International Civil Aviation Organization

MIDANPIRG Air Traffic Flow Management Task Force

Ninth Meeting (ATFM TF/9)
(Dubai, UAE, 27 February 2025)

Agenda Item 2: Regional Framework

ASBU THREADS AND ELEMENTS RELEVANT TO ATFM

(Presented by the Secretariat)

SUMMARY

This paper presents the preliminary results of the MID Air Navigation Report 2024 related to implementation of ATFM.

Action by the meeting is at paragraph 3.

REFERENCES

- GANP 7th edition
- MID Air Navigation Strategy Plan (ICAO MID Doc 002)
- MIDANPIRG/21 & RASG-MID/11 meeting (Abu Dhabi, UAE, 4 – 8 March 2024)
- RANP/NANP TF/2 meeting (Cairo, Egypt, 17 – 19 February 2025)

1. INTRODUCTION

1.1 Reference is made to the MIDANPIRG/21 Report and in particular to Section 5.2 (MID Region Air Navigation priorities and targets,) para. 5.2.19 related to the development of the MID Air Navigation Report. The meeting urged all States to provide their inputs in a timely manner for the development of the next MID Air Navigation Report 2024.

2. DISCUSSION

2.1 The ICAO MID Office issued State Letter AN 1/7 – 24/185 dated 15 December 2024 to collect the following information and updates from MID States:

a) update on the status of implementation of the priority 1 ASBU Threads/Elements;

b) progress achieved in the implementation of the Performance Based Approach and development of State National Air Navigation Plan (NANP), by completing the Questionnaire; and

c) State's major achievement(s)/success story(ies) in the air navigation field in 2024.

2.2 As of 20 February 2025, eleven (11) MID States (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Oman, Qatar, Saudi Arabia, UAE and Yemen) have replied to the aforementioned State Letter. Accordingly, ICAO MID, based on the above replies and the last update provided by remaining States in the Air Navigation Report 2023, consolidated the report as at **Appendix A**.

	Bahrain	Egypt	Iran	Iraq	Jordan	Kuwait	Lebanon	Libya	Oman	Qatar	Saudi Arabia	Sudan	Syria	UAE	Yemen	
AMET	100	87.50	18.75	45.49	97.25	78.13	18.75	3.13	100	97.25	95.75	30.64	0.00	98.00	0.00	57.95
FICE	80.00	50.00	0.00	0.00	50.00	50.00			33.33	66.66	16.67			100.00		40.63
FRTO	100	0.00	0.00	100	100	100	0.00		100	100	100	0.00		100		69.05
NOPS	100	0.00	0.00	0.00	0.00	0.00	0.00		100	100	100	0.00		100		41.67
RSEQ	100	0.00								100	0.00			100		35.71
SURF	100	100	33.33	100	100	100	100	100	33.33	100	100	100	100	100	100	88.89
ACDM	50.00	50.00	0.00			0.00			50.00	100	100			100		65.00
	91.00	57.17	38.44	65.88	73.40	71.85	33.51	29.56	72.14	97.59	79.72	63.39	11.57	90.98	32.29	63.10

Table 1- Priority 1 ASBU Threats implementation in the MID Region related to ATFM

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

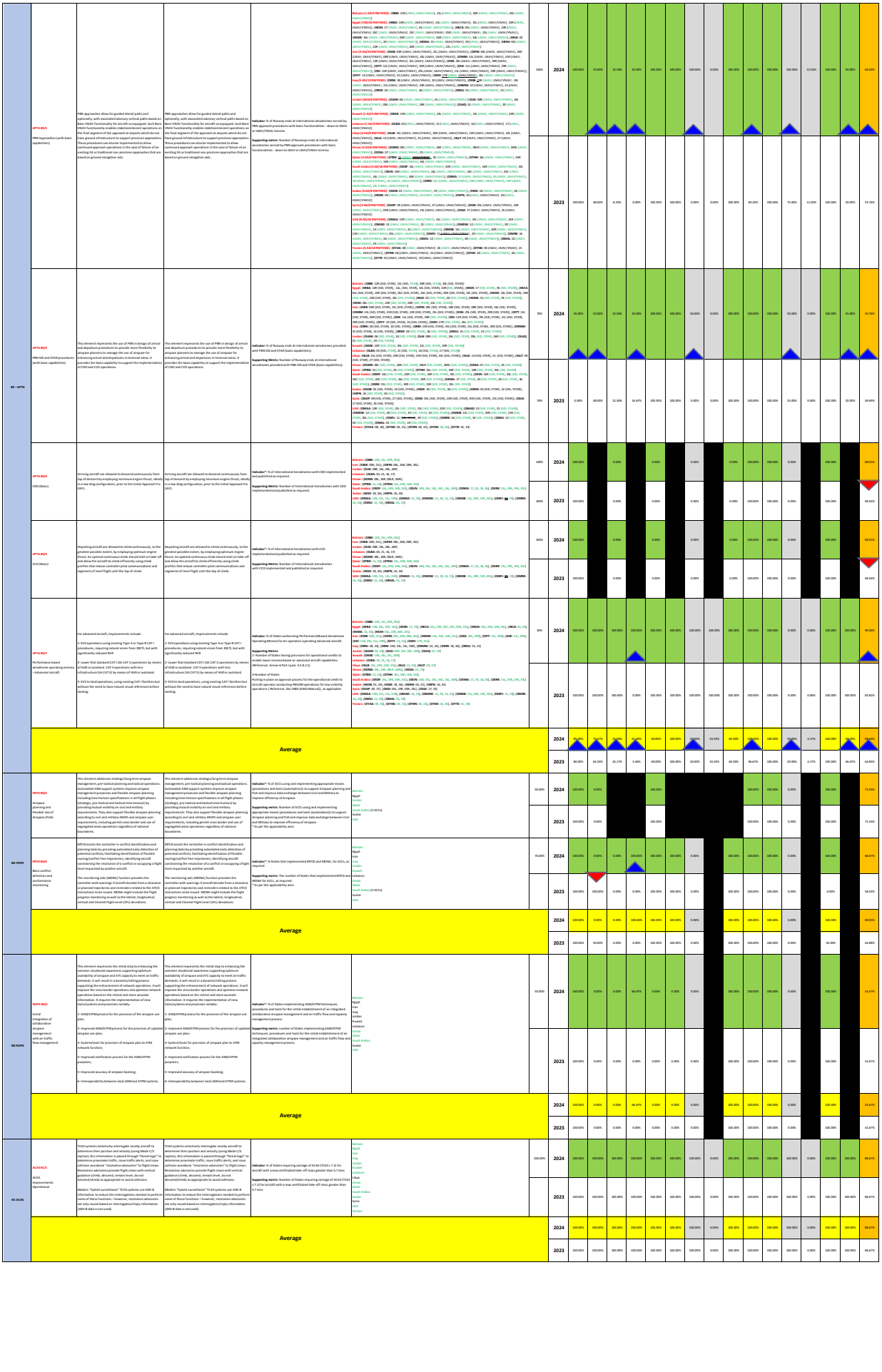
a) review the preliminary Air Navigation Report 2024 related ATFM elements at **Appendix A;**

b) encourage States that have not achieved the regional target to put additional effort to improve ASBU related elements for effective implementation of ATFM; and

c) encourage international organizations and industry to support the implementation of the ASBU elements related to ATFM.

