



International Civil Aviation Organization

MIDANPIRG AIM Sub-Group

Second Meeting (AIM SG/2)  
(Kish Island, Iran, 31 August-2 September 2015)

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**Agenda Item 4: Performance Framework for AIM implementation in the MID Region**

MID eANP

*(Presented by the Secretariat)*

**SUMMARY**

This paper presents the MID eANP VOL I, II and III.

Action by the meeting is at paragraph 3.

**REFERENCES**

- MIDANPIRG/15 Report

**1. INTRODUCTION**

1.1 The 12th Air Navigation Conference (AN-Conf/12) agreed to Recommendation 6/1 [Regional performance framework – planning methodologies and tools] regarding the alignment of regional air navigation plans (ANP) with the Fourth Edition of the Global Air Navigation Plan (GANP) (Doc 9750).

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

1.3 The meeting may wish to note that the ANP data related to the air navigation facilities and services can be classified as stable, dynamic or flexible. Accordingly, the new eANP is composed of three Volumes, as follow:

**- Volume I** should contain stable plan elements, the amendment of which require approval by the Council, related to:

- 1) assignment of responsibilities;
- 2) mandatory requirements subject to regional agreement; and/or
- 3) additional requirements specific to the Region which are not covered in SARPs.

*Note.* — The following is a non-exhaustive list of such elements:

Flight Information Regions (FIR) Boundaries (table and charts), Search and Rescue Regions (SRR) Boundaries (table and charts), Volcanic Ash Advisory Centres (VAAC), Tropical Cyclone Advisory Centres (TCAC), Volcano Observatories (VO).

**- Volume II** should contain dynamic plan elements, the amendment of which does not require approval by the Council (approval is by regional agreement involving the relevant PIRG), related to:

- 1) assignment of responsibilities;
- 2) mandatory requirements subject to regional agreement; and/or
- 3) additional requirements specific to the region which are not covered in SARPs.

*Note.* — The following is a non-exhaustive list of such elements:  
major traffic flows; ATS route network; Meteorological Watch Offices (MWO); Secondary Surveillance Radar (SSR) codes; five-letter name-codes; VOLMET broadcasts.

**- Volume III** should contain dynamic/flexible plan elements providing implementation planning guidance for air navigation systems and their modernization taking into consideration emerging programmes such as the ASBUs and associated technology roadmaps described in the GANP. The ANP Volume III would also include appropriate additional guidance, particularly with regard to implementation, to complement the material contained in the ANP Volumes I and II. The amendment of Volume III would not require approval by the Council (approval of Part II is under the responsibility of the relevant PIRG).

## 2. DISCUSSION

2.1 The meeting may wish to recall that MIDANPIRG/14, through Decision 14/24, agreed that the development of the MID eANP based on the Council-approved ANP Template, be included in the work programme of the different MIDANPIRG subsidiary bodies and the relevant Parts of the MID eANP be presented, as soon as available, to MSG/4 and/or MIDANPIRG/15 for endorsement.

2.2 The meeting may wish to note that the ANP WG/2 meeting (Cairo, Egypt, 16-18 December 2014) reviewed and updated VOL I, II and III of the MID eANP, consolidated by the Secretariate based on the Council approved Template and inputs received from the different MIDANPIRG subsidiary bodies (AIM SG/1, ATM SG/1, CNS SG/6 and MET SG/5).

2.3 The meeting may wish to recall that, the MIDANPIRG/15 meeting reviewed and endorsed the MID eANP VOL I, II and III. Accordingly, the meeting agreed to the following Conclusion:

*CONCLUSION 15/11: ENDORSEMENT OF THE MID eANP*

*That,*

- a) *the new MID ANP VOL I, II and III available at: <http://www.icao.int/MID/MIDANPIRG/Pages/Final%20Report/MID-eANP.aspx> are endorsed; and*
- b) *the ICAO MID Regional Office process the necessary Proposals for Amendment, in accordance with the procedure for amendment approved by the Council, for formal approval by the end of 2015.*

2.4 ICAO MID Regional Office, as a follow-up action to MIDANPIRG Conclusion 15/11, is issuing the needed Proposals for amendment (Pfa) to the MID eANP.

2.5 AIM Parts of the VOL I and II are extracted from the MID eANP, as at **Appendix A** and **B**, respectively.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to review and update, as deemed necessary, AIM Parts of the MID eANP Volumes I and II at **Appendices A** and **B**, respectively.

