



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**SECOND MEETING OF THE MID REGION
AIS DATABASE STUDY GROUP**

(MIDAD STG/2)

(Cairo, Egypt, 1 - 3 July 2013)

The views expressed in this Report should be taken as those of the MID Region AIS Database Study Group and not of the Organization. This Report will, however, be submitted to the MIDANPIRG and any formal action taken will be published in due course as a Supplement to the Report.

Approved by the Meeting
and published by authority of the Secretary General

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History of the Meeting

PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1. The second meeting of the MID Region AIS Database Study Group (MIDAD STG/2) was held in the Conference hall of the ICAO Middle East (MID) Regional Office, Cairo, Egypt, 1-3 July 2013.

2. OPENING

2.1. Mr. Mohamed Smaoui, Regional Officer Air Navigation Services/Aeronautical Information Management, on behalf of Mr. Mohamed R. M. Khonji, the Regional Director of the ICAO Middle East Office, 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 authorized ATM user in a globally interoperable and fully digital environment was underlined.

2.2. Mr. Smaoui reiterated that one of the main challenging projects in the MID Region would be the establishment of a MID Region AIS Database (MIDAD) which would expedite the transition from AIS to AIM in the Region in a harmonized manner. In this respect, he recalled that as a follow-up action to the DGCA-MID/1 Conclusion 1/5, the MIDAD Study (Phase 1) was successfully completed with the leadership of Bahrain and Jordan. He further recalled that the DGCA-MID/2 meeting (Jeddah, Saudi Arabia, 20-22 May 2013) was apprised of the outcome of MIDANPIRG/13 related to MIDAD and agreed that Bahrain, Qatar, Saudi Arabia and UAE take the lead in carrying out the detailed MIDAD Study (Phase 2).

2.3. In closing, Mr. Smaoui highlighted that the MIDAD Study Group provides a good opportunity for all the participants to discuss all technical, financial, human, legal and institutional issues related to MIDAD and called upon all States and stakeholders to support the activities of the Study Group and play an active role in the decision-making process related to the MIDAD Project. He 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 seven (37) participants, from eight (8) States (Bahrain, Egypt, Islamic Republic of Iran, Jordan, Kuwait, Qatar, Saudi Arabia and Sudan) and four (4) Companies (Industry) (FREQUENTIS, HELIOS, IDS and ITV). The list of participants is at the **Attachment A** to the Report.

4. OFFICERS AND SECRETARIAT

4.1. The meeting was chaired by Mr. Salah Alhumood, Head of Aeronautical Information & Airspace Planning, Civil Aviation Affairs, Bahrain. Mr. Mohamed Smaoui, Regional Officer, Air Navigation Services/Aeronautical Information Management (ANS/AIM) was the Secretary of the meeting.

5. LANGUAGE

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

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6. AGENDA

6.1. The following Agenda was adopted:

Agenda Item 1: Adoption of the Provisional Agenda and election of Chairperson

Agenda Item 2: Follow-up on MIDANPIRG/13 and DGCA-MID/2 Conclusions and Decisions relevant to MIDAD

Agenda Item 3: Review of the Initial MIDAD Study (Phase 1)

Agenda Item 4: MIDAD Project – Phase 2 (Detailed Study)

Agenda Item 5: Future Work Programme

Agenda Item 6: Any other business

7. CONCLUSIONS AND DECISIONS - DEFINITIONS

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 2/1: MIDAD SUPPORT TEAM

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PART II: REPORT ON AGENDA ITEMS

**REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA AND ELECTION OF
CHAIRPERSON**

1.1 The meeting reviewed and adopted the Provisional Agenda as at Para 6 of the History of the Meeting.

1.2 The meeting unanimously elected Mr. Salah Alhumood, Head Aeronautical Information & Airspace Planning, Civil Aviation Affairs, Bahrain, as the Chairperson of the MIDAD Study Group.