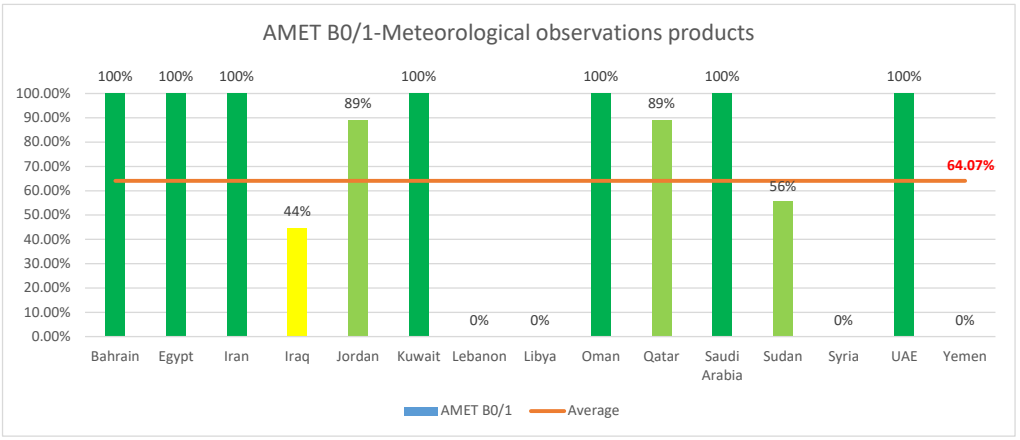
Modules	Elements	Description (GANP 7th)	Description (GANP 6th)	MID Strategy plan indicators/metrics	Applicability area	Targets
B1 – DAIM	**DAIM B1/1** Provision of quality-assured aeronautical data and information	1- Full move into an automated data-centric environment so that the management, processing, verification, usage and exchange can be done in a structured, automatic manner and human intervention is reduced. 2- Formal arrangements with data originators, neighbouring States, data and information service providers and others.	1- Implementation of quality management systems to ensure that aeronautical data and information comply with the required standards. 2- Use of common reference systems (spatial – WGS84 and temporal- AIRAC) to facilitate consistent interpretation of aeronautical data and information and facilitate their timely exchange. 3- Full move into an automated data-centric environment so that the management, processing, verification, usage and exchange can be done in a structured, automatic manner and human intervention is reduced. 4- Aeronautical data and information is of high quality if it is aggregated and provided by authoritative sources. This requires to properly control relationships along the whole data chain from the origination to the distribution to the next intended user (formal arrangements with data originators, neighbouring States, data and information service providers and others).	**Indicator***: Regional average implementation status of DAIM B1/1 (provision of quality-assured aeronautical data and information). **Supporting Metrics:** 1. Number of States that have implemented an AIXM-based AIS database (AIXM V5.1+) 2. Number of States that have established formal arrangements with at least 50% of their AIS data originators.	Bahrain (AIXM DB, SLA) Egypt (AIXM DB, SLA) Iran (AIXM DB, SLA) Iraq (AIXM DB, SLA) Jordan (AIXM DB, SLA) Kuwait (AIXM DB, SLA) Lebanon (AIXM DB, SLA) Libya (AIXM DB, SLA) Oman (AIXM DB, SLA) Qatar (AIXM DB, SLA) Saudi Arabia (AIXM DB, SLA) Sudan (AIXM DB, SLA) Syria (AIXM DB, SLA) UAE (AIXM DB, SLA) Yemen (AIXM DB, SLA)	80%
	DAIM B1/3 Provision of digital terrain data sets	The need for interoperable exchange of terrain data requires providing the data in digital form and complying with digital data exchange requirements. This element consists in the replacement of existing terrain data by digital terrain data sets. Therefore, this element supports the migration to a data-centric environment where terrain data will be provided in a digital form and in a structured way.	The need for interoperable exchange of terrain data requires providing the data in digital form and complying with digital data exchange requirements. This element consists in the replacement of existing terrain data by digital terrain data sets. Therefore, this element supports the migration to a data-centric environment where terrain data will be provided in a digital form and in a structured way	**Indicator***: Regional average implementation status of DAIM B1/3(Provision of Terrain digital datasets). **Supporting Metric**: Number of States that provide required Terrain digital datasets	Bahrain (Area 1, Area 4, 2a/TOFP/OLS) Egypt (Area 1, Area 4, 2a/TOFP/OLS) Iran (Area 1, Area 4, 2a/TOFP/OLS) Iraq (Area 1, Area 4, 2a/TOFP/OLS) Jordan (Area 1, Area 4, 2a/TOFP/OLS) Kuwait (Area 1, Area 4, 2a/TOFP/OLS) Lebanon (Area 1, ~~Area 4~~ (NA), 2a/TOFP/OLS) Libya (Area 1, ~~Area 4~~ (NA), 2a/TOFP/OLS) Oman (Area 1, ~~Area 4~~ (NA), 2a/TOFP/OLS) Qatar (Area 1, Area 4, 2a/TOFP/OLS) Saudi Arabia (Area 1, ~~Area 4~~ (NA), 2a/TOFP/OLS) Sudan (Area 1, ~~Area 4~~ (NA), 2a/TOFP/OLS) Syria (Area 1, ~~Area 4~~ (NA), 2a/TOFP/OLS) UAE (Area 1, Area 4, 2a/TOFP/OLS) Yemen (Area 1, ~~Area 4~~ (NA), 2a/TOFP/OLS)	60%
	DAIM B1/4 Provision of digital obstacle data sets	The need for interoperable exchange of obstacle data requires providing the data in digital form and complying with digital data exchange requirements. This element consists in the replacement of existing obstacle data by digital obstacle data sets. Therefore, this element supports the migration to a data centric environment where obstacle data will be provided in a structured and digital form through the use through the use of information exchange models (e.g. AIXM).	The need for interoperable exchange of obstacle data requires providing the data in digital form and complying with digital data exchange requirements. This element consists in the replacement of existing obstacle data by digital obstacle data sets. Therefore, this element supports the migration to a data centric environment where obstacle data will be provided in a structured and digital form through the use through the use of information exchange models (e.g. AIXM).	**Indicator***: Regional average implementation status of DAIM B1/4(Provision of obstacle digital datasets). **Supporting Metric**: Number of States that provide required obstacle digital datasets	Bahrain (Area 1, Area 4, 2a/TOFP/OLS) Egypt (Area 1, Area 4, 2a/TOFP/OLS) Iran (Area 1, Area 4, 2a/TOFP/OLS) Iraq (Area 1, Area 4, 2a/TOFP/OLS) Jordan (Area 1, Area 4, 2a/TOFP/OLS) Kuwait (Area 1, Area 4, 2a/TOFP/OLS) Lebanon (Area 1, ~~Area 4~~ (NA), 2a/TOFP/OLS) Libya (Area 1, ~~Area 4~~ (NA), 2a/TOFP/OLS) Oman (Area 1, ~~Area 4~~ (NA), 2a/TOFP/OLS) Qatar (Area 1, Area 4, 2a/TOFP/OLS) Saudi Arabia (Area 1, ~~Area 4~~ (NA), 2a/TOFP/OLS) Sudan (Area 1, ~~Area 4~~ (NA), 2a/TOFP/OLS) Syria (Area 1, ~~Area 4~~ (NA), 2a/TOFP/OLS) UAE (Area 1, Area 4, 2a/TOFP/OLS) Yemen (Area 1, ~~Area 4~~ (NA), 2a/TOFP/OLS)	60%
	Average					
B0-AMET	**AMET B0/1** Meteorological observations products	1- Automatic Weather Observation System (AWOS) information (including real-time exchange of wind and RVR data) 2- Local reports (MET REPORT / SPECIAL) 3- Aerodrome reports (METAR / SPECI) 4- Lightning information 5- Ground-based weather radar information 6- Meteorological satellite imagery 7- Aircraft meteorological report (ie. ADS-B, AIREP, AMDAR etc.) 8- Vertical wind and temperature profiles 9- Volcano Observatory Notice for Aviation (VONA) 10- Wind shear alerts	1- Automatic Weather Observation System (AWOS) information (including real-time exchange of wind and RVR data) 2- Local reports (MET REPORT / SPECIAL) 3- Aerodrome reports (METAR / SPECI) 4- Lightning information 5- Ground-based weather radar information 6- Meteorological satellite imagery 7- Aircraft meteorological report (ie. ADS-B, AIREP, AMDAR etc.) 8- Vertical wind and temperature profiles 9- Volcano Observatory Notice for Aviation (VONA) 10- Wind shear alerts	**Indicator***: Regional average implementation status of B0/1 (Meteorological observations products). **Supporting Metrics**: Number of States that provide the following Meteorological observations products, as required: 1. Automatic Weather Observation System (AWOS)information (including real-time exchange of wind and RVR data) 2. Local reports (MET REPORT/SPECIAL) 3. Aerodrome reports (METAR/SPECI) 4. Lightning Information 5. Ground-based weather radar information 6. Meteorological satellite imagery 7. Aircraft meteorological report (ie. ADS-B, AIREP, etc.) 8. Vertical wind and temperature profiles 9. Wind shear alerts	Bahrain (1, 2, 3, 4, 5, 6, 7, 8, 9) Egypt (1, 2, 3, 4, 5, 6, 7, 8, 9) Iran (1, 2, 3, 4, 5, 6, 7, 8, 9) Iraq (1, 2, 3, 4, 5, 6, 7, 8, 9) Jordan (1, 2, 3, 4, 5, 6, 7, 8, 9) Kuwait (1, 2, 3, 4, 5, 6, 7, 8, 9) Lebanon (1, 2, 3, 4, 5, 6, 7, 8, 9) Libya (1, 2, 3, 4, 5, 6, 7, 8, 9) Oman (1, 2, 3, 4, 5, 6, 7, 8, 9) Qatar (1, 2, 3, 4, 5, 6, 7, 8, 9) Saudi Arabia (1, 2, 3, 4, 5, 6, 7, 8, 9) Sudan (1, 2, 3, 4, 5, 6, 7, 8, 9) Syria (1, 2, 3, 4, 5, 6, 7, 8, 9) UAE (1, 2, 3, 4, 5, 6, 7, 8, 9) Yemen (1, 2, 3, 4, 5, 6, 7, 8, 9)	80%
	AMET B0/2 Meteorological forecast and warning products	1-World Area Forecast System (WAFS) gridded products 2- Significant Weather (SIGWX) 3- Low-level Area Forecast (GAMET) 4- Aerodrome Forecast (TAF) 5- Trend Forecast (TREND) 6- Take-off Forecast 7- Tropical Cyclone Advisory (TCA) 8- Volcanic Ash Advisory (VAA) 9- AIRMET 10- SIGMET 11- Aerodrome Warning 12- Wind Shear Warning	1-World Area Forecast System (WAFS) gridded products 2- Significant Weather (SIGWX) 3- Low-level Area Forecast (GAMET) 4- Aerodrome Forecast (TAF) 5- Trend Forecast (TREND) 6- Take-off Forecast 7- Tropical Cyclone Advisory (TCA) 8- Volcanic Ash Advisory (VAA) 9- AIRMET 10- SIGMET 11- Aerodrome Warning 12- Wind Shear Warning	**Indicator***: Regional average implementation status of B0/2 (Meteorological forecasts and warning products) **Supporting Metrics**: Number of States that provides the following Meteorological forecast and warning products, as required: 1. World Area Forecast System (WAFS) gridded products 2. Significant Weather (SIGWX) 3. Aerodrome Forecast (TAF) 4. Trend Forecast (TREND) 5. Take-off Forecast 6. SIGMET 7. Aerodrome Warning 8. Wind Shear Warning	Bahrain (1, 2, 3, 4, 5, 6, 7, 8) Egypt (1, 2, 3, 4, 5, 6, 7, 8) Iran (1, 2, 3, 4, 5, 6, 7, 8) Iraq (1, 2, 3, 4, 5, 6, 7, 8) Jordan (1, 2, 3, 4, 5, 6, 7, 8) Kuwait (1, 2, 3, 4, 5, 6, 7, 8) Lebanon (1, 2, 3, 4, 5, 6, 7, 8) Libya (1, 2, 3, 4, 5, 6, 7, 8) Oman (1, 2, 3, 4, 5, 6, 7, 8) Qatar (1, 2, 3, 4, 5, 6, 7, 8) Saudi Arabia (1, 2, 3, 4, 5, 6, 7, 8) Sudan (1, 2, 3, 4, 5, 6, 7, 8) Syria (1, 2, 3, 4, 5, 6, 7, 8) UAE (1, 2, 3, 4, 5, 6, 7, 8) Yemen (1, 2, 3, 4, 5, 6, 7, 8)	90%
	AMET B0/3 Climatological and historical meteorological products	1- Aerodrome climatological tables; 2- Aerodrome climatological summaries; and 3- The provision of historical products including meteorological observations, forecasts, advisories and warnings.	1- Aerodrome climatological tables; 2- Aerodrome climatological summaries; and 3- The provision of historical products including meteorological observations, forecasts, advisories and warnings.	**Indicator**: % of States that provide Climatological and historical meteorological products, as required. **Supporting Metric**: Number of States that provide Climatological and historical meteorological products, as required	Bahrain Egypt Iran Iraq Jordan Kuwait Lebanon Libya Oman Qatar Saudi Arabia Sudan Syria UAE Yemen	85%
	AMET B0/4 Dissemination of meteorological products	This element represents the dissemination of meteorological products using a variety of formats and means. Formats include: 1- TAC 2- Gridded 3- Graphical (i.e., PNG format) 4- BUFR code 5- IWXXM (in XML/GML) Dissemination means includes aeronautical fixed service (AFTN with increasing use of AMHS), and via secure internet services (ie. WIFS/SADIS).	This element represents the dissemination of meteorological products using a variety of formats and means. Formats include: 1- TAC 2- Gridded 3- Graphical (i.e., PNG format) 4- BUFR code 5- IWXXM (in XML/GML) Dissemination means includes aeronautical fixed service (AFTN with increasing use of AMHS), and via secure internet services (ie. WIFS/SADIS).	**Indicator**: % of States disseminating Meteorological products using a variety of formats and means (TAC, Gridded, Graphical, BUFR code, IWXXM) **Supporting Metric**: Number of States disseminating Meteorological products using a variety of formats and means (TAC, Gridded, Graphical, BUFR code, IWXXM)	Bahrain Egypt Iran Iraq Jordan Kuwait Lebanon Libya Oman Qatar Saudi Arabia Sudan Syria UAE Yemen	85%
	Average					
B0 – FICE	**FICE B0/1** Automated basic inter facility data exchange (AIDC)	This element represents a first automation step in the evolution of the coordination and transfer of control between neighbouring ATS units to guarantee that all related and necessary flight information will be available to the other unit as per agreement.	This element represents a first automation step in the evolution of the coordination and transfer of control between neighbouring ATS units to guarantee that all related and necessary flight information will be available to the other unit as per agreement.	**Indicator***: % of priority 1 AIDC/OLDI Interconnection have been implemented **Supporting metric**: Number of AIDC/OLDI interconnections implemented between adjacent ACCs Technical 50% Operatioanl 50%	Bahrain: Qatar, UAE, Saudi Arabia, Kuwait, Iran Egypt: Jordan, Saudi Arabia, Cyprus, Greece Iran: Turkey, Bahrain Iraq: Turkey, Kuwait Jordan: Egypt, Saudi Arabia Kuwait: Iraq, Bahrain Oman: UAE, Saudi Arabia, India Qatar: Bahrain, UAE, Saudi Arabia Saudi Arabia: Jordan, Bahrain, Qatar, Oman, Egypt, UAE UAE: Bahrain, Qatar, Saudi Arabia, Oman	70%
	Average					

