FOLLOW UP TO APIRG/17 CONCLUSION 17/86 (AIM)

Summary of replies to State Letter Ref.: T 2/7-0725 dated 7 August 2012

1. National Plan for the transition from AIS to AIM

a) Have you developed a National Plan for the transition from AIS to AIM? If Yes, is it based on the ICAO Roadmap (Phases 1, 2 and 3) ?		YES	NO
Algeria			
Angola			
Benin	ASECNA Plan is based on ICAO Roadmap	X	
Burkina Faso	ASECNA Plan is based on ICAO Roadmap	X	
Botswana	National Plan for transition from AIS to AIM is not yet developed; most of the activities are included in the CAAB – ANS Training plan. The national plan for the transition from AIS to AIM based on ICAO Roadmap will be developed and the timeframe will be from 2011-2013. The implementation will be subject to availability of funds and request ICAO to assist in facilitating this massive training.	X	
Burundi			X
Cameroon	ASECNA Plan is based on ICAO Roadmap	X	
Cape Verde			X
Central African Republic	ASECNA Plan is based on ICAO Roadmap	X	
Chad	ASECNA Plan is based on ICAO Roadmap	X	
Comoros	ASECNA Plan is based on ICAO Roadmap	X	X
Congo	ASECNA Plan is based on ICAO Roadmap	X	
Cote d'Ivoire	ASECNA Plan is based on ICAO Roadmap	X	
Democratic Republic of Congo			X
Djibouti			X
Egypt	Our plan for the transition from AIS to AIM is presented through answering this questionnaire.	X	
Equatorial Guinea	ASECNA Plan is based on ICAO Roadmap	X	
Eritrea			X
Ethiopia			X
Gabon	ASECNA Plan is based on ICAO Roadmap	X	
Gambia		X	X
Ghana	National Plan based on ICAO Roadmap yet to be developed.		X
Guinea	Roberts FIR plan is based on ICAO Roadmap		X
Guinea Bissau	ASECNA Plan is based on ICAO Roadmap	X	
Kenya	National Plan is based on ICAO Roadmap	X	
Liberia	Roberts FIR plan is based on ICAO Roadmap	X	
Libya			
Lesotho			X
Madagascar	ASECNA Plan is based on ICAO Roadmap	X	
Malawi			X

a) Have you developed a National Plan for the transition from AIS to AIM? If Yes, is it based on the ICAO Roadmap (Phases 1, 2 and 3) ?		YES	NO
Mali	ASECNA Plan is based on ICAO Roadmap	X	
Mauritania	ASECNA Plan is based on ICAO Roadmap	X	
Mauritius	No formal plan has been developed for the whole transition but a set of initiatives for several steps of the Roadmap have already been taken		X
Morocco			
Mozambique			X
Namibia	The Transition is based on ICAO Roadmap	X	
Niger	ASECNA Plan is based on ICAO Roadmap	X	X
Nigeria	Yes, it's based on the ICAO Roadmap (phase 1,2 and 3)	X	
Rwanda	An official National Plan for the transition from AIS to AIM has been prepared based on the ICAO roadmap as well as our national requirements.	X	
Sao Tome and Principe			X
Senegal	ASECNA Plan is based on ICAO Roadmap	X	
Seychelles			X
Sierra Leone	Roberts FIR plan is based on ICAO Roadmap		X
Somalia			X
South Africa	South African Plan is based on ICAO Roadmap	X	
South Sudan			
Sudan	A contract will be signed with Consultant Service Company, by the end of First Quarter of 2013 Sudan will have a National Plan, however a set of initiatives for several steps of the Roadmap Phases were fully covered by our initiatives		X
Swaziland			X
Togo	ASECNA Plan is based on ICAO Roadmap	X	
Tunisia	Yes, it's based on the ICAO Roadmap (phase 1,2 and 3)	X	
Uganda	Yes, we have a national plan based on ICAO roadmap. Phase 1 is ongoing. Phases 2 and 3; procuring of equipment is ongoing.	X	
United Republic of Tanzania	National Plan is based on ICAO Roadmap	X	
Zambia			X
Zimbabwe			X