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**REPORT ON AGENDA ITEM 2: FOLLOW-UP ON MIDANPIRG/13 AND DGCA-MID/2
CONCLUSIONS AND DECISIONS RELEVANT TO MIDAD**

2.1 The meeting was apprised of the status of the MIDANPIRG/13 and DGCA-MID/2 Conclusions and Decision relevant to MIDAD as well as the follow-up actions taken by concerned parties as at **Appendix 2A** to the Report on Agenda Item 2.

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Appendix 2A to the Report on 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
<p>DECISION 13/17: ESTABLISHMENT OF THE MIDAD STUDY GROUP (MIDAD STG)</p> <p>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.</p>	Implement the work programme of the MIDAD STG	MIDANPIRG/13	MIDAD STG established	Apr. 2012	Completed
<p>CONCLUSION 13/19: MIDAD PROJECT SECOND PHASE</p> <p>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.</p>	Implement the Conclusion	ICAO States and Users	State Letter Support the MIDAD Project	Dec. 2012 During Phase 2 of the MIDAD Project	Ongoing DGCA-MID/2 Conc.2/7
<p>CONCLUSION 13/20: COMMITMENT TO THE MIDAD PROJECT</p> <p>That, as part of the Second Phase of the MIDAD Project:</p> <p>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</p> <p>b) other States from within and outside the MID Region, interested to participate in the MIDAD Project, be invited to sign the MOA.</p>	Implement the Conclusion	ICAO Concerned States	MOA signed	2013	Ongoing DGCA-MID/2 Conc.2/7
<p>CONCLUSION 13/21: MIDAD LEGAL FRAMEWORK</p> <p>That, the following options be considered for the endorsement of the MIDAD legal framework by the DGCA-MID/2 meeting:</p> <p>a) a volunteer State/Group of States provides the legal framework by hosting the project; or</p> <p>b) an ICAO TCB Project for the implementation of MIDAD, including the establishment of a MIDAD legal entity or agency (similar to the MIDRMA).</p>	Implement the Conclusion	DGCA-MID/2	Agreement on the best option for the MIDAD legal framework	Apr. 2013	Ongoing DGCA-MID/2 Conc.2/7

DGCA-MID/2 CONCLUSION 2/7

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONCLUSION 2/7: PHASE 2 OF THE MIDAD PROJECT</p> <p>That,</p> <p>a) Bahrain, Qatar, Saudi Arabia and UAE take the lead in carrying out the detailed MIDAD Study (Phase 2), in close coordination with the MIDAD Study Group; and</p> <p>b) States provide all necessary support for the achievement of Phase 2 of the Study.</p>	<p>Implement the Conclusion</p>	<p>Bahrain, Qatar, Saudi Arabia and UAE</p>	<p>MIDAD Detailed Study</p>	<p>TBD</p>	<p>Ongoing</p>

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REPORT ON AGENDA ITEM 3: REVIEW OF THE INITIAL MIDAD STUDY (PHASE 1)

3.1 The meeting recalled that MIDANPIRG/13 through Decision 13/17 agreed to the establishment of the MIDAD Study Group (MIDAD STG), to monitor the MIDAD Project and address all associated technical, operational, financial, legal and institutional issues. The Terms of Reference (TOR) of the MIDAD STG as endorsed by MIDANPIRG/13 are at **Appendix 3A** to the Report on Agenda Item 3.

3.2 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 (Abu Dhabi, UAE, 22 - 24 March 2011), through DGCA-MID/1 Conclusion 1/5, agreed that a Study be carried out in the MID Region pertaining to the establishment of a MID Region AIS Database (MIDAD).

3.3 It was noted with appreciation that Jordan and Bahrain took the lead in carrying out the MIDAD initial study with the support of appropriate Consultant and in close coordination with ICAO.