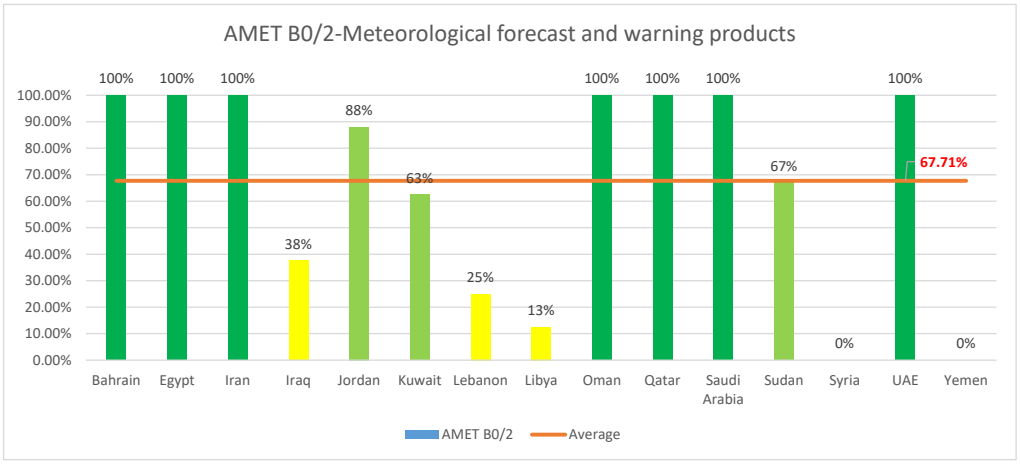
Element	Year	Bahrain	Egypt	Iran	Iraq	Jordan	Kuwait	Lebanon	Libya	Oman	Qatar	Saudi Arabia	Sudan	Syria	UAE	Yemen	Regional level
DAIM B1/1	2024	100.00%	50.00%	50.00%	0.00%	100.00%	50.00%	50.00%	0.00%	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%	0.00%	60.00%
	2023	100.00%	50.00%	50.00%	0.00%	50.00%	50.00%	50.00%	0.00%	50.00%	100.00%	100.00%	100.00%	0.00%	100.00%	0.00%	53.33%
DAIM B1/3	2024	100.00%	33.33%	66.67%	0.00%	0.00%	66.66%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	100.00%	0.00%	42.11%
	2023	100.00%	33.33%	66.67%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	100.00%	0.00%	44.74%
DAIM B1/4	2024	100.00%	0.00%	66.67%	0.00%	0.00%	66.66%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	100.00%	0.00%	39.47%
	2023	100.00%	0.00%	66.67%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	100.00%	0.00%	42.11%
Average (B1 – DAIM)	2024	100.00%	27.78%	61.11%	0.00%	33.33%	61.11%	16.67%	0.00%	33.33%	100.00%	100.00%	33.33%	0.00%	100.00%	0.00%	47.19%
	2023	100.00%	27.78%	61.11%	0.00%	16.67%	83.33%	16.67%	0.00%	16.67%	100.00%	100.00%	33.33%	0.00%	100.00%	0.00%	46.73%
AMET B0/1	2024	100.00%	100.00%	100.00%	44.44%	89.00%	100.00%	0.00%	0.00%	100.00%	89.00%	100.00%	55.56%	0.00%	100.00%	0.00%	64.07%
	2023	100.00%	100.00%	0.00%	44.44%	89.00%	100.00%	0.00%	0.00%	100.00%	89.00%	100.00%	55.56%	0.00%	100.00%	0.00%	58.52%
AMET B0/2	2024	100.00%	100.00%	100.00%	37.50%	88.00%	62.50%	25.00%	12.50%	100.00%	100.00%	100.00%	67.00%	0.00%	100.00%	0.00%	67.71%
	2023	100.00%	100.00%	25.00%	37.50%	100.00%	62.50%	25.00%	12.50%	100.00%	100.00%	100.00%	75.00%	0.00%	100.00%	0.00%	62.50%
AMET B0/3	2024	100.00%	100.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	100.00%	100.00%	100.00%	0.00%	0.00%	100.00%	0.00%	53.33%
	2023	100.00%	100.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	100.00%	100.00%	100.00%	0.00%	0.00%	100.00%	0.00%	53.33%
AMET B0/4	2024	100.00%	50.00%	50.00%	100.00%	100.00%	50.00%	50.00%	0.00%	100.00%	100.00%	100.00%	0.00%	0.00%	100.00%	0.00%	60.00%
	2023	100.00%	50.00%	50.00%	100.00%	100.00%	50.00%	50.00%	0.00%	100.00%	100.00%	100.00%	0.00%	0.00%	100.00%	0.00%	53.33%
Average (B0-AMET)	2024	100.00%	87.50%	62.50%	45.49%	94.25%	78.13%	18.75%	3.13%	100.00%	97.25%	100.00%	30.64%	0.00%	100.00%	0.00%	61.28%
	2023	100.00%	87.50%	18.75%	45.49%	97.25%	78.13%	18.75%	3.13%	100.00%	97.25%	100.00%	32.64%	0.00%	100.00%	0.00%	56.92%
FICE B0/1	2024	70.00%	37.50%	0.00%	0.00%	25.00%	50.00%			33.33%	66.66%	33.33%			87.50%		46.88%
	2023	40.00%	25.00%	0.00%	0.00%	50.00%	50.00%			33.33%	100.00%	33.33%			75.00%		39.39%
Average (B0 – FICE)	2024	70.00%	37.50%	0.00%	0.00%	25.00%	50.00%			33.33%	66.66%	33.33%			87.50%		46.88%
	2023	40.00%	25.00%	0.00%	0.00%	50.00%	50.00%			33.33%	100.00%	33.33%			75.00%		39.39%