2. Phase 1 – Consolidation (2009)

a)	What do you consider a realistic timeframe for the implementation of Phase 1?
Algeria	
Angola	
Benin	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Burkina Faso	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Botswana	2011-2013
Burundi	
Cameroon	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Cape Verde	
Central African Republic	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Chad	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Comoros	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Congo	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Cote d'Ivoire	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Democratic Republic of Congo	
Djibouti	
Egypt	Already Implemented
Equatorial Guinea	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Eritrea	
Ethiopia	
Gabon	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Gambia	2014- due to coordination with ASECNA.
Ghana	2014 –due to lack of data quality implementation- SLA are not yet established with data originators.
Guinea	Ordinance to establish a mechanism for Data Quality Resolution and Integrity ongoing. To review the service level agreement between the AIM and the data provider by 2014 (Roberts FIR).
Guinea Bissau	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Kenya	Two years (2010-2011)
Lesotho	
Liberia	Ordinance to establish a mechanism for Data Quality Resolution and Integrity ongoing. To review the service level agreement between the AIM and the data provider by 2014 (Roberts FIR).
Madagascar	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Malawi	
Mali	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Mauritania	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Mauritius	Implementation of Quality System is in progress and would be completed by August 2014
Morocco	
Mozambique	
Namibia	
Niger	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Nigeria	2013 – 2015
Rwanda	
Sao Tome and Principe	
Senegal	2014 - due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Seychelles	

a)	What do you consider a realistic timeframe for the implementation of Phase 1?
Sierra Leone	Ordinance to establish a mechanism for Data Quality Resolution and Integrity ongoing. To review the service level agreement between the AIM and the data provider by 2014 (Roberts FIR).
Somalia	2013
South Africa	2013
South Sudan	
Sudan	QMS implemented and will be certified during 2013. Incremental improvements in data quality achieved staff trained. Decree to establish a mechanism for Data Quality Resolution and Integrity ongoing. Plan to review, reinforce, amend and re-endorsement SLAs between AIM and Data Providers.
Swaziland	
Tunisia	The timeframe is realistic for the implementation of phase 1.
Togo	2014 - due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Uganda	June 2013- due to lack of SLAs implementation
United Republic of Tanzania	
Zambia	
Zimbabwe	

b) What is the status of implementation of the following steps of Phase 1 in your State?

P-03 — AIRAC adherence monitoring

	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Burkina Faso	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Botswana	Implemented ,the organisation has appointed AIS contact persons from different Directorates within the CAAB who are responsible for providing raw data to AIS for publication timely		Planning to introduce Service Letter of Agreement (SLA) with the aeronautical/data providers
Burundi			
Cameroon	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Cape Verde			
Central African Republic	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Chad	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-03 — AIRAC adherence monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
			(amendment-NOTAM-Supplement and AIC)
Comoros	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Congo	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Cote d'Ivoire	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Democratic Republic of Congo			
Djibouti			
Egypt	x Through our CAA team; x feed back of the customer satisfaction.	We are planning to have access to Eurocontrol pTracker web based tool	One of the problems we are facing with the originators is convincing them with adhering to AIRAC cycles. Overcoming such problem is by holding meetings and exchanging mutual letters with them.
Equatorial Guinea	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Eritrea			
Ethiopia			
Gabon	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Gambia	Full compliance with AIRAC		
Ghana	Full compliance with AIRAC		
Guinea	FULLY Implemented (Roberts FIR)	Monitored Since the Introduction of AIP 1st edition (Roberts FIR)	The compliance of integrated aeronautical information package (IAIP) publication, AIP including amendment service, Supplement to the AIP, AIC, NOTAM, and PIB on State (Roberts FIR)
Guinea Bissau	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Kenya	Implemented up to the process step "publication" in the		There seems currently no effective

