International Civil Aviation Organization
Eastern and Southern African Office

Thirteenth Meeting of the Air Traffic Management/Aeronautical Information Management/Search and Rescue Sub-Group (ATM/AIM/SAR SG/13)
(Nairobi, Kenya, 16 - 19 September 2013)

Agenda Item 12: AIM/MAP Issues

AIS TO AIM TRANSITION ACTIVITIES IN ASECNA

(Presented by ASECNA)

SUMMARY

The 11th Air navigation conference (AN-Conf/11) has approved ATM operational concept and by its recommendation (1/8), this meeting has clearly defined the objective of Aeronautical Information.

It is in the way to reach this objective that ICAO road map for the transition from AIS to AIM was adopted 2009.

Follow up: The meeting is invited to :

a) Take in account the implementation activities of module B0-DATM conducted by ASECNA;

b) Note that ASECNA wishes to develop international partnership for AIM objectives, particularly for Database sharing and electronic terrain and obstacle data survey settlement.

REFERENCES

GPI-18 Aeronautical Information
GPI-20 WGS-84
Recommendation 1/8-AN-Conf/11
AIS TO AIM Roadmap

FINANCIAL INCIDENCE: Important implementation financial means

This information paper is related to Strategic Objectives: **A**

[1] Benin, Burkina Faso, Cameroon, Central African Republic, Chad, Comoros, Congo, Cote d'Ivoire, Equatorial Guinea, Gabon, Guinea-Bissau, Madagascar, Mali, Mauritania, Niger, Senegal, and, Togo.

1. INTRODUCTION

1.1 The ICAO roadmap for the transition from AIS to AIM adopted in 2009, has three phases:

Phase 1: consolidation

Phase 2: digitalisation

Phase 3: Information management.

1.2 Considering the ASBU methodology, these three phases are included in the module B0-30 or (B0-DATM) **Service Improvement through Digital Aeronautical Information Management**, of BLOC 0 related to the Performance Improvement Area (PIA) "Globally interoperable of systems and data". ASECNA, since the adoption of ICAO road map for the transition from AIS to AIM, is conducting many implementation activities in order to improve all AIM service in its seventeen countries.

2. STATUS OF TRANSITION OF THE ROADMAP IMPLEMENTATION

2.1 The following table gives a situation for each step of the roadmap:

a) Consolidated phase;

Steps	Ref	Actions	Implementation rate
AIRAC monitoring	**P03**	All publication are compliant with AIRAC	100%
Monitoring differences related to annexes 4 and 15	**P04**	Differences notified by states are published by ASECNA	Monitoring by AAC
WGS-84 implementation	**P05**	All international and regional aerodromes are covered. Periodic update is planned within investment programs	100%
Quality Management System	**P17**	Quality Management System is implemented in 2012 for all AIM activities ; ISO Certification is planned for 2013/2014	60%

b) Digitalisation phase

Steps	Ref	Actions	Implementation rate
Data integrity monitoring	**P02**	Pre-check and post-check procedures are established with four check points.	100 % Permanent action

		An indicator is used to monitor these checks.	
Data Quality monitoring	**P01**	Check procedures established to be applied by all actors Remaining challenges related to be addressed due to some weakness in coordination with external data originator.	95%
Integrated aeronautical information database	**P06**	Static and dynamic database AIXM 4.5 implemented, pre-operational tests are in progress. Database is linked with the automation of AIS Unit, NOF unit and AIP edition. (THALES solution : NOPIA+ANAIS).	60%
Aerodrome mapping	**P15**	Use of GIS and automation of mapping computer application is planned for 2014/2016.	0%
Obstacles	**P14**	Survey for eTOD are planned -Data availability (2015/2017).	0%
Topography	**P13**		
EAIP	**P11**	eAIP is available in PDF format- Migration to AIXM in 2013/2014.	70%

c) Information Management Phase

Steps	Ref	Actions	Implementation rate
Aeronautical Data Exchange	**P09**	Stand by for AIXM data base full operation and ICAO specifications Link with AFICAD expected	0%
Communications networks	**P10**	- AMHS implementation 2013/2014 - IP network implementation 2013/2015	25%
Aeronautical Information Briefing	**P12**	PIB improvement and MET data integration in progress	60%
Training	**P16**	Initial and on job training	

		progressively adapted to the transition needs	40%
Agreements with Data Originators	**P18**	SLA signature in progress with the basic data originators in each country	10%
Interoperability with meteorological products	**P19**	Standby for WXXM specifications	0%
Electronic aeronautical charts	**P20**	Planned for 2015/2017	0%
Digital NOTAM	**P21**	Standby for ICAO specifications	0%

3. CONCLUSION

3.1 In light of the above, the situation in ASECNA countries can be resumed as hereunder:

a) **Phase 1**: all steps are implemented, only AIM Quality Management ISO certification is remained;

b) **Phase 2**: steps concerning data integrity and quality monitoring, eAIP and database are in progress, the challenge is AMDB and eTOD; and

c) **Phase 3**: ICAO SARPs are expected about XNOTAM, WXXM but activities are in progress about training, communications networks, and agreements with data originators.
