



International  
Civil Aviation  
Organization

Organisation  
de l'aviation civile  
internationale

Organización  
de Aviación Civil  
Internacional

Международная  
организация  
гражданской  
авиации

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 Octobre 2012

**Objet : Deuxième réunion de l'Équipe de travail d'APIRG sur la mise en œuvre de l'AIM (Nairobi, 12 - 14 décembre 2012)**

**Suite à donner : Prière de confirmer votre participation avant le 1 décembre 2012**

Madame/Monsieur,

J'ai l'honneur de vous informer que le Bureau régional de l'OACI pour l'Afrique Occidentale et Centrale (Dakar) et le Bureau régional de l'OACI pour l'Afrique Orientale et Australe (Nairobi) organisent la deuxième réunion de l'Équipe de travail sur la mise en œuvre de l'AIM à Nairobi, Kenya, du 12 au 14 décembre 2012. Votre administration est aimablement invitée à y participer.

Cette réunion donne suite à la Décision 18/38 de la Réunion d'APIRG/18, tenue à Kampala, Ouganda, du 27 au 30 mars 2012, indiqué comme suit :

**DECISION 18/38: AMENDEMENTS DE L'ANP/FASID DE BASE POUR REFLETER LA TRANSITION DE L' AIS A L'AIM**

**Il est décidé que l'OACI fasse circuler et traite les propositions d'amendement de l'ANP/FASID AFI (Doc 7474, Vol I et II) concernant des propositions d'éléments relatifs à la transition de l' AIS à l'AIM figurant à l'Appendice 3.5G et à l'Appendice 3.5.F1 à 3.5.F9 pour inclusion dans l'ANP et le FASID AFI de base.**

L'objectif principal de cette réunion de l'Équipe de travail sur la mise en œuvre de l'AIM est de donner une orientation suivant les impératifs d'un projet électronique du Plan de Navigation Aérienne (e-ANP) qui sera présenté à la 12<sup>ème</sup> Conférence de Navigation Aérienne en novembre 2012. La réunion doit aussi examiner et approuver les modules ASBU qui se rapportent aux systèmes interopérables et aux données AIM présentées à ladite conférence. Les améliorations opérationnelles seront présentées sous forme de mise à niveau générale progressive logique qui doit, au minimum : *énoncer l'avantage opérationnel, indiquer les procédures nécessaires, proposer la technologie requise, établir l'analyse de rentabilité et proposer une stratégie préliminaire pour l'application réglementaire.*

Le mandat tel qu'amendé par la 12<sup>ème</sup> réunion d'APIRG et figurant en Pièce jointe C, englobe toutes les questions AIM. Cette réunion, qui se déroulera en Anglais uniquement, prévoit que les conclusions de cette équipe de travail soient soumises à la 13<sup>ème</sup> réunion du Sous-groupe ATM/AIM/SAR.

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Je vous rappelle que la documentation sous forme de papier sera réduite au minimum. A cet égard, il est conseillé aux participants d'apporter du matériel informatique approprié ainsi que les accessoires (tel que les ordinateurs portables et les clés USB) à la réunion. Les participants peuvent également imprimer des copies papier à partir des pages Web appropriés et les apporter.

Vous voudrez bien nous indiquer le plus tôt possible de préférence avant le 1<sup>er</sup> décembre 2012 par courrier électronique adressé à [icao@icao.unon.org](mailto:icao@icao.unon.org) et [icaowacaf@dakar.icao.int](mailto:icaowacaf@dakar.icao.int), si votre administration/organisation à l'intention de participer à ces réunions, et demander en conséquence à votre (vos) délégué(s) de remplir le formulaire d'inscription (Pièce jointe B) avec votre réponse. Vous trouverez également en pièces jointes l'Ordre du jour provisoire et le Bulletin d'information pour cette réunion, ainsi qu'un modèle de formulaire du rapport de Navigation aérienne.

Veuillez agréer, Madame/Monsieur, l'assurance de ma haute considération.

P.D.

Le Directeur régional



Mam Sait Jallow

Pièce jointes : A,B,C,D,E et F en Annexes

**ORGANISATION DE L'AVIATION CIVILE INTERNATIONALE**

**DEUXIEME RÉUNION DE L'ÉQUIPE DE TRAVAIL D'APIRG SUR LA MISE EN ŒUVRE DE L'AIM**

(Nairobi, Kenya, 12-14 décembre 2012)

**Ordre du jour provisoire**

- Point 1 :** Adoption de l'ordre du jour et revue des termes de références.
- Point 2 :** Revue de la statue de mise en œuvre et suites données aux Conclusions et Décisions de l'APIRG/17 et 18, concernant l'AIM.
- Point 3 :** Etat de mise en œuvre des spécifications de l'OACI dans le domaine AIS dans la région AFI (carences).
- Point 4 :** Examen des Amendements de l'ANP/FASID de base pour refléter la transition de l'AIS à l'AIM.
- Point 5 :** Développent du cadre national de performance sur la mise en œuvre d'AIM au base du concept de la méthodologie des mises à niveau pars blocs du système de l'aviation (ASBU) et son impact sur le plan de navigation aérienne électronique
- Point 6 :** Examen du plan national des états pour la transition de l'AIS à AIM conformément au feuille de route de l'OACI pour la transition de l'AIS à l'AIM, et les revue du Etat de mise en œuvre dans la région AFI en référence du lettre de l'OACI T2/7-0725 datée le 7 août 2012.
- Point 7 :** Mise en œuvre du Plan d'activités et des finances de l'AFI-CAD en Appendice 3.6I du Rapport de l'APIRG/17
- Point 8 :** Examen de la proposition de 37eme amendement de l'Annexe 15 et d'amendements corrélatifs des Annexes 4, 11 et 14(Volume I et II) adoptée par la commission de navigation aérienne le 26 juin 2012.
- Point 9 :** Revue du rapport de la Cinquième et Sixième réunion du Groupe d'étude d'AIS-AIM (AIS-AIMSG/5 ; AIS-AIMSG/6 ) et ses implications dans la région AFI.
- Point 10 :** Divers