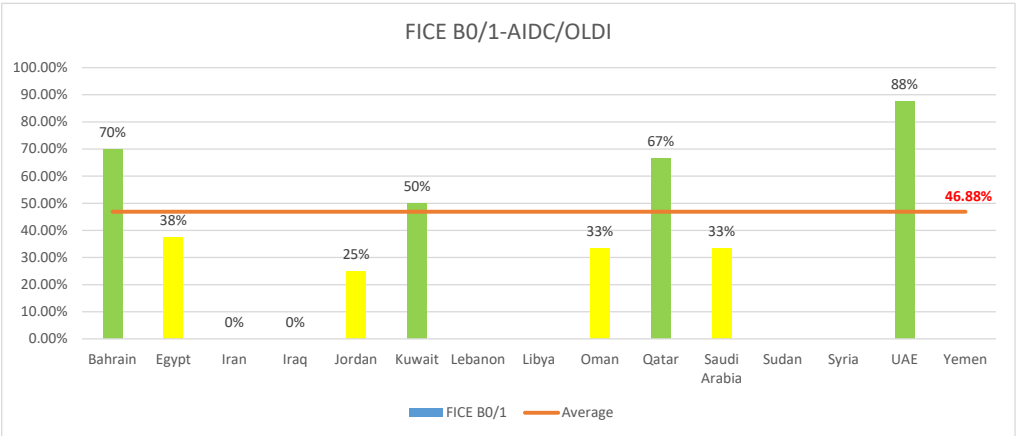


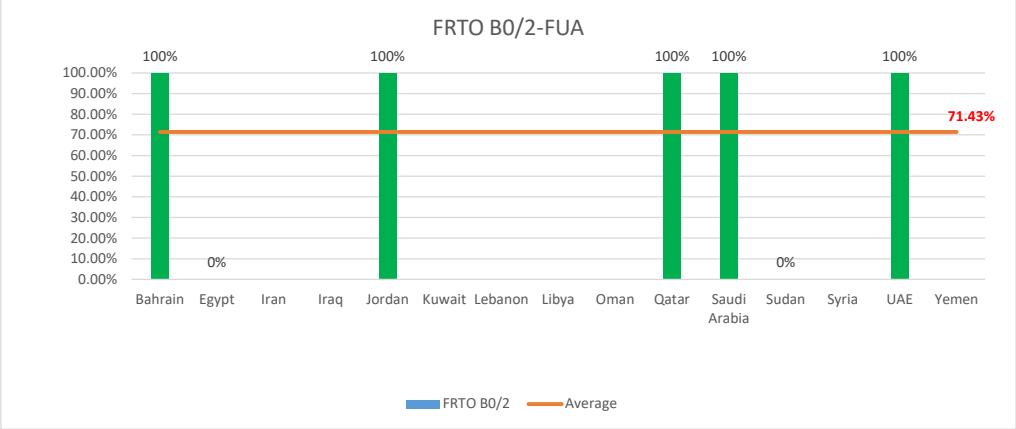
B0 – SNET	SNET B0/1 Short Term Conflict Alert (STCA)	Surveillance data from ground radars and ADS-B stations is used to track aircraft. For each pair of aircraft which are sufficiently close, a short term conflict alert is raised if at least one of the following tests is true: 1- (current proximity test) their current horizontal separation is lower than a horizontal threshold and their current vertical separation is lower than a vertical threshold; or 2- (linear prediction test) at any of their future positions within a given amount of time (warning time), as linearly extrapolated from their current track, their horizontal separation will be lower than a horizontal threshold and their vertical separation will be lower than a vertical threshold. The horizontal and vertical thresholds may be different in each test but are equal or lower than the ATC separation standards for the airspace covered by the STCA system. The warning time for the linear prediction may depend on the control unit specificities but is typically equal to or lower than 2 minutes. The above parameters may be configured differently in defined geographic areas of the control unit. Additionally, inhibitions of alerts may be set up for a list of aircraft and for defined geographic areas. On noticing the alert, the controller has to analyse the situation and, if deemed necessary, issue an avoiding instruction to one or both aircraft, with the appropriate emergency phraseology.	Surveillance data from ground radars and ADS-B stations is used to track aircraft. For each pair of aircraft which are sufficiently close, a short term conflict alert is raised if at least one of the following tests is true: 1- (current proximity test) their current horizontal separation is lower than a horizontal threshold and their current vertical separation is lower than a vertical threshold; or 2- (linear prediction test) at any of their future positions within a given amount of time (warning time), as linearly extrapolated from their current track, their horizontal separation will be lower than a horizontal threshold and their vertical separation will be lower than a vertical threshold. The horizontal and vertical thresholds may be different in each test but are equal or lower than the ATC separation standards for the airspace covered by the STCA system. The warning time for the linear prediction may depend on the control unit specificities but is typically equal to or lower than 2 minutes. The above parameters may be configured differently in defined geographic areas of the control unit. Additionally, inhibitions of alerts may be set up for a list of aircraft and for defined geographic areas. On noticing the alert, the controller has to analyse the situation and, if deemed necessary, issue an avoiding instruction to one or both aircraft, with the appropriate emergency phraseology.	**Indicator***: % of States that have implemented Short-term conflict alert (STCA) **Supporting metric**: number of States that have implemented Short-term conflict alert (STCA) * As per the applicability area	Bahrain Egypt Iran Iraq Jordan Kuwait Lebanon Oman Qatar Saudi Arabia Sudan UAE	80%	2024	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%		100.00%	100.00%	100.00%	100.00%		100.00%		100.00%
							2023	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%		100.00%	100.00%	100.00%	100.00%		100.00%		100.00%
	SNET B0/2 Minimum Safe Altitude Warning (MSAW)	Surveillance data (including tracked pressure altitude), flight data (including cleared flight levels) and environment data (including terrain and obstacle data) are input to the MSAW system to generate the alerts to the controller working position. On noticing the alert, the controller has to analyse the situation and, if deemed necessary, issue an instruction to the aircraft, with the appropriate emergency phraseology.	Surveillance data (including tracked pressure altitude), flight data (including cleared flight levels) and environment data (including terrain and obstacle data) are input to the MSAW system to generate the alerts to the controller working position. On noticing the alert, the controller has to analyse the situation and, if deemed necessary, issue an instruction to the aircraft, with the appropriate emergency phraseology.	**Indicator***: % of States that have implemented Minimum safe altitude warning (MSAW) **Supporting metric**: number of States that have implemented Minimum safe altitude warning (MSAW)	Bahrain Egypt Iran Iraq Jordan Kuwait Lebanon Oman Qatar Saudi Arabia Sudan UAE	80%	2024	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%		100.00%	100.00%	100.00%	100.00%		100.00%		100.00%
							2023	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%		100.00%	100.00%	100.00%	100.00%		100.00%		100.00%
	SNET B0/3 Area Proximity Warning (APW)	Surveillance data (including tracked pressure altitude), flight data (including cleared flight levels and RVSM status) and environment data (including airspace volumes) are input to the APW system to generate the alerts to the controller working position(s). On noticing the alert, the controller has to analyse the situation and, if deemed necessary, issue an instruction to the aircraft, with the appropriate emergency phraseology.	Surveillance data (including tracked pressure altitude), flight data (including cleared flight levels and RVSM status) and environment data (including airspace volumes) are input to the APW system to generate the alerts to the controller working position(s). On noticing the alert, the controller has to analyse the situation and, if deemed necessary, issue an instruction to the aircraft, with the appropriate emergency phraseology.	**Indicator***: % of States that have implemented Area Proximity Warning (APW) for ACCs, as required **Supporting metric**: number of States that have Implemented Area Proximity Warning (APW) for ACCs, as required	Bahrain Egypt Iran Iraq Jordan Kuwait Lebanon Oman Qatar Saudi Arabia Sudan UAE	70%	2024	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%		100.00%	100.00%	100.00%	0.00%		100.00%		83.33%
							2023	100.00%	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%		100.00%	100.00%	100.00%	0.00%		100.00%		75.00%
	Average						2024	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	66.67%		100.00%	100.00%	100.00%	66.67%		100.00%		94.44%
							2023	100.00%	100.00%	100.00%	66.67%	100.00%	100.00%	66.67%		100.00%	100.00%	100.00%	66.67%		100.00%		91.67%
B1-GADS	GADS B1/2 Contact directory	Point of Contact repository is part of the Global Aeronautical Distress and Safety System (GADSS) and is used to enable timely contact between the persons relevant to an emergency situation involving an aircraft in a specified area.	Point of Contact repository is part of the Global Aeronautical Distress and Safety System (GADSS) and is used to enable timely contact between the persons relevant to an emergency situation involving an aircraft in a specified area.	**Indicator**: % of States that provided GADSS Point of Contact (PoC) information **Supporting Metric**: Number of States that provided GADSS Point of Contact (PoC) information	Bahrain Egypt Iran Iraq Jordan Kuwait Lebanon Libya Oman Qatar Saudi Arabia Sudan Syria UAE Yemen	100.00%	2024	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%	0.00%	80.00%
							2023	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%	0.00%	80.00%
	Average						2024	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%	0.00%	80.00%
							2023	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%	0.00%	80.00%
B0-RSEQ	RSEQ B0/1 Arrival Management	This element represents management of arrival sequences, thereby allowing aircraft to fly more efficiently to the necessary fix and to reduce the use of holding stacks, especially at low altitude. Based on inbound traffic prediction information and decision making support, ATC operational techniques (metering points, speed-control, Time-To-Gain/Time-To-Lose, etc.) will be used to sequence inbound flights at minimum separation on final approach (time or distance based) so as to optimise runway utilization. Time-based metering (as opposed to time-based separations) is the practice of planning a sequence of traffic by time rather than distance. Typically, the relevant ATC authorities will assign a time in which a flight must arrive at the aerodrome or at a specific control point, and/or advises subject flights of speed changes as required to achieve the optimal separation on final approach. Besides inbound traffic predication information, input can include aerodrome capacity, terminal airspace capacity, aircraft capability, wind and other meteorological factors. Time-based metering is the primary mechanism in which arrival sequencing is achieved.	This element represents management of arrival sequences, thereby allowing aircraft to fly more efficiently to the necessary fix and to reduce the use of holding stacks, especially at low altitude. Based on inbound traffic prediction information and decision making support, ATC operational techniques (metering points, speed-control, Time-To-Gain/Time-To-Lose, etc.) will be used to sequence inbound flights at minimum separation on final approach (time or distance based) so as to optimise runway utilization. Time-based metering (as opposed to time-based separations) is the practice of planning a sequence of traffic by time rather than distance. Typically, the relevant ATC authorities will assign a time in which a flight must arrive at the aerodrome or at a specific control point, and/or advises subject flights of speed changes as required to achieve the optimal separation on final approach. Besides inbound traffic predication information, input can include aerodrome capacity, terminal airspace capacity, aircraft capability, wind and other meteorological factors. Time-based metering is the primary mechanism in which arrival sequencing is achieved.	**Indicator***: % of Aerodromes that have implemented arrival manager (AMAN), where required/applicable **Supporting Metric**: Number of Aerodrome that have implemented arrival manager (AMAN), where required/applicable * As per the applicability area Technical 50% Operational 50%	**Bahrain:** OBBI **Egypt:** HEBA, HECA, HELX, HESN, HESH **Qatar:** OTBD, OTHH **Saudi Arabia:** OEDF, OEJN, OEMA, OERK **UAE:** OMAA, OMDB	100.00%	2024	100.00%	40.00%								100.00%	0.00%			100.00%		35.71%