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**APPENDIX A**

**MID AIR NAVIGATION PLAN**

**VOLUME I**

***Disclaimer***

*MID eANP Volume I was endorsed by MIDANPIRG/15 (8-11 June 2015) and is subject to approval by the ICAO Council.*

## MID ANP, VOLUME I

### PART VII - AERONAUTICAL INFORMATION MANAGEMENT (AIM)

#### 1. INTRODUCTION

1.1 This part of the MID ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of aeronautical information services (AIS) and aeronautical information management (AIM) facilities and services in the MID Region and complements the provisions of the ICAO SARPs and PANS related to AIS/AIM. It contains stable plan elements related to the assignment of responsibilities to States for the provision of AIS/AIM facilities and services within the ICAO MID Region in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to the AIS/AIM facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.2 The dynamic plan elements related to the assignment of responsibilities to States for the provision of AIS/AIM facilities and services and the mandatory requirements based on regional air navigation agreements related to the AIS/AIM facilities and services are contained in the MID ANP Volume II, Part VII – AIM.

1.3 The MID ANP Volume III contains dynamic/flexible plan elements related to the implementation of air navigation systems and their modernization in line with the ICAO Aviation System Block Upgrades (ASBUs) methodology and associated technology roadmaps described in the Global Air Navigation Plan. The ASBU modules are aimed at increasing capacity and improving efficiency of the aviation system whilst maintaining or enhancing safety level, and achieving the necessary harmonization and interoperability at regional and global level. This includes the regionally agreed ASBU modules applicable to the specified ICAO region/sub-region and associated elements/enablers necessary for the monitoring of the status of implementation of these ASBU modules, which include service improvement through digital aeronautical information management and interoperability and data through globally interoperable system wide information management (SWIM).

#### *Standards and Recommended Practices and Procedures for Air Navigation Services*

1.4 The SARPs and PANS and related guidance material applicable to the provision of AIS, and ultimately AIM, are contained in:

- a) *Annex 4 — Aeronautical Charts*;
- b) *Annex 15 — Aeronautical Information Services*;
- c) *Regional Supplementary Procedures* (Doc 7030);
- d) *Aeronautical Information Services Provided by States* (Doc 7383);
- e) *Location Indicators* (Doc 7910);
- f) *Aeronautical Information Services Manual* (Doc 8126);
- g) *Procedures for Air Navigation Services – Aircraft Operations – Construction of Visual and Instrument Flight Procedures* (PANS-OPS, Volume I and Volume II) (Doc 8168);
- h) *ICAO Abbreviations and Codes* (PANS-ABC) (Doc 8168);
- i) *Aeronautical Charts Manual* (Doc 8697);

- j) *Manual on Coordination between Air Traffic Services, Aeronautical Information Services and Aeronautical Meteorological Services* (Doc 9377);
- k) *World Geodetic System (1984) Manual* (Doc 9674);
- l) *Guidelines on the Use of the Public Internet for Aeronautical Applications* (Doc 9855);
- m) *Guidelines for Electronic Terrain, Obstacle and Aerodrome Mapping Information* (Doc 9881);
- n) *Flight Procedure Design Quality Assurance System, Volume I* (Doc 9906);
- o) “*AIM QMS Manual*” (Doc 9839) (Draft); and
- p) “*Training Manual for AIM*” (Doc 9991) (Draft).

## **2. GENERAL REGIONAL REQUIREMENTS**

2.1 States should ensure that the provision of aeronautical data and aeronautical information covers its own territory and those areas over the high seas for which it is responsible for the provision of air traffic services, in accordance with **Chart ATM I-1**.

2.2 States are 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 The responsibility for the provision of AIS/AIM facilities and services in the MID Region is reflected in the Volume II.

## **3. SPECIFIC REGIONAL REQUIREMENTS**

None.

**APPENDIX B**

**MID AIR NAVIGATION PLAN**

**VOLUME II**

***Disclaimer***

*MID eANP Volume II was endorsed by MIDANPIRG/15 (8-11 June 2015) and is subject to approval by the ICAO Council.*

## MID ANP, VOLUME II

### PART VII - AERONAUTICAL INFORMATION MANAGEMENT (AIM)

#### 1. INTRODUCTION

1.1 This part of the MID ANP, Volume II, complements the provisions in ICAO SARPs and PANS related to AIS/ AIM and aeronautical charts (MAP). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of AIS/ AIM facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to the AIS/ AIM facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

#### 2. GENERAL REGIONAL REQUIREMENTS

2.1 The responsibility for the provision of AIS/ AIM facilities and services in the MID Region, is reflected in the **Table AIM II-1**, which shows the list of designated international NOTAM Office (NOF), designated State for AIP production, designated State for aeronautical charts (MAP) production, designated State for the provision of the authoritative Integrated Aeronautical Information Database (IAID) and designated State for the provision of the pre-flight information services.

2.2 States should designate and implement an authoritative Integrated Aeronautical Information Database (IAID) where data sets are integrated and used to produce current and future AIS/ AIM products and services, which is a fundamental step in the transition to AIM. The designation of authoritative databases should be clearly stated in the Aeronautical Information Package AIP.

2.3 The national plans for the transition from AIS to AIM identifying clearly the timelines for the implementation of the different elements of the ICAO Roadmap for the transition from AIS to AIM should be submitted by States to the ICAO MID Regional Office. States should also inform the ICAO MID Regional Office of any update.