**ORGANISATION DE L'AVIATION CIVILE INTERNATIONALE  
BUREAU POUR L'AFRIQUE OCCIDENTALE ET CENTRALE**

**DEUXIEME RÉUNION DE L'ÉQUIPE DE TRAVAIL D'APIRG  
SUR LA MISE EN ŒUVRE DE L'AIM**

(Nairobi, Kenya, 12 – 14 décembre 2012)

**FORMULAIRE D'INSCRIPTION**

Nom de Famille  
(En Majuscules) \_\_\_\_\_

Prénom(s)  
(En Majuscules) \_\_\_\_\_

Etat/Organisation: \_\_\_\_\_

Désignation officielle dans  
le Gouvernement / Organisation: \_\_\_\_\_

Adresse permanente à laquelle  
Le courrier doit être envoyé  
après votre départ \_\_\_\_\_

Téléphone : \_\_\_\_\_

E-mail : \_\_\_\_\_

N° Fax: \_\_\_\_\_

Hotel et  
Numero de Chambre : \_\_\_\_\_

Signature \_\_\_\_\_

Date \_\_\_\_\_

**Deuxieme reunion de l'Equipe de travail d'APIRG  
sur la mise en œuvre d'AIM**

**TERMS OF REFERENCE**

**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	
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.

## 3. 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.

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## SAMPLE TEMPLATE

AIR NAVIGATION REPORT FORM (ANRF)  
ASBU METHODOLOGY

Regional and National planning for all ASBU Modules

REGIONAL/NATIONAL PERFORMANCE OBJECTIVE					
<b><u>Service Improvement through Digital Aeronautical Information Management (ASBU B0-30)</u></b>					
<b>Performance Improvement Area 2: Globally Interoperable Systems and Data – Through Globally Interoperable System Wide Information Management</b>					
<b>Main Key Performance Areas (KPA)</b>					
	<b>Access &amp; Equity</b>	<b>Capacity</b>	<b>Efficiency</b>	<b>Environment</b>	<b>Safety</b>
<b>Applicable</b>	N	N	Y	Y	Y
<b>Implementation Progress</b>					
<b>ASBU B0-30 Elements including baseline Phase 1 of the AIS/AIM Transition Roadmap (Consolidation)</b>			<b>Implementation Status</b>		
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)					
<b>Implementation Roadblocks</b>					
<b>Elements including baseline Phase 1 of the AIS/AIM Transition Roadmap (Consolidation)</b>	<b>Ground system Implementation</b>	<b>Avionics Implementation</b>	<b>Procedures Availability</b>	<b>Operational Approvals</b>	
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)					
<b>Remarks, if any</b>					



**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 (KPAs), 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 CO <sub>2</sub> 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

## SAMPLE TEMPLATE

AIR NAVIGATION REPORT FORM (ANRF)  
ASBU METHODOLOGY

Regional and National planning for all ASBU Modules

<b>REGIONAL/NATIONAL PERFORMANCE OBJECTIVE</b>					
<b><u>Service Improvement through Digital Aeronautical Information Management (ASBU B0-30)</u></b>					
<b><i>Performance Improvement Area 2: Globally Interoperable Systems and Data – Through Globally Interoperable System Wide Information Management</i></b>					
<b>Main Key Performance Areas (KPA)</b>					
	<b>Access &amp; Equity</b>	<b>Capacity</b>	<b>Efficiency</b>	<b>Environment</b>	<b>Safety</b>
<b>Applicable</b>	N	N	Y	Y	Y
<b>Implementation Progress</b>					
<b>ASBU B0-30 Elements including baseline PHASE 2 of the AIS/AIM Transition Roadmap (Going Digital)</b>			<b>Implementation Status</b>		
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)					
<b>Implementation Roadblocks</b>					
<b>Elements including baseline PHASE 2 of the AIS/AIM Transition Roadmap (Going Digital)</b>	<b>Ground system Implementation</b>	<b>Avionics Implementation</b>	<b>Procedures Availability</b>	<b>Operational Approvals</b>	
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)				
<b>Remarks, if any</b>				

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## SAMPLE TEMPLATE

AIR NAVIGATION REPORT FORM (ANRF)  
ASBU METHODOLOGY

Regional and National planning for all ASBU Modules

<b>REGIONAL/NATIONAL PERFORMANCE OBJECTIVE</b>					
<b><u>Service Improvement through Digital Aeronautical Information Management (ASBU B0-30)</u></b>					
<b><i>Performance Improvement Area 2: Globally Interoperable Systems and Data – Through Globally Interoperable System Wide Information Management</i></b>					
<b>Main Key Performance Areas (KPA)</b>					
	<b>Access &amp; Equity</b>	<b>Capacity</b>	<b>Efficiency</b>	<b>Environment</b>	<b>Safety</b>
<b>Applicable</b>	N	N	Y	Y	Y
<b>Implementation Progress</b>					
<b>ASBU B0-30 Elements including baseline PHASE-3 of the AIS/AIM Transition Roadmap (Information Management)</b>			<b>Implementation Status</b>		
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)					
<b>Implementation Roadblocks</b>					
<b>Elements including baseline PHASE-3 of the AIS/AIM Transition Roadmap (Information Management)</b>	<b>Ground system Implementation</b>	<b>Avionics Implementation</b>	<b>Procedures Availability</b>	<b>Operational Approvals</b>	
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)				
<b>Remarks, if any</b>				

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