



International Civil Aviation Organization

**Middle East Air Navigation Planning and
Implementation Regional Group**

Fifteenth Meeting (MIDANPIRG/15)
(Bahrain, 8 – 11 June 2015)

Agenda Item 5.2.1: MID Region air navigation priorities and target (ASBU Implementation)

AIM IMPLEMENTATION IN THE MID REGION (B0-DATM)

(Presented by the Secretariat)

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| <p style="text-align: center;">SUMMARY</p> <p>This paper presents the status of implementation of AIM and the B0-DATM elements in the MID Region.</p> <p>Action by the meeting is at paragraph 3.</p> |
| <p style="text-align: center;">REFERENCES</p> <ul style="list-style-type: none">- AIM SG/1 Report- ANSIG/1 Report- MSG/4 Report |

1. INTRODUCTION

1.1 The First Meeting of the MIDANPIRG AIM Sub-Group was held in Cairo, Egypt, from 6 to 8 May 2014. The meeting was attended by a total of twenty seven (27) participants from seven (7) States (Bahrain, Egypt, Iran, Jordan, Saudi Arabia, Sudan and UAE).

1.2 The MID Region Air Navigation Strategy was endorsed by the Fourth meeting of the MIDANPIRG Steering Group (MSG/4, Cairo, Egypt, 24-26 November 2014) as the framework identifying the regional air navigation priorities, performance indicators and targets. The Strategy includes Tables for all twelve priority 1 ASBU Modules along with their associated elements, applicability, performance Indicators, supporting Metrics and performance Targets.

2. DISCUSSION

B0-DATM Implementation

2.1 B0-DATM (Service Improvement through Digital Aeronautical Information Management) as a priority 1 Module, is the initial introduction of digital processing and management of information, through AIS/AIM implementation, use of aeronautical information exchange model (AIXM), migration to eAIP and better quality and availability of data. For the purpose of performance monitoring and reporting, seven (7) elements have been included in the MID Region Air Navigation Strategy: *National AIM Implementation Plan/Roadmap, AIXM, eAIP, QMS, WGS-84, eTOD and inclusion of Digital NOTAM in National AIM Implementation Plan/Roadmap.*

2.2 The meeting may wish to recall that, the MIDANPIRG AIM Sub-Group is the main Regional monitoring body for the collection of data related to the B0-DATM implementation in the MID Region and the main data collection mechanism on the implementation would be through the MID eANP and the AIM Sub-Group. It is also to be noted that, competent *Human Resource* and the *Financial Issues* are the most critical challenges faced by the States in the Transition from AIS to AIM

2.3 Performance Indicators/Supporting Metrics, Targets of the B0-DATM and status of their implementation, as reviewed by the ANSIG/1 meeting are detailed in **Appendix A**.

Methodology for reporting the progress related to the transition from AIS to AIM

2.4 The meeting may wish to recall that for the First Edition of the Global Air Navigation Report and the Regional Performance Dashboards, the implementation of 3 steps from Phase I of the ICAO Roadmap for transition from AIS to AIM (AIRAC, QMS and WGS-84) was monitored. It is to be highlighted that for the future Global Air Navigation Reports and necessary updates/upgrades of the Regional Performance Dashboards, the reporting on the progress achieved in the transition from AIS to AIM should cover not only Phase I, but also Phase II and eventually Phase III.

2.5 In connection with the above, a draft Methodology for reporting and assessing the progress related to the transition from AIS to AIM and its finalization/compliance criteria was developed by the ICAO MID and EUR/NAT Offices in collaboration with the MIDANPIRG AIM SG, EUROCONTROL AIM/SWIM Team and EANPG COG/AIM TF, as at **Appendix B**.

2.6 Based on the above, the MSG/4 meeting, through MSG Conclusion 4/16, urged States to provide the ICAO MID Regional Office with their comments/inputs related to the Methodology and the Finalization/Compliance Criteria. The draft Methodology was also coordinated with the ICAO HQ and other ROs to be used as a global framework for the Global Air Navigation Report for 2015-2016.

National AIM Implementation Roadmap/Plan

2.7 The meeting may wish to note that, as a follow-up to the MIDANPIRG Conclusion 14/19, the MSG/4 meeting agreed that focus in the AIM Transition should be on the implementation of phase II of the Roadmap for the transition from AIS to AIM and endorsed the “*MID Region AIM implementation Roadmap*” at **Appendix C**. The MSG/4 meeting through MSG Conclusion 4/17 urged States to provide the ICAO MID Regional Office with their National AIM Implementation Roadmap using the Template at **Appendix D**, taking into consideration the “*MID Region AIM implementation Roadmap*” in planning for the transition from AIS to AIM in a prioritized manner.

