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منظمة الطيران
المدني الدولي

国际民用
航空组织

Bureau Afrique Occidentale et Centrale / Western and Central African Office

T17/6.13 - 0908

23 October 2012

Subject : Second meeting of the AFI Region AIM Implementation Task Force
(Nairobi, Kenya, 12 – 14 December 2012)

Action Required: Please confirm your participation by 1 December 2012

Sir/Madam,

I have the honour to inform you that the ICAO Western and Central African Office Dakar, and the Eastern and Southern African Office, Nairobi, will organize the Second AFI Region AIM Implementation Task Force Meeting (AFI AIM TF/2) to be held at the ICAO Regional Office for Eastern and Southern Africa in Nairobi, Kenya, from 12 to 14 December 2012. Your Administration is kindly invited to attend.

This meeting is being held pursuant to Decision 18/38 of the Eighteenth APIRG Meeting (APIRG/18) held in Kampala, Uganda from 27 to 30 March 2012 which States as follows:

DECISION 18/38: AMENDMENT OF AFI BASIC ANP/FASID TO REFLECT THE TRANSITION FROM AIS TO AIM

That ICAO circulate and process the AFI ANP/FASID (Doc 7474 Vol.1&2) amendment proposals relating to the Transition from AIS to AIM at Appendix 3.5G and Appendix 3.5F1 to 3.5F9 of the APIRG/18 Report.

The main objective of this AIM Implementation Task Force meeting is to provide guidance to States, in accordance with the requirements of the AFI Part of the Draft e-ANP which is to be presented at the 12th Air Navigation Conference in November 2012. The meeting will also review the ASBU modules related to interoperability system and AIM data to be presented at the said Conferences. It is expected that operational improvements will be outlined in a logical stepwise block upgrades that at a minimum: *identify the operational benefit; determine the necessary procedures; nominate the required technology; develop the business case; and propose a preliminary strategy for regulatory approval.*

The terms of reference which embrace all matters relating to AIM, as endorsed by the APIRG/12 meeting are shown in Attachment C to this letter. The Second AFI Region AIM Implementation Task Force meeting, which will be conducted in English language only, is expected to submit the results of its work to the Thirteenth meeting of the APIRG/ATM/AIM/SAR Sub-Group.

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Please note that hard copy documentation at the meeting will be kept to the minimum. In this regard, participants are advised to bring suitable computer equipment and accessories (such as laptops and memory sticks) to the meeting. Participants can also print from the relevant websites and bring along hard copies.

Kindly advise at your earliest convenience, but not later than 1st December 2012, through e-mail to icao@icao.unon.org with copy to icaowacaf@dakar.icao.int whether your Administration intends to participate in this meeting, and accordingly ask your delegate (s) to complete and submit the registration Form (Attachment B) with your response. You will also find herewith attached the Draft Agenda and Information bulletin for the meeting, as well as a template of the Air Navigation Report forms.

Please accept, Sir/Madam, the assurances of my highest consideration.



for Mam Sait Jallow
Regional Director

Enclosures:

- Attachment A: Draft Agenda
- Attachment B: Registration Form
- Attachment C : Terms of reference and work programme of the AFI AIM Implementation Task Force
- Attachment D : Air Navigation Report Form (ANRF)
- Attachment E : Information Bulletin

INTERNATIONAL CIVIL AVIATION ORGANIZATION
SECOND MEETING OF THE AFI REGION AIM IMPLEMENTATION TASK FORCE
(Nairobi, Kenya, 12 – 14 December 2012)

DRAFT AGENDA

- Agenda Item 1 :** Adoption of the Agenda and review of the Terms of Reference of the AFI AIM Implementation Task Force.
- Agenda Item 2 :** Review of the Status of Implementation of the Conclusions/Decisions of the APIRG/17 and 18 Meetings related to AIM Implementation
- Agenda Item 3 :** Status of implementation of the ICAO requirements in the AIM field in the AFI Region (deficiencies).
- Agenda Item 4 :** Review of the Draft Amendment of AFI Basic ANP/FASID to reflect the Transition from AIS to AIM
- Agenda Item 5 :** Development of National Performance Framework for the implementation of AIM on the bases of the Aviation System Block Upgrades methodology (ASBU) and its impact on the e-ANP.
- Agenda Item 6 :** Review of the National Plans submitted by States in accordance with the Roadmap for the transition from AIS to AIM and a review of the current status in the AFI Region as per State Circular letter ref. T 2/7-0725 dated 7 August 2012.
- Agenda Item 7 :** Updates on the implementation of the AFI-CAD Business Plan as per Appendix 3.6 I (AFI-CAD Doc. 007) of the APIRG/17 Report.
- Agenda Item 8 :** Review of the Proposal for Amendment 37 to Annex 15 and Consequential Amendments to Annexes, 11 and 14 Volumes I and II as endorsed by the Air Navigation Commission on 26 June 2012.
- Agenda Item 9 :** Review of the Reports of the Fifth and Sixth meeting of the Aeronautical Information Services-Aeronautical Information Management Study Group (AIS-AIMSG/5 and AIS-AIM/6) and its implications in the AFI Region.
- Agenda Item 10 :** Any other business

