INTERNATIONAL CIVIL AVIATION ORGANIZATION

THE MIDDLE EAST AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (MIDANPIRG)

REPORT OF THE SEVENTH MEETING OF AIM TASK FORCE (AIM TF/7)

(Cairo, Egypt, 25-27 September 2012)

The views expressed in this Report should be taken as those of the MIDANPIRG AIM Task Force 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

TABLE OF CONTENTS

Page

PART I - HISTORY OF THE MEETING

PART II - REPORT ON AGENDA ITEMS

PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Seventh Meeting of the MIDANPIRG AIM Task Force was held at the Meeting Room of the ICAO Middle East Regional Office in Cairo, Egypt, from 25 to 27 September 2012.

2. OPENING

2.1 Mr. Jehad Faqir, ICAO MID Regional Office Deputy Regional Director, on behalf of Mr. Mohamed R. M. Khonji, the Regional Director, welcomed the participants to Cairo and wished them a successful and fruitful meeting. He highlighted that the successful transition from Aeronautical Information Services (AIS) to Aeronautical Information Management (AIM) is a collective goal. The need for a strategic evolution towards AIM in a manner that will ensure the availability of aeronautical information to any ATM user in a globally interoperable and fully digital environment was underlined.

2.2 Mr. Faqir outlined that the aeronautical information being one of several information domains that will be managed and disseminated via the SWIM network can then be accessed by using SWIM-compliant applications to sort, filter and retrieve the information to provide shared situational awareness to all members of the global ATM community. He drew the attention of the meeting to the AIM/SWIM papers which will be discussed by the Twelfth Air Navigation Conference (AN-Conf/12), Montreal, Canada, 19 - 30 November 2012.

2.3 Mr. Faqir highlighted some of the main accomplishments and plans for achieving a successful global transition from AIS to AIM and mentioned that ICAO is looking for global support in realizing that vision. In this respect, he re-iterated that the AIM TF meetings represent a good opportunity to follow-up AIM implementation in the MID Region and plan for further developments, in a spirit of cooperation with all stakeholders.

2.4 In closing, Mr. Faqir thanked the participants for their presence and wished the meeting every success in its deliberations.

3. ATTENDANCE

3.1 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 (AACO & CANSO). The list of participants is at **Attachment A** to the Report.

4. OFFICERS AND SECRETARIAT

4.1 The meeting was chaired by Mrs. Hanan A. Qabartai, Chief AIS HQ, Civil Aviation Regulatory Commission (CARC), Jordan. Mr. Mohamed Smaoui, Regional Officer Air Navigation Services/Aeronautical Information Management (RO ANS/AIM) was the Secretary of the meeting.

5. LANGUAGE

5.1 Discussions were conducted in English and documentation was issued in English.

6. AGENDA

6.1 The following Agenda was adopted:

Agenda Item 1:	Adoption of the Provisional Agenda and Election of Chairpersons
Agenda Item 2:	Follow-up on MIDANPIRG/13 Conclusions and Decisions relevant to AIM
Agenda Item 3:	Global developments related to AIM
Agenda Item 4:	Performance Framework for AIM implementation in the MID Region
Agenda Item 5:	Review of Air Navigation Deficiencies in the AIS/MAP Field
Agenda Item 6:	Future Work Programme
Agenda Item 7:	Any other business

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 All MIDANPIRG Sub-Groups and Task Forces record their actions in the form of Conclusions and Decisions with the following significance:

a) **Conclusions** deal with the matters which, in accordance with the Group's terms of reference, merit directly the attention of States on which further action will be initiated by ICAO in accordance with established procedures; and

b) **Decisions** deal with matters of concern only to the MIDANPIRG and its contributory bodies

8. LIST OF DRAFT CONCLUSIONS AND DRAFT DECISIONS

DRAFT DECISION 7/1:	*COMMENTS ON THE PROPOSED AMENDMENT 37 TO ANNEX 15*
DRAFT CONCLUSION 7/2:	*NATIONAL AIS/AIM REGULATIONS*
DRAFT CONCLUSION 7/3:	*NATIONAL PLANS FOR THE TRANSITION FROM AIS TO AIM*
DRAFT CONCLUSION 7/4:	*AIM PARTS OF THE MID BASIC ANP AND FASID*

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

1.2 The meeting recalled that Mr. Ramezanali Ziaeegravi, Deputy of General Director of ATM, Tehran Mehrabad International Airport, Iranian Airports Company, has been acting as the Chairman of the AIS/MAP Task Force since its fourth meeting held in Cairo, from 19 to 21 February 2008.

1.3 The meeting further noted that in the absence of Mr. Ramezanali Ziaeegravi, the AIS/MAP TF/6 meeting elected Mrs. Hanan A. Qabartai, Chief AIS HQ, Civil Aviation Regulatory Commission (CARC), Jordan, as the Vice-Chairperson of the AIS/MAP Task Force and requested her to chair the meeting.

1.4 In accordance with the MIDANPIRG Procedural Handbook, Fifth Edition – June 2011, Part IV, para. 6.2, the meeting unanimously elected Mrs. Hanan A. Qabartai, Chief AIS HQ, Civil Aviation Regulatory Commission (CARC), Jordan, and Mr. Abbas Niknejad, Director of AIM, Iranian Airports Company, as the Chairperson and Vice-Chairperson of the AIM Task Force, respectively.

AIM TF/7
Report on Agenda Item 2

REPORT ON AGENDA ITEM 2: FOLLOW-UP ON MIDANPIRG/13 CONCLUSIONS AND DECISIONS RELEVANT TO AIM

2.1 The meeting noted the status of relevant MIDANPIRG/13 Conclusions and Decisions relevant to AIM and the follow up actions taken by concerned parties as at **Appendix 2A** to the Report on Agenda Item 2.

2.2 The meeting noted that all necessary State Letters have been issued by the ICAO MID Regional Office, as a follow up actions to the MIDANPIRG/13 Conclusions and Decisions. However, it was noted that the level of reply to the State Letters was below expectation. Accordingly, the meeting urged States, that have not yet done so, to ensure that replies to the State Letters issued by the ICAO MID Regional Office as a follow up actions to the MIDANPIRG/13 Conclusions and Decisions relevant to AIM are sent to the ICAO MID Regional Office, in a timely manner, to provide feedback on the follow-up action taken by States, in order to allow the ATM/AIM/SAR SG/13 meeting to propose to MIDANPIRG/14 the closure, re-iteration or replacement of these Conclusions and Decisions.

AIM TF/7
Appendix 2A to the Report on the Agenda Item 2

FOLLOW-UP ACTION PLAN ON MIDANPIRG/13 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONCLUSION 13/12: MEANS OF DISSEMINATION OF THE LIST OF VALID NOTAM					Completed
That, States be encouraged to: a) use the internet (emails and/or websites) for the dissemination of the monthly printed plain-language list of valid NOTAM and discontinue its dissemination in hardcopy by post; and b) make available on the web on a daily or at least on a weekly basis an updated list of valid NOTAM.	Implement the Conclusion	ICAO States	State Letter Feedback from States	30 Jun. 201 Sep. 2012	SL AN 8/2.1 – 12/200 dated 1 July 2012
CONCLUSION 13/13: AVOIDANCE OF THE AIRAC DATE 15 NOVEMBER 2012					Ongoing
That, taking into consideration the worldwide impact of the ICAO New FPL format implementation, States be invited to avoid the use of the AIRAC date of 15 November 2012 as an effective date for the introduction of significant changes to the aeronautical information publications	Implement the Conclusion	ICAO States	State Letter Feedback from States	30 Jun. 2012 20 Sep. 2012	SL AN 8/2.1 – 12/232 dated 6 August 2012
DECISION 13/14: DISSOLUTION OF THE QMS ACTION GROUP					Completed
That, recognizing that the activities of the QMS AG were very limited, the QMS AG is dissolved	Implement the Decision	MIDANPIRG/13	QMS AG dissolved	Apr. 2012	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONCLUSION 13/15: QMS IMPLEMENTATION That, in accordance with Annex 15 provisions, States, that have not yet done so, be urged to take necessary measures to: a) organize at the National level, awareness campaigns and training programmes to promote and expedite the process of implementation of QMS for AIS; b) implement/complete the implementation of the required QMS in an expeditious manner; c) arrange for an ISO 9001 certification by an accredited certification body; and d) ensure that quality management is applicable to the whole aeronautical information data chain from data origination to distribution to the next intended user, taking into consideration the intended use of data.	Implement the Conclusion	ICAO States	State Letter Feedback from States	30 Jun. 2012 Sep. 2012	Ongoing SL AN 8/4.1 – 12/199 dated 1 July 2012
CONCLUSION 13/16: CERTIFICATION OF THE AIM SERVICES That, in order to improve the level of compliance with the Standards and Recommended Practices of Annex 4 and Annex 15 and pave the way for the transition from AIS to AIM, ICAO consider the inclusion of a requirement for the certification of AIM Services in Annex 15	Implement the Conclusion	ICAO	SARPs/Guidance Material	2016	Ongoing Subject to ANC approval
DECISION 13/17: ESTABLISHMENT OF THE MIDAD STUDY GROUP (MIDAD STG) That, the MID Region AIS Database (MIDAD) Study Group (MIDAD STG) is established with Terms of Reference as at **Appendix 4.3B** to the Report on Agenda Item 4.3.	Implement the work programme of the MIDAD STG	MIDANPIRG/13	MIDAD STG established	Apr. 2012	Completed
DECISION 13/18: DISSOLUTION OF THE AIS AUTOMATION ACTION GROUP That, recognizing that the activities of the AIS Automation Action Group (AISA AG) were very limited, the AISA AG is dissolved.	Implement the Decision	MIDANPIRG/13	AIS Automation AG dissolved	Apr. 2012	Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONCLUSION 13/19: MIDAD PROJECT SECOND PHASE That, taking into consideration the results of the first phase of the MIDAD Study, States, Users and all concerned stakeholders be invited to provide all necessary support for the achievement of the second phase of the MIDAD Project.	Implement the Conclusion	ICAO States and Users	State Letter Support the MIDAD Project	Dec. 2012 During Phase 2 of the MIDAD Project	Ongoing
CONCLUSION 13/20: COMMITMENT TO THE MIDAD PROJECT That, as part of the Second Phase of the MIDAD Project: a) a Memorandum of Agreement (MOA) be signed by Bahrain, Iran, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Syria and Yemen in order to legally reflect their commitment to the MIDAD Project; and b) other States from within and outside the MID Region, interested to participate in the MIDAD Project, be invited to sign the MOA.	Implement the Conclusion	ICAO Concerned States	MOA signed	2013	Ongoing
CONCLUSION 13/21: MIDAD LEGAL FRAMEWORK That, the following options be considered for the endorsement of the MIDAD legal framework by the DGCA-MID/2 meeting: a) a volunteer State/Group of States provides the legal framework by hosting the project; or b) an ICAO TCB Project for the implementation of MIDAD, including the establishment of a MIDAD legal entity or agency (similar to the MIDRMA).	Implement the Conclusion	DGCA-MID/2	Agreement on the best option for the MIDAD legal framework	Apr. 2013	Ongoing

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DECISION 13/22 TERMS OF REFERENCE OF THE AIM TASK FORCE That, the AIS/MAP Task Force be renamed AIM Task Force with Terms of Reference (TOR) as at **Appendix 4.3D** to the Report on Agenda Item 4.3.	Implement the work programme of the AIM TF	MIDANPIRG/13	Updated TOR	Apr. 2012	Completed
CONCLUSION 13/30: NATIONAL PERFORMANCE FRAMEWORK That, States be urged to: a) develop, update and/or complete their National Performance Framework, including the National Performance Framework Forms (PFFs), ensuring the alignment with and support to the regional performance objectives; b) incorporate the agreed MID Region Performance Metrics into their National performance monitoring process; and c) report relevant data necessary for performance monitoring of the air navigation systems to the ICAO MID Regional Office, on a regular basis, with a view to update the Regional PFFs and monitor the MID Region Performance Metrics.	Implement the Conclusion	ICAO States	State Letter Feedback and reports	30 Jun. 2012 On regular basis	Ongoing SL AN 7/26.1 – 12/233 dated 6 August 2012
CONCLUSION 13/31: ENDORSEMENT OF THE AIM PARTS OF THE MID BASIC ANP AND FASID That, the AIM Parts of the MID Basic ANP and FASID, including the AIM FASID Tables at **Appendices 4.5F, 4.5G** and **4.5H** to the Report on Agenda Item 4.5: a) are endorsed; b) be used as a planning document for the transition from AIS to AIM in the MID Region; and c) be formally included in the MID ANP through a proposal for amendment, when the new structure of the MID ANP is finalized and the AIM FASID Tables are populated with relevant data.	Implement the Conclusion	MIDANPIRG/13	Basic ANP and FASID AIM Parts	Apr. 2012	Ongoing (Draft Conc.7/4)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DECISION 13/32: ESTABLISHMENT OF THE MID AIR NAVIGATION PLAN AD-HOC WORKING GROUP (ANP WG) That, the MID Air Navigation Plan Ad-hoc Working Group (ANP WG) be established to fulfil the requirements set up by MIDANPIRG through Decision 12/49.	Convene the ANP WG/1 meeting	MIDANPIRG/13	ANP WG established	Apr. 2012	Ongoing
CONCLUSION13/61: CENTRALIZED AIR NAVIGATION DEFICIENCY DATABASE That, States and international organizations be invited to: a) test the centralized air navigation deficiency database on iSTARS platform using the guidance in **Appendix 5.1A** to the Report on Agenda Item 5.1; b) update the data as necessary in coordination with the ICAO MID Regional Office; and c) provide feedback to the ICAO MID Regional Office by **31 August 2012**	Implement the Conclusion	ICAO States	State Letter Feedback	30 Jun. 2012 31 Aug. 2013	Ongoing SL AN 2/2 – 12/189 dated 21 June 2012
CONCLUSION 13/62: NGAP NATIONAL PLANS That, in order to ensure that enough qualified and competent aviation professionals are available to operate, manage and maintain the future international air transport system, States be urged to: a) develop Next Generation of Aviation Professionals (NGAP) National Plan; b) use the ICAO guidance material for the development of the NGAP National Plans, including the information contained in ICAO DOC 9956 (Global and Regional 20-year forecasts) and the traffic forecasts and peak period analysis developed by the TF SG/4 meeting for the period 2010-2030; and c) provide feedback to the ICAO MID Regional Office before 31 January 2013, for review by the DGCA-MID/2 meeting.	Implement the Conclusion	ICAO States	State Letter Feedback	31 Aug. 2012 31 Jan. 2013	Ongoing