3.4 The objective of the MIDAD study, at its first step, was to collect data from States in order to get a realistic and sound picture of the situation in the AIS Offices in the Region in terms of organization, staffing, facilities and infrastructure, workload, automation, transition to AIM, and most importantly to identify the States' commitment, support and interest in MIDAD and its inclusion in the planning process for the transition to AIM. It was also highlighted that the missions to States were intentionally used by the MIDAD Support Team (MIDAD ST) to explain the MIDAD concept and the different scenarios for the implementation of MIDAD as well as to clarify the different steps of the transition from AIS to AIM and answer States' questions in this respect and generate ownership in the MIDAD project.

3.5 In connection with the above, the meeting recalled that MIDANPIRG/13 was apprised of the outcome of the MIDAD Initial Study and noted that Missions were conducted to Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia and Syria. It was also highlighted that the Missions to Iraq, UAE and Yemen could not be conducted; however, information has been provided by these States through emails.

3.6 The meeting recalled that the Report related to the Initial MIDAD Study (First Phase), which is available on the ICAO MID Website, was endorsed by MIDANPIRG/13. In particular, the meeting reviewed the analysis of the information gathered from States at **Appendix 3B** to the Report on Agenda Item 3, 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. In particular, it was noted that:

- a) 10 out of 13 States plan to include MIDAD into their national planning for AIS/AIM;
- b) 10 out of 13 States are committed to MIDAD;
- c) 10 out of 13 States believe that MIDAD has a realistic chance to be realized. The overall success probability of MIDAD is around 70%;

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- d) 9 out of 13 States like to play an active role in the MIDAD project;
- e) 7 out of 13 States like to provide contributions to the MIDAD set-up;
- f) 8 out of 13 States like to participate in the operation of MIDAD;
- g) 9 to 10 States believe that MIDAD would improve safety and efficiency and bring environmental benefits; and
- h) 7 States have no preferred method of funding of the MIDAD project, and no preferred legal framework/institutional scenario or option.

3.7 The meeting noted that MIDANPIRG/13 agreed that further analysis of the replies to the questionnaires provided by States might be conducted in the second phase of the MIDAD study. MIDANPIRG/13 agreed also that the first phase of the MIDAD Study was considered completed and had achieved the expected goals. Based on the Recommendations contained in the Initial MIDAD Study Report, the meeting agreed to move ahead with the Project.

3.8 The meeting acknowledged the challenges associated with the implementation of an important project such as MIDAD. In this respect, it was recognized that the legal, institutional and human resources (training) issues are the most challenging. With regard to human resources and training issues, it was highlighted that one of the main objectives of MIDAD would be to facilitate the transfer of know-how; and accordingly, it was emphasized that the training plan and requirements (skills and knowledge) need to be developed from the beginning of the project.

3.9 Based on the above, MIDANPIRG/13 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.*

3.10 In addition to the above, the meeting recalled that the MIDAD SG*/1 and MIDANPIRG/13 meetings initiated discussions on the MIDAD Purpose and Scope, the technical, operational, financial, legal and institutional issues related to MIDAD. In particular, it was agreed that:

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- in addition to the users' requirements, the latest and future developments related to AIM, in particular, the outcome of the ICAO AIS-AIMSG should be taken into consideration when developing the MIDAD Scope, which needs finally to be documented in a User Requirements Document;
- MIDAD should be designed not only to support the present users' needs but also the future ATM requirements as defined in the ATM Operational Concept (Doc 9584), in particular, the Collaborative Decision Making (CDM) and the System Wide Information Management (SWIM);
- the potential users' organizations and stakeholders (IATA, CANSO, AACO, etc), as well as the Military Authorities, should be made aware of the MIDAD Project and invited to participate actively in its development to generate ownership;
- the development of the Requirements Document is the responsibility of the ICAO MIDAD Study Group, which might need assistance to fulfill this task;
- in a collaborative environment like MIDAD there are always different possible topology solutions. The chosen topology must be based on sound requirements which have been assessed very carefully;
- depending on the identified user requirements and operational needs, the chosen topology could be a combination of different technical solutions (central, replicated and distributed). This would depend also on the kind of data to be processed and exchanged, i.e.: NOTAMs, static data, eTOD, etc. However, it was highlighted that, from a strategic and operational point of view, the chosen topology should include a central database, which might be in one location or replicated in 2 or more locations/servers;
- communication capabilities are the pre-requisite for any interoperability between national AIS/AIM systems, MIDAD and other Regional AIS databases in other ICAO Regions (EAD, AFI-CAD, etc). It was highlighted that the AFTN Network cannot be used for the purpose of MIDAD, except for NOTAM reception and distribution. Therefore, it was agreed that other means of communications (VSAT, public internet, AMHS, ICAO IPS conform networks, etc) should be explored. This should be done in close coordination with the CNS Sub-Group and the ATN/IPS Working Group;
- the Concept of Operation for MIDAD is very important for an efficient operation. Therefore, a clear and documented Concept of Operation forms the basis for all common work and shared responsibilities. The Concept of Operation shall be based on the target aeronautical data chain as published in RTCA DO-200A/EUROCAE ED76 standards. In this respect, it was re-iterated that MIDAD should enhance the aeronautical data quality, availability and timeliness in the MID Region;
- having the right number of staff available with the right competence, knowledge and skills for the whole undertaking of MIDAD is paramount. Therefore, recruitment, staff selection, ab-initio training, specialized training, and follow up-training in some essential areas of AIM were highlighted;

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- the migration from the existing environment to the use of MIDAD shall also be studied and an outline concept needs to be part of the MIDAD study, including at least: a) data conversion concepts; b) data conversion plan and schedule; c) data migration concepts; d) data migration plan and schedule; and e) data migration in cases of version changes of the AIXM (backward compatibility);
- the most important benefits of MIDAD are the cost reductions generated from more efficient flight operations, reduced flight times and the enhancements of safety and security which are expected to emerge as MIDAD is implemented;
- addressing the treatment of costs and cost recovery during the three initial stages of the MIDAD Project: (1) Set-Up Phase, (2) Call for Tender Phase, (3) Implementation Phase, is very important;
- in accordance with Doc 9082, paragraphs 23 to 26, users should be consulted as early as possible when major air navigation services are being planned and increased or new air navigation services charges might be observed. This should be the case for the implementation of the MIDAD Project;
- it is necessary to reach first an agreement on the MIDAD legal framework and then the funding of the second phase of the MIDAD project, which will include, inter-alia, the development of the Financial Plan/Model for the whole MIDAD Project phases (set-up, operations, maintenance, etc);
- starting from phase 2 of the project (detailed study) and taking into consideration the huge amount of work to be done and Documents to be developed, it's not realistic that this task be achieved on a voluntary basis and accordingly, the outsourcing is necessary, which raises legal, institutional and financial implications;
- depending on the chosen legal framework, the funding mechanism should be agreed upon by the member States and the users and has to be clearly documented in the financial model;
- the establishment of a MIDAD Supervisory Management Board might be necessary. This Board would be composed of Representatives appointed by the Directors General of Civil Aviation and should be empowered to take decisions. Another Alternative is to leave the task of supervision of the MIDAD Project to the DGCA's themselves through direct correspondence and/or through the DGCA-MID meetings;
- as part of the legal and institutional issues, it was highlighted that the MIDAD Supervisory Management Board should agree on the MIDAD Centres/Sub-Centres location(s), based on agreed criteria (geographical location, communication infrastructure, political stability, human resources availability, etc). Other institutional issues such as, States sovereignty, responsibility and accountability, intellectual property rights should be addressed; and
- a MIDAD Agency/Service Provider could be responsible for the development, establishment and operation of MIDAD.