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-03 — AIRAC adherence monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
	frame of the quality Management System Implemented using P-tracker tool		means available to monitor the process steps after "publication", (which is beyond our influence and control (mailing) Data originators not keen on AIRAC date during submission of data
Lesotho			
Liberia	FULLY Implemented (Roberts FIR)	Monitored Since the Introduction of AIP 1st edition (Roberts FIR)	The compliance of integrated aeronautical information package (IAIP) publication, AIP including amendment service, Supplement to the AIP, AIC, NOTAM, and PIB on State (Roberts FIR)
Libya			
Madagascar	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Malawi			
Mali	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Mauritania	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Mauritius	Fully implemented		
Morocco			
Mozambique			
Namibia			
Niger	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Nigeria	Yes , manually	2015	
Rwanda			
Sao Tome and Principe			
Senegal	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Seychelles			To be specified

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-03 — AIRAC adherence monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Sierra Leone	FULLY Implemented (Roberts FIR)	Monitored Since the Introduction of AIP 1st edition (Roberts FIR)	The compliance of integrated aeronautical information package (IAIP) publication, AIP including amendment service, Supplement to the AIP, AIC, NOTAM, and PIB on State (Roberts FIR)
Somalia	YES , MANUALLY	2013 by making sure that the aeronautical information data is of the required quality and timely distributed /exchanged to recipients according ton AIRAC dates shown in Annex 15 and AIS Doc 8126	
South Africa	2011 continuous process	Implemented	iAIP are adhering ICAO requirements Standard and AIRAC Cycle publications are being monitored accordingly
South Sudan			
Sudan	Implemented up to the process step "publication" in the frame of the Quality Management System.		There seems currently no effective means available to monitor the process steps after "publication", (which is beyond our influence and control (mailing).
Swaziland			
Tunisia	Implemented Tunisia AIS applies the quality control procedures for AIRAC		
Togo	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Uganda	Implemented up to Distribution;	An online distribution plan - 2013	Challenges being faced within the delivery chain
United Republic of Tanzania	2009 continues	implemented	All publications are adhering ICAO requirement system
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-04 — Monitoring of States' differences to Annex 4 and Annex 15			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	Any differences specified in AIP		
Burkina Faso	Any differences specified in AIP		
Botswana	Implemented. When the new Standards are introduced, AIS identifies the differences and notifies ICAO of any	Intending to introduce a monitoring format of making regular checks and evaluation twice a	

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-03 — AIRAC adherence monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
	differences and also publish them in the national AIP	year from Jan 2012	
Burundi			
Cameroon	Any differences specified in AIP		
Cape Verde			
Central African Republic	Any differences specified in AIP		
Chad	Any differences specified in AIP		
Comoros	Any differences specified in AIP		
Congo	Any differences specified in AIP		
Cote d'Ivoire	Any differences specified in AIP		
Democratic Republic of Congo			
Djibouti			
Egypt	x Through our CAA team. x Through our QMS procedures.		
Equatorial Guinea	Any differences specified in AIP		
Eritrea			
Ethiopia			
Gabon	Any differences specified in AIP		
Gambia	Differences are specified in AIP but not much.		
Ghana			
Guinea	Fully Implemented (Roberts FIR)	In accordance to Roberts FIR AIP General (GEN) 1.7-1/2 no significant difference from ICAO standard, recommended practices and procedures (Roberts FIR)	The State have reported that no significant differences exist at this stage in the application of the regulatory materials in the three member states of the Roberts FIR; however the slight variations in the application need to be recognized for the future development
Guinea Bissau	Any differences specified in AIP		
Kenya	Difference monitoring included as a continuous activity in KCAA strategic plan latest update on AIP GEN 1.7 dated July 2012 updated		
Lesotho			
Liberia	Fully Implemented (Roberts FIR)	In accordance to Roberts FIR AIP General (GEN) 1.7-1/2 no significant difference from ICAO standard, recommended practices and procedures (Roberts FIR)	The State have reported that no significant differences exist at this stage in the application of the regulatory materials in the three member states of the Roberts FIR; however the slight variations in the application need to be recognized for the future development
Libya			