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONCLUSION 13/63: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION					Ongoing
That, States be urged to:	Implement the Conclusion	ICAO	State Letter	15 Jun. 2012	SL AN 2/2 – 12/189 dated 21 June 2012
a) review their respective lists of identified deficiencies, develop associated Corrective Action Plans and forward them to the ICAO MID Regional Office prior to 15 June 2012; and		States	CAP and necessary updates		
b) use the ICAO MID Air Navigation Deficiency Database (MANDD) for submitting online requests for addition, update, and elimination of air navigation deficiencies, until the official launch of the Centralized Air Navigation Deficiency Database on iSTARS.					

REPORT ON AGENDA ITEM 3: GLOBAL DEVELOPMENTS RELATED TO AIM

3.1 The meeting was apprised of the outcome of the Sixth meeting of the Aeronautical Information Services-Aeronautical Information Management Study Group (AIS-AIMSG/6) held from 21 to 25 May 2012 in Buenos Aires, Argentina, in particular regarding the following subjects:

- Status of Annex 15 Amendment 37;
- Global AIM Concept and Roadmap;
- Annex 15 and PANS-AIM Development;
- Information Management (IM) Roadmap development;
- AIM Domain Functions;
- Legal and Institutional Issues;
- AIM Quality;
- Data Integrity;
- eTOD;
- Airport Mapping Database (AMDB);
- Charting;
- System Wide Information Management (SWIM); and
- AIS-AIMSG Future Work Programme.

3.2 Based on the above, the meeting urged States to follow-up the AIM developments at the global level, especially, by keeping an eye on the documentation/information posted on the AIS-AIM SG website: http://www2.icao.int/en/ais-aimsg.

3.3 The meeting agreed that the global AIM developments should be taken into consideration during the discussion of the progress made towards AIM implementation in the MID Region.

3.4 The meeting urged States to review the Draft version of the Aeronautical Information Management Concept and provide comments, if any, to the Secretariat by **15 December 2012**, for onward transmission to the AIS-AIM SG Chairman and Secretary.

Amendment 37 to Annex 15

3.5 The meeting recalled that the Air Navigation Commission, at the fourteenth meeting of its 190th Session held on 26 June 2012, carried out a preliminary review of amendments to Annex 15 — *Aeronautical Information Services*, and consequential amendments to Annex 4 —*Aeronautical Charts*, Annex 11 — *Air Traffic Services*, and Annex 14 — *Aerodromes*, Volume I —*Aerodrome Design and Operations* and Volume II — *Heliports*, and authorized their transmittal to Member States and interested international organizations for comment. The proposed amendment to Annex 15 and consequential amendments to Annexes 4, 11 and 14, Volumes I and II were issued by ICAO HQ on 23 August 2012 as Attachments to State Letter Ref.: AN 2/2.3-12/52.

3.6 The meeting noted that the amendment proposal to Annex 15 includes, 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; and NOTAM codes.

3.7 It was highlighted that the following Definition of AIM has been included in the proposal:

> ***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.

3.8 The meeting noted that 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.

3.9 In particular, it was highlighted that the original Section 3.6.5 "Use of automation" renumbered as 3.6 was revised from a recommendation to a standard. New paragraphs are added to address consistency in the formats for delivery and provide performance requirements to enable digital data exchange and the use of aeronautical information and data exchange models to be globally interoperable.

3.10 The meeting noted with appreciation Iran's review of Amendment 37 to Annex 15 and the sharing of the comments formulated by Iran with the meeting, which triggered some discussions and helped to clarify the rationale behind the proposed changes. The discussions concerned mainly the definition of AIM, the identification and delineation of prohibited, restricted and danger areas, the AIS responsibilities and functions in particular the origination functions, database vs. dataset and use of geospatial data vs. geographic data.

3.11 Based on the above, the meeting agreed that Iran will share with the Task Force Members a revised version of their comments, which reflect the clarifications provided by the Secretariat. The Chairperson will collect additional comments from the Task members and consolidate a Regional review of the proposed Amendment 37 to Annex 15 by 15 October 2012, which could be used by States to formulate and send their individual replies to ICAO HQ by 23 October 2012. Accordingly the meeting agreed to the following Draft Decision:

> ***DRAFT DECISION 7/1: COMMENTS ON THE PROPOSED AMENDMENT 37 TO ANNEX 15***
>
> *That,*
>
> *a) Iran's review/analysis of the proposed Amendment 37 to Annex 15 be used as the basis for the consolidation of a MID Region review/analysis; and*
>
> *b) the AIM TF Chairperson collect comments on the proposed amendment from the Task Force Members and send the consolidated version to all concerned before **15 October 2012**.*
>
> ***Note:** the MID Region review/analysis document could be used by States for the formulation of their individual replies to ICAO HQ.*

3.12 In connection with the above, the meeting urged States to send their comments on the proposed Amendment to Annex 15 to ICAO-HQ by 23 October 2012 and to take into consideration the new AIM SARPs in the development/update of the National Plans for the transition from AIS to AIM. The meeting underlined also 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 agreed to the following Draft Conclusion:

DRAFT CONCLUSION 7/2: 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.

AN-CONF/12 and associated ASBU Modules related to AIM/SWIM

3.13 The meeting recalled that the Twelfth Air Navigation Conference (AN-Conf/12) will be held in Montreal from 19 to 30 November 2012.

3.14 The meeting noted that the purpose of the AN-Conf/12 is to gain consensus, obtain commitments and formulate recommendations to achieve a harmonized global air navigation system for international civil aviation. The objective is to optimize the opportunities in technology and maturing work programmes toward common global objectives. The Conference will consider proposed Aviation System Block Upgrades (ASBUs) and roadmaps for inclusion in the Global Air Navigation Plan.

3.15 It was also highlighted that the AN-Conf/12 would set priorities, coalesce around major operational objectives to bring the global aviation community into agreement on an agenda to drive the next ten years of air navigation planning and implementation. It would allow ICAO to plan work programmes of panels and Planning and Implementation Regional Groups (PIRGs) toward finalization of operational improvements objectives and provide a stimulus to air navigation planning and implementation.

3.16 The meeting noted that a number of AIM/SWIM related Secretariat papers have been already posted on the AN-Conf/12 website. It was also highlighted that additional papers related to AIM/SWIM, developed especially by Member States and International Organizations, will be posted on the AN-Conf/12 website, as they become available. The meeting was informed of the EUROCONTROL AIM/SWIM papers which will be presented to the AN-Conf/12 website.

3.17 The meeting received with appreciation the paper presented by Jordan on SWIM. Based on the European experience, the SWIM principles, targeted benefits and beneficiaries as well as the type of information that needs to be shared within SWIM have been highlighted.

3.18 The meeting recognized that MIDAD could support and expedite the implementation of SWIM and accordingly, agreed that this should be taken into consideration during the development of MIDAD.

3.19 The meeting was apprised also of the CANSO AIM/SWIM related papers, which will be presented to the AN-Conf/12, highlighting the need for global SWIM harmonization and standardisation and proposing the application of global data management principles to all information relevant to ATM.

3.20 Based on the above, the meeting encouraged States and International Organizations to:

- attend the AN-Conf/12;
- ensure that their Delegation to the AN-Conf/12 includes AIM Experts;
- review the papers related to AIM/SWIM prior to the Conference; and
- participate actively in the discussions of these papers during the Conference.

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

National Plans for the transition from AIS to AIM

4.1 The meeting recalled that as a follow-up action to the AIS/MAP TF/5 Draft Conclusion 5/9, and in reply to the MID Office State Letter Ref.: An 8/4.2-09/185 dated 10 June 2009, Bahrain, Iran, Kuwait, Oman, Qatar and Saudi Arabia, provided their National AIM Plan/Roadmap. Further to the AIS/MAP TF/6 Draft Conclusion 6/1, Bahrain, Egypt, Iran, Kuwait, Lebanon, Oman, Qatar and UAE replied to the questionnaire related to National Plans for the transition from AIS to AIM (State Letter Ref.: AN 8/4 – 11/091 dated 14 April 2011).

4.2 Based on the information provided by States, the following was highlighted:

- an important number of States have not yet developed/provided a National Plan for the transition from AIS to AIM, based on the ICAO Roadmap;
- 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.

4.3 The meeting noted 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.

4.4 In connection with the above, the meeting noted that:

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

4.5 The meeting highlighted that SWIM has emerged as a fundamental requirement with respect to the evolution of the Future Global ATM System.

4.6 The meeting urged States to participate actively in the Joint IFAIMA-ICAO-EUROCONTROL AIM/SWIM event in May 2013.

4.7 To keep pace with the new AIM/SWIM developments, the 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:

DRAFT CONCLUSION 7/3: NATIONAL PLANS FOR THE TRANSITION FROM AIS TO AIM

That, in order to keep pace with the new 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 **15 March 2013**.*

Progress made towards AIM Implementation in the MID Region

4.8 The meeting recalled that MIDANPIRG/13 endorsed the AIM Parts of the MID ANP and agreed accordingly to the following Conclusion:

> *CONCLUSION 13/31: ENDORSEMENT OF THE AIM PARTS OF THE MID BASIC ANP AND FASID*
>
> *That, the AIM Parts of the MID Basic ANP and FASID, including the AIM FASID Tables at Appendices 4.5F, 4.5G and 4.5H to the Report on Agenda Item 4.5:*
>
> *a) are endorsed;*
>
> *b) be used as a planning document for the transition from AIS to AIM in the MID Region; and*
>
> *c) be formally included in the MID ANP through a proposal for amendment, when the new structure of the MID ANP is finalized and the AIM FASID Tables are populated with relevant data.*

4.9 The meeting agreed to use the new AIM FASID Tables to monitor the progress made towards AIM implementation in the MID Region.

4.10 The meeting reviewed and populated the AIM FASID Tables with necessary data and agreed to replace "AIM" by "AIS/AIM", as appropriate in the Basic ANP AIM Part, FASID AIM Part and FAISID AIM Tables, as reflected in **Appendices 4A, 4B** and **4C** to the Report on Agenda Item 4.

4.11 The meeting noted that the AN-Conf/12 will discuss the future steps needed to align the regional plans with the global air navigation plan, including the Aviation System Block Upgrade (ASBU) methodology and associated technology roadmaps.

4.12 The meeting noted that ICAO has developed the eANPs as an online system for maintaining, storing and displaying information contained in the regional ANPs. It was highlighted that, as part of the eANPs project, the CNS, AIM, AOP and MET FASID Tables would be standardized and harmonized across all regions and aligned with ASBU methodology.

4.13 The meeting was apprised of the provisional plan for the transition to the eANPs.

4.14 Based on the above, the meeting agreed that the AIM FASID Tables, as updated by the AIM TF/7 meeting, be circulated to States for further review and update, and urged States to send their inputs to the FASID AIM Tables, to the ICAO MID Regional Office, before **20 October 2012** for onward transmission to ICAO HQ. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 7/4: AIM PARTS OF THE MID BASIC ANP AND FASID

That:

*a) the AIM Parts of the MID Basic ANP and FASID, including the FASID AIM Tables be updated as at **Appendices 4A, 4B and 4C** to the Report on Agenda Item 4; and*

*b) States, be urged to provide the ICAO MID Regional Office with their inputs to the FASID AIM Tables, before **20 October 2012**.*

4.15 The meeting was apprised of Iran experience related to the Licensing of the AIS/AIM Personnel. In this respect, the difference between the ISO 9001 certification, the licensing of AIS/AIM personnel and the certification of the AIS/AIM services was highlighted. It was further underlined that the FASID Table AIM-9 is related to the certification of the AIS/AIM services.