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3.11 With regard to the MIDAD legal framework, MIDANPIRG/13 agreed to the following Conclusion:

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).*

3.12 The meeting recalled that MIDANPIRG/13 agreed to reinforce the MIDAD Support Team (MIDAD ST), 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. It was underlined that the MIDAD ST will continue to work on a voluntary basis, using mainly the electronic means of communications (emails, teleconferencing, etc) to achieve the assigned tasks. Accordingly, the meeting agreed to the new composition of the MIDAD ST, as endorsed by the MIDAD SG*/1 meeting:

- Mr. Moataz Abdel Aziz Ahmed from Egypt
- 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.

3.13 The meeting noted that, as a follow-up action to the MIDANPIRG/13 Conclusion 13/20, the DGCA-MID/2 meeting noted with satisfaction that Bahrain, Iraq, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan, UAE and Yemen signed the Memorandum of Agreement (MOA) reflecting their commitment to the MIDAD Project as shown in **Appendix 3C** to the Report on Agenda Item 3. The meeting encouraged other States from within and outside the MID Region, interested to participate in the MIDAD Project, to sign the MOA.

3.14 In accordance with the MIDANPIRG/13 Conclusion 13/21 related to the MIDAD legal framework, the DGCA-MID/2 meeting noted with appreciation that Bahrain, Qatar, Saudi Arabia and UAE volunteered to take the lead in carrying out the detailed MIDAD Study (Phase 2). It was highlighted that Phase 2 of the project will be composed of two (2) main steps. During the first step, a Consultant would be hired to develop the Call for Tender for the detailed Study. Accordingly, the meeting agreed to the following Conclusion:

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DGCA-MID/2 CONCLUSION 2/7 – PHASE 2 OF THE MIDAD PROJECT

That,

- a) Bahrain, Qatar, Saudi Arabia and UAE take the lead in carrying out the detailed MIDAD Study (Phase 2), in close coordination with the MIDAD Study Group; and*
- b) States provide all necessary support for the achievement of Phase 2 of the Study.*

3.15 The meeting expressed appreciation to the members of the MIDAD ST who contributed to the successful completion of Phase 1 of the project, namely:

- Mr. Salah Al-Humood from Bahrain;
- Mrs. Hanan, Qabartai from Jordan;
- Mr. Abbas Niknejad from Iran;
- Mr. Mohamed Smaoui from the ICAO MID Office; and
- Mr. Peter Rudolph from Avitech AG, Germany.

3.16 In accordance with the DGCA-MID/2 Conclusion 2/7, the meeting urged States to provide all necessary support to Bahrain, Qatar, Saudi Arabia, UAE and the MIDAD ST for the achievement of Phase 2 of the Study.

MID REGION AIS DATABASE STUDY GROUP (MIDAD STG)

1. TERMS OF REFERENCE

The terms of Reference of the MIDAD STG are to:

- 1) carry out necessary coordination with States for the establishment of the MID Region AIS Database (MIDAD);
- 2) initiate and monitor the development of the MIDAD initial Study/Business case;
- 3) initiate and monitor the development of the detailed MIDAD study addressing all technical, operational, financial, human, legal and institutional issues, and provide necessary guidance;
- 4) develop the Call for Tender for the establishment of MIDAD;
- 5) negotiate the contract for the establishment of MIDAD with the chosen Contractor (MIDAD Service Provider); and
- 6) agree on the mechanism for the monitoring of MIDAD operations and maintenance.

2. COMPOSITION

The MIDAD STG is composed of:

- a) all MID States; and
- b) concerned International/Regional Organizations as observers.

Other representatives from industry and user Organizations having a vested interest in Aeronautical Information Management and experience in the development of Regional AIS Databases, could participate as observers, as necessary.

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 organisation 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 organisation?	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 organisation?	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 probability?	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 interested MID states and/or ANSPs	NO	NO

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REPORT ON AGENDA ITEM 4: MIDAD Project – Phase 2 (Detailed Study)

4.1 The meeting recalled that during its first meeting the Study Group initiated discussion on the following:

- MIDAD Purpose and Scope;
- Technical issues/scenarios for the implementation of MIDAD;
- Operation of MIDAD and maintenance aspects;
- MIDAD Financial Plan/Funding Mechanism;
- Legal and Institutional issues associated with the implementation of MIDAD; and
- project management and Timelines for the development and implementation of MIDAD.