INTERNATIONAL CIVIL AVIATION ORGANIZATION
WESTERN AND CENTRAL AFRICAN OFFICE

SECOND MEETING OF THE AFI REGION AIM IMPLEMENTATION TASK FORCE

(Nairobi, Kenya, 12 – 14 December 2012)

REGISTRATION FORM

First Name
(In block Letters) _____

Last Name
(In block Letters) _____

State/Organization: _____

Official Designation in
Government/Organization: _____

Permanent Address to which
Mail should be sent after
your departure : _____

Telephone : _____

E-mail : _____

Fax N° : _____

Local Hotel and
Room Number : _____

Signature _____

Date _____

TERMS OF REFERENCE OF THE AFI AIM IMPLEMENTATION TASK FORCE

1. Terms of Reference

The AFI AIM Implementation Task Force (*Formerly AIS/MAP Task Force*) was established within the framework of the ATS/AIS/SAR Sub-Group (AFI/7 Rec.12/39) in order to develop a cohesive Air Navigation plan concerning AIM (*AIS/MAP*) for the AFI Region, taking into account the following principles:

The AFI AIM Implementation Task Force shall :

- 1) examine the status of implementation of the ICAO requirements in the field of AIS/AIM;
- 2) identify and review those specific deficiencies related to AIS/AIM and recommend action to be taken to eliminate them;
- 3) prepare proposals for amendment to relevant parts of the AFI Basic ANP and FASID, as appropriate;
- 4) assist States in the implementation of required Quality Management System (QMS) for aeronautical information services and monitor the implementation process;
- 5) monitor and review the latest developments in the AIS/AIM field;
- 6) foster the implementation of the AIS/AIM automation in the AFI Region;
- 7) foster the integrated improvement of AIS/AIM through proper training and qualification of the personnel performing technical duties in this aeronautical activity;
- 8) monitor e-TOD implementation activities in the AFI Region;
- 9) monitor the transition from AIS to AIM in the AFI Region and provide necessary assistance and guidance to States, in this respect; and
- 10) follow up the implementation of PBN in the AFI Region and address PBN-related issues pertaining to the AIS/AIM field, as appropriate.

The AFI AIM Implementation Task Force shall report to the APIRG ATM/AIS/SAR Sub-Group at each Sub-Group meeting.

1. WORK PROGRAMME

Ref.	Task	Priority	Target Completion Date
1	Identify reasons that hinder States from implementation and adherence to the AIRAC System and suggest ways and means, which would improve the adherence to the AIRAC System.	A	(1)
2	Monitor the implementation of WGS-84 in the AFI Region until complete implementation of the system by all States and take remedial action, as appropriate.	A	(1)
3	Review the status of implementation of ICAO requirements pertaining to the Integrated Aeronautical Information Package and aeronautical charts in the AFI Region	A	(1)
4	Foster the standardized production of aeronautical charts in the AFI Region, identifying the obstacles that some States could have in adjusting to the specifications of ICAO Annex 4 and recommend possible course of action to be taken by those States in order to comply with the requirements.	A	(1)
5	Foster the implementation of Quality Management System(QMS) within AIS/AIM in the AFI Region, identifying the difficulties that States could have to comply with the specifications of ICAO Annex 15.	A	(1)
6	Monitor and review technical and operating developments in the area of automation and AIS/AIM databases.	A	(1)
7	Prepare proposals for amendment to relevant parts of the AFI Basic ANP and FASID, as appropriate.	A	(1)
8	Highlight the importance of giving AIS/AIM its proper status in the Civil Aviation Administrations.	A	(1)
9	Address the issue of training/licensing of the AIS/AIM Personnel in the AFI Region.	B	(1)
10	Harmonize, coordinate and support the e-TOD implementation activities on a regional basis.	A	(1)
11	Ensure that the planning and implementation of AIM in the region, is coherent and compatible with the developments in adjacent regions, and that it is carried out within the framework of the ATM Operational Concept, the Global Air Navigation Plan and the associated Global Plan Initiatives (GPIs)	A	(1)
12	Establish and maintain AIM performance objectives for the AFI Region.	A	(1)
13	Address those AIM issues related to the implementation of PBN in the AFI Region	A	(1)

2. PRIORITIES

- A. High priority tasks, on which work should be speeded up.
- B. Medium priority tasks, on which work should begin as soon as possible, but without detriment to priority A tasks.
- C. Tasks of lesser priority, on which work should begin as time and resources allow, but without detriment to priority A and B tasks.