MID Region AIS Database (MIDAD)

4.16 The meeting recalled that the First Meeting of the MID Region AIS Database Study Group (MIDAD SG*/1) was held in the ICAO MID Regional Office, Cairo, 20-22 February 2012.

4.17 It was recalled that the MIDAD SG*/1 meeting re-iterated that the implementation of a Regional/Sub-Regional AIS Database in the MID Region would improve the quality, availability and timeliness of aeronautical information provided to users and pave the way for the transition from AIS to AIM, in accordance with the ICAO Roadmap from AIS to AIM.

4.18 The meeting recalled that taking into consideration the limitations and drawbacks related to the current operational structure and provision of AIS/AIM services in the MID Region, and the experience of adjacent Regions in the implementation of Regional AIS databases, especially the European AIS Database (EAD), the DGCA-MID/1 meeting held in Abu Dhabi, UAE from 22 to 24 March 2011, through DGCA-MID/1 Conclusion 1/5, agreed that a study/business case be carried out in the MID Region pertaining to the establishment of a MID Region AIS Database (MIDAD). In this respect, the meeting noted with appreciation that Jordan and Bahrain volunteered to take the lead in carrying out the study with the support of appropriate Consultant and in close coordination with ICAO.

4.19 The meeting noted that MIDANPIRG/13 was apprised of the outcome of the MIDAD SG*/1 meeting, which reviewed and updated the Report related to the Initial MIDAD Study (First Phase) available on the ICAO MID Website. The meeting reviewed the analysis of the information gathered from States at **Appendix 4D** to the Report on Agenda Item 4, which provides a general analysis of the States' replies to the MIDAD Questionnaire. It was highlighted in this respect that the majority of States expect many advantages from MIDAD and would like to play an active role in the MIDAD Project.

4.20 The meeting recalled that it was agreed that the first phase of the MIDAD Study is considered completed and it's necessary to move ahead with the Project.

4.21 Based on the above, MIDANPIRG/13 recognized that the legal, institutional and human resources (training) issues are the most challenging and agreed that the commitment of States to the MIDAD Project should be officially recorded in a legal document. Accordingly, the meeting agreed to the following Conclusions:

CONCLUSION 13/19: MIDAD PROJECT SECOND PHASE

That, taking into consideration the results of the first phase of the MIDAD Study, States, Users and all concerned stakeholders be invited to provide all necessary support for the achievement of the second phase of the MIDAD Project.

CONCLUSION 13/20: COMMITMENT TO THE MIDAD PROJECT

That, as part of the Second Phase of the MIDAD Project:

a) a Memorandum of Agreement (MOA) be signed by Bahrain, Iran, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Syria and Yemen in order to legally reflect their commitment to the MIDAD Project; and

b) other States from within and outside the MID Region, interested to participate in the MIDAD Project, be invited to sign the MOA.

CONCLUSION 13/21: MIDAD LEGAL FRAMEWORK

That, the following options be considered for the endorsement of the MIDAD legal framework by the DGCA-MID/2 meeting:

a) a volunteer State/Group of States provides the legal framework by hosting the project; or

b) an ICAO TCB Project for the implementation of MIDAD, including the establishment of a MIDAD legal entity or agency (similar to the MIDRMA).

4.22 The meeting recalled that, in order to monitor the developments related to MIDAD until the MIDAD STG/2 meeting, promote the project and prepare the necessary documentation for the upcoming meetings that will address the MIDAD project, the composition of the MIDAD ST was reinforced as follows:

- Mr. Moataz Abdel Aziz Ahmed from Egypt (MIDAD STG Chairperson)
- Mr. Salah Al-Humood from Bahrain;
- Mr. Abbas Niknejad from Iran;
- Mrs. Hanan, Qabartai from Jordan;
- Mr. Ghorman Abdul Aziz Al Shehri from Saudi Arabia;
- Ms. Ruby Sayyed from IATA;
- Mr. Mohamed Smaoui from the ICAO MID Office;

- Mr. Gaston Liegeois from EUROCONTROL;
- Mr. Peter Rudolph from AVITECH AG, Germany;
- Mr. Ulrich Berthold from COMSOFT;
- Mr. Engelbert Liebhart from FREQUENTIS; and
- Mr. Werner Kurz, from JEPPESEN, Germany.

4.23 The meeting noted with concern the low level of activity of the MIDAD ST and agreed that the later should develop a clear roadmap for the development of the future phases of the MIDAD project (clear definition of the future steps/phases and associated timeframes and budget estimation) , for presentation to the DGCA-MID/2 meeting, in order to help the decision-makers to take appropriate decisions. It was also highlighted that the MIDAD Memorandum of Agreement (MOA) should be available for signature by the Directors General of Civil Aviation during the DGCA-MID/2 meeting.

4.24 Taking into consideration that the DGCA-MID/2 meeting is tentatively scheduled to be held in Jeddah, Saudi Arabia, in April 2013, the meeting agreed that the MIDAD STG/2 be held during the second Quarter of 2013 (after the DGCA-MID/2 meeting).

National and Regional Performance Frameworks

4.25 The meeting recalled that, in accordance with MIDANPIRG/11 Conclusion 11/71 – "*National Performance Framework*" and MIDANPIRG/12 Conclusion 12/48 – "*Data collection for MID Region Performance Metrics"*, MIDANPIRG/13 urged States to develop/update their National Performance Framework. It was clarified that the National Performance Framework, includes, inter-alia, the following:

- identification of the national objectives with measurable indicators and metrics, which support the regional objectives identified in the Regional PFFs;

- allocation of resources for the achievement of the agreed objectives, based on cost-benefit analysis;

- development of the National PFFs; and

- development of necessary procedures related to the collection and reporting of necessary data, performance measurement, human resources (training), coordination (internally and with neighbouring States, as appropriate), etc.

4.26 The meeting recalled that MIDANPIRG/13 reviewed the Regional PFFs related to AGA, AIM, ATM, CNS and MET and underlined that the Regional PFFs should be further reviewed to evolve to the newly designed Air Navigation Report Forms (ANRF), taking into consideration the global developments and the users' needs and expectations.

4.27 The meeting noted that, as a follow-up action to the MIDANPIRG/13 Conclusion 13/30, the ICAO MID Regional Office issued State Letter Ref.: AN 7/26.1 – 12/233 dated 6 August 2012, urging States to develop, update and/or complete their National Performance Framework, including the National Performance Framework Forms (PFFs); and report relevant data necessary for performance monitoring of the air navigation systems to the ICAO MID Regional Office, on a regular basis, with a view to update the Regional PFFs and monitor the MID Region Performance Metrics.

4.28 In the absence of inputs from States, and taking into consideration the new developments related to performance monitoring of the air navigation systems, in particular the newly designed Air Navigation Report Forms (ANRF), the meeting reviewed the Regional AIM Performance Framework Form (PFF) at **Appendix 4E** to the Report on Agenda Item 4 and agreed that further review be carried out by the ATM/AIM/SAR SG/13 and CNS/ATM/IC SG/7 meetings. However, the meeting urged States to develop/update their National AIM PFFs/ANRFs in order to ensure their alignment with and support to the regional AIM performance objectives and forward their inputs and National PFFs/ANRFs to the ICAO MID Office prior to **15 March 2013**.

4.29 The meeting recognized the difficulty of the subject and the need for the training of the AIS/AIM personnel as part of the air navigation personnel for the performance monitoring of the air navigation systems. However, it was highlighted that for an improved efficiency and greater benefit, it's recommended that States organize at the National Level (with ICAO support), this kind of training events (Seminars/Workshops).

4.30 In connection with the above, the meeting recalled that MIDANPIRG/12, based on the outcome of the MSG/2 meeting and in order to increase the efficiency of MIDANPIRG, agreed inter-alia, that States should organize at the National Level Seminars, Workshop and Training courses, in coordination with and with the support of the ICAO MID Regional Office. Similarly, through Conclusion 12/29 and Conclusion 12/31, MIDANPIRG/12 invited States to organize, at the National Level and, to the extent possible co-operatively, awareness campaigns and training programmes to promote and expedite the process of implementation of eTOD and QMS for AIS, respectively.

MID ANP, VOLUME I, BASIC ANP

PART x - AERONAUTICAL INFORMATION MANAGEMENT (AIM)

1. INTRODUCTION

Regional AIS/AIM Planning

1.1 This part of the Middle East Region Basic Air Navigation Plan contains basic planning principles, operational requirements, planning criteria and implementation guidelines related to Aeronautical Information Services and Charts (AIS/MAP) considered being the minimum necessary for effective planning of AIS and MAP facilities and services in the MID Region. It contains also the developing transition path to achieve MID Region Aeronautical Information Management (AIM) based on the *ATM Operational Concept (Doc 9854)* and the *Global Air Navigation Plan (Doc 9750)*.

1.2 The dynamic material constituted by the AIS/AIM facilities and services required for international air navigation is contained in the MID ANP Volume 2 - Facilities and Services Implementation Document (FASID). The FASID includes appropriate additional guidance, particularly with regard to implementation, to complement the material contained in the Basic ANP.

1.3 During the transition to and pending full implementation of AIM, it is expected that the existing requirements will be gradually replaced/complemented by new AIM related requirements. Subsequently, it is expected that the ANP will be subject to regular review and amendment, to reflect progression in the transition towards full implementation of AIM.

Standards, Recommended Practices and Procedures

1.4 The Standards, Recommended Practices and Procedures and related guidance material applicable to the provision of AIS and ultimately AIM are contained in the following ICAO documentation:

a) Annex 4 – Aeronautical Charts;
b) Annex 15 – Aeronautical Information Services;
c) Doc 7030 – Regional Supplementary Procedures, MID Region;
d) Doc 7383 – Aeronautical Information Services Provided by States;
e) Doc 7910 – Location Indicators;
f) Doc 8126 – Aeronautical Information Services Manual;
g) Doc 8168 – Aircraft Operations Volume 2 – Construction of Visual and Instrument Flight Procedures;
h) Doc 8400 – ICAO Abbreviations and Codes (PANS-ABC);
i) Doc 8697 – Aeronautical Charts Manual;
j) Doc 9377 – Manual on Coordination between Air Traffic Services, Aeronautical Information Services and Aeronautical Meteorological Services;
k) Doc 9674 – World Geodetic System (1984) Manual;
l) Doc 9855 – Guidelines on the Use of the Public Internet for Aeronautical Applications; and
m) Doc 9881– Guidelines for Electronic Terrain, Obstacle and Aerodrome Mapping Information.
n) Doc 9906 (Volume I) – Flight Procedure Design Quality Assurance System.

2. GENERAL PROCEDURES/REQUIREMENTS

MID Region Responsibilities

2.1 The ICAO Regional Office will, through MIDANPIRG:

~~i) process endorsed proposals for amendment to ICAO AIS/AIM related documents;~~

~~ii)~~i) process endorsed proposals for amendment to ICAO AIS/AIM related documents; and

~~iii)~~ii) support the MIDANPIRG AIM Task Force.

State Responsibilities

2.2 Each Contracting State is responsible for the aeronautical information/data published by its aeronautical information service or by another State or a non-governmental agency on its behalf.

2.3 Aeronautical information published for and on behalf of a State should clearly indicate that it is published under the authority of that State.

2.4 Each Contracting State should take all necessary measures to ensure that the aeronautical information/data it provides relating to its own territory, as well as areas in which the State is responsible for providing air traffic services outside its territory, is adequate, of required quality and timely. This should include arrangements for the timely provision of required information/data to the aeronautical information service by each of the State services associated with aircraft operations.

2.5 International NOTAM Offices (NOF) and their areas of responsibility should be established so as to ensure maximum efficiency in the provision of AIS and in the dissemination of aeronautical information.

2.6 The designated International NOTAM Offices for the MID Region are listed in the **MID ANP Volume 2 - FASID Table AIM-1**.

2.7 Coordination/liaison on a permanent basis should be established between AIS/AIM and other technical services responsible for planning and operating air navigation facilities and services.

2.8 Technical services responsible for origination of the raw aeronautical information should be acquainted with the requirements for promulgation and advance notification of changes that are operationally significant as established in Annexes 11 and 14 and other relevant ICAO documentation. They should take due account of the time needed by AIS/AIM for the preparation, production and issue of the relevant material.

2.9 Appropriate AIS/AIM personnel should be included in the air navigation planning processes. This should ensure the timely preparation of appropriate AIS documentation and that the effective dates for changes to the air navigation system and procedures are satisfied.