4.2 The meeting agreed that detailed discussion on the above subjects will be addressed as part of the MIDAD detailed study. Nevertheless, the meeting recalled, in particular, that the Concept of Operation for MIDAD (CONOPS) is very important for an efficient operation. Therefore, it was mentioned that a clear and documented Concept of Operation forms the basis for all common work and shared responsibilities. It was highlighted that the experience and lessons learned from the European AIS Database (EAD) should be considered in this context.

4.3 The meeting re-iterated that MIDAD should be designed in a manner that will ensure the availability of aeronautical information to any authorized ATM user in a globally interoperable and fully digital environment. The interoperability between MIDAD, the National AIS/AIM Systems and other regional/sub-regional AIS databases (EAD, AFI-CAD, etc) was also underlined.

4.4 The meeting highlighted also that when developing the technical specifications for the MIDAD detailed study, the requirements for the continuity of service and contingency measures should be clearly specified.

4.5 The meeting emphasized that the outcome of the twelfth Air Navigation Conference (AN-Conf/12) related to AIM and SWIM as well as current and upcoming global developments related to AIM should be taken into considerations when developing the MIDAD detailed study.

4.6 The meeting was provided with two (2) presentations from the Industry (IDS and FREQUENTIS) highlighting their vision and understanding of the scope of the MIDAD project and main milestones.

4.7 The meeting recalled that the development of the MIDAD detailed study would be outsourced. It was also highlighted that during the first step of Phase 2, a Consultant would be hired to develop the Call for Tender for the MIDAD detailed study.

4.8 In connection with the above, the meeting was presented with some guidance material on the generic roles, responsibilities and qualifications of a Consultant as well as the relationship between the Consultant and the Client and agreed that this would be considered in the preparation of the criteria to be used for the selection/evaluation of the Consultants bidding for the MIDAD Study.

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4.9 The meeting agreed that, the MIDAD Project Phase 2 would consist of the following main steps:

- a) Call for Tender to select the Consultant, which will develop the Technical Specifications and Call For Tender related to the MIDAD detailed Study;
- b) selection of the Consultant and Contract negotiation;
- c) development of the Technical Specifications and Call For Tender related to the MIDAD detailed Study;
- d) selection of the Company who will be developing the MIDAD detailed study and Contract negotiation.

4.10 The meeting agreed that the Consultant chosen in step a) would provide necessary support until the end of Phase 2 and accordingly will not be eligible to bid for the development of the detailed study.

4.11 The meeting agreed that the delivery and acceptance of the MIDAD detailed study will mark the end of Phase 2 of the MIDAD Project and the start of phase 3 (implementation, operation, maintenance, etc).

4.12 In line with the DGCA-MID/2 Conclusion 2/7, the meeting agreed that Bahrain will be responsible for the issuance of the Calls for Tender related to the MIDAD Project. It was highlighted that, the MIDAD ST should support Bahrain, Qatar, Saudi Arabia and UAE in the advancement of the project. Accordingly, the meeting agreed that the composition of the MIDAD ST should be reduced to the following members:

- Mrs. Hanan, Qabartai from Jordan;
- Mr. Abbas Niknejad from Iran;
- Mr. Abdullah Al-Adwani from Kuwait;
- Mr. Mohamed Smaoui from the ICAO MID Office;
- Mr. Grant Wilson from IATA; and
- Mr. Werner Kurz, from Jeppesen, Germany

4.13 Based on the above, the meeting agreed to the following Draft Decision:

DRAFT DECISION 2/1: MIDAD SUPPORT TEAM

That, the MIDAD Support Team (MIDAD ST)

a) *be composed of:*

- *Mrs. Hanan, Qabartai from Jordan;*
- *Mr. Abbas Niknejad from Iran;*
- *Mr. Abdullah Al-Adwani from Kuwait;*
- *Mr. Mohamed Smaoui from the ICAO MID Office;*
- *Mr. Grant Wilson from IATA; and*
- *Mr. Werner Kurz, from Jeppesen, Germany*

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b) provide necessary support to Bahrain, Qatar, Saudi Arabia and UAE as well as to the MIDAD Study Group to successfully complete Phase 2 of the MIDAD Project.