4. COMPOSITION

APIRG Provider States, IATA, IFALPA, and IFATCA

Other representatives from industry and user Organizations having a vested interest in AIS/AIM could participate as observers in the work of the Task Force, as appropriate.

SAMPLE TEMPLATE

AIR NAVIGATION REPORT FORM (ANRF)
ASBU METHODOLOGY

Regional and National planning for all ASBU Modules

REGIONAL/NATIONAL PERFORMANCE OBJECTIVE					
<u>Service Improvement through Digital Aeronautical Information Management (ASBU B0-30)</u>					
Performance Improvement Area 2: Globally Interoperable Systems and Data – Through Globally Interoperable System Wide Information Management					
Main Key Performance Areas (KPA)					
	Access & Equity	Capacity	Efficiency	Environment	Safety
Applicable	N	N	Y	Y	Y
Implementation Progress					
ASBU B0-30 Elements including baseline Phase 1 of the AIS/AIM Transition Roadmap (Consolidation)			Implementation Status		
1. AIRAC adherence monitoring (P-03)					
2. Monitoring of States ' differences to Annex 4 and 15 (P-04)					
3. WGS-84 Implementation (P-05)					
4. Quality (P-17)					
Implementation Roadblocks					
Elements including baseline Phase 1 of the AIS/AIM Transition Roadmap (Consolidation)	Ground system Implementation	Avionics Implementation	Procedures Availability	Operational Approvals	
1. AIRAC Adherence (P-03)					
2. Monitoring of States differences to Annex 4 and 15(P-04)					
3. WGS-84 Implementation (P-05)					
4. Quality (P-17)					
Remarks, if any					

**AIR NAVIGATION REPORT FORM - ASBU METHODOLOGY
EXPLANATORY NOTES**

1. **Air Navigation Report Form (ANRF):** This form may be used when Planning and Implementation Regional Groups (PIRGs) and States report on the implementation status of Aviation System Block Upgrades (ASBU) modules. Other formats may be appropriate but should contain as a minimum the elements described below.
2. **Performance objective:** To align with ASBU methodology, the performance objective for the regions as well as for the States will be the ASBU module title itself along with corresponding Performance Improvement area (PIA).
3. **Key Performance Areas:** Key to the achievement of a globally interoperable ATM system is a clear statement of the expectations of the ATM community. The expectations, hereafter known as Key Performance Areas (KPA's), are interrelated and cannot be considered in isolation since all are necessary for the achievement of the objectives established for the system as a whole. It should be noted that while safety is the highest priority, the eleven KPAs are shown in alphabetical order as they would appear in English. They are access/equity; capacity; cost effectiveness; efficiency; environment; flexibility; global interoperability; participation of ATM community; predictability; safety; and security. However, out of these eleven KPAs, five have been selected for reporting, which are Access & Equity, Capacity, Efficiency, Environment and Safety. KPAs applicable to ASBU module are to be identified by marking Y (Yes) or N (No).
4. **Implementation Progress:** This section, while describing different elements of ASBU Module, indicates progress in its implementation by States.
5. **Elements including baseline related to ASBU module:** The regional/national air navigation work programmes, under this section, will identify elements that are needed to achieve the said performance objective/ASBU module. For the list of elements related to of different ASBUs, refer to the description of respective ASBU Module. Furthermore, should there be elements that are not reflected in the ASBU module (example: In ASBU B0-80/Airport CDM, Aerodrome certification and data link applications D-VOLMET, D-ATIS, D-FIS are not included; Similarly in ASBU B0-30/AIM, note that WGS-84 and eTOD are not included) but at the same time they are part of baseline requirements, ANRF should specify those elements.
6. **Implementation Status:** Planned implementation date (year) and the current status are to be reported in this section It is recognized that not all ASBU modules/or elements are required in all airspaces. If that be the case, mention as "Not Applicable" in this section.
7. **Implementation Roadblocks:** Challenging issues for the implementation of Elements /baseline of the Module are to be reported in this section. The four implementation roadblocks are as follows:
 - Ground System Implementation:
 - Avionics Implementation:
 - Procedures Availability:
 - Operational Approvals:
8. **Remarks:** Comments, if any, related to any of the sections are to be reported here.