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-03 — AIRAC adherence monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Madagascar	Any differences specified in AIP		
Malawi			
Mali	Any differences specified in AIP		-
Mauritania	Any differences specified in AIP		
Morocco			
Mauritius	Implemented – Differences are notified to ICAO and published in AIP Mauritius		
Mozambique			
Namibia			
Niger	Any differences specified in AIP		
Nigeria	No		
Rwanda			
Sao Tome and Principe			
Senegal	Any differences specified in AIP		
Seychelles			
Sierra Leone	Fully Implemented (Roberts FIR)	In accordance to Roberts FIR AIP General (GEN) 1.7-1/2 no significant difference from ICAO standard, recommended practices and procedures (Roberts FIR)	The State have reported that no significant differences exist at this stage in the application of the regulatory materials in the three member states of the Roberts FIR; however the slight variations in the application need to be recognized for the future development
Somalia	No	2013 by sending surveyors to Somalia to work on Geographical coordinates and covert them in WGS 84	Geoid undulation not yet implemented No PBN without WGS 84
South Africa	2011-2015	Implemented continuous process	The findings are indicated in AIP, General 1: 7-1 onwards
South Sudan			
Sudan	Differences identified, not published	Ongoing plan to identify all annexes differences by newly established Department.	Sudan CAA plan to enforce ICAO e-notification, ongoing.
Swaziland			
Tunisia	Differences to annex 4 and annex 15 reglementation are published in Tunisia AIP		
Togo	Any differences specified in AIP		
Uganda	Differences have been published in the AIP	With AIS automation plan, most differences will be minimised	
United Republic of Tanzania	2009 continues	Implemented	The findings are indicated in AIP, General 1: 7-1 onwards
Zambia			
Zimbabwe			
b) What is the status of implementation of the following steps of Phase 1 in your State?			

P-05 — WGS-84 implementation			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Burkina Faso	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Botswana	Implemented and published in the national AIP		A planned re-survey of all major airports due to new ongoing constructions and to sign a Service Letter Agreement with Directorate of Airports as the main source of the data to ensure accuracy and traceability of information by 2012.
Burundi			
Cameroon	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Cape Verde			
Central African Republic	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Chad	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Comoros	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Congo	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Cote d'Ivoire	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Democratic Republic of Congo			
Djibouti			
Egypt	YES – Ref AIP A.R.E page GEN 2.1-2		
Equatorial Guinea	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Eritrea			
Ethiopia			
Gabon	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Gambia	Implemented and published in the AIP	Maintenance and update are planned for 2013	A planned re-survey will be conducted in 2013
Ghana			
Guinea	Survey 2003		The basic problem is to transform the national coordinates to WGS-84 and express all coordinates in the global system in relation to RNAV

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-03 — AIRAC adherence monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
			implementation.
Guinea Bissau	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Kenya	Implemented since 2000. Maintenance Survey for 3 airports conducted last month and 3 others scheduled 2013/2014		
Lesotho			
Liberia	Survey 1996	Resurvey programmes 2013-2014	The basic problem is to transform the national coordinates to WGS-84 and express all coordinates in the global system in relation to RNAV implementation.
Libya			
Madagascar	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Malawi			
Mali	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Mauritanie	100% implemented for all important aerodromes	Maintenance and update are planned	
Mauritius	Implemented – since 1998		
Morocco			
Mozambique			
Namibia			
Niger	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Nigeria	100% implemented for all important aerodromes	Maintenance and update are planned	
Rwanda			
Sao Tome and Principe			
Senegal	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Seychelles			
Sierra Leone	Survey 1997	Resurvey programmes 2013-2014	The basic problem is to transform the national coordinates to WGS-84 and express all coordinates in the global system in relation to RNAV implementation.
Somalia	Yes	By 2013 – showing the differences in the Somalia AIP – GEN section in order to be included in ICAO supplements and in Annex 4 and 15	Somalia AIP is obsolete.
South Africa	1990-2013	Implemented continuous process	To conduct WGS84 coordinates maintenance and resurvey the relocated ground navigational

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-03 — AIRAC adherence monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
			aids, airport facilities and convert waypoints coordinates
South Sudan			
Sudan	Implemented – since 1998, resurveyed 2010.		Geoid Undulation not yet implemented
Swaziland			
Tunisia	Implemented All coordinates mentioned in Tunisia AIP are based on WGS-84 coordinates system (fully implemented)		
Togo	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Uganda	Part implementation since 2008	Complete Implementation – 2014	Geoid Undulation not yet implemented
United Republic of Tanzania	2010-2013	Ongoing	• Waypoints need to be converted • Survey the remained aerodromes
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-17 — Quality			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Burkina Faso	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Botswana		Planned for 2011-2013, and this will be done by training Management and staff on Quality Assurance. This will be carried out as a project which will involve the Top Management, AIS staff and aeronautical/data providers	
Burundi			
Cameroon	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Cape Verde			