2.10 Whilst Annex 4 and Annex 15 detail the SARPs for the provision of charts and AIS respectively, the following State responsibilities are highlighted:

a) Each Contracting State should:

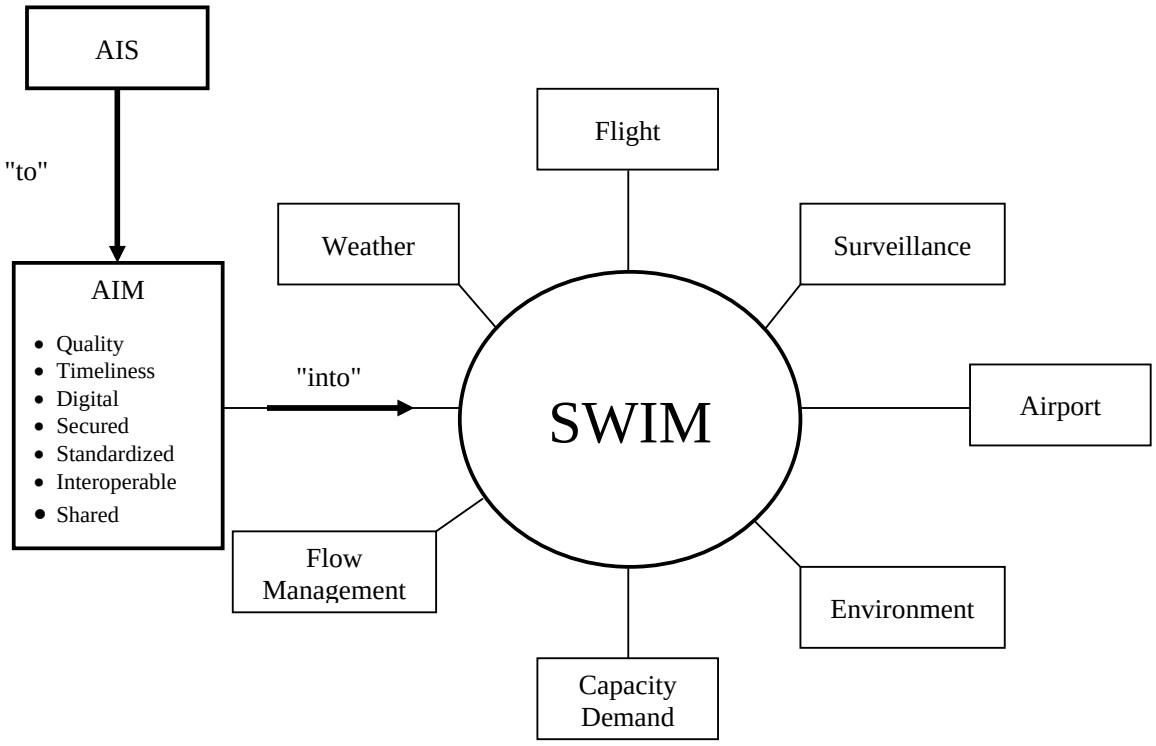
i) Arrange for the implementation of a quality management system for aeronautical information and chart services. The quality management system should include the necessary policies, processes and procedures, including those for the use of metadata, to ensure and verify that aeronautical data is traceable throughout the aeronautical information data chain from origin to distribution to the next intended user. As part of the quality management system, arrangements should be made for the signature of letters of agreement with data originators to manage the aeronautical information data chain.
ii) Ensure Human Factors are considered.
iii) Ensure adherence to the AIRAC System.
iv) Ensure that the aeronautical information/data to be exchanged with States is published as an Integrated Aeronautical Information Package (i.e. Aeronautical Information Publication (AIP), including amendment service, AIP Supplements, NOTAM, pre-flight information bulletins (PIB), Aeronautical Information Circulars (AIC), checklists and list of valid NOTAM) in accordance with the requirements of Annex 15.
v) Arrange for the provision of an electronic AIP (eAIP) in accordance with the requirements of Annex 15.
vi) Comply with WGS 84 requirements.
vii) Introduce automation enabling digital data exchange with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services.
viii) Ensure that pre-flight information is provided at all aerodromes/heliports normally used for international air operation, in accordance with the requirements of Annex 15, using Automated pre-flight information systems for the supply of aeronautical information/data for self-briefing, flight planning and flight information service.
ix) Arrange for the provision of post-flight information.
x) Arrange for the provision of required electronic Terrain and Obstacle Data (eTOD), in accordance with the requirements of Annex 15.
xi) Arrange for the production and publication of necessary aeronautical charts in accordance with Annex 4 provisions and regional agreements.

3. AERONAUTICAL INFORMATION MANAGEMENT

3.1. The Global Air Traffic Management Operational Concept presented in ICAO Doc 9854 depends upon a system wide information management (SWIM). The management, utilization and transmission of data and information are vital to the proper functioning of the ATM system and are at the core of air navigation services.

3.2. As part of SWIM, AIM is required to support evolving requirements for, inter alia, collaborative decision making (CDM), performance-based navigation (PBN), ATM system interoperability, network-centred information exchange, and to take advantage of improved aircraft capabilities.

3.3. The scope of information management includes all types of information and in particular aeronautical information. The relationship diagram below shows a number of the core elements of SWIM:



Aeronautical Information Management (AIM) is considered to be the dynamic, integrated management of aeronautical information services ~~— safely, economically and efficiently —~~ through the provision and exchange of quality-assured digital aeronautical data in collaboration with all parties.

TRANSITION TO AIM

3.4. The transition to AIM requires that all aeronautical information, including that currently held in AIP be stored as individual digital standardized data sets to be accessed by user applications. The distribution of these data sets will both enhance the quality of output and ultimately provide a platform for new applications. This will constitute the future integrated aeronautical information package that will contain the minimum regulatory requirement to ensure the flow of information necessary for the safety, regularity and efficiency of international air navigation. (GPI-18 refers).

Guiding Principles for the Transition to AIM

3.5. The transition from AIS to AIM will have to:

a) support or facilitate the generation and distribution of aeronautical information which serves to improve the safe and cost-effective accessibility of air traffic services in the world;

b) provide a foundation for measuring performance and outcomes linked to the distribution of quality assured aeronautical information and a better understanding of the determinants of ATM, safety and effectiveness not related to the distribution of the information;

c) assist States in making informed choices about their aeronautical information services and the future of AIM;

d) build upon developments in States, international organizations and industry and acknowledge that the transition to AIM is a natural evolution rather than a revolution;

e) provide over-arching and mature Standards that apply to a wide range of aeronautical information products, services and technologies;

f) be guided by the *Global Air Navigation Plan* (Doc 9750) and ensure that all development is aimed at achieving the ATM system envisaged in the *Global Air Traffic Management Operational Concept* (Doc 9854); and

g) ensure, to the greatest extent possible, that solutions are internationally harmonized and integrated and do not unnecessarily impose multiple equipment carriage requirements for aircraft or multiple systems on the ground.

The Roadmap to AIM

Source Document: ICAO Road Map for the Transition from AIS to AIM

3.6. The purpose of the roadmap is to develop the AIM concept and associated performance requirements by providing a basis upon which to manage and facilitate, on a worldwide basis, the transition from AIS to AIM. The roadmap is based on what is known today and has been developed with sufficient flexibility to facilitate the new concepts that will emerge from future research.

3.7. Three phases of action are envisaged for States and ICAO to complete the transition to AIM:

Phase 1 — Consolidation

3.8. During Phase 1, steps will be taken to establish a solid base by enhancing the quality of the existing products and improving the status of implementation of current Annex 4 and Annex 15 provisions. This is a pre-requisite before Phase 2 can be achieved.

Phase 2 — Going digital

3.9. Phase 2 of the transition to AIM will mainly focus on the establishment of data-driven processes for the production of the current products in all States. States that have not yet done so will be encouraged “to go digital” by using computer technology or digital communications and through introducing structured digital data from databases into their production processes. The emphasis will, therefore, not be on the introduction of new products or services but will be on the introduction of highly structured databases and tools such as geographic information systems.

Phase 3 — Information management

3.10. Phase 3 will introduce steps to enable future AIM functions in States to address the new requirements that will be needed to implement the Global Air Traffic Management Operational Concept in a net centric information environment. The digital databases introduced in Phase 2 will be used for the transfer of information in the form of digital data. This will require the adoption of a Standard for an aeronautical data exchange model to ensure interoperability between all systems not only for the exchange of full aeronautical data sets, but also for short-term notification of changes.

National Plans for the transition to AIM

3.11. States should be planning for the transition from AIS to AIM. The national plans for the transition from AIS to AIM should be based on the ICAO Roadmap for the transition from AIS to AIM, identifying clearly the associated performance goals and achievable milestones with a view to satisfy the requirements arising from the Global ATM Operational Concept, in particular the management of a seamless information flow ensuring interoperability between the different CNS/ATM systems.

AIM Implementation

3.12. The following provisions/regulatory requirements complement those contained in ICAO Annex 4 and Annex 15 with a view to expedite AIM implementation in the MID Region in a harmonized manner. They represent the basis for a number of provisions contained in the FASID tables.

Integrated Aeronautical Information Database (IAID)

(FASID Table AIM-2)

3.13. FASID Table AIM-2 sets out the requirements for the Provision of AIS/AIM products and services based on the Integrated Aeronautical Information Database (IAID).

3.14. States should designate and implement an authoritative Integrated Aeronautical Information Database (IAID). The designation of authoritative databases should be clearly stated in States' AIPs.

Electronic Terrain and Obstacle Data and Aerodrome Mapping Data Bases (AMDB)
(FASID Table AIM-3)

3.15. FASID Table AIM-3 sets out the requirements for the provision of Terrain and Obstacles Datasets and Aerodrome Mapping Data Bases (AMDB).

3.16. States should take the necessary measures for the provision of required electronic Terrain and Obstacle Data (eTOD), in accordance with Annex 15 provisions.

3.17. States should manage the eTOD implementation as a national programme supported by the necessary resources and detailed planning including priorities and timelines for implementation.

3.18. The implementation of eTOD should involve different Administrations within and outside of the Civil Aviation Authority i.e.: AIS, Aerodromes, Military, National Geographic and Topographic Administrations/Agencies, procedure design services, etc.

3.19. States, while maintaining the responsibility for data quality and availability, should consider to which extent the provision of electronic terrain and obstacle data could be delegated to other approved data providers.

3.20. States should establish formal arrangements to address cross-border issues, to ensure harmonization and more efficient implementation of eTOD.

3.21. States should take the necessary measures to ensure that the obstacle dataset is maintained up-to-date.

3.22. States should endeavour to integrate the acquisition of eTOD and AMDB data to realize efficiency gains and to take into account the complementary nature of AMDB and eTOD datasets.

Aeronautical Data Quality
(FASID Table AIM-4)

3.23. FASID Table AIM-4 sets out the requirements for aeronautical data quality.

3.24. States should take the necessary measures to ensure that aeronautical information/data it provides meet the regulatory Aeronautical Data quality requirements.

3.25. The Quality Management System in AIS/AIM should define procedures to meet the safety and security management objectives.

3.26. Recognizing the need to maintain or enhance existing safety levels of operations, States should ensure that any changes to the existing systems or the introduction of new systems used for processing aeronautical data/information are preceded by a safety assessment including hazard identification, risk assessment and mitigation.

3.27. States should ensure that the Critical, Essential and Routine aeronautical data/information, as specified in Annexes 4 and 15, is transferred by the data originators to the AIS/AIM service provider through direct electronic connection, in accordance with the agreed data exchange format.

AIS/AIM Certification
(FASID Table AIM-9)

3.28. FASID Table AIM-9 sets out the requirements for AIS/AIM Certification.

3.29. States should take necessary measures to ensure that AIS/AIM Services are provided by Certified AIS/AIM Service Provider(s).

3.30. The Certification of AIS/AIM Service Provider(s) should be based on the compliance with all regulatory and ICAO requirements related to the provision of AIS/AIM services.

MID ANP, VOLUME II, FASID

PART x - AERONAUTICAL INFORMATION MANAGEMENT (AIM)

RECORD OF AMENDMENTS

AMENDMENTS

P. f. Amdt. Serial No.	Originator	Date of Approval letter	Date Entered

P. f. Amdt. Serial No.	Originator	Date of Approval letter	Date Entered

MID ANP, VOLUME II, FASID

PART x - AERONAUTICAL INFORMATION MANAGEMENT (AIM)

1. INTRODUCTION

1.1. The material in this part complements that contained in Part x — AIM of the MID Basic ANP and should be taken into consideration in the overall planning processes for the MID region.

1.2. This part contains the details of the facilities and services to be provided to fulfil the basic requirements of the plan as agreed between the provider and user States concerned. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified. It provides a structured framework for States to plan and to monitor their progress and supports regional and national plans to implement the transition to AIM. This element of the FASID, in conjunction with the MID Basic ANP, is kept under constant review by MIDANPIRG in accordance with its schedule of management, in consultation with user and provider States and with the assistance of the ICAO MID Regional Office.

1.3. To satisfy new requirements arising from the Global Air Traffic Management Operational Concept, aeronautical information services must transition to a broader concept of aeronautical information management, with a different method of information provision and management given its data-centric nature as opposed to the product-centric nature of AIS. AIM is the dynamic, integrated management of aeronautical information services ~~– safely, economically and efficiently –~~ through the provision and exchange of quality-assured digital aeronautical data in collaboration with all parties.