2.8 Following MSG Conclusion 4/17, ICAO MID Regional Office issued a State letter Ref. ME 3/1-15/034 dated 1 Feb 2015 requesting States to provide the ICAO MID Regional Office with their National AIM Implementation Roadmap before 1 March 2015. It is to be highlighted that twelve (12) States have so far provided their AIM National Plans and/or Roadmap to the ICAO MID Regional Office.

Formal arrangement between AIS and Data Originators

2.9 The meeting may wish to recall that, the MIDANPIRG/14 meeting urged States to take necessary follow-up actions on the outcome of the ICAO EUR/MID AIM/SWIM Seminar (Istanbul, Turkey, 14-17 May 2013). In this respect, the AIM SG/1 meeting noted in particular the conclusion related to the need for formal arrangements with data originators. Accordingly, the meeting agreed to the following Draft Conclusion:

| | |
|-------------|--|
| Why | To ensure aeronautical data quality and timeliness |
| What | Sign formal arrangement between AIS and Data Originators |
| Who | States |
| When | December 2015 |

DRAFT CONCLUSION 1/1: FORMAL ARRANGEMENTS BETWEEN AIS AND DATA ORIGINATORS

That, States be urged to:

- a) take necessary measures for the signature of formal arrangements between AIS/AIM and the data originators, commensurate with the Aerodrome operators, Air Navigation Service Providers (ANSPs) and the Military Authority; and*
- b) inform the ICAO MID Regional Office of the actions taken before **31 December 2015**.*

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review the draft Methodology for reporting and assessing the progress related to the transition from AIS to AIM as an initial MID Regional framework for monitoring the progress achieved for the AIM transition; and
- b) endorse the Draft Conclusion in para. 2.9.

APPENDIX A

STATUS OF IMPLEMENTATION OF THE B0-DATM ELEMENTS

| B0 – DATM: Service Improvement through Digital Aeronautical Information Management | | | | |
|---|----------------------|--|---|--|
| Elements | Applicability | Performance Indicators/Supporting Metrics | Targets | Status |
| 1- National AIM Implementation Plan/Roadmap | <i>All States</i> | Indicator: % of States that have National AIM Implementation Plan/Roadmap Supporting Metric: Number of States that have National AIM Implementation Plan/Roadmap | 80% by Dec. 2016 90% by Dec. 2018 | 80% (12 States) |
| 2-AIXM | <i>All States</i> | Indicator: % of States that have implemented an AIXM-based AIS database Supporting Metric: Number of States that have implemented an AIXM-based AIS database | 60% by Dec. 2015 80% by Dec. 2017 100% by Dec. 2019 | 47% (7 States) |
| 3-eAIP | <i>All States</i> | Indicator: % of States that have implemented an IAID driven AIP Production (eAIP) Supporting Metric: Number of States that have implemented an IAID driven AIP Production (eAIP) | 60% by Dec. 2016 80% by Dec. 2018 100% by Dec. 2020 | 27% (4 States) |
| 4-QMS | <i>All States</i> | Indicator: % of States that have implemented QMS for AIS/AIM Supporting Metric: Number of States that have implemented QMS for AIS/AIM | 70% by Dec. 2016 90% by Dec. 2018 | 53% (8 States) |
| 5-WGS-84 | <i>All States</i> | Indicator: % of States that have implemented WGS-84 for horizontal plan (ENR, Terminal, AD) Supporting Metric: Number of States that have implemented WGS-84 for horizontal plan (ENR, Terminal, AD) Indicator: % of States that have implemented WGS-84 Geoid Undulation Supporting Metric: Number of States that have implemented WGS-84 Geoid Undulation | Horizontal: 100% by Dec. 2017 Vertical: 90% by Dec. 2018 | 87% (13 States) 80% (12 States) |
| 6-eTOD | <i>All States</i> | Indicator: % of States that have implemented required Terrain datasets | Area 1 : Terrain: 50% by Dec. 2015, 70% by Dec. 2018 | Area 1: Terrain: 40% (6 States) |

