ALGERIA - APPENDIX-C

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 Implemented			
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services	AIP Standard Format available electronic format available			
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised	Amendment Publication on AIRAC dates			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Cross checking of Published data effected			
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implemented			
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams	Full NOTAM Provision			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation	Aeronautical Chart available			
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***QMS Certified***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	Automated system available			
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation	Full PIB is available			
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all International Airports			
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

ANGOLA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 Implemented			
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services	AIP Standard Format available electronic format available			
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised	Amendment Publication on AIRAC dates			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Cross checking of Published data effected			
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implemented			
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams	Full NOTAM Provision			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation	Aeronautical Chart available			
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	Automated system available			
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation	Full PIB is available			
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all International Airports			
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

BENIN

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 network implemented	WGS-84 Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implemented			
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams	Full NOTAM provision			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation	Aeronautical chart available			
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

BOTSWANA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 network implemented			
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implemented			
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams	Full NOTAM provision			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation	Aeronautical chart available			
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.			
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

BURKINA FASO

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 network implemented	WGS-84 Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implemented			
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams	Full NOTAM provision			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation	Aeronautical charts available			
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

BURUNDI

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 network implemented			
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

CAMEROON

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implemented			
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams	Full NOTAM availability			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation	Aeronautical charts available			
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined		
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised		ISO certification first quarter 2013		
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

CAPE VERDE

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 network implemented			
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implemented			
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams	Full NOTAM availability			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation	Aeronautical charts available			
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	Automation system is implemented			
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation	Full PIB is available			
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

CENTRAL AFRICAN REPUBLIC

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 network implemented	WGS-84 Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implemented			
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams	Full NOTAM provision			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation	Aeronautical chart available			
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

CHAD

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 network implemented	WGS-84 Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implemented			
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams	Full NOTAM provision			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation	Aeronautical charts available			
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

COMOROS

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams	Full NOTAM availability			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation	Aeronautical charts available			
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

CONGO

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams	Full NOTAM availability			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable			
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

COTE D'IVOIRE

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams	Full NOTAM availability			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation	Aeronautical chart available			
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

DEMOCRATIC REPUBLIC OF CONGO

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 network implemented			
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication on AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implemented			
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams	Full NOTAM availability			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation	Aeronautical chart available			
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

DJIBOUTI

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 network implemented			
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication on AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implemented			
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams	Full NOTAM availability			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation	Aeronautical chart available			
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

EGYPT

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***QMS Certified***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

EQUATORIAL GUINEA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams	Full NOTAM availability			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable			
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

ERITREA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

ETHIOPIA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

FRANCE (REUNION)

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***QMS Certified***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

GABON

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams	Full NOTAM availability			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable			
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

GHANA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP				
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

GAMBIA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

GUINEA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

GUINEA BISSAU

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams	Full NOTAM availability			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable			
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

KENYA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

LESOTHO

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

LIBERIA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

LYBIA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

MADAGASCAR

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams	Full NOTAM availability			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable			
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Processdefined		
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised	QMS in progress	Process defined ISO certification first quarter 2013		
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	Full AIS system implemented			
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation	New automation system in implementation.	Full operation in July 2012		
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS		Full PIB availability with the new dynamic data base which be in operation in July 2012		
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS	AIS aerodrome unit operational at all international airport			

MALAWI

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

MALI

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams	Full NOTAM availability			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable			
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

MAURITANIA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams	Full NOTAM availability			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable			
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

MAURITIUS

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

MOROCCO

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

MOZAMBIQUE

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

NAMIBIA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

NIGER

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams	Full NOTAM availability			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable			
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

NIGERIA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

RWANDA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

SAO TOME & PRINCIPE

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

SENEGAL

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams	Full NOTAM availability			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable			
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

SEYCHELLES

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

SIERRA LEONE

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

SOMALIA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	**Publish the three Charts as required**			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

SOUTH AFRICA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***QMS Certified***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

SPAIN (CANARIES ISLAND)

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***QMS Certified***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

SUDAN

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

SWAZILAND

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

TANZANIA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***QMS Certified***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

TOGO

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams	Full NOTAM availability			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable			
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

TUNISIA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***QMS Certified***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

UGANDA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

ZAMBIA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				

ZIMBABWE

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	**Description**	**Date first reported**	**Remarks/ Impact of non-implementation**	**Action by States**	**Action taken/planned by State (including timelines/target dates)**	**Identified implementation impediment and action thereon**	**Status**
AERONAUTICAL INFORMATION MANAGEMENT (AIM)								
1.	[Annex 15 Para 3.7.1]	**Non implementation of WGS-84**		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	**Non standard format of AIP**		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	**Lack of regular and effective updating of AIP**		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	**AIP containing conflicting/misleading information within the different sections**		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	**Lack of implementation of AIRAC system**		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	**Lack of timely issuance of notams**		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	**Non production of aeronautical charts appropriate to the State**		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	**Non use of standard units of measurement**		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	**Non implementation of AIS Quality Management System (QMS)**		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	***Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.***			
10.	[Doc 8126, Para 3.2.2 & 3.3]	**Lack of effective AIS system**		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	**Lack of AIS automation**		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	**Non provision of pre-flight information service at international airports**		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	**Lack of AIS Aerodrome Units at International Airports**		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	**Lack of adequate training of AIS personnel**		Inadequate human resources to sustain the provision of AIS				