2. ORGANISATION AND PROVISION OF AIS/AIM FACILITIES AND SERVICES

2.1. AIM requires all aeronautical information to be stored as data sets that can be accessed by user applications. The establishment and maintenance of an Integrated Aeronautical Information Database where data sets are integrated and used to produce current and future AIS/AIM products and services is a fundamental step in the transition to AIM. The following ~~AIM~~ FASID AIM tables contain planning criteria and provisions requiring implementation and compliance by States:

- Responsibility for the provision of AIS/AIM Services
- Provision of AIS/AIM products and services based on the Integrated Aeronautical Information Database (IAID)
- Terrain and Obstacle data sets and Airport Mapping Databases (AMDB)
- Aeronautical Data Quality
- World Geodetic System – 1984 (WGS84)
- Aeronautical Charts
- Production Responsibility for sheets of the World Aeronautical Chart – ICAO 1:1 000 000
- Pre-Flight Information Services
- AIS/AIM Certification

2.2. FASID Table AIM-1 sets out the responsibilities for the provision of AIS/AIM services in the MID Region. It takes into account the current situation and new developments specific to the MID Region where States delegate certain AIS/AIM services to other States (e.g. with the establishment of Functional Airspace Blocs (FAB)). The responsibilities for the provision of aeronautical data, products and services in such cases need to be clearly assigned.

2.3. FASID Table AIM-2 sets out the requirements for the Provision of AIS/AIM products and services based on the Integrated Aeronautical Information Database (IAID). It reflects the transition from the current product centric AIS to data centric AIM. For the future digital environment it is important that the authoritative databases are clearly designated and such designation must be published for the users. This is achieved with the concept of the Integrated Aeronautical Information Database (IAID), a single access point for one or more authoritative databases (AIS, Terrain, Obstacles, AMDB, etc) for which the State is responsible.

2.4. FASID Table AIM-3 sets out the requirements for the provision of Terrain and Obstacles datasets and Aerodrome Mapping Data Bases (AMDB).

The eTOD implementation Checklist at **Attachment A** to Part x - AIM of the MID FASID is developed to assist States in the process of eTOD implementation.

2.5. FASID Table AIM-4 sets out the requirements for aeronautical data quality.

Attachment B to Part x - AIM of the MID FASID describes the safety and security objectives to be included in the Quality Management System of AIS/AIM.

Attachment C to Part x - AIM of the MID FASID lists the data originators and the type of aeronautical data/information required to be exchanged by direct electronic connection.

2.6. FASID Table AIM-5 sets out the requirements for the implementation of the World Geodetic System – 1984 (WGS-84).The requirement to use a common geodetic system remains essential to facilitate the exchange of data between different systems. The expression of all coordinates in the AIP and charts using WGS-84 is an important first step for the transition to AIM.

2.7. FASID Table AIM-6 sets out the requirements for the production of aeronautical charts. The provision of digital mapping data bases e.g. AMDB, allows for the provision and use of electronic aeronautical charts. Annex 4 SARPs include the requirement for an Electronic Aerodrome Terrain and Obstacle Chart.

2.8. FASID Table AIM-7 sets out the responsibilities for the production of the sheets of the World Aeronautical Chart 1: 1 000 000 (WAC). The assignment of the WAC sheets is determined by regional agreement, based on the delineation of areas specified in Appendix 5 to Annex 4 and taking into consideration the cross-border issues.

Note.- The World Aeronautical Chart 1: 1 000 000 provides information to satisfy the requirements of visual air navigation.

2.9. FASID Table AIM-8 sets out the requirements for the provision of pre-flight information services.

2.10. FASID Table AIM-9 sets out the requirements for AIS/AIM Certification.

Attachment A

ELECTRONIC TERRAIN AND OBSTACLE DATA (eTOD)

IMPLEMENTATION CHECKLIST

INTRODUCTION

The purpose of this eTOD checklist is to assist States in the process of implementation of eTOD. To ensure a safe and efficient implementation of eTOD, the Civil Aviation Authorities should:

– determine the State stakeholders affected, inter-alia:

  - Ministry responsible for Transportation/Civil Aviation;
  - Ministry responsible for land planning and environment;
  - Civil Aviation Authority;
  - Aeronautical Information Service Providers (AISP);
  - Air Navigation Service Providers (ANSP);
  - Aerodrome Service Providers;
  - Airlines, Helicopter operators and General Aviation;
  - Military;
  - Military survey Organization/Agency;
  - National Geodetic, Cadastral or State Survey Organisations;
  - Commercial survey companies or associations;
  - Local Authorities or those responsible for aerodrome safeguarding/construction approval in the vicinity of aerodromes;
  - GSM antenna operators;
  - Administrations for radio and television broadcasts;
  - Power Transmission companies.

– ensure that a Focal Point has been nominated to coordinate all eTOD issues at both the national and international level;

– consider arranging eTOD awareness campaigns and training;

– check the availability of State's policy for the safeguarding of aerodromes from obstacle penetration, consider how effective the policy is and determine if available data can be demonstrated to be in compliance with eTOD requirements. In the absence of a declared or established policy, consider establishing one;

– check the availability of a National obstacle notification and permission process;

– check if National regulation for the provision of eTOD has been developed. In the absence of a National Regulation, consider establishing one, taking into consideration the following:

  - the data providers responsible for the provision and processing of data and associated liability issues;
  - State's policy with regard to implementing the ICAO Annex 15 SARPs related to eTOD and eventually the notification of differences, if any;
  - State's policy with regard to data maintenance;
  - consider how and by whom the eTOD will be made available;

  - State's policy for the oversight/inspection of all involved parties/administrations in the process of provision of eTOD;
  - State's policy for cost-recovery related to the provision of eTOD. Identify how the costs, both initial and ongoing, are to be recovered for each Area and in case charges are to be levied on the use of data, identify the appropriate means/mechanisms by which the revenue can be collected; and

– ensure that necessary resources for the implementation and ongoing maintenance of eTOD have been secured;

– ensure that an Action Plan/Roadmap with clear timelines and assigned responsibilities for the provision of eTOD has been developed;

– ensure that the possible sources of terrain and obstacle data have been identified;

– as part of the planning of eTOD data acquisition activities, consider the integration of an Aerodrome Mapping Data Base survey;

– ensure that the survey requirements for each of the four Areas, including resurvey intervals have been determined;

– ensure that the responsibilities that may be placed upon surveyors to ensure that they use the correct standards, have been identified;

– ensure that an eTOD validation and verification process is established;

– ensure that a mechanism is established to ensure that the quality of eTOD is maintained from the survey up to the end user;

– ensure that cross-border issues have been addressed and consider the establishment of agreements with neighboring States to exchange and harmonize common data, as necessary;

– ensure that the means/media by which each dataset shall be made available have been determined; and

– ensure that means of carrying out oversight/inspections for monitoring progress have been established.

Attachment B

SAFETY AND SECURITY MANAGEMENT OBJECTIVES

The quality management system of the AIS/AIM services provider should define procedures to meet the following safety and security management objectives

1. Safety management objectives:

    a. to minimise the contribution to the risk of an aircraft accident arising from data errors as far as reasonably practicable,

    b. to promote awareness of safety around the organisation by sharing lessons arising from safety activities and by involving all staff to propose solutions to identified safety issues and improvements to assist the effectiveness and efficiency of the processes,

    c. to ensure that a function is identified within the organisation being responsible for development and maintenance of the safety management objectives,

    d. to ensure that records are kept and monitoring is carried out to provide safety assurance of their activities,

    e. to ensure improvements are recommended, where needed, to provide assurance of the safety of activities.

    The achievement of the safety management objectives shall be afforded the highest priority over commercial, operational, environmental or social pressures.

2. Security management objectives:

    a. to ensure the security of aeronautical data/information received, produced or otherwise employed so that it is protected from interference and access to it is restricted only to those authorised,

    b. to ensure that the security management measures of an organisation meet appropriate regulatory requirements for critical infrastructure and business continuity, and international standards for security management.

Attachment C

DIGITAL EXCHANGE WITH DATA ORIGINATORS

1) The following aeronautical data/information provided by the data originators should be transferred to the AIS/AIM services provider by direct electronic connection in accordance with the agreed data exchange format:

   a) aeronautical information publications (AIP), including amendments;
   b) supplements to the AIP;
   c) the NOTAM and pre-flight information bulletins;
   d) checklists and lists of valid NOTAMs;
   e) electronic obstacle data, or elements thereof, where made available;
   f) electronic terrain data, or elements thereof, where made available;
   g) aerodrome mapping data, where made available.

2) The aeronautical data/information provided by the following data originators should be transferred to the AIS/AIM services provider by direct electronic connection in accordance with the agreed data exchange format.

   a) air navigation service providers;
   b) operators of those aerodromes and heliports, for which instrument flight rules (IFR) or Special-visual flight rules (VFR) procedures have been published in national AIP;
   c) public or private entities providing:
      i. services for the origination and provision of survey data;
      ii. procedure design services;
      iii. electronic terrain data;
      iv. electronic obstacle data.

FASID TABLE AIM-1: Responsibility for the provision of AIS/AIM Services

EXPLANATION OF THE TABLE

Column:

1 Name of the State or territory
2 Designated international NOTAM Office (NOF)
3 Designated State for AIP production
4 Designated State for aeronautical charts (MAP) production
5 Designated State for the provision of the authoritative Integrated Aeronautical Information Database (IAID)
6 Designated State for the provision of the Pre-flight information services
7 Remarks — additional information, as appropriate.

State	NOF	AIP	MAP	IAID	Pre-flight briefing	Remarks
1	2	3	4	5	6	7
Bahrain	Bahrain	Bahrain	Bahrain	Bahrain	Bahrain	Bahrain AIP covers Bahrain FIR
Egypt						
Iran	Tehran	Iran	Iran	Iran	Iran	IAID not yet established and Pre-flight briefing not provided. AIS automation project is in progress which would support IAID and Pre-flight briefing.
Iraq						
Jordan						
Kuwait						
Lebanon						
Oman	Muscat	Oman	Oman	Oman	Oman	Column 5: IAID will be AVBL in Dec 2013 with our new AIM system
Qatar	Bahrain	Bahrain	Bahrain	Bahrain/Qatar	Bahrain/Qatar	Clmn 5: eTOD partially implemented by Qatar.
Saudi Arabia						
Syria						
UAE	Abu Dhabi	UAE	UAE	UAE	UAE	
Yemen						

FASID TABLE AIM-2: Provision of AIS/AIM products and services based on Integrated Aeronautical Information Database (IAID)

EXPLANATION OF THE TABLE

Column:

1 Name of the State or territory for which the provision of AIS/AIM products and services based on the IAID is required.

2 Requirement for the implementation and designation of the authoritative IAID, shown by:
FI – Fully Implemented
PI – Partially Implemented
NI – Not Implemented
Note 1 — The IAID of a State is a single access point for one or more databases (AIS, Terrain, Obstacles, AMDB, etc). The minimum set of databases which should be integrated is defined in Annex 15.
Note 2 — Information providing detail of "PI" should be given in the Remarks column (the implemented components of the IAID).
Note 3 — The information related to the designation of the authoritative IAID should be published in the AIP (GEN 3.1)

3 Requirement for an IAID driven AIP production, shown by:
FC – Fully compliant (eAIP: Text, Tables and Charts)
PC – Partially compliant
NC – Not compliant
Note 4 — AIP production includes, production of AIP, AIP Amendments and AIP Supplements

4 Requirement for an IAID driven NOTAM production, shown by:
FC – Fully Compliant
NC – Not compliant

5 Requirement for an IAID driven SNOWTAM production, shown by:
FC – Fully Compliant
NC – Not compliant

6 Requirement for an IAID driven PIB production, shown by:
FC – Fully compliant
NC – Not compliant

7 Requirement for Charting systems to be interoperable with the IAID, shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

8 Requirement for Procedure design systems to be interoperable with the IAID, shown by:
FI – Fully Implemented
PI – Partially Implemented
NI – Not Implemented
Note 5 — full implementation includes the use of the IAID for the design of the procedures and for the storage of the encoded procedures

9 Requirement for ATS systems to be interoperable with the IAID, shown by:
FI – Fully Implemented
PI – Partially Implemented
NI – Not Implemented

10 Action Plan — short description of the State's Action Plan with regard to the provision of AIS/AIM products and services based on the IA including planned date(s) of full compliance, as appropriate.

