Third Meeting of the Aeronautical Information Management Sub-Group (AIM SG/3)

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I.R. of Iran

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Outline

➢ **I.R. of Iran National AIM Implementation Roadmap**

➢ **Status of B0-DATM Implementation**

➢ **Outlook 2025**

➢ **Status of AIM Deficiencies**

➢ **Lessons Learned**

➢ **Challenges**

➢ **Recommendations**

I.R. of Iran National AIM Implementation Roadmap

➢ *latest National AIM Implementation Roadmap of I.R. of Iran updated at December 2019*

Status of B0-DATM Implementation

Abbreviations used in Status Tables:

NI: Not implemented
PI: Partially Implemented
FI: Fully Implemented
NC: Not Compliant
PC: Partially Compliant
FC: Fully Compliant
N/A: Not Applicable
Note – NC/PC/FC is used for the provisions required by SARPS; NI/PI/FI are regionally agreed requirements

Provision of AIS/AIM products and services based on the Integrated Aeronautical Information Database (IAID)			
Elements	**Status**	**Action Plan**	**Remarks**
Integrated Aeronautical Information Database (IAID)	In Progress	*(For PI/ DEC 2021)*	*(NC)*
AIXM (+version)	In Progress	*(For PI, DEC 2021)*	*NC (version 5.1)*
eAIP (IAID-based)	In Progress	*(For PI, DEC 2021)*	*(NC)*
NOTAM (IAID-based)	In Progress	*(For PI, DEC 2021)*	*(NC)*
SNOWTAM (IAID-based)	In Progress	*(For PI, DEC 2021)*	*(NC)*
PIB (IAID-based)	In Progress	*(For PI, DEC 2021)*	*(NC)*
Charting (interoperable with IAID)	In Progress	*(For PI, DEC 2021)*	*(NC)* *First Phase: FOR 9 Intl Aerodrome*
Procedure Design (interoperable with IAID)	In Progress	*(For PI, DEC 2021)*	*(NC)* *First Phase: FOR 9 Intl Aerodrome*
ATS (interoperable with IAID)	In Progress	*(For PI, DEC 2021)*	*(NC)* *First Phase: FOR 9 Intl Aerodrome*

Aeronautical Data Quality			
Elements	**Status**	**Action Plan**	**Remarks**
Quality Management System (QMS)	Implemented	-	*FC /2008*
Formal agreement with originators	In Progress	*(For FC, DEC 2020)*	*PC*
Digital data exchange with originators	Implemented	-	*NC*
Metadata	In Progress	*(For FC, DEC 2021)*	*NC*
Data quality monitoring	Implemented	-	*FC /2013*
Data integrity monitoring	Implemented	-	*FC /2013*
AIRAC adherence	Implemented	-	*FC /2013*

WGS-84			
Elements	**Status**	**Action Plan**	**Remarks**
FIR/ENR	Implemented	-	*(FC/ 2013)*
Terminal	Implemented	-	*(FC/ 2013)*
AD	Implemented	-	*(FC/ 2013)*
Geoid Undulation (GUND)	Implemented	-	*(FC/ 2013)*

electronic Terrain and Obstacle Datasets (eTOD)			
Elements	**Status**	**Action Plan**	**Remarks**
Area 1 Terrain	Implemented	-	*(FC/ 2014)*
Area 1 Obstacles	Implemented	-	*(FC/ 2014)*
Area 4 Terrain	Implemented	-	*(FC/ 2014)*
Area 4 Obstacles	Implemented	-	*(FC/ 2014)*
Area 2a Terrain	Implemented	-	*(FC/ 2014)*
Area 2a Obstacles	Implemented	-	*(FC/ 2014)*
Area 2b Terrain	Implemented	-	*(FI/ 2016)*
Area 2b Obstacles	Implemented	-	*(FI/ 2016)*
Area 2c Terrain	Implemented	-	*(FI/ 2016)*
Area 2c Obstacles	Implemented	-	*(FI/ 2016)*
Area 2d Terrain	Implemented	-	*(FI/ 2016)*
Area 2d Obstacles	Implemented	-	*(FI/ 2016)*
Area 3 Terrain	Implemented	-	*(FI/ 2016)*
Area 3 Obstacles	Implemented	-	*(FI/ 2016)*
AMDB	In Progress	*(For PI/ DEC 2021)*	*(N/A)* *First Phase: FOR 9 Intl Aerodrome*