							2023	100.00%	0.00%								100.00%	0.00%			100.00%		35.71%
	Average						2024	100.00%	40.00%								100.00%	0.00%			100.00%		35.71%
							2023	100.00%	0.00%								100.00%	0.00%			100.00%		35.71%
B0 - SURF	SURF-B0/1 Basic ATCO tools to manage traffic during ground operations	This element represents the provision of guidance and routing information to the pilot in order to manage the traffic in a safe and efficient way by the controller: 1- to confirm the routing of all aircraft and vehicles according to the defined identification procedures; 2- to prevent incursions on the runway using visual aids, stop bars in particular. The Controller monitors and commands the lighting systems.	This element represents the provision of guidance and routing information to the pilot in order to manage the traffic in a safe and efficient way by the controller: 1- to confirm the routing of all aircraft and vehicles according to the defined identification procedures; 2- to prevent incursions on the runway using visual aids, stop bars in particular. The Controller monitors and commands the lighting systems.	**Indicator**: % of Aerodromes having implemented Basic ATCO tools to manage traffic during ground operations **Supporting metric**: Number of Aerodromes having implemented Basic ATCO tools to manage traffic during ground operations	**Bahrain:** OBBI **Egypt:** HEBA, HESN, HECA, HEGN, HELX, HEMA, HESH **Iran:** OIKB, OIFM, OIMM, OISS, OITT, OIIE, OIII, OIYY, OIZH **Iraq:** ORNI, ORBI, ORMM, ORER, ORSU **Jordan:** OJAI, OJAQ **Kuwait:** OKKK **Lebanon:** OLBA **Libya:** HLLB, HLLS, HLLT **Oman:** OOMS, OOSA **Qatar:** OTBD, OTHH **Saudi Arabia:** OEDF, OEJN, OEMA, OERK **Sudan:** HSOB, HSSK, HSNN, HSPN **Syria:** OSAP, OSDI, OSLK **UAE:** OMAA, OMAD, OMDW, OMDB, OMFJ, OMRK, OMSJ, OMAL **Yemen:** OYAA, OYHD, OYRN, OYSN, OYTZ	100%	2024	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
							2023	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
	SURF-B0/2 Comprehensive situational awareness of surface operations	This service represents the provision of surveillance information to the controller in order to manage the traffic in a more efficient way and allows the controller: 1- to confirm the identity of all participating vehicles according to the defined identification procedures; 2- to prevent collisions between all aircraft and vehicles especially in conditions when visual contact cannot be maintained; 3- to manually correlate (link a target with a call sign) targets for the rare cases where there is an operational need to, e.g. areas of poor cooperative surveillance coverage and the need to track non-cooperative targets such as towed aircraft; 4- to detect and indicate the position of potential intruders.	This service represents the provision of surveillance information to the controller in order to manage the traffic in a more efficient way and allows the controller: 1- to confirm the identity of all participating vehicles according to the defined identification procedures; 2- to prevent collisions between all aircraft and vehicles especially in conditions when visual contact cannot be maintained; 3- to manually correlate (link a target with a call sign) targets for the rare cases where there is an operational need to, e.g. areas of poor cooperative surveillance coverage and the need to track non-cooperative targets such as towed aircraft; 4- to detect and indicate the position of potential intruders.	**Indicator***: % of Airports having implemented the surveillance service of A-SMGCS **Supporting metric**: Number of Airports having implemented the surveillance service of A-SMGCS * As per the applicability area	**Bahrain:** OBBI **Egypt:** HECA **Iran:** OIII **Oman:** OOMS **Qatar:** OTBD, OTHH **Saudi Arabia:** OEDF, OEJN, OERK, OEMA **UAE:** OMDB, OMAA	80%	2024	100.00%	100.00%	0.00%						0.00%	100.00%	100.00%			100.00%		83.33%
							2023	100.00%	100.00%	0.00%						0.00%	100.00%	0.00%			100.00%		50.00%
	SURF-B0/3 Initial ATCO alerting service for surface operations	This element represents the first step of A-SMGCS alerting service and is based on A-SMGCS surveillance. It takes into account elements such as: 1- the runway configuration of the airport (e.g. one, two or more runways); 2- the associated procedures (e.g. multiple line ups and reduced separation on the runway when approved by the ATS authorities); 3- the position and type of the aircraft and vehicles (e.g. arrival, departure or vehicle) according to the set time parameters and their relative speeds and positions when within or about to enter a predefined area around the runway; 4- aircraft in the vicinity of the runway (e.g. on final approach, climb out and helicopters crossing); 5- meteorological conditions.	This element represents the first step of A-SMGCS alerting service and is based on A-SMGCS surveillance. It takes into account elements such as: 1- the runway configuration of the airport (e.g. one, two or more runways); 2- the associated procedures (e.g. multiple line ups and reduced separation on the runway when approved by the ATS authorities); 3- the position and type of the aircraft and vehicles (e.g. arrival, departure or vehicle) according to the set time parameters and their relative speeds and positions when within or about to enter a predefined area around the runway; 4- aircraft in the vicinity of the runway (e.g. on final approach, climb out and helicopters crossing); 5- meteorological conditions.	**Indicator***: % of Airports having implemented the A-SMGCS alerting service. **Supporting metric**: Number of Airports having implemented the A-SMGCS alerting service * As per the applicability area	**Bahrain:** OBBI **Egypt:** HECA **Iran:** OIII **Oman:** OOMS **Qatar:** OTBD, OTHH **Saudi Arabia:** OEDF, OEJN, OERK, OEMA **UAE:** OMDB, OMAA	80%	2024	100.00%	100.00%	0.00%						0.00%	100.00%	100.00%			100.00%		83.33%
							2023	100.00%	100.00%	0.00%						0.00%	100.00%	0.00%			100.00%		50.00%
	Average						2024	100.00%	100.00%	33.33%	100.00%	100.00%	100.00%	100.00%	100.00%	33.33%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	88.89%
							2023	100.00%	100.00%	33.33%	100.00%	100.00%	100.00%	100.00%	100.00%	33.33%	100.00%	33.33%	100.00%	100.00%	100.00%	100.00%	66.67%
B0 & 1 - ACDM	ACDM B0/1 Airport CDM Information Sharing (ACIS)	This element represents the first collaboration step among stakeholders involved in aerodrome operations. It consists in the definition of common specific milestones for several flight events taking place during surface operations. The stakeholders involved have to, based on accurate operational data, achieve the agreed milestones.	This element represents the first collaboration step among stakeholders involved in aerodrome operations. It consists in the definition of common specific milestones for several flight events taking place during surface operations. The stakeholders involved have to, based on accurate operational data, achieve the agreed milestones.	**Indicator***: % of Airports having implemented ACIS **Supporting metric:** number of Airports having implemented ACIS	**Bahrain:** OBBI **Egypt:** HECA **Iran:** OIII **Kuwait:** OKKK **Oman:** OOMS **Qatar:** OTHH **Saudi Arabia:** OEJN, OERK **UAE:** OMDB, OMAA	90%	2024	100.00%	100.00%	0.00%			0.00%			100.00%	100.00%	100.00%			100.00%		80.00%
							2023	100.00%	100.00%	0.00%			0.00%			100.00%	100.00%	100.00%			0.00%		60.00%
	ACDM B0/2 Integration with ATM Network function	This element consists in feeding arrival information from the network into A-CDM and, at the same time, coordinate specific departure milestones. The involved stakeholders have to, based on accurate operational data, achieve the agreed milestones.	This element consists in feeding arrival information from the network into A-CDM and, at the same time, coordinate specific departure milestones. The involved stakeholders have to, based on accurate operational data, achieve the agreed milestones.	**Indicator***: % of Airports having integrated ACDM with the ATM Network function. **Supporting metric**: Number of Airports having integrated ACDM with the ATM Network function	**Bahrain:** OBBI **Egypt:** HECA **Iran:** OIII **Kuwait:** OKKK **Oman:** OOMS **Qatar:** OTHH **Saudi Arabia:** OEJN, OERK **UAE:** OMDB, OMAA	50%	2024	0.00%	0.00%	0.00%			0.00%			0.00%	100.00%	100.00%			100.00%		50.00%
							2023	0.00%	0.00%	0.00%			0.00%			0.00%	100.00%	100.00%			0.00%		30.00%
	Average						2024	50.00%	50.00%	0.00%			0.00%			50.00%	100.00%	100.00%			100.00%		65.00%
							2023	50.00%	50.00%	0.00%			0.00%			50.00%	100.00%	100.00%			0.00%		45.00%