11 Remarks — additional information, including detail of "PC", "NC", "PI" and "NI", as appropriate.

State	IAID	AIP	NOTAM	SNOWTAM	PIB	Charting	Procedure Design	ATS	Action Plan	Remarks
1	2	3	4	5	6	7	8	9	10	11
Bahrain	PI	PC	FC		FC	PC	PI	PI	By DEC 2014	Clmn 3 & 7: not all charts generated yet (AVBL in PDF only). Clmn 5: Not applicable due to not snow in our climate.
Egypt										
Iran	NI	NC	NC	NC	NC	NC	NI	NI	clmn2-7: Will be implemented by AIS Automation project.	Full implemetation of AIS Automation system is foreseen to finish DEC 2013.
Iraq										
Jordan										
Kuwait										
Lebanon										

State	IAID	AIP	NOTAM	SNOWTAM	PIB	Charting	Procedure Design	ATS	Action Plan	Remarks
1	2	3	4	5	6	7	8	9	10	11
Qatar	PI	PC	FC		FC	PC	NI	NI		Clmn 2: Terrain (Area 1; 3 & 4) and Obstacle (Area 1) data available. Clmn 5: Not applicable due climate in State of Qatar not having any snow conditions. Clmn 8 and 9: Interoperability will be determined when the AIM system to be installed
Saudi Arabia										
Syria										
UAE	PI	FC	NC	NC	FC	FC	NI	PI		Clmn 2:NOTAM & Procedure design will not be part of the database as these are Airport responsibility that belong to seperate ANSP. Clmn 4:refer to Clmn 2 remark Clmn 5: Not applicable due no snow conditions Clmn 6:UAE major airports have the facility Clmn 8:refer to Clmn 2 remark Clmn 9: From AIM to ATS is possible
Yemen										

FASID TABLE AIM-3: Terrain and Obstacles datasets and Airport Mapping Databases (AMDB)

EXPLANATION OF THE TABLE

Column

1 Name of the State or territory for which Terrain and Obstacles datasets and AMDB are required.

2 Compliance with requirement for the provision of Terrain datasets, shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

3 Compliance with requirement for the provision of Obstacle datasets, shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

4 Implementation of AMDB, shown by:
FI – Fully Implemented
PI – Partially Implemented
NI – Not implemented

5 Action plan — short description of the State's Action Plan with regard to compliance with the requirements for provision of Terrain and Obstacles datasets and implementation of AMDB.

6 Remarks— additional information, including detail of "PC" and "NC", as appropriate.

State	Terrain Datasets	Obstacle datasets	AMDB	Action Plan	Remarks
1	2	3	4	5	6
Bahrain	PC	PC	PI	By DEC 2014	Clmn 4: not all charts generated yet (AVBL in PDF only).
Egypt					
Iran	NC	NC	NI		Area 1 and 4 will be completed and published by the end of 2012. Planned to start projects for area 2 and area 3 in 2013.
Iraq					
Jordan					
Kuwait					
Lebanon					
Oman	NC	NC	NI	December 2015	

State	Terrain Datasets	Obstacle datasets	AMDB	Action Plan	Remarks
1	2	3	4	5	6
Qatar	PC	PC	PI	Clmn 2: Area 2 to be implemented by December 2012. Clmn 3: Area 2 to be implemented and Area 3 & 4 to be updated by December 2012	Clmn 2: Area 1, 3 & 4 implemented. Clmn 3: Area 1 implemented.
Saudi Arabia					
Syria					
UAE	PC	PC	PI		
Yemen					

FASID TABLE AIM-4: Aeronautical Data Quality

EXPLANATION OF THE TABLE

Column:

1 Name of the State or territory.

2 Compliance with the requirement for implementation of QMS for Aeronautical Information Services including safety and security objectives, shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

3 Compliance with the requirement for the establishment of formal arrangements with approved data originators concerning aeronautical data quality, shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

4 Implementation of digital data exchange with originators, shown by:
FI – Fully Implemented
PI – Partially Implemented
NI – Not Implemented
Note 1 — Information providing detail of "PI" and "NI" should be given in the Remarks column (percentage of implementation).

5 Compliance with the requirement for metadata, shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

6 Compliance with the requirements related to aeronautical data quality monitoring (accuracy, resolution, timeliness, completeness), shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

7 Compliance with the requirements related to aeronautical data integrity monitoring, shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

8 Compliance with the requirements related to the AIRAC adherence monitoring, shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

9 Action Plan — short description of the State's Action Plan with regard to aeronautical data quality requirements implementation, including planned date(s) of full compliance, as appropriate.

10 Remarks — additional information, including detail of "PC", "NC", "PI" and "NI", as appropriate.

State	QMS	Establishment of formal agreements	Digital data exchange with originators	Metadata	Data quality monitoring	Data integrity monitoring	AIRAC adherence monitoring	Action Plan	Remarks
1	2	3	4	5	6	7	8	9	10
Bahrain	FC	PC	PI	PC	PC	PC	FC	Clmn 2: some SLA have been signed with some originators and the rest on going.	Clmn 4: electornic portal has been created with some originators for exchanging data.
Egypt									
Iran	FC	PC	NI	PC	FC	PC	FC		Formal arrangement with data originators have been done for some of them by SLA and the others are in progress.
Iraq									
Jordan									
Kuwait									
Lebanon									
Oman	PC	NC	NI	NC	NC	NC	FC	Digitally implementation will be in Dec 2013 with new equipments	QMS will be fully compliant in July 2013

State	QMS	Establishment of formal agreements	Digital data exchange with originators	Metadata	Data quality monitoring	Data integrity monitoring	AIRAC adherence monitoring	Action Plan	Remarks
1	2	3	4	5	6	7	8	9	10
Qatar	FC	PC	PI	NC	NC	NC	NC	Clmn 4,5,6,7,8: Digital implementation by 2013.	Clmn 2: Implemented and certified last 28 Mar 2011. Clmn 3: Implemented in March 2011 except for AD operator which is ongoing development. Clmn 4: Some data from originators received in electronic form. Clmn 5,6,7,8: Manually implemented.
Saudi Arabia									
Syria									
UAE	FC	FC	NI	PC	FC	FC	FC		Clmn 4:Will be implemented in accordance with the national AIM transition plan Clmn 5:Available for AIP products
Yemen									

FASID TABLE AIM-5: World Geodetic System-1984 (WGS-84)

EXPLANATION OF THE TABLE

Column:

1 Name of the State or territory for which implementation of WGS-84 is required.

2 Compliance with the requirements for implementation of WGS-84 for FIR and Enroute points, shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

3 Compliance with the requirements for implementation of WGS-84 for Terminal Areas (arrival, departure and instrument approach procedures), shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

4 Compliance with the requirements for implementation of WGS-84 for Aerodrome, shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

5 Compliance with the requirements for implementation of Geoid Undulation, shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

6 Action Plan — short description of the State's Action Plan with regard to WGS-84 implementation, including planned date(s) of full compliance, as appropriate.

7 Remarks — additional information, including detail of "PC" and "NC", as appropriate.

State	FIR/ENR	Terminal	AD	GUND	Action Plan	Remarks
1	2	3	4	5	6	7
Bahrain	FC	FC	FC	FC	Next 2016	Previous re-survey was in 2007 & 2011
Egypt						
Iran	FC	PC	FC	FC		For completion of Terminal it is planned to do by the end of 2013.
Iraq						
Jordan						
Kuwait						
Lebanon						
Oman	FC	FC	FC	FC		
Qatar	FC	FC	FC	FC		Clmn 2 & 3: Implemented in collaboration with Bahrain. Clmn 4 & 5: Implemented in 2009.
Saudi Arabia						
Syria						
UAE	FC	FC	FC	FC		
Yemen						

FASID TABLE AIM-6: Aeronautical Charts

EXPLANATION OF THE TABLE

Column:

1 Name of the State or territory for which aeronautical charts are required

2 Compliance with the requirements for the Enroute Chart — ICAO (ENRC) and the ATC Surveillance Minimum Altitude Chart — ICAO (ATCSMAC shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

3 Compliance with requirements for ICAO charts related to terminal areas (Instrument Approach Chart, Area Chart, Standard Departure Chart — Instrument (SID) and Standard Arrival Chart — Instrument (STAR), Visual Approach Chart) shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

4 Compliance with the requirement for ICAO Aerodrome Charts Aerodrome/Heliport Chart, Aerodrome Ground Movement Chart and Aircraft Parking/Docking Chart, shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

5 Compliance with the requirements for ICAO Obstacle Charts Aerodrome Obstacle Chart —Type A (Operating Limitations), Aerodrome Terrain and Obstacle Chart — Electronic and Precision Approach Terrain Chart shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

6 Compliance with the requirement for ICAO World Aeronautical Chart (WAC), shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

7 Action plan — short description of the State's Action Plan with regard to aeronautical charts implementation, including planned date(s) of full compliance, as appropriate.

8 Remarks — additional information, including detail of "PC" and "NC", as appropriate.

State	ENRC & ATCSMAC	Charts related to Terminal Areas	AD Charts	Obstacle Charts	WAC	Action Plan	Remarks
1	2	3	4	5	6	7	8
Bahrain	FC	FC	FC	PC	FC		
Egypt							
Iran	FC	FC	FC	PC	NC	WAC will be published by June 2013.	AOC is provided for OIIE. WAC in progress.
Iraq							
Jordan							
Kuwait							
Lebanon							
Oman	FC	FC	FC	FC			
Qatar	PC	PC	FC	PC			Clmn 2: ENRC published by Bahrain. ATCSMAC to be implemented by 2012. Clmn 3: ARC, SID and STAR Charts not avbl. IAC and VAC are published. Clmn 4: AD Gnd Movement; AD lighting; AD Parking/Docking Charts are published. Clmn 5: AOC-E not avbl. Clmn 6: covered by Bahrain
Saudi Arabia							

State	ENRC & ATCSMAC	Charts related to Terminal Areas	AD Charts	Obstacle Charts	WAC	Action Plan	Remarks
1	2	3	4	5	6	7	8
Syria							
UAE	FC	FC	FC	FC			Clmn 6: ICAO 1:500 000 Available covering UAE FIR
Yemen							

FASID TABLE AIM-7: Production responsibility for sheets of the World Aeronautical Chart - ICAO 1:1 000 000

EXPLANATION OF THE TABLE

Column

1 Name of the State accepting production responsibility.

2 World Aeronautical Chart — ICAO 1:1 000 000 sheet number(s) for which production responsibility is accepted.

3 Remarks

Note 1— When Aeronautical Charts — ICAO 1:500 000 or Aeronautical Navigation Charts — ICAO Small Scale, are made available instead of the 1:1 000 000 chart, this is to be indicated in the Remarks column.
Note 2— In those instances where the production responsibility for certain sheets has been accepted by more than one State, these States by mutual agreement should define limits of responsibility for those sheets.

State	Sheet number(s)	Remarks
1	2	3
Bahrain	2547	
Egypt	2447, 2448, 2543, 2544	
Iran	2338, 2339, 2428, 2429, 2443, 2444, 2548	
Iraq	2427, 2445	
Jordan	2426, 2446, 2447	*Note: Jordan to cover its own territory within Amman FIR*
Kuwait	2445	*Note: Kuwait to cover its own territory within Kuwait FIR*
Lebanon	2426	*Note: Lebanon to cover its own territory within Beirut FIR*
Oman	2563, 2670	
Qatar		
Saudi Arabia	2446, 2545, 2546, 2564, 2565, 2566, 2668, 2669	
Syria	2426	*Note: Syria to cover its own territory within Damascus FIR*
UAE		
Yemen	2686, 2687	

FASID TABLE AIM-8: Pre-Flight Information Services

EXPLANATION OF THE TABLE

Column:

1 Name of the State or territory.

2 Compliance with the requirements for the provision of Pre-Flight Information Bulletins (PIB) against each type of PIB, shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

Note 1 — AD: Aerodrome type bulletins
Area: Area type bulletins (FIR or group of FIRs or States)
FIR route: FIR route specific bulletin
Narrow route: Narrow path route specific bulletin

3 Compliance with the requirements for the availability of the elements of the Integrated Aeronautical Information Publications (IAIP), maps and charts to the flight operations personnel, shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

4 Requirement for a common point of access to aeronautical information and meteorological information briefings, shown by:
FI – Fully Implemented
PI – Partially Implemented
NI – Not Implemented

5 Action Plan — short description of the State's Action Plan with regard to Pre-Flight Information Services, including planned date(s) of full compliance, as appropriate.

6 Remarks — additional information, including detail of "PC", "NC", "PI" and "NI", as appropriate.

State	PIB				IAIP	Aeronautical and Meteorological information	Action Plan	Remarks
	AD	Area	FIR route	Narrow route				
1	2				3	4	5	6
Bahrain	FC	FC	FC	FC	FC	PI	By DEC 2014	Clmn: 4 MET Bulletins still not included yet.
Egypt								
Iran	NC	NC	NC	NC	NC	NI	All will be provided upon completion of AIS Automation project, End of 2013	
Iraq								
Jordan								
Kuwait								
Lebanon								
Oman	FC	FC	FC	NC	PC	PI	Narrow route PIB and MET Briefing: will be AVBL in our ATM new system in Dec 2013.	
Qatar	FC	FC	FC	FC	FC	PI		
Saudi Arabia								
Syria								
UAE	FC	FC	FC	FC	FC	PI		Pre-Flight Information Services is the responsibility of individual airports which belong to separate ANSP
Yemen								

FASID TABLE AIM-9: AIS/AIM Certification

EXPLANATION OF THE TABLE

Column:

1 Name of the State or territory for which implementation of AIS/AIM Certification is required.

2 Availability of AIS/AIM Regulations, shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

3 Compliance with the requirements for the establishment of a Safety Oversight System for ensuring the effective implementation of safety-related policy and procedures in the area of AIS/AIM, shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

Note 1 — A Safety Oversight System is based on the eight (8) Critical Elements (CEs) as defined in the ICAO Safety Oversight Manual (Doc 9734, Part A).