(Status of B0-DATM by 2020)

B0 – DATM: Service Improvement through Digital Aeronautical Information Management				
Elements	**Applicability**	**Status**	**Action Plan/Timelines**	**Remarks**
National AIM Roadmap	State: Iran	Implemented	-	*(FI/ 2008)*
AIXM (+version)	State: Iran	Not Implemented	*(For FI, DEC 2021)*	*(NI) (Ver. 5.1)*
eAIP	State: Iran	Not Implemented	*(For FI, DEC 2021)*	*(NI)*
QMS	State: Iran	Implemented	-	*(FC/2008)*
WGS-84	ENR	Implemented	-	*(FC/2013)*
	AD	Implemented		
	TMA	Implemented		
	GUND	Implemented		
eTOD	Area 1 Terrain	Implemented	-	*(FC/2014)*
	Area 1 Obstacle	Implemented		
	Area 4 Terrain	Implemented		
	Area 4 Obstacle	Implemented		

Outlook 2025 State AIM Implementation Roadmap

Steps/Elements	Link to the ICAO AIS to AIM Roadmap	Status	Action Plan	Remarks
NOTAM Improvements Step 1		In Progress	(For FI/ DEC 2020)	Step 1: identification of operational conditions under which a NOTAM shall or shall not be originated
NOTAM Improvements Step 2	P21	In Progress	(For PI/ DEC 2021)	Step 2 (TBD): replacement of current NOTAMs by XNOTAM
Aeronautical Data Exchange	P09	In Progress	(For PI/ DEC 2022)	All parts of AIP part GEN, ENR & 9 Intl Aerodrome
Instrument Flight Procedure (IFP) Dataset(s)	P06	In Progress	(For PI/ DEC 2021)	First Phase: FOR 9 Intl Aerodrome
Dissemination of Aeronautical Information in SWIM environment		Planned	(For PI/ DEC 2025)	
Aerodrome Mapping Dataset(s)	P15	Planned	(For PI/ DEC 2021)	First Phase: FOR 9 Intl Aerodrome
Interoperability with MET	P19	Planned	(For PI/ DEC 2025)	
Aeronautical Information Briefing	P12	Planned	(For PI/ DEC 2025)	
Electronic Aeronautical Charts	P20	Planned	(For PI/ DEC 2025)	

Status of AIM Deficiencies

AIM Deficiency	Status	Action Plan/Timelines	Remarks
LACK OF AIXM-BASED AIS DATABASE	**AIS AUTOMATION PROJECT IS PLANNED TO RESOLVE THE DEFICIENCY**	*(For "Not completed", DEC 2021)*	*(Not completed)* Iran is planning a new contract for the purchase and installation of AIS automation and simultaneously aims to produce and develop this system by domestic companies.

Lessons Learned

➢ Implementation of ASBU blocks require close collaboration with all parties especially ATM community from first step of planning to the final steps.

➢ All ICAO air navigation programs are prioritized and some are prerequisite of the others, so a comprehensive implementation plan according to ASBU methodology is essential.

Challenges

➢ training – a lot more training/awareness is necessary in order to help users move from the traditional AIS products to the digital data sets;

➢ needs some converters to read the complex AIS data sets that enable end user devices which is used by VFR flights.

Challenges

➢ Some of Iran's neighbors in the Middle East ICAO regional office, Turkey in Euro region and some other is in the Asia Pacific region.

➢ It causes sometimes some difficulties to carry out joint and harmonized actions.

Recommendations

➢ Close cooperation with neighboring states according to regional plan and full harmonization with global air navigation plan is encouraged.

➢ Sharing experiences, challenges and knowledge during implementation can facilitate the progress of plan and reduces implementation time and costs.

Thank you