4.14 The meeting also agreed that the Chairperson of the MIDAD Study Group, would sign the Contracts with the chosen Consultant/Company, on behalf of the participating States.

4.15 Based on all of the foregoing, the meeting developed the following Action Plan/Timelines related to the MIDAD Project Phase 2:

	Action	Deliverable	Responsible	Timeline
1	Call for Tender preparation to select the Consultant, which will develop the Technical Specifications and Call for Tender related to the MIDAD detailed Study	Call for Tender	Bahrain	15/08/13
2	Tender phase	Closing of the Tender	Bahrain	15/09/13
3	Receipt of the Offers	Offers	Industry	15/10/13
4	Evaluation of the offers and selection of the Consultant	Contract with the selected Consultant	Bahrain, Qatar, Saudi Arabia and UAE with the support of the MIDAD ST	30/11/13
5	Progress report to MIDANPIRG/14	Outcome of MIDANPIRG/14 (Endorsement)	Bahrain, Qatar, Saudi Arabia and UAE with the support of the MIDAD ST and Consultant	19/12/13
6	Contact (Workshops) with potential Companies interested to bid for the development of the MIDAD detailed study	First Draft of technical specifications for the MIDAD detailed study	Bahrain, Qatar, Saudi Arabia and UAE with the support of the chosen Consultant	15/02/14
7	Preparation of the Technical Specifications and Call for Tender related to the MIDAD detailed Study for review by the MIDAD STG/3 meeting	Final Draft of the Technical Specifications	Consultant	15/06/14
8	Review and endorsement of the specifications for the MIDAD detailed study by the MIDAD STG/3 meeting	Call for Tender specifications approved	MIDAD STG/3	30/06/14

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	Action	Deliverable	Responsible	Timeline
9	Tender Phase (opening)	Call for Tender	Bahrain	31/07/14
10	Tender Phase (closing)	Call for Tender	Bahrain	31/08/14
11	Receipt of the Offers	Offers	Industry	31/10/14
12	Evaluation of the offers and selection of the Company which will be awarded the contract related to the MIDAD detailed study	Company selected	Bahrain, Qatar, Saudi Arabia and UAE with the support of the MIDAD ST and Consultant	31/12/14
13	Progress report to the MIDAD STG/4 meeting	Outcome of the MIDAD STG/4 (Endorsement)	Bahrain, Qatar, Saudi Arabia and UAE with the support of the MIDAD ST and Consultant	15/02/15
14	Progress report to the DGCA-MID/3 meeting	DGCA-MID/3 Go-ahead decision and agreement on funding mechanism	Bahrain, Qatar, Saudi Arabia and UAE with the support of the MIDAD ST and Consultant	30/04/15
15	Signature of the Contract with the selected Company	Contract signed	MIDAD STG Chairperson	15/05/15
16	Development of the detailed Study documents/deliverables	TBD	Company	TBD

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Report on Agenda Item 5

REPORT ON AGENDA ITEM 5: FUTURE WORK PROGRAMME

5.1 Based on the agreed MIDAD Project Action Plan/Timelines, the meeting agreed that the MIDAD STG/3 meeting be held in June 2014 and the MIDAD STG/4 meeting be held in February 2015. The venue will be Cairo, unless a State is willing to host a meeting.

MIDAD STG/2
Report on Agenda Item 6

REPORT ON AGENDA ITEM 6: ANY OTHER BUSINESS

6.1 Nothing has been discussed under this agenda item.

MIDAD STG/2
Attachment A to the Report

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