2.4 States should take necessary measures to ensure that aeronautical information and data they provide meet the regulatory Aeronautical Data quality requirements.

2.5 The Quality Management System (QMS) in AIS/ AIM should define procedures to meet the safety and security objectives associated with the management of aeronautical data and information.

2.6 Recognizing the need to maintain or enhance existing safety levels of operations, States should ensure that any change to the existing systems or the introduction of new systems used for processing aeronautical data and/ or information are preceded by a safety assessment.

2.7 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, including the compliance with the AIRAC procedures.

2.8 AIS/ AIM personnel should be involved 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.

2.9 States should produce relevant aeronautical charts required for civil air operations employing

visual air navigation independently or in support of other forms of air navigation. The production responsibility for sheets of the World Aeronautical Chart (WAC) — ICAO 1: 1 000 000 or Aeronautical Chart — ICAO 1: 500 000 (*as an alternative to the World Aeronautical Chart — ICAO 1:1 000 000*) is set out in **Table AIM II-2**.

### **3. SPECIFIC REGIONAL REQUIREMENTS**

None.

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**TABLE AIM II-1 - RESPONSIBILITY FOR THE PROVISION OF AIS/ AIM FACILITIES AND SERVICES IN THE MID REGION**

## 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 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
<b>BAHRAIN</b>	BAHRAIN*	BAHRAIN	BAHRAIN	BAHRAIN	BAHRAIN	
<b>EGYPT</b>	CAIRO	EGYPT	EGYPT	EGYPT	EGYPT	
<b>IRAN, ISLAMIC REPUBLIC OF</b>	TEHRAN	IRAN	IRAN	IRAN	IRAN	
<b>IRAQ</b>	BAGHDAD	IRAQ	IRAQ	IRAQ	IRAQ	
<b>JORDAN</b>	AMMAN	JORDAN	JORDAN	JORDAN	JORDAN	
<b>KUWAIT</b>	KUWAIT	KUWAIT	KUWAIT	KUWAIT	KUWAIT	
<b>LEBANON</b>	BEIRUT	LEBANON	LEBANON	LEBANON	LEBANON	
<b>LIBYA</b>	TRIPOLI	LIBYA	LIBYA	LIBYA	LIBYA	
<b>OMAN</b>	MUSCAT	OMAN	OMAN	OMAN	OMAN	
<b>QATAR</b>	QATAR*	QATAR	QATAR	QATAR	QATAR	
<b>SAUDI ARABIA</b>	JEDDAH	SAUDI ARABIA	SAUDI ARABIA	SAUDI ARABIA	SAUDI ARABIA	
<b>SUDAN</b>	KHARTOUM	SUDAN	SUDAN	SUDAN	SUDAN	
<b>SYRIAN ARAB REPUBLIC</b>	DAMASCUS	SYRIAN ARAB REPUBLIC	SYRIAN ARAB REPUBLIC	SYRIAN ARAB REPUBLIC	SYRIAN ARAB REPUBLIC	
<b>UNITED ARAB EMIRATES</b>	ABU DHABI	UNITED ARAB EMIRATES	UNITED ARAB EMIRATES	UNITED ARAB EMIRATES	UNITED ARAB EMIRATES	
<b>YEMEN</b>	SANA'A	YEMEN	YEMEN	YEMEN	YEMEN	

\* Areas of responsibility of Bahrain and Qatar NOFs are defined in the Service Level Agreement between the two States.

**TABLE AIM II-2 - 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 — 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. This should be reflected in the Remarks column*

State	Sheet number(s)	Remarks
1	2	3
BAHARAIN	2547	
EGYPT	2447, 2448, 2543, 2544	<i>Note: For sheet 2447, Egypt to cover its own territory within Cairo FIR</i>
IRAN, ISLAMIC REPUBLIC OF	2338, 2339, 2428, 2429, 2443, 2444, 2548	
IRAQ	2427, 2445	
JORDAN	2426, 2446, 2447	<i>Note: Jordan to cover its own territory within Amman FIR</i>
KUWAIT	2445	<i>Note: Kuwait to cover its own territory within Kuwait FIR</i>
LEBANON	2426	<i>Note: Lebanon to cover its own territory within Beirut FIR</i>
LIBYA	2424, 2449, 2450, 2541, 2542, 2569	
OMAN	2563, 2670	
QATAR		
SAUDI ARABIA	2446, 2545, 2546, 2564, 2565, 2566, 2668, 2669	
SUDAN	2567, 2568, 2665, 2666, 2667, 2689, 2690, 2787, 2811	
SYRIAN ARAB REPUBLIC	2426	<i>Note: Syria to cover its own territory within Damascus FIR</i>
UNITED ARAB EMIRATES		
YEMEN	2686, 2687	

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