APPENDIX F

FINDINGs of the meeting

N.	Item Description (what?)	Who?	Comments/Notes
1	ICAO needs to take into account the cost-recovery aspects in relation to the eAIP implementation (eAIP free of charge or not)	ICAO	
2	Agreements with data originators: Data of high quality can only be maintained if the source material is of good quality. States will be required to better control relationships along the whole data chain from the producer to the distributor.	States	
3	Agreement with data originators: to better clarify which is the role of the Civil Aviation Authorities and how they should be involved in the process	ICAO	
4	States must comply with the existing Annex 15 and have to make every effort to issue their aeronautical information as specified in Annex 15 (AIP);	States	
5	The NOTAM system as it exists today requires ongoing upgrades to cope with new types of information (e.g. GNSS navigation) and to respond to the difficulties being reported by the users;	ICAO	
6	States must comply with the existing Annex 4 SARPs.	States	
7	A common horizontal, vertical and temporal reference system need to be used to facilitate the exchange of data between different systems.	States	
8	States need to adhere to the aeronautical information regulation and control (AIRAC) process.	States	
9	Guidance material will be required to help States implementing the web browser form of the electronic AIP in order to avoid the proliferation of different presentations of AIP information over the Internet.	ICAO	
10	ICAO Doc 9881 is only a draft, but the content is a paramount for the transition to AIM - e.g. the attributes of terrain and obstacle data need clear definitions and explanations – including examples of obstacles together with attributes.	ICAO	
11	It was noted that in some cases surveyors do not have the right skills and competencies to survey the data according to the prescriptions. The audience raised the question on how identifying the best way to make sure that this is not happening and which are the measures to avoid this. Guidance material should take into account also these aspects	ICAO	

12	ICAO to incorporate AICM and AIXM specifications within new ICAO doc or Doc 8126. • Incorporate use GIS systems like google earth within AIM briefing specifications. • ICAO to invest in development of tools/add-ons like google earth to support AIM operations.	ICAO
13	ICAO to develop standardize forms for Data Quality assurance/tracking. (If different states implement different processes/procedures, the outcome of the integrity and quality of the data will vary.	ICAO
14	The entire AIS-AIM document that has been developed by the AIMSG should be adopted by APIRG and release to States as a guidance material for implementation.	AFI Region
15	Training manual: ICAO should ask to the Study Group member States for practical examples on how they applied the Competency baased Approach Training	ICAO
16	Licensing requirements for personnel that works in the AIM to be taken into account.	
17	NOTAM QUALIFIERS: With reference to the AIS manual, and in particular to FIG. 6-A-1 NOTAM format, guidance need to be updated for defining the Upper limits concerning the ground movement areas , runways, etc. In fact States (Angola), they tend to put UNL in order for the value to be accepter by the AFTN system. However this is not correct, because we are talking about runway, ground movement areas, etc. On the other side, inserting the "0" value would not be accepted by the AFTN system.	

	GENERAL FINIDNGS
	Do you expect any specific difficulty which could impede the transition from AIS to AIM?
1	High cost for to do the survey for eTOD availability
2	Difficulties to establishment of SLA with data originators in the states .
3	Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.
4	Implementation of the e TOD will be a challenge financially since it is an expensive exercise and the massive training in transition for the AIS to AIM
5	Commercialisation of AIXM upgrades by system vendors especially from AIXM 4.5 to 5.1 may increase the transition cost
6	Availability of AIM related courses may slow the implementation since the courses are not available as ICAO standard courses

7	Low awareness of AIM concept in the AFI region hence system operability in the region may result to be wanting
8	Aim targets to support ATM system and yet many ATM providers treat AIM as an AIS field happening. Need for general industry awareness
9	AIM implementation may be outshined by the SWIM concept even before many States implement hence may create confusion if implementation is not handled carefully
10	Non conformity with signed SLA by data originators and lack of enforcement by regulator
11	Potential for the non-participation of key stakeholders providing e-TOD data.
12	Continuation of downturn in aviation industry causing financial constraints on the State AIS provider and other key stakeholders supplying aeronautical data.
13	Funding, decision making on all levels, manpower capacity, availability of knowledge, technical infrastructure, acceptance by all stakeholders, timescales unrealistic. • ICAO to control the changes of AIXM 5.1 for consistency • Service level agreement should be made a standard • Regional workshops and seminars on the framework and guidance materials to ensure consistency of the concept from AIS to AIM • Review of Annex 15, 4 , DOC 8126 requirement to accommodate AIM and SWIM environment to ensure consistency of the concept • ICAO needs to conduct a seminars and workshop on AIM and SWIM environment interoperability ICAO needs to review the business model and financial model for AFI-CAD implementation in accordance AFI-CAD DOC 007 of APIRG/17 report.
14	Regional workshops and seminars to ensure consistency in the transition to AIM.

Do you have any suggestion to update/improve the ICAO Roadmap for the Transition from AIS to AIM?

1	In the first version of the Roadmap document the description of the steps is quite basic and insufficient. Those definitions should be expanded and/or reference to specific standards, manuals and other documents should be provided within it. Timelines should be permanently monitored and adapted accordingly.
2	Extend the end of the implementation period from 2016-2020

3 Review the status of AIM implementation between phase two (2) and three(3) as new product are introduced, organizational changes will need to be made to implement better management of information in terms of:

4 Staff planning and staff training

- impact on cost-recovery mechanisms
- formalization of agreement with data providers to ensure a high degree of data quality
- introduction of an extensive amount of explicit meta-information