| | | | | |
|------------------|-------------------|--|--|---|
| | | <p>Supporting Metric: Number of States that have implemented required Terrain datasets Indicator: % of States that have implemented required Obstacle datasets</p> <p>Supporting Metric: Number of States that have implemented required Obstacle datasets</p> | <p>Obstacles: 40% by Dec. 2015, 60% by Dec. 2018</p> <p>Area 4: Terrain: 50% by Dec. 2015, 100% by Dec. 2018</p> <p>Obstacles: 50% by Dec. 2015, 100% by Dec. 2018</p> | <p>Obstacles: 33% (5 States)</p> <p>Area 4: Terrain: 40% (6 States) Obstacles: 33% (5 States)</p> |
| 7-Digital NOTAM* | <i>All States</i> | <p>Indicator: % of States that have included the implementation of Digital NOTAM into their National Plan for the transition from AIS to AIM</p> <p>Supporting Metric: Number of States that have included the implementation of Digital NOTAM into their National Plan for the transition from AIS to AIM</p> | <p>80% by Dec. 2016</p> <p>90% by Dec. 2018</p> | <p>60% (9 States)</p> |

APPENDIX B

METHODOLOGY FOR REPORTING AND ASSESSING THE PROGRESS RELATED TO THE TRANSITION FROM AIS TO AIM

1. Introduction

Transition from Aeronautical Information Services (AIS) to Aeronautical Information Management (AIM) is a high-priority area for air navigation progress. This is a strategic positioning initiative to drive the delivery of improved aeronautical information in terms of quality, timeliness and the identification of new services and products to better serve aeronautical users (ICAO Global Air Navigation Report-2014). This methodology aims to develop a method and plan for the reporting by the States on the progress achieved for transition from AIS to AIM, based on the ICAO Roadmap for Transition from AIS to AIM.

2. Need for reporting and assessing the progress related to the transition from AIS to AIM

The ICAO air navigation planning and implementation performance framework requires that reporting, monitoring, analysis and review activities be conducted on a cyclical, annual basis (ICAO DOC 9750). Data gathered would have a number of uses, inter alia:

- **ICAO monitoring functions:** a purpose of this Methodology is to meet the ICAO monitoring requirements related to air navigation planning and implementation. Reporting and monitoring results will be analyzed by ICAO and aviation stakeholders and then utilized in developing the annual Global Air Navigation Report, as well (ICAO DOC 9750).
- **Global Air Navigation Report (GANR):** all or part(s) of data would be reflected in the Global Air Navigation Report (GANR). The report results will provide an opportunity for the world civil aviation community to compare progress across different ICAO Regions in the establishment of air navigation infrastructure and performance-based procedures (ICAO DOC 9750).
- **Regional Performance Dashboards:** all or part(s) of data would be reflected in the Regional Performance Dashboards.

3. Methodology approach

Main approach of this Methodology in data collection and reporting is quantitative, based on the SMART rule. All Elements and Metrics/Indicators used for reporting should be Specific, Measurable, Achievable, Relevant and Time-bounded. Moreover, the Methodology has to reflect 4Ws (Why, What, Who and When) related to each Element. Accordingly, some steps of the ICAO Roadmap for the transition from AIS to AIM (i.e. P-02 Data integrity monitoring, P-07 Unique identifiers, P-10 Communication networks, P-16 Training and P-19 Interoperability with meteorological products) are not considered for reporting purposes, whereas they are already part of other steps and/or measurement of which could not be carried out in a quantitative manner.

4. Data collection strategy

In order to avoid confusion using numerous reporting forms for data collection from States, the data collection intended by this Methodology would be carried out through current data collection tools (i.e. eANP Tables, etc.). Special excel sheets in support of the collection of data may be used, if needed

5. Structure of the Methodology Plan

The structure of the Methodology Plan consists of the following elements:

- 1- Element (Phase/Step/Step No.): refers to the Phase number (1-3), Step and Step number (1-21) of the ICAO Roadmap for transition from AIS to AIM. Some steps of the ICAO Roadmap for the transition from AIS to AIM (i.e. P-02, P-07, P-10, P-16 and P-19) are not considered for reporting purposes, whereas they are already part of other steps and/or measurement of which could not be carried out in a quantitative manner.
- 2- Metric/Indicator: refers to the status of compliance/implementation of step and could be e.g. Non-Compliance (NC), Partially Compliance (PC) or Fully Compliance (FC).
- 3- Source of data (How to collect data): the main tool for the collection of data would be eANP Tables. Special excel sheets in support of the collection of data may be used, if needed.
- 4- Who will collect data: data should be collected by ICAO HQ/ICAO Regional Office.
- 5- When to collect data: data for each report would be collected in December.
- 6- Year of publishing Report: the year, on which the Reports (Global Air Navigation Report & Regional Performance Dashboard) would be published.
- 7- Remarks: any additional information, e.g. in case of status of implementation is PC; list of sub-elements that have been implemented.

