



ICAO

AAO SG 8 - WP 3.2G - APP B - AFI AIRSPACE QUESTIONNAIRE

AFI AIRSPACE OPTIMIZATION GAP ANALYSIS QUESTIONNAIRE

STATE						
FOCAL POINT						
Full name:		Email:		Telephone:		
Domain & reference	#	Question	Response			Comment/Observation
			YES	NO	N/A	
Airspace organization	1.	Has the State classified and designated all portions of its ATS airspace in accordance with provisions in ICAO Annex 11?				
	2.	Has the State established a national airspace organization and management body?				
	3.	Does the State ensure the coordination of modifications to its airspace with neighboring States when such modification impact cross-border operations?				
	4.	Has the State established a mechanism for the creation, modification, use and review of special use airspace namely restricted, danger or prohibited airspace?				
	5.	Has the State established restricted or prohibited areas in the assigned portion of airspace over the high seas?				
	6.	Has the State published information on all restricted, danger or prohibited airspaces on its territory?				
	7.	Has the state established a mechanism for the management of airspace reservation?				
	8.	Does the State ensure that safety assessment is systematically conducted prior to any change in airspace organization and management?				
	9.	Has State established a safety review process of its airspace organization and operations?				

ATS Route management	10.	Has the State designated a national ATS routes planning focal point?				
	11.	Does the State systematically notify ICAO of its requirements for ATS route designator?				
	12.	Has the State implemented regional ATS routes in the airspace under its responsibility?				
	13.	If the State has implemented regional ATS routes, has the State ensured coordinations with neighboring States/FIR?				
	14.	Has the State developed a national ATS route catalogue?				
	15.	Has the State reviewed and updated its regional ATS routes in the AFI air navigation plan for the last five years?				
	16.	Does the State periodically assess the rate of utilization of ATS routes by airspace users in its airspace?				
5LNC management	17.	Has the State designated national 5LNC focal points?				
	18.	When designated, does the State ensure that the 5LNC focal points have access to the platform and have followed a proper ICARD training?				
	19.	Does the State systematically notify ICAO of its requirements for 5LNCs?				
	20.	Does the State ensure systematic coordination of airspace boundary 5LNCs with neighboring State/FIR before submission of request to the ICAO regional office?				
	21.	Does the State hold a dynamic list of its 5LNCs?				
PBN implementation	22.	Has the State adopted the PBN concept in the national regulation?				
	23.	Has the State prescribed navigation specifications in applying Performance-based navigation?				
	24.	If State apply PBN, are the navigation specification(s) for designated areas, tracks or ATS routes prescribed in accordance with AFI PBN plan?				
	25.	Does the State ensure that the prescribed navigation specifications are appropriate to the level of communications, navigation and air traffic services provided in its airspace?				

	26.	Has the State developed and approved a national PBN implementation Plan (NPIP)?				
	27.	Has the State designated a national focal point for PBN implementation?				
	28.	Has the State established regional RNAV/RNP routes in lower airspace?				
	29.	Has the State established regional RNAV/RNP routes in upper airspace?				
	30.	Has the State implemented RNAV 10 routes for the oceanic and continental remote areas?				
	31.	Has the State implemented RNAV 5 routes in its En route continental airspace?				
	32.	Has the State implemented RNP APCH for approaches at all its international airport(s)?				
	33.	Where RNP APCH is implemented, does it provide for APV operations (with Baro VNAV)?				
	34.	Where RNP APCH is implemented, does it provide for APV operations (with SBAS)?				
	35.	Has the State implemented PBN SIDs at all its international airports?				
	36.	Where implemented, do the PBN SIDs include Continues Climb Operations (CCO)?				
	37.	Has the State implemented PBN STAR at all its international airports?				
	38.	Where implemented, do the PBN STARs include Continues Descent Operations (CDO)?				
	39.	Has the State implemented PBN horizontal separation for oceanic and continental remote areas?				
	40.	Has the State implemented PBN horizontal separation for En-route continental airspace?				
	41.	Has the State established a mechanism for periodic review of PBN routes and approach procedures?				
	42.	Has the State established a mechanism for the identification and mitigation of GNSS radio frequency interference?				
	43.	Has the State maintained conventional instrument flight procedures at its international airports?				

Airspace optimization	44.	Has the State implemented Free Route Airspace (FRA) in its upper airspace?				
	45.	Has the State implemented Free Route Airspace (FRA) in its lower airspace?				
	46.	Has the State implemented Flexible Use of Airspace (FUA) in its upper airspace?				
	47.	Has the State implemented Flexible Use of Airspace (FUA) in its lower airspace?				
Training and qualification	48.	Has the State established a training programme for airspace planners and airspace managers?				
	49.	Has the State ensured the integration of PBN concept in the training programme for airspace planners, ANS inspectors, air traffic controllers and pilots?				
	50.	Does the State ensure regular refresher trainings of airspace planners, air traffic controllers and pilots on PBN operations?				