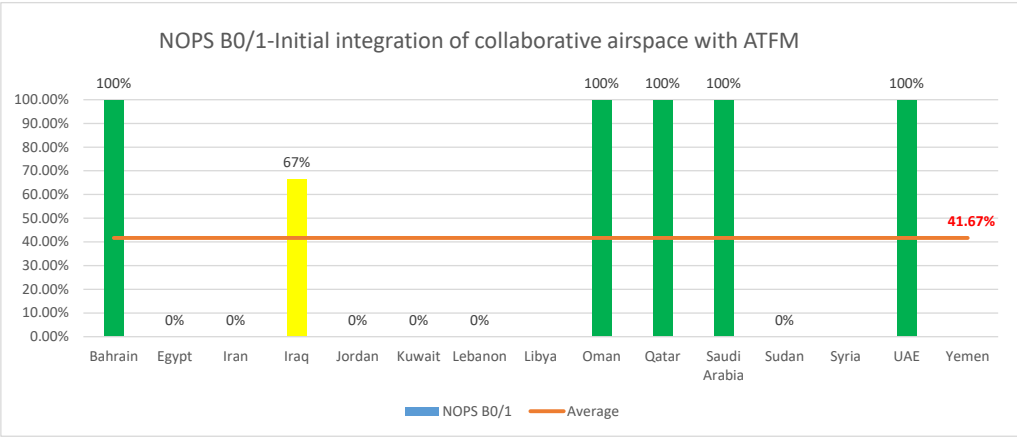
B0 – ASUR	ASUR B0/1 Automatic Dependent Surveillance – Broadcast (ADS-B)	ADS-B provides an aircraft's identification, position, altitude, velocity, and other information to any receiver (airborne or ground) within range. The broadcasted aircraft position/velocity is normally based on the global navigation satellite system (GNSS) and transmitted at least once per second.	ADS-B provides an aircraft's identification, position, altitude, velocity, and other information to any receiver (airborne or ground) within range. The broadcasted aircraft position/velocity is normally based on the global navigation satellite system (GNSS) and transmitted at least once per second.	**Indicator***: % of States that have implemented ADS-B to improve surveillance coverage/capabilities **Supporting Metric**: Number of States that have implemented ADS-B to improve surveillance coverage/capabilities	Bahrain Egypt Iran Iraq Jordan Kuwait Lebanon Oman Qatar Saudi Arabia Sudan UAE	80%	2024	100.00%	0.00%	100.00%	0.00%	100.00%	100.00%	0.00%		100.00%	100.00%	100.00%	100.00%		100.00%		75.00%
							2023	100.00%	0.00%	100.00%	100.00%	100.00%	100.00%	0.00%		100.00%	100.00%	0.00%	100.00%		100.00%		75.00%
	ASUR B0/2 Multilateration cooperative surveillance systems (MLAT)	MLAT is a new technique providing independent cooperative surveillance. The MLAT system interrogates an aircraft and the transponder reply is received by multiple receivers located in different places. The reply's times of arrival difference at the receivers allows the position of the source of signals to be determined, with an accuracy that is dependent on the number of receivers and their location relative to the aircraft. MLAT systems do not require a rotating radar dish and were initially deployed on airports to provide surface surveillance of aircraft. The technique is now used to provide surveillance over wide area (wide area MLAT system - WAM), sometimes in conjunction with ADS-B. MLAT requires more ground stations than ADS-B, but has the early implementation advantage of using existing aircraft transponders.	MLAT is a new technique providing independent cooperative surveillance. The MLAT system interrogates an aircraft and the transponder reply is received by multiple receivers located in different places. The reply's times of arrival difference at the receivers allows the position of the source of signals to be determined, with an accuracy that is dependent on the number of receivers and their location relative to the aircraft. MLAT systems do not require a rotating radar dish and were initially deployed on airports to provide surface surveillance of aircraft. The technique is now used to provide surveillance over wide area (wide area MLAT system - WAM), sometimes in conjunction with ADS-B. MLAT requires more ground stations than ADS-B, but has the early implementation advantage of using existing aircraft transponders.	**Indicator***: % of States that have implemented Multilateration (M-LAT) **Supporting Metric**: Number of States that have implemented Multi-lateration (M-LAT)	Bahrain Egypt Jordan Kuwait Oman Qatar Saudi Arabia UAE	80%	2024	100.00%	0.00%			0.00%	0.00%			100.00%	100.00%	100.00%			0.00%		37.50%
							2023	100.00%	0.00%			0.00%	0.00%			100.00%	100.00%	0.00%			0.00%		37.50%
	ASUR B0/3 Cooperative Surveillance Radar Downlink of Aircraft Parameters (SSR-DAPS)	Downlink of Aircraft Parameters (DAPS) includes both Controller Access Parameters (CAPs) and System Access Parameters (SAPs). Possible CAPs include Magnetic Heading, Indicated Airspeed / Mach Number, Barometric rate of climb/descent, and Selected Altitude (which can also be consider a SAP). SAPs include Roll Angle, Track Angle Rate, True Track Angle, and Barometric Pressure Setting.	Downlink of Aircraft Parameters (DAPS) includes both Controller Access Parameters (CAPs) and System Access Parameters (SAPs). Possible CAPs include Magnetic Heading, Indicated Airspeed / Mach Number, Barometric rate of climb/descent, and Selected Altitude (which can also be consider a SAP). SAPs include Roll Angle, Track Angle Rate, True Track Angle, and Barometric Pressure Setting.	**Indicator***: % of States that have implemented Downlink of Aircraft Parameters (SSR-DAPS) **Supporting Metric**: Number of States that have implemented Downlink of Aircraft Parameters (SSR-DAPS)	Bahrain Egypt Iran Iraq Jordan Kuwait Lebanon Oman Qatar Saudi Arabia Sudan UAE	80%	2024	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%		100.00%	100.00%	100.00%	100.00%		100.00%		91.67%
							2023	100.00%	0.00%	100.00%	100.00%	100.00%	100.00%	0.00%		100.00%	100.00%	100.00%	100.00%		100.00%		83.33%
	Average						2024	100.00%	33.33%	100.00%	50.00%	66.67%	66.67%	0.00%		100.00%	100.00%	100.00%	100.00%		66.67%		68.06%
							2023	100.00%	0.00%	100.00%	100.00%	66.67%	66.67%	0.00%		100.00%	100.00%	33.33%	100.00%		66.67%		65.28%
B0 - NAVS	NAVS B0/3 Aircraft Based Augmentation Systems (ABAS)	This element supports non-precision and vertically guided approaches using GNSS lateral navigation and barometric vertical guidance.	This element supports non-precision and vertically guided approaches using GNSS lateral navigation and barometric vertical guidance.	**Indicator**: % of States requiring Aircraft Based Augmentation System (ABAS) equipage for aircraft with a max certificated take-off mass greater than 5,700 Kg to enable PBN Operations **Supporting metric**: Number of States requiring Aircraft Based Augmentation System (ABAS) equipage for aircraft with a max certificated take-off mass greater than 5,700 Kg to enable PBN Operations	Bahrain Egypt Iran Iraq Jordan Kuwait Lebanon Libya Oman Qatar Saudi Arabia Sudan Syria UAE Yemen	70%	2024	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	0.00%	0.00%	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%	0.00%	53.33%
							2023	100.00%	0.00%	0.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	100.00%	100.00%	100.00%	0.00%	100.00%	0.00%	53.33%
	NAVS B0/4 Navigation Minimal Operating Networks (Nav. MON)	This element allows the rationalization of the ground based conventional infrastructure through the definition of minimal networks of ground navaids. Consultations and agreements from airspace users and aircraft operators are required to define this element. The MON should be revisited with the introduction of new navigation capabilities.	This element allows the rationalization of the ground based conventional infrastructure through the definition of minimal networks of ground navaids. Consultations and agreements from airspace users and aircraft operators are required to define this element. The MON should be revisited with the introduction of new navigation capabilities.	**Indicator**: % of States that have developed a plan of rationalized conventional NAVAIDS network to ensure the necessary levels of resilience for navigation **Supporting metric**: Number of States that have developed a plan of rationalized conventional NAVAIDS network to ensure the necessary levels of resilience for navigation	Bahrain Egypt Iran Iraq Jordan Kuwait Lebanon Libya Oman Qatar Saudi Arabia Sudan Syria UAE Yemen	70%	2024	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	50.00%	100.00%	0.00%	100.00%	0.00%	20.00%
							2023	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%	100.00%	0.00%	100.00%	0.00%	40.00%
	Average						2024	50.00%	50.00%	0.00%	50.00%	50.00%	50.00%	0.00%	0.00%	50.00%	100.00%	75.00%	100.00%	0.00%	100.00%	0.00%	36.67%
							2023	50.00%	50.00%	0.00%	50.00%	100.00%	50.00%	0.00%	0.00%	0.00%	100.00%	100.00%	100.00%	0.00%	100.00%	0.00%	46.67%
B0 & 1 - COMI	COMI B0/7 ATS Message Handling System (AMHS)	The AMHS is served as ICAO mandated communication for data exchange between ANSPs (ICAO Doc. 9880 and Annex X). AMHS is served as enabler for 1- Flight Plan/Clearance 2- AIDC: Flight transfer 3- MET data ATS voice service is used for emergency coordination and/or normal coordination when data communication service is not available. AMHS is expected to be utilized to carry traffic for AIDC/Flight Plan/MET until SWIM is ready in Block 2. This is due to ANSPs need time to upgrade/implement adaptors to support SWIM interface. In the meantime, AMHS will accommodate SWIM compliance data message (IWXXM) as required. It is noted that AMHS would not be able to support FF-ICE and FIXM data. The interface is based on IP over legacy dedicated point-to-point circuits.	The AMHS is served as ICAO mandated communication for data exchange between ANSPs (ICAO Doc. 9880 and Annex X). AMHS is served as enabler for 1- Flight Plan/Clearance 2- AIDC: Flight transfer 3- MET data ATS voice service is used for emergency coordination and/or normal coordination when data communication service is not available. AMHS is expected to be utilized to carry traffic for AIDC/Flight Plan/MET until SWIM is ready in Block 2. This is due to ANSPs need time to upgrade/implement adaptors to support SWIM interface. In the meantime, AMHS will accommodate SWIM compliance data message (IWXXM) as required. It is noted that AMHS would not be able to support FF-ICE and FIXM data. The interface is based on IP over legacy dedicated point-to-point circuits.	**Indicator**: % of States that have established AMHS interconnections with adjacent COM Centres **Supporting metric**: Number of States that have established AMHS interconnections with adjacent COM Centres	Bahrain Egypt Iran Iraq Jordan Kuwait Lebanon Libya Oman Qatar Saudi Arabia Sudan Syria UAE Yemen	90%	2024	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	100.00%	0.00%	80.00%	0.00%	66.67%
							2023	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%	0.00%	73.33%
	COMI B1/1 Ground-Ground Aeronautical Telecommunication Network/Internet Protocol Suite (ATN/IPS)	The ATN/IPS internetwork consists of IPS nodes and networks operating in a multinational environment in support of Air Traffic Service Communication (ATSC) as well as Aeronautical Industry Service Communication (AINSC), such as Aeronautical Administrative Communications (AAC) and Aeronautical Operational Communications. This evolution will support enhanced civil-military cooperation and coordination functions, if interoperability and military information security aspects are considered.	The ATN/IPS internetwork consists of IPS nodes and networks operating in a multinational environment in support of Air Traffic Service Communication (ATSC) as well as Aeronautical Industry Service Communication (AINSC), such as Aeronautical Administrative Communications (AAC) and Aeronautical Operational Communications. This evolution will support enhanced civil-military cooperation and coordination functions, if interoperability and military information security aspects are considered.	**Indicator**: % of States that have established National IP Network for voice and data communication **Supporting metric**: Number of States that have established National IP Network for voice and data communication	Bahrain Egypt Iran Iraq Jordan Kuwait Lebanon Libya Oman Qatar Saudi Arabia Sudan Syria UAE Yemen	80%	2024	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	0.00%	0.00%	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%	0.00%	63.33%
							2023	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	0.00%	0.00%	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%	0.00%	66.67%
	Average						2024	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	50.00%	0.00%	100.00%	100.00%	100.00%	100.00%	0.00%	90.00%	0.00%	65.00%
							2023	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	50.00%	0.00%	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%	0.00%	70.00%
State level of implementation (Average)							2024	90.33%	60.12%	41.57%	67.17%	71.48%	71.85%	33.51%	29.56%	75.71%	97.59%	87.22%	63.39%	11.57%	96.28%	32.29%	63.74%
							2023	88.00%	57.04%	38.38%	51.36%	76.20%	73.44%	31.01%	29.56%	68.72%	99.59%	80.00%	62.72%	13.02%	86.11%	30.83%	60.14%