Note 2— As part of the Safety Oversight System, States should, in particular:

a) establish an entity responsible for the safety oversight of the AIS/AIM service provider(s)(not necessarily limited to the safety oversight of AIS/AIM) with clearly defined functions and responsibilities, or delegate this function to a Regional/Sub-Regional Organization;

b) ensure the availability of sufficient number of qualified AIS/AIM inspectors;

c) establish minimum qualifications and experience for the AIS/AIM inspectorate staff;

d) establish detailed job descriptions reflecting all the regulatory and safety oversight tasks for the AIS/AIM inspectorate staff;

e) establish the necessary procedures for the AIS/AIM inspectorate staff;

f) establish and implement a formal surveillance programme for the continuing supervision of the AIS/AIM service provider(s) and ensure that safety oversight is effectively conducted; and

g) establish and implement a mechanism/system for the elimination of deficiencies identified by the AIS/AIM inspectorate staff.

4 Compliance with the requirements for implementation of AIS/AIM certification, shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

Note 3 — AIS/AIM Certification may be performed within the framework of ANS Certification

5 Action Plan — short description of the State's Action Plan with regard to the implementation of the different requirements of AIS/AIM certificat including planned date(s) of full compliance, as appropriate.

6 Remarks — additional information, including detail of "PC" and "NC", as appropriate

State	AIS/AIM Regulations	AIS/AIM Safety Oversight	AIS/AIM Certification	Action Plan	Remarks
1	2	3	4	5	6
Bahrain	PC	NC	NC		Clmn 2: Regulations not available so far.
Egypt					
Iran	FC	FC	NC		For USOAP (2011) all safety oversight elemets and required regulations and documents related to AIS has been dveloped and now this is a dynamic system of Iran CAO. In addition CAO issued a certificate of delegation the authority for the provision of AIS to IAC based on oversights done, But no AIS Certification yet.
Iraq					
Jordan					
Kuwait					
Lebanon					
Oman					
Qatar	NC	NC	NC		Clmn 2: National regulations on AIS are pending for approval. Clmn 3,4: Establishment of Safety Oversight ongoing
Saudi Arabia					

State	AIS/AIM Regulations	AIS/AIM Safety Oversight	AIS/AIM Certification	Action Plan	Remarks
1	2	3	4	5	6
Syria					
UAE	FC	FC	FC		
Yemen					

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MIDAD STUDY (First Phase)
Analysis of States' replies to the MIDAD Questionnaires

Questions\States	Bahrain	Egypt	Iran	Iraq	Jordan	Kuwait	Lebanon	Oman	Qatar	Saudi Arabia	Syria	UAE	Yemen
Is your AIS/AIM Organisation part of the regulator organisation? (AIS Manual, Figure 3-1, Alternative 1)	NO (Air Navigation Directorate/ATM)	NO (ANSP)	NO (ANSP/ATS Department)	YES	NO (ATM Department)	YES	YES (DGCA/ATS)	NO (DGMAN)	YES (ANS)	YES (GACA/ANS/AIS)	YES (ATM)	YES	YES
To which Organisation do the AIS Aerodrome Units belong to?	ATM	ANSP	Airport Authorities	Airport Authorities	CARC ANSP	DGCA	DGCA/ATS	CAA	CAA/ANS	GACA/ANS	CAA/ATM	Airport Authorities	Airport Authorities
To which organsiation does the military AIS/AIM belong to?	MIL	No MIL AIS/AIM Units	No MIL AIS/AIM Units	Not known	No MIL AIS/AIM Units	No MIL AIS/AIM Units	No MIL AIS/AIM Units	No MIL AIS/AIM Units	No MIL AIS/AIM Units	Not known	No MIL AIS/AIM Units	No MIL AIS/AIM Units	No MIL AIS/AIM Units
Do the ARO Units belong to the AIS/AIM organsiation?	YES	YES	No	No	YES	YES	YES	YES	NO	NO (ARO Units not existing)	YES	YES (belong to Airport Authorities AIS)	YES
Does the procedure design (PANS-OPS) belong to your AIS/AIM organsiation?	YES	No answer	NO (ATS)	PANS-OPS not established	YES	YES	YES	YES	YES	YES	NO (ANS)	NO (Aerodromes)	NO (ANS)
AMHS availability at AIS/AIM HQ	YES	YES	NO (plan for end 2012)	NO	YES	NO (planned mid 2012)	NO (plan for Apr 2012)	YES	YES	YES	NO	YES	NO
AMHS availability at the Aerodrome AIS Units	YES	NO	NO (plan for end 2012)	NO	YES	NO (planned mid 2012)	NO (plan for Apr 2012)	NO	Yes (only for Doha)	YES	NO	NO	NO
Have you established a national plan for the transition from AIS to AIM?	YES	YES	YES	No answer	YES	YES	NO	YES	YES	YES	NO	YES	NO
Is MIDAD already part of your national planning for AIS/AIM? If No, do you intend to include MIDAD into your national planning for AIS/AIM?	NO/YES	No answer	NO/YES	No answer	NO/YES	NO/YES	NO/YES	NO/YES	NO/YES	NO/YES	NO/YES	NO/TBD	NO/YES
Would your state / organisation like to play an active role in the MIDAD?	YES	No answer	YES	No answer	YES	YES	YES	YES	YES	YES	YES	TBD	TBD
Would your state / organisation like to provide contributions to MIDAD set-up?	YES	No answer	YES	No answer	YES	TBD	YES	YES	YES	YES	NO	TBD	NO
Would your state / organisation participate in the operation of MIDAD?	YES	No answer	YES	No answer	YES	TBD	YES	YES	NO	YES	YES	TBD	YES
Do you think MIDAD has a realistic chance to be realised? *If yes*, can you give a percentage propability?	YES (60%)	No answer	YES/--	No answer	YES (70%)	YES (40%)	YES (80%)	YES (80%)	YES (60-70%)	YES (85%)	YES (70%)	No answer	YES (60%)
Do you think that MIDAD Improves safety?	YES	No answer	YES	No answer	YES	YES	YES	YES	YES	YES	YES	TBD	YES
Do you think that MIDAD brings Passenger time savings?	YES	No answer	YES	No answer	YES	YES	YES	YES	YES	Unknown	YES	No answer	YES
Do you think that MIDAD brings Environmental benefits?	YES	No answer	YES	No answer	YES	YES	YES	YES	YES	YES	YES	No answer	YES
Do you think that MIDAD brings Transfer of high-tech skills?	YES	No answer	YES	No answer	YES	YES	YES	YES	YES	YES	YES	TBD	YES
Does your state / organisation already has a preferred method of financing in mind for MIDAD?	NO	No answer	YES/States Contributions	No answer	YES/Direct Financing by 1 State	YES/States Contributions	YES/States Contributions	NO	NO	YES/To be notified later	YES/Direct Financing by 1 State	NO	NO
Does your state / organisation already prefer a specific institutional scenario for MIDAD?	NO	No answer	YES/Iran Preferred option will be provided before MIDANPIRG/13	No answer	YES/Commercial company owned by interested MID states and/or ANSPs based on one state law in the MID Region	YES/Commercial company owned by interested MID states and/or ANSPs based on one state law in the MID Region	YES/Commercial company owned by interested MID states and/or ANSPs based on one state law in the MID Region	NO	YES/GCC	NO	YES/one MID state and/or ANSP operates MIDAD on behalf of other intersted MID states and/or ANSPs	NO	NO

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MID REGIONAL PERFORMANCE OBJECTIVES
AIM PERFORMANCE OBJECTIVES

TRANSITION FROM AIS TO AIM	
Benefits	
Safety	• Safety level improved
Environment	• Reduced emissions through use of optimum routes/trajectories
Capacity	• Increased capacity through better utilization of airspace
Cost effectiveness	• Fuel cost reduction through use of optimum routes/trajectories
	Performance Measurement
Performance Metrics:	• number of States having fully implemented WGS 84 • number of States having implemented eTOD for Areas 1 & 4 • Number of deficiency Priority "U" related to the AIS/MAP field • Number of States having implemented QMS • Number of States having developed eAIP • Number of States having developed a National Plan for the transition from AIS to AIM • Number of States having implemented an AIXM based AIS Database • Number of States having implemented an Integrated Aeronautical Information Database (IAID)

Strategy					
ATM Operational Concept Components	**Projects/Tasks**	***Linkage to ASBU Module***	**Timeframe Start/End**	**Responsibility**	**Status**
ATM SDM, AUO, CM	• improve the compliance with the AIRAC system, , including the use of the internet for the advance posting of the aeronautical information considered of importance to users.	B0-30	Ongoing	States	valid
	• complete WGS-84 implementation	B0-10 B0-65	2012	States	valid
	• monitor the implementation of WGS-84 until complete implementation of the system by all States and take remedial action, as appropriate	B0-10 B0-65	ongoing	ICAO & AIM TF	valid
	• foster the implementation of QMS based on the MID Region Methodology for the implementation of QMS and the Eurocontrol CHAIN deliverables	B0-30	Ongoing	ICAO & AIM TF & States	valid

Strategy					
ATM Operational Concept Components	**Projects/Tasks**	***Linkage to ASBU Module***	**Timeframe Start/End**	**Responsibility**	**Status**
	• monitor the implementation of QMS until complete implementation of the requirements by all MID States	B0-30	Ongoing	ICAO & AIM TF	valid
	• review and update the deficiencies in the AIS/MAP field and provide necessary guidance for their elimination	B0-30	Ongoing	ICAO & AIM TF	valid
	• plan for the transition from AIS to AIM in the MID Region	B0-30	2008-2016	ICAO & AIM TF & States	valid
	• monitor the implementation of AIS automation in the MID Region in order to ensure availability, sharing and management of electronic aeronautical information	B0-30	2008-2013	ICAO & AIM TF	valid
	• development of eAIPs by MID States	B0-30	Ongoing	States	valid
	• establishment of Integrated Aeronautical Information Database (IAID)	B0-30	2011-2016	States	valid
	• provision of AIM products and services based on the established IAID	B0-30 B1-25	2013-2020	States	valid
	• support the development of a MID Region AIS database (MIDAD)	B0-30	2011-2016	States & ICAO & AIM TF	valid
	• establishment of formal arrangements with approved data originators concerning aeronautical data quality	B0-30	2009-2016	States	valid
	• implementation of digital data exchange with originators	B0-30	2013-2018	States	valid
	• foster the integrated improvement of AIS/AIM through proper training and qualification of the AIS/AIM personnel in the MID Region and certification of the AIM Services	B0-30	2011-2016	ICAO & AIM TF & States	valid

Strategy					
ATM Operational Concept Components	**Projects/Tasks**	***Linkage to ASBU Module***	**Timeframe Start/End**	**Responsibility**	**Status**
	• provide Terrain and Obstacle data for area 1	B0-30 B0-85 B2-25	2008-2012	States	valid
	• provide Terrain and Obstacle data for area 4	B0-30 B0-85 B2-25	2008-2012	States	valid
	• assessment of Annex 15 requirements related to the provision of eTOD for area 2 and area 3	B0-30 B0-85 B2-25	2010-2012	States	valid
	• development of an action plan for the provision of eTOD for area 2 and area 3	B0-30 B0-85 B2-25	2013	States	valid
	• provide necessary Terrain and Obstacle data for area 2	B0-30 B0-85 B2-25	2015	States	valid
	• provide necessary Terrain and Obstacle data for area 3	B0-30 B0-85 B2-25	2015	States	valid
	• foster the implementation of Aerodrome mapping and electronic aeronautical charts in the MID Region	B0-30	2012-2016	ICAO & AIM TF & States	valid
Linkage to GPIs	GPI-5: Performance-based navigation GPI-11: RNP and RNAV SIDs and STARs GPI-9: Situational awareness GPI-18: Aeronautical Information GPI-20: WGS-84 GPI-21: Navigation systems				

AIM TF/7
Report on Agenda Item 5

REPORT ON AGENDA ITEM 5: REVIEW OF AIR NAVIGATION DEFICIENCIES IN THE AIS/MAP FIELD

5.1 The meeting recalled that MIDANPIRG/13 noted that ICAO has developed a prototype system for the management of air navigation deficiencies at the global level based on the current Planning and Implementation Regional Group (PIRG)/regional efforts which are using respective regional air navigation deficiency databases (e.g.: MANDD for the MID Region) to support the implementation of the Uniform Methodology. The centralized system to manage deficiencies at the global level has been incorporated into the integrated Safety Trend Analysis and Reporting System (iSTARS) framework accessible through the ICAO safety page www.icao.int. The complete transition from the current five regional air navigation databases to single centralized database on iSTARS is scheduled for December 2012.

