

## ICAO AIM/SWIM Seminar for the AFI Region

(Dakar, Senegal, 7-9 September 2015)

### Draft Recommendations of the Seminar

**1. The new AIM Package will be based on the following:**

- Annex 15 consisting of User and Operational Requirements and performance specifications with a primary audience for States
- PANS-AIM consisting of Procedures, processes, formats, technical specifications with a primary audience for States and service delivery organizations
- AIS (AIM) Manual consisting of Best practices; guidance on application and implementation with a primary audience for Service delivery organizations

**2. AIM Guidance Material will consist of the following:**

- New Quality Manual (Doc 9839)
- AIS Manual – Amdt 3 (Doc 8126)
- New Training Manual (Doc 9991)
- Aeronautical Chart manual – Amdt 3 (Doc 8697)
- Update of WGS84 Manual (Doc 9674)
- Update of Public Usage of Internet (Doc 9855)
- Draft PANS/MAP Document
- \*Under consideration
  - Update of eTOD/AMDB Guidance (Doc 9881)

**3. Data quality is defined with three parameters as follows:**

- a) **Accuracy:** A degree of conformance between the estimated or measured value and the true value;
- b) **Integrity:** A degree of assurance that an aeronautical data and its value has not been lost nor altered since the data origination or authorized amendment
- c) **Resolution:** A number of units or digits to which a measured or calculated value is expressed and used
- d) **Timeliness, Completeness and Trust**

4. Regional Air Navigation Plans (ANPs): The ANPs have so far been developed to set forth, in detail, the facilities, services and procedures required for international air navigation within a specified area. They also contain planning and guidance material:

- That there are limitations of the current regional ANPs
- That there is a need to reshape them to keep pace with the new developments, including the outcome of the Twelfth Air Navigation Conference (AN- Conf/12).

5. Implementation of SWIM in AFI Region

In the AFI Region, there is a need to provide solutions for improving the services in achieving SWIM through the Integration with the following other services

- REGIONAL AIM Data Bases (Implementation of the AFI-CAD Concept as per *Rec, 3/8 (c) of the 12<sup>th</sup> ANC*)
- MET integration
- Automation and WAC Charts
- Airports Operations Information
- Airlines Operators Information
- SAR Information
- Liaison and overflying permissions information Transition

6. AIS to AIM Transition:

- AFI States should accelerate the transition from AIS to AIM by implementing a fully automated digital aeronautical data chain;
- Intra-regional and interregional cooperation is necessary for an expeditious transition from AIS to AIM in a harmonized manner and digital data exchange.
- AFI States should have a common understanding of the intentions of the 12th ANC Rec, 3/8 (c) and the ICAO AIS/AIM Transition Roadmap with regard to an expeditious transition from AIS to AIM;
- AFI States should consider joining the established Sub regional /Regional database an enabler from AIS to AIM.

7. The meteorological products of the future will be combined with the AIM products to form the future flight briefings and the new services provided to all ATM components.

8. What flight crews require from AIS/AIM:

- Accurate airport data at departure airport
- Accurate departure procedure information
- Accurate en-route information
- Accurate arrival procedure information
- Accurate airport data at arrival airport

9. That the following are **critical** to flight safety

- Current up to date charts, Electronic & paper
- Current up to date FMS Navigation database
- Mismatch of information as in Flight crew charts procedures and ATC procedures
- AIRAC changeover date
- Flight departure date vs arrival date

10. That in cases where inconsistent or erroneous data from AIS/AIM exists, and where data houses have requested for clarification from the responsible authorities, an expedient response to enquiries is necessary especially in cases where it is observed that the requests were unanswered for years.

11. That there is need for organizing a Regulatory forum in the AFI Region to assist in developing appropriate Regulatory frameworks.