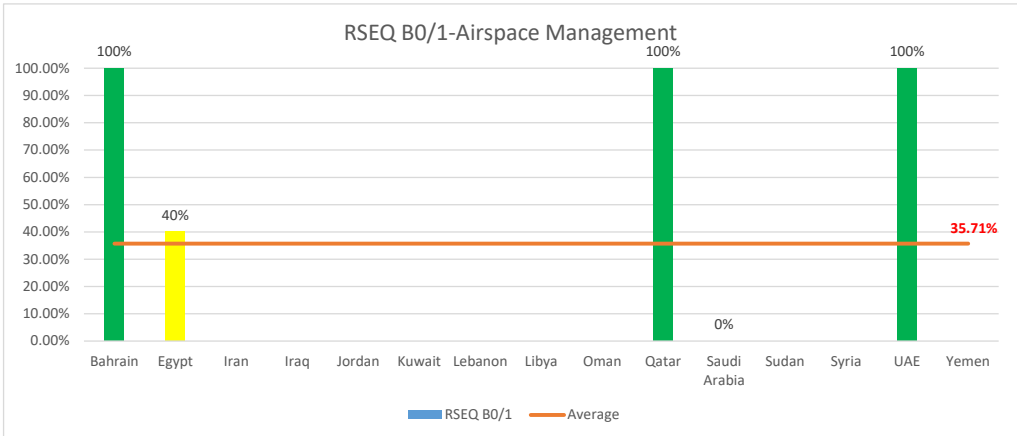

AMET B0/1-Meteorological observations products
100.00%
90.00%
80.00%
70.00%
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
100%
100%
100%
44%
89%
100%
0%
0%
100%
89%
100%
56%
0%
100%
0%
64.07%
Bahrain
Egypt
Iran
Iraq
Jordan
Kuwait
Lebanon
Libya
Oman
Qatar
Saudi Arabia
Sudan
Syria
UAE
Yemen
AMET B0/1
Average

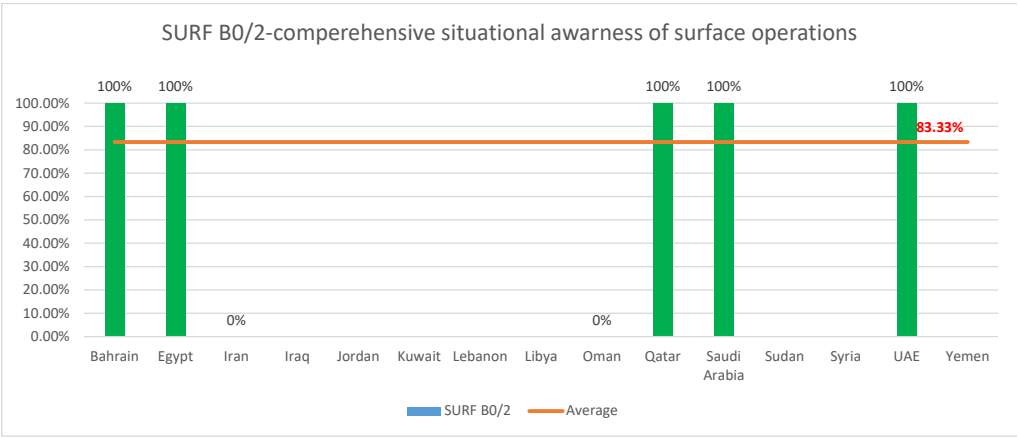

AMET B0/2-Meteorological forecast and warning products
100.00%
90.00%
80.00%
70.00%
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
100%
100%
100%
38%
88%
63%
25%
13%
100%
100%
100%
67%
0%
100%
0%
67.71%
Bahrain
Egypt
Iran
Iraq
Jordan
Kuwait
Lebanon
Libya
Oman
Qatar
Saudi Arabia
Sudan
Syria
UAE
Yemen
AMET B0/2
Average

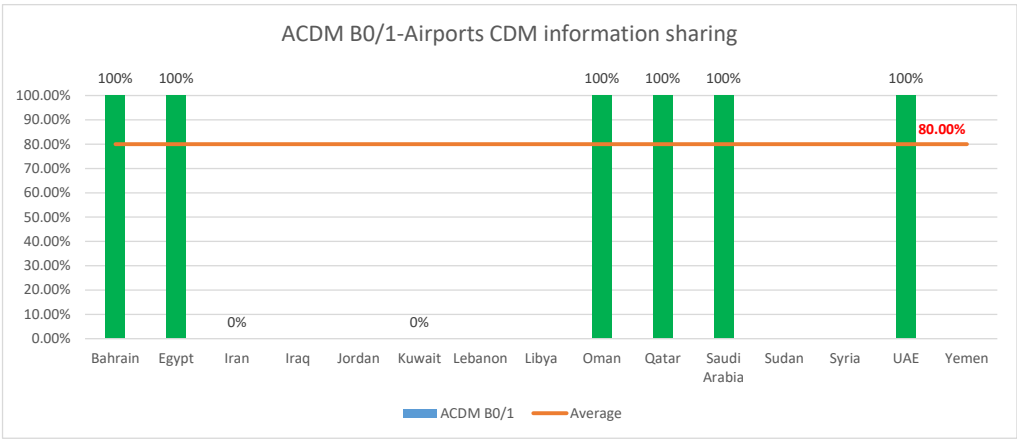

FICE B0/1-AIDC/OLDI
100.00%
90.00%
80.00%
70.00%
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
70%
38%
0%
0%
25%
50%
33%
67%
33%
88%
46.88%
Bahrain
Egypt
Iran
Iraq
Jordan
Kuwait
Lebanon
Libya
Oman
Qatar
Saudi Arabia
Sudan
Syria
UAE
Yemen
FICE B0/1
Average

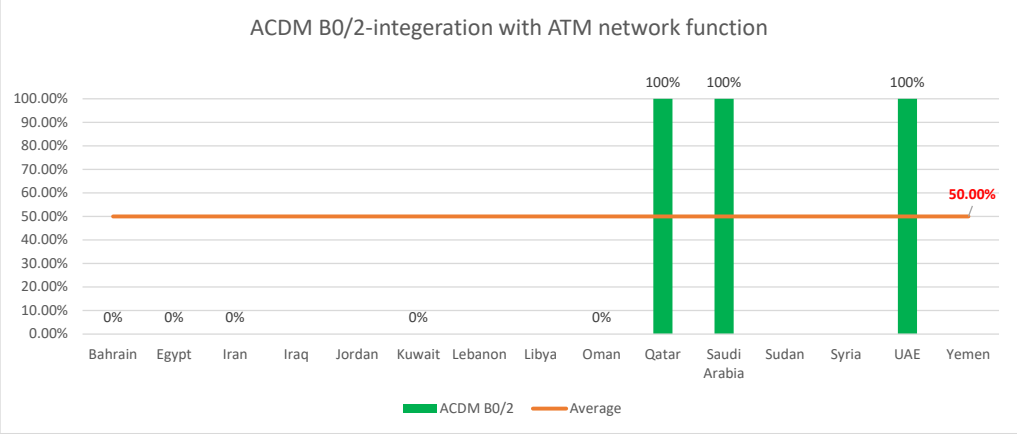

FRTO B0/2-FUA
100.00%
90.00%
80.00%
70.00%
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
100%
0%
100%
100%
100%
100%
0%
100%
71.43%
Bahrain
Egypt
Iran
Iraq
Jordan
Kuwait
Lebanon
Libya
Oman
Qatar
Saudi Arabia
Sudan
Syria
UAE
Yemen
FRTO B0/2
Average

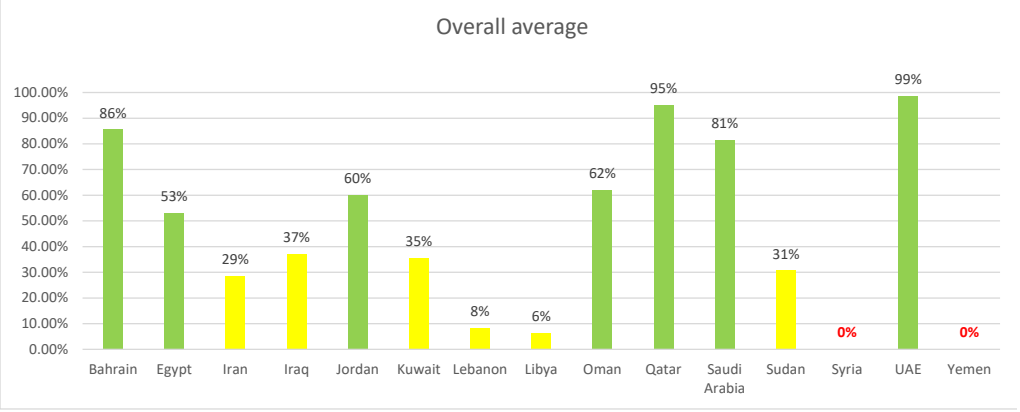

NOPS B0/1-Initial integration of collaborative airspace with ATFM
100.00%
90.00%
80.00%
70.00%
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
100%
0%
0%
67%
0%
0%
0%
100%
100%
100%
0%
100%
41.67%
Bahrain
Egypt
Iran
Iraq
Jordan
Kuwait
Lebanon
Libya
Oman
Qatar
Saudi Arabia
Sudan
Syria
UAE
Yemen
NOPS B0/1
Average


RSEQ B0/1-Airspace Management
100.00%
90.00%
80.00%
70.00%
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
100%
40%
100%
0%
100%
35.71%
Bahrain
Egypt
Iran
Iraq
Jordan
Kuwait
Lebanon
Libya
Oman
Qatar
Saudi Arabia
Sudan
Syria
UAE
Yemen
RSEQ B0/1
Average


SURF B0/2-comperehensive situational awarness of surface operations
100%
100%
0%
0%
100%
100%
100%
83.33%
100.00%
90.00%
80.00%
70.00%
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
Bahrain
Egypt
Iran
Iraq
Jordan
Kuwait
Lebanon
Libya
Oman
Qatar
Saudi Arabia
Sudan
Syria
UAE
Yemen
SURF B0/2
Average


ACDM B0/1-Airports CDM information sharing
100%
100%
0%
0%
100%
100%
100%
100%
80.00%
100.00%
90.00%
80.00%
70.00%
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
Bahrain
Egypt
Iran
Iraq
Jordan
Kuwait
Lebanon
Libya
Oman
Qatar
Saudi Arabia
Sudan
Syria
UAE
Yemen
ACDM B0/1
Average


ACDM B0/2-integeration with ATM network function
0%
0%
0%
0%
0%
100%
100%
100%
50.00%
100.00%
90.00%
80.00%
70.00%
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
Bahrain
Egypt
Iran
Iraq
Jordan
Kuwait
Lebanon
Libya
Oman
Qatar
Saudi Arabia
Sudan
Syria
UAE
Yemen
ACDM B0/2
Average


Overall average
86%
53%
29%
37%
60%
35%
8%
6%
62%
95%
81%
31%
0%
99%
0%
100.00%
90.00%
80.00%
70.00%
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
Bahrain
Egypt
Iran
Iraq
Jordan
Kuwait
Lebanon
Libya
Oman
Qatar
Saudi Arabia
Sudan
Syria
UAE
Yemen