIM Seminar.

2.16 Based on all of the foregoing and in order to keep pace with the AIM/SWIM developments, the ATM/AIM/SAR SG/13 meeting agreed that States should develop/update their National Plans for the transition from AIS to AIM with a view to support seamless ATM in a SWIM environment. Accordingly the meeting agreed to the following Draft Conclusion:

Why	Need to update the national plans for the transition from AIS to AIM to keep pace with the AIM/SWIM developments
What	- State Letter - Development/update of the national plans for the transition from AIS to AIM
Who	ICAO/States
When	- 31/01/2014 - 1/03/2014

DRAFT CONCLUSION 13/10: NATIONAL PLANS FOR THE TRANSITION FROM AIS TO AIM

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

- a) develop/update their national plans for the transition from AIS to AIM; and*
- b) provide the ICAO MID Regional Office with an updated version of their national plans for the transition from AIS to AIM, before **1 March 2014**.*

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review the progress made towards AIM implementation in the MID Region; and
- b) endorse, as appropriate, the proposed Draft Conclusions at para. 2.7 and 2.16.

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