5.2 The meeting recalled that MIDANPIRG/13, through Conclusion 13/61 invited States and International Organizations to test the centralized air navigation deficiency database on iSTARS platform and provide feedback to the ICAO MID Regional Office by 31 August 2012. However, it was noted with concern that no feedback has been received by the ICAO MID Regional Office, so far.

5.3 The meeting re-iterated the concerns expressed by the various ICAO organs including the Council, the Air Navigation Commission (ANC), the DGCA-MID and MIDANPIRG on the serious impact the long standing deficiencies have on safety.

5.4 The meeting noted that further to the review and update of the deficiencies in the air navigation fields, MIDANPIRG/13, carried out necessary analysis, and accordingly re-iterated the DGCA-MID/1 Conclusion 1/2 and agreed to the following Conclusion:

CONCLUSION 13/63: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION

That, States be urged to:

a) review their respective lists of identified deficiencies, develop associated Corrective Action Plans and forward them to the ICAO MID Regional Office prior to 15 June 2012; and

b) use the ICAO MID Air Navigation Deficiency Database (MANDD) for submitting online requests for addition, update, and elimination of air navigation deficiencies, until the official launch of the Centralized Air Navigation Deficiency Database on iSTARS.

5.5 The meeting reviewed and updated the list of deficiencies in the AIS/MAP field as at **Appendix 5A** to the Report on Agenda Item 5, and urged States to take necessary follow-up actions to the DGCA-MID/1 Conclusion 1/2 and MIDANPIRG/13 Conclusion 13/61 and Conclusion 13/63.

5.6 The meeting noted that, although the provision of the eTOD data for Area 1 and Area 4 has been mandated by ICAO since November 2008, the majority of States in the MID Region have not yet complied with these requirements. It was questioned if it was time to add new deficiencies related to the lack of provision of eTOD data for Area 1 and Area 4. In this respect, the meeting agreed that a Working Paper, be presented to the ATM/AIM/SAR SG/13 meeting on the subject, for further consideration.

5.7 In connection with the above, the meeting highlighted that in accordance with the standard definition of deficiency adopted by the ICAO Council in November 2001, 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**.

AIM TF/7
Appendix 5A to the Report on the Agenda Item 5

Deficiencies in the AIS/MAP 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 AIS/MAP 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

No Deficiencies Reported

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP 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 4: Para. 16.2	-	Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May, 1995	Coordination with neighbouring States required	O	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Iran	Dec, 2012	B
2	ANNEX 4: Para. 3.2	-	Non-production of Aerodrome Obstacle Chart-ICAO Type A	May, 1995	-	O	Need to produce Aerodrome Obstacle Chart-ICAO Type A for all Int`l Airports RWYs, except if a notification to this effect is published in the AIP (if no significant obstacles exist)	Iran	Dec, 2012	A
3	ANNEX 15: Para. 3.6.5	-	Lack of AIS automation	Dec, 2007	-	O	AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services	Iran	Dec, 2012	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP 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 15: Para 6.	-	Lack of implementation of AIRAC System	May, 1995	-	F H O	Need to fully comply with the AIRAC procedure	Iraq	Jan, 2013	U
2	ANNEX 4: Para. 16.2	-	Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May, 1995	-	F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Iraq	Jan, 2013	B
3	ANNEX 4: Para. 7.2	-	Non-production of the Enroute Chart-ICAO	May, 1995	-	F H O	Need to produce the Enroute Chart-ICAO	Iraq	Jan, 2013	A
4	ANNEX 4: Para. 13.2	-	Non-production of Aerodrome/ Heliport Chart - ICAO	May, 1995	-	F H O	Need to produce Aerodrome/ Heliport Chart - ICAO for all Int`l Aerodromes	Iraq	Jan, 2013	A
5	ANNEX 15: Para 4.1.1	-	Newly Restructured AIP	Jun, 1996	An incomplete electronic version of the AIP is available on the web	F H O	Need to produce and issue the new restructured AIP	Iraq	Jan, 2013	U
6	ANNEX 15: Para 3.7.1	-	Implementation of WGS-84	Dec, 1997	-	F H O	Need to complete implementation of WGS-84	Iraq	Jan, 2013	U

(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. 3.2	-	Implementation of a Quality System	Jan, 2003	-	F H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Iraq	Jan, 2013	U
8	ANNEX 15: Para 4.2.9 & 4.3.7	-	Lack of regular and effective updating of the AIP	Jan, 2003	ICAO to follow up with State	F H O	Need to update the AIP on a regular basis	Iraq	Jan, 2013	U
9	ANNEX 15: Para. 5.2.8.3	-	Non-production of the monthly printed plain language summary of NOTAM	Jan, 2003	-	H O	Need to produce the monthly printed plain language summary of NOTAM	Iraq	Jan, 2013	A
10	ANNEX 4: Para. 11.2	-	Non-production of Instrument Approach Chart-ICAO	Jan, 2003	-	F H O	Need to produce Instrument Approach Chart-ICAO for all Int`l Aerodromes	Iraq	Jan, 2013	A
11	ANNEX 15: Para. 8.1	-	Non provision of pre-flight information service at international airports	Mar, 2004	-	F H O	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Iraq	Jan, 2013	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP 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-productionof World Aeronautical Chart – ICAO1:1 000 000	Feb, 2008	-	H	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Jordan	~~Jun, 2012~~ Jan, 2013	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP 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
1	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	Jan, 2003	Work in progress	H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Kuwait	Dec, 2013	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP 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-productionof World Aeronautical Chart – ICAO1:1 000 000	May, 1995	-	H	Difference published in the AIP. There`s no plan to produce the required sheets of the WAC 1:1000 000	Lebanon	Dec, 2015	B
2	ANNEX 15:Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Lebanon	Dec, 2012	U
3	ANNEX 15:Para. 3.7.2.4	-	Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan, 2003	-	H	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Lebanon	Jun, 2012	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP 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. 3.2	-	Implementation of a Quality System	Jan, 2003	-	O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Oman	~~Dec, 2012~~ Jul, 2013	U
2	ANNEX 15: Para. 3.6.5and 8.2	-	Lack of AIS automation	Jul, 2005	-	O	AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services	Oman	Dec, 2014	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP 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 AIS/MAP 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
1	ANNEX 4: Para. 16.2	-	Non-productionof World Aeronautical Chart – ICAO1:1 000 000	May, 1995	-	O	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Saudi Arabia	~~Jan, 2013~~ Jul, 2013	B
2	ANNEX 15: Para. 8.1	-	Pre-flight information service not provided at International Airports	Nov, 2007	-	O	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Saudi Arabia	~~Jan, 2013~~ Dec, 2013	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP 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.	-	Lack of implementation of AIRAC System	May, 1995	-	F H	Need to fully comply with the AIRAC procedure	Syria	Jan, 2013	U
2	ANNEX 4: Para. 16.2	-	Non-productionof World Aeronautical Chart – ICAO1:1 000 000	May, 1995	-	F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Syria	Jan, 2013	B
3	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	F H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Syria	Jan, 2013	U
4	ANNEX 15: Para. 3.7.2.4	-	Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan, 2003	-	F H	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Syria	Jan, 2013	A
5	ANNEX 15: Para 4.2.9 & 4.3.7	-	Lack of regular and effective updating of the AIP	Jul, 2005	-	F H O	Need to update the AIP on a regular basis	Syria	Jan, 2013	U
6	ANNEX 15 Para. 3.1.1.2, 3.1.5, 3.1.6 & 4.1	-	Lack of consistency between the different Sections of the AIP containing the same information.	Jul, 2005	-	H	Need to review the AIP for consistency	Syria	Jan, 2013	U

(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. 3.6.5	-	Lack of AIS automation	Jul, 2005	-	F H	AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services	Syria	Jan, 2013	A
8	ANNEX 15: Para. 8.1	-	Non provision of pre-flight information service at international airports	Jul, 2005	-	F H	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Syria	Jan, 2013	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP 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 AIS/MAP 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.	-	Lack of implementation of AIRAC System	May, 1995	-	H O	Need to fully comply with the AIRAC procedure	Yemen	Jan, 2013	U
2	ANNEX 4: Para. 16.2	-	Non-productionof World Aeronautical Chart – ICAO1:1 000 000	May, 1995	-	F	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Yemen	Dec, 2013	B
3	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	F	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Yemen	Dec, 2013	U
4	ANNEX 4: Para. 11.2	-	Non-productionof Instrument Approach Chart-ICAO	Jan, 2003	Yemen has produced the Instrument Approach Chart-ICAO except for TAIZ Intl Airport	O	RNAV procedures are under development for Taiz aiport	Yemen	Dec, 2012	A
5	ANNEX 15: Para. 8.1	-	Non provision of pre-flight information service at international airports	Mar, 2004	-	F H	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Yemen	Jan, 2013	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. 3.6.5	-	Lack of AIS automation	Jul, 2005	-	F	AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services	Yemen	Dec, 2013	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.

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(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

REPORT ON AGENDA ITEM 6: FUTURE WORK PROGRAMME

6.1 The meeting recalled that MIDANPIRG/13, through Decision 13/22, agreed to rename the AIS/MAP Task Force to AIM Task Force with Terms of Reference (TOR)) as at **Appendix 6A** to the Report on Agenda Item 6.

6.2 The meeting reviewed its TOR and agreed that they are still valid and current.

6.3 Taking into consideration, the planned ICAO MID Regional events for 2013 which are of relevance to the activity of the AIM Task Force, in particular the DGCA-MID/2, MSG/3, ATM/AIM/SAR SG/13 and MIDANPIRG/14, the meeting agreed that the AIM TF/8 meeting be held during the first half of 2014. The venue will be Cairo, unless a State is willing to host the meeting.

AIM TF/7
Appendix 6A to the Report on the Agenda Item 2

MIDANPIRG AERONAUTICAL INFORMATION MANAGEMENT TASK FORCE (AIM TF)

1. TERMS OF REFERENCE

1.1 The Terms of Reference of the AIM Task Force are:

a) ensure that the planning and implementation of AIM in the MID Region is coherent and compatible with developments in adjacent regions, and that it is carried out within the framework of the ATM Operational Concept, the Global Air Navigation Plan and the associated Global Plan Initiatives (GPIs);

b) seek to achieve common understanding and support from all stakeholders involved in or affected by the AIM developments/activities in the MID Region;

c) provide expert inputs for AIM-related issues; and propose solutions for meeting ATM operational requirements;

d) provide a platform for harmonization of developments and deployments in the AIM domain;

e) monitor and review the latest developments in the area of AIM and procedure design issues associated to AIM, and provide regular progress reports to the ATM/SAR/AIS Sub Group and MIDANPIRG concerning its work programme, as appropriate; and

f) review periodically its Terms of Reference and propose amendments as necessary.

1.2 In order to meet the Terms of Reference, the AIM Task force shall:

a) monitor the status of implementation of the required AIM facilities and services and the transition from AIS to AIM in the MID Region, and provide necessary assistance and guidance to States in this respect;

b) identify and review those specific deficiencies and problems that constitute major obstacles to the provision of efficient AIM services, and recommend necessary remedial actions;

c) 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;

d) develop proposals for the updating of relevant ICAO documentation, including the amendment of relevant parts of the MID Basic ANP and FASID, as deemed necessary;

e) monitor and review technical and operating developments in the area of AIM and foster their implementation in the MID Region in a harmonized manner;

f) foster the integrated improvement of AIM services through proper training and qualification of the AIM personnel; and

g) establish and monitor AIM performance objectives for the MID Region.

2. COMPOSITION

2.1 The Task Force will compose of:

a) MIDANPIRG Member States; and

b) concerned International/Regional Organizations as observers.

Other representatives from industry and user Organizations having a vested interest in Aeronautical Information Management could participate as observers in the work of the Task Force, as appropriate.

REPORT ON AGENDA ITEM 7: ANY OTHER BUSINESS

7.1 The meeting was apprised of the CANSO's ME Airspace User & Stakeholder Engagement (MEAUSE) initiative. In this respect, the significance of stakeholder cooperation as an enabler to improve performance and a facilitator of the integration, interoperability and harmonization of the systems leading to the concept of 'One Sky', was highlighted.

7.2 The meeting noted that MEAUSE is focussing on the following key areas:

- Surveys to collect and share data;
- Customer Relationship Management System; and
- Airport Collaborative Decision Making.

7.3 The meeting noted that CANSO's third MEAUSE Conference will be held in Amman, Jordan, 3 – 4 December 2012.

7.4 The meeting appreciated the CANSO attendance to the AIM TF/7 meeting and encouraged States to follow-up the CANSO AIM-related activities and CANSO to update the AIM TF on their AIM-related developments, on a regular basis.

AIM TF/7
Attachment A to the Report

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