6. Methodology plan for annual reporting

| Element (Phase/Step/Step No.) | | Metric/ Indicator | Source of data (How to collect data) | Who will collect data* | Year of the Report | Remarks |
|---|------------------------------|----------------------|---|---------------------------|--------------------|---------|
| 1 | | 2 | 3 | 4 | 5 | 6 |
| Phase 1 | | | | | | |
| AIRAC adherence | | P-03 | FC/NC | eANP | ICAO HQ/RO | 2014 |
| WGS-84 implementation | | P-05 | FC/PC/NC | eANP | ICAO HQ/RO | 2014 |
| QMS | | P-17 | FC/NC | eANP | ICAO HQ/RO | 2014 |
| Phase 2 | | | | | | |
| Data quality monitoring | | P-01 | FI/NI | TBD | TBD | TBD |
| Data integrity monitoring | | P-02 | N/A | N/A | N/A | N/A |
| Integrated aeronautical information database | AIXM-based AIS Database | P-06 | FI/NI | eANP | ICAO HQ/RO | 2015 |
| | Implementation of IAID | | FI/PI/NI | TBD | TBD | TBD |
| Unique identifiers | | P-07 | N/A | N/A | N/A | N/A |
| Aeronautical information conceptual model | | P-08 | N/A | N/A | N/A | N/A |
| Electronic AIP | | P-11 | FI/NI | eANP | ICAO HQ/RO | 2015 |
| Terrain | Area 1 | P-13 | FC/NC | eANP | ICAO HQ/RO | 2015 |
| | Area 4 | P-13 | FC/PC/NC | eANP | ICAO HQ/RO | 2015 |
| | Area 2a | P-13 | FC/PC/NC | eANP | ICAO HQ/RO | 2016 |
| | Take-off flight path area | P-13 | FC/PC/NC | eANP | ICAO HQ/RO | 2016 |

| Element (Phase/Step/Step No.) | | Metric/ Indicator | | Source of data (How to collect data) | Who will collect data* | Year of the Report | Remarks |
|-----------------------------------|--|----------------------|----------|---|---------------------------|--------------------|---|
| 1 | | 2 | 3 | 4 | 5 | 6 | |
| | An area bounded by the lateral extent of the aerodrome obstacle limitation surfaces | P-13 | FC/PC/NC | eANP | ICAO HQ/RO | 2016 | <i>In case of PC, list name of ADs</i> |
| Obstacles | Area 1 | P-14 | FC/NC | eANP | ICAO HQ/RO | 2015 | Ongoing-2015 |
| | Area 4 | P-14 | FC/PC/NC | eANP | ICAO HQ/RO | 2015 | <i>In case of PC, list name of ADs</i> Ongoing-2015 |
| | Area 2a | P-14 | FC/PC/NC | eANP | ICAO HQ/RO | 2016 | <i>In case of PC, list name of ADs</i> |
| | objects in the take-off flight path area which project above a plane surface having a 1.2 per cent slope and having a common origin with the take-off flight path area | P-14 | FC/PC/NC | eANP | ICAO HQ/RO | 2016 | <i>In case of PC, list name of ADs</i> |
| | penetrations of the aerodrome obstacle limitation surfaces | P-14 | FC/PC/NC | eANP | ICAO HQ/RO | 2016 | <i>In case of PC, list name of ADs</i> |
| Aerodrome mapping | | P-15 | FI/PI/NI | TBD | TBD | TBD | <i>In case of PC, list name of ADs</i> |
| Phase 3 | | | | | | | |
| Aeronautical data exchange | | P-09 | FI/PI/NI | TBD | TBD | TBD | <i>In case of PC, list name of Units (Data Originators/Users)</i> |
| Communication networks | | P-10 | N/A | N/A | N/A | N/A | N/A |
| Aeronautical information briefing | | P-12 | FI/PI/NI | TBD | TBD | TBD | <i>In case of PC, list name of ADs</i> |

| Element (Phase/Step/Step No.) | Metric/ Indicator | Source of data (How to collect data) | Who will collect data* | Year of the Report | Remarks |
|---|----------------------|---|---------------------------|--------------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| Training | P-16 | N/A | N/A | N/A | N/A |
| Agreement with data originators | P-18 | FI/PI/NI | eANP | ICAO HQ/RO | 2016 |
| Interoperability with meteorological products | P-19 | N/A | N/A | N/A | N/A |
| Electronic aeronautical charts | P-20 | FI/NI | TBD | TBD | TBD |
| Digital NOTAM | P-21 | FI/NI | TBD | TBD | TBD |

FC: Fully Compliant; PC: Partially Compliant; NC: Not Implemented; FI: Fully Implemented; PI: Partially Implemented; NI: Not Compliant; N/A: Not Applicable

* Data collection will be carried out by ICAO Headquarters and Regional Offices.

7. Data collection timeframe

| Year of reporting | Element | Step No. | Remarks |
|-------------------|---|------------------------------|-----------|
| 2014 | AIRAC adherence WGS-84 implementation QMS | P-03 P-05 P-17 | Completed |
| 2015 | AIXM-based AIS Database Electronic AIP Terrain (Area 1 and Area 4) Obstacles (Area 1 and Area 4) | P-06 P-11 P-13 P-14 | Ongoing |
| 2016 | Terrain (Area 2a) Obstacles (Area 2a) Agreement with data originators | P-13 P-14 P-18 | |
| 2017 + | TBD | TBD | |

8. Finalization/Compliance Criteria

The Criteria by which finalization and compliance with the Metric (Step) can be realized.

| Element (Step) | Finalization criteria or Implementation/Compliance Criteria (for the 2015-2016 Metrics) |
|-------------------------|---|
| AIXM-based AIS Database | National aeronautical data and information is stored and maintained in AIXM-based AIS database. |
| Electronic AIP | National AIP GEN 3.1.3 'Aeronautical publications' provides information about the availability of the National AIP in electronic format (eAIP) |
| Terrain Dataset Area 1 | National AIP GEN 3.1.6 'Electronic terrain and obstacle' provides information on how the dataset can be obtained |
| Terrain Dataset Area 4 | National AIP GEN 3.1.6 'Electronic terrain and obstacle' provides information on how the dataset for specific CAT II/III RWY can be obtained. States should indicate in remarks the |

| | |
|--------------------------------------|--|
| | number of existing CAT II/III RWY. N/A for States with no CAT II/III RWY. |
| Terrain Dataset Area 2 ¹ | National AIP GEN 3.1.6 'Electronic terrain and obstacle' provides information on how the dataset can be obtained. States should indicate in remarks the number of AD eligible for provision of Area 2 data. This number should come from the Regional eANP Table AOP II-1 – for aerodromes with one of the following designation: — RS: international scheduled air transport, regular use — RNS: international non-scheduled air transport, regular use — RG: international general aviation, regular use. |
| Obstacle Dataset Area 1 | National AIP GEN 3.1.6 'Electronic terrain and obstacle provides information on how the dataset can be obtained |
| Obstacle Dataset Area 4 | National AIP GEN 3.1.6 'Electronic terrain and obstacle data' provides information on how the dataset for specific CAT II/III RWY can be obtained. States should indicate in remarks the number of existing CAT II/III RWY. N/A for States with no CAT II/III RWY. |
| Obstacle Dataset Area 2 ² | National AIP GEN 3.1.6 'Electronic terrain and obstacle provides information on how the dataset can be obtained. States should indicate in remarks the number of AD eligible for provision of Area 2 data. This number should come from the Regional eANP Table AOP II-1 – for aerodromes with one of the following designation: — RS: international scheduled air transport, regular use — RNS: international non-scheduled air transport, regular use — RG: international general aviation, regular use. |
| Agreement with data originators | TBD |

¹ Data set requirements in accordance with Annex 15 (10.1.5)

² Data set requirements in accordance with Annex 15 (10.1.6)

APPENDIX C

MID REGION AIM IMPLEMENTATION ROADMAP FOR THE TRANSITION FROM AIS TO AIM

| | 2014 | | | | 2015 | | | | 2016 | | | | 2017 | | | | 2018 | | | | Priority | Remarks |
|--|------|---|---|---|------|---|---|---|------|---|---|---|------|---|---|---|------|---|---|---|----------|--|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | |
| AIXM | | | | | | | | | | | | | | | | | | | | | 1 | The target is to have 60% by 2015, 80% by 2017 and 100% by 2019 |
| eAIP | | | | | | | | | | | | | | | | | | | | | 1 | The target is to have 60% by 2016, 70% by 2018 and 100% by 2020 |
| Terrain A-1 | | | | | | | | | | | | | | | | | | | | | 2 | The target is to have 50% by 2015, 70% by 2018 |
| Obstacle A-1 | | | | | | | | | | | | | | | | | | | | | 2 | The target is to have 40% by 2015, 60% by 2018 |
| Terrain A-4 | | | | | | | | | | | | | | | | | | | | | 2 | The target is to have 50% by 2015, 100% by 2018 |
| Obstacle A-4 | | | | | | | | | | | | | | | | | | | | | 2 | The target is to have 50% by 2015, 100% by 2018 |
| Terrain A-2a | | | | | | | | | | | | | | | | | | | | | 3 | The target is to have 30% by 2017, 50% by 2018 |
| Obstacle A-2a | | | | | | | | | | | | | | | | | | | | | 3 | The target is to have 30% by 2017, 50% by 2018 |
| Data Quality Monitoring | | | | | | | | | | | | | | | | | | | | | 3 | Target for 2018: To be implemented by 50% of the States that have implemented QMS at least for the segment originator-AIS (excluding the segment AIS-End user) |
| Data Integrity Monitoring | | | | | | | | | | | | | | | | | | | | | 3 | |
| Agreement with data originators | | | | | | | | | | | | | | | | | | | | | 3 | Target for 2018: 50% of the States that have implemented QMS |
| Terrain and Obstacle for Areas 2b, 2c, 2d and 3 | | | | | | | | | | | | | | | | | | | | | 4 | Optional based on the States' decision to be reflected in the States' national Regulations and AIM National Plans, in accordance with operational needs |
| Aerodrome Mapping (AMDB) | | | | | | | | | | | | | | | | | | | | | 4 | Optional based on the States' decision to be reflected in the States' national Regulations and AIM National Plans, in accordance with operational needs |

White: Not started

Yellow: Initial Target

Orange: Intermediate Target

Green: Target for full implementation

APPENDIX D

NATIONAL AIM IMPLEMENTATION ROADMAP TEMPLATE

| Phase/Step | Step No. | Timeline | | | | | Start | End | Remarks |
|---|----------|----------|------|------|------|------|-------|-----|--|
| | | 2014 | 2015 | 2016 | 2017 | 2018 | | | |
| Phase I | | | | | | | | | |
| AIRAC adherence | P-03 | | | | | | | | |
| WGS-84 implementation | P-05 | | | | | | | | |
| QMS | P-17 | | | | | | | | |
| Phase II | | | | | | | | | |
| Data Quality Monitoring | P-01 | | | | | | | | |
| Data Integrity Monitoring | P-02 | | | | | | | | |
| AIXM | P-06 | | | | | | | | |
| Unique identifiers | P-07 | | | | | | | | |
| Aeronautical information conceptual model | P-08 | | | | | | | | |
| eAIP | P-11 | | | | | | | | |
| Terrain A-1 | P-13 | | | | | | | | |
| Obstacle A-1 | P-14 | | | | | | | | |
| Terrain A-4 | P-13 | | | | | | | | |
| Obstacle A-4 | P-14 | | | | | | | | |
| Terrain A-2 | P-13 | | | | | | | | Please specify implementation of Area 2a, 2b, 2c and/or 2d |
| Obstacle A-2 | P-14 | | | | | | | | Please specify implementation of Area 2a, 2b, 2c and/or 2d |

| Phase/Step | Step No. | Timeline | | | | | | | | | | Start | End | Remarks |
|---|----------|----------|------|------|------|------|--|--|--|--|--|-------|-----|---------|
| | | 2014 | 2015 | 2016 | 2017 | 2018 | | | | | | | | |
| Terrain A-3 | P-13 | | | | | | | | | | | | | |
| Obstacle A-3 | P-14 | | | | | | | | | | | | | |
| AD Mapping | P-15 | | | | | | | | | | | | | |
| Phase III | | | | | | | | | | | | | | |
| Aeronautical data exchange | P-09 | | | | | | | | | | | | | |
| Communication networks | P-10 | | | | | | | | | | | | | |
| Aeronautical information briefing | P-12 | | | | | | | | | | | | | |
| Training | P-16 | | | | | | | | | | | | | |
| Agreement with data originators | P-18 | | | | | | | | | | | | | |
| Interoperability with meteorological products | P-19 | | | | | | | | | | | | | |
| Electronic aeronautical charts | P-20 | | | | | | | | | | | | | |
| Digital NOTAM | P-21 | | | | | | | | | | | | | |