LIST OF SUGGESTED PERFORMANCE METRICS

Key Performance Area	Related Performance Metrics
1. Access & Equity	1. KPA/Access: Percentage of instrument runway ends having an APV
	2. KPA/Access: Duration of Special Use Airspace (SUA) limits Civil Operations
	3. KPA/Equity Percentage of aircraft operators by class who consider that equity is achieved
	4. KPA/Access: Percentage of requested flight level versus cleared flight level
2. Capacity	1. Number of movements per day per aerodrome
	2. Average ATFM delay per flight at an airport
	3. Number of aircraft entering a specified volume of airspace per hour
	4. Average en-route ATFM delay generated by airspace volume
3. Cost effectiveness	1. IFR movements per ATCO hour on duty
	2. IFR flights (en-route) per ATCO hour duty
4. Efficiency	1. Kilograms of fuel saved per operation
	2. Average ATFM delay per flight in the airport
	3. Percentage of PBN routes
5. Environment	1. Kilograms of CO2 emissions reduced per operation
6. Flexibility	To be decided
7. Global Interoperability	1. Number of ATC automated systems that are interconnected
8. Participation of the ATM Community	1. Level of participation in meetings
	2. Level of responses to planning activities
9. Predictability	1. Arrival/departure delay (in minutes) at airport)
10. Safety	1. Percentage of instrument runway ends having a precision approach procedure
	2. Number of runway incursions per aerodrome per year
	3. Percentage of certified aerodromes used for international operations
	4. Number of aircraft fitted with ADS-B IN
	5. Number of aircraft fitted with ACAS / logic Version 7.1
	6. Percentage of aerodromes with PBN STAR implemented
	7. Percentage of aerodromes with CDOs implemented
	8. Number of ADS-Cs available over oceanic and remote Areas
	9. Number of continental CPDLC systems established
	10. Percentage of aerodromes with PBN SIDs implemented and
	11. Percentage of aerodromes with CCOs implemented;
	12. Number of States implemented WGS-84
11. Security	Not applicable

— END —.

SAMPLE TEMPLATE

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ASBU METHODOLOGY

Regional and National planning for all ASBU Modules

REGIONAL/NATIONAL PERFORMANCE OBJECTIVE					
<u>Service Improvement through Digital Aeronautical Information Management (ASBU B0-30)</u>					
<u>Performance Improvement Area 2: Globally Interoperable Systems and Data – Through Globally Interoperable System Wide Information Management</u>					
Main Key Performance Areas (KPA)					
	Access & Equity	Capacity	Efficiency	Environment	Safety
Applicable	N	N	Y	Y	Y
Implementation Progress					
ASBU B0-30 Elements including baseline PHASE 2 of the AIS/AIM Transition Roadmap (Going Digital)				Implementation Status	
1. Data Quality monitoring (P-01)					
2. Data integrity monitoring (P-02)					
3. Integrated Aeronautical Information Database (P-06)					
4. Unique identifiers (P-07)					
5. Aeronautical Information Conceptual Model (P-08)					
6. Electronic AIP (P- 11)					
7. Terrain (P-13)					
8. Obstacles (P- 14)					
9. Aerodrome mapping (P-15)					
Implementation Roadblocks					
Elements including baseline PHASE 2 of the AIS/AIM Transition Roadmap (Going Digital)	Ground system Implementation	Avionics Implementation	Procedures Availability	Operational Approvals	
1.Data Quality monitoring (P-01)					
2. Data integrity monitoring (P-02)					
3. Integrated Aeronautical					

Information Database (P-06)				
4. Unique identifiers (P-07)				
5. Aeronautical Information Conceptual Model (P-08)				
6. Electronic AIP (P- 11)				
7. Terrain (P-13)				
8. Obstacles (P- 14)				
9. Aerodrome mapping (P-15)				
Remarks, if any				

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<u>Service Improvement through Digital Aeronautical Information Management (ASBU B0-30)</u>					
<i>Performance Improvement Area 2: Globally Interoperable Systems and Data – Through Globally Interoperable System Wide Information Management</i>					
<i>Main Key Performance Areas (KPA)</i>					
	Access & Equity	Capacity	Efficiency	Environment	Safety
Applicable	N	N	Y	Y	Y
Implementation Progress					
ASBU B0-30 Elements including baseline PHASE-3 of the AIS/AIM Transition Roadmap (Information Management)				Implementation Status	
1. Aeronautical Data Exchange (P-09)					
2. Communications networks (P-10)					
3. Aeronautical Information Briefing (P-12)					
4. Training (P-16)					
5. Agreements with Data Originators (P-18)					
6. Interoperability with meteorological products (P-19)					
7. Electronic aeronautical charts (P-20)					
8. Digital NOTAM(P-21)					
Implementation Roadblocks					
Elements including baseline PHASE-3 of the AIS/AIM Transition Roadmap (Information Management)	Ground system Implementation	Avionics Implementation	Procedures Availability	Operational Approvals	
1. Aeronautical Data Exchange (P-09)					
2. Communications networks (P-10)					
3. Aeronautical Information Briefing (P-12)					

4. Training (P-16)				
5. Agreements with Data Originators (P-18)				
6. Interoperability with meteorological products (P- 19)				
7. Electronic aeronautical charts (P-20)				
8. Digital NOTAM(P-21)				
Remarks, if any				