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-03 — AIRAC adherence monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Central African Republic	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Chad	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Comoros	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Congo	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Cote d'Ivoire	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Democratic Republic of Congo			
Djibouti			
Egypt	ISO 9001:2000 certified since DEC 2007 and renewed as ISO 900 1/2008 on DEC 2010		
Equatorial Guinea	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Eritrea			
Ethiopia			
Gabon	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Gambia	QMS implementation is in the planning stages at the moment but not yet completed.	QMS implementation is in the planning stages at the moment but not yet completed.	QMS implementation is in the planning stages at the moment but not yet completed.
Ghana			
Guinea			
Guinea Bissau	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Kenya	Implemented QMS and got certified in April 2011. Maintenance of QMS a continuous exercise		Aeronautical Data Quality Course scheduled for next year to empower

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-03 — AIRAC adherence monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
			data providers and AIS in implementation
Lesotho			
Liberia			
Libya			
Madagascar	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Malawi			
Mali	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Mauritania	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Mauritius	Implementation of ISO 9001: 2008 is in progress		
Morocco			
Mozambique			
Namibia			
Niger	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Nigeria	Implemented		
Rwanda			
Sao Tome and Principe			
Senegal	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Seychelles			
Sierra Leone			
Somalia	Yes , Manually	2013 by introducing quality system which will contain the procedures and resources necessary for each stage and making sure that received, originated, collated, edited, published and stored aeronautical information meet the needs of the recipients.	Data exchange system will improve data integrity
South Africa	2011-2013	Implemented continuous process	Training of staff on QMS Implementation Module ongoing, to conduct Gap Analysis in the processes of Implementation.

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-03 — AIRAC adherence monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
			Audited and get certified with ISO 9001:2008
South Sudan			
Sudan	QMS implemented, will be certified during 2013.		
Swaziland			
Tunisia	Implemented Tunisia AIS and aerodrome AIS unit have got the certification of ISO 9001:2008 on JAN 2009		
Togo	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Uganda	Implementation ongoing	Total implementation with AIM automation by – 2014	Implementation ongoing. However, we are faced with Challenges regarding data verification
United Republic of Tanzania	Implemented	2009-2010	Got certified with ISO 9001 of 2008
Zambia			
Zimbabwe			

3. Phase 2 – Going Digital (2009 – 2011)

a)	What do you consider a realistic timeframe for the implementation of Phase 2?
Algeria	
Angola	
Benin	2016- due to eTOD implementation which needs important means (technical and financial)
Burkina Faso	2016- due to eTOD implementation which needs important means (technical and financial)
Botswana	2 years
Burundi	
Cameroon	2016- due to eTOD implementation which needs important means (technical and financial)
Cape Verde	
Central African Republic	2016- due to eTOD implementation which needs important means (technical and financial)
Chad	2016- due to eTOD implementation which needs important means (technical and financial)
Comoros	2016- due to eTOD implementation which needs important means (technical and financial)
Congo	2016- due to eTOD implementation which needs important means (technical and financial)
Cote d'Ivoire	2016- due to eTOD implementation which needs important means (technical and financial)
Democratic Republic of Congo	
Djibouti	
Egypt	Mid of 2012
Equatorial Guinea	2016- due to eTOD implementation which needs important means (technical and financial)

a)	What do you consider a realistic timeframe for the implementation of Phase 2?
Eritrea	
Ethiopia	
Gabon	2016- due to eTOD implementation which needs important means (technical and financial)
Gambia	
Ghana	
Guinea	
Guinea Bissau	2016- due to eTOD implementation which needs important means (technical and financial)
Kenya	Kenya's Phase 2 runs (2011-2012) and 70% so far completed. The other 30% is to be completed within 2012-2013 performance contract 3 year period is preferred to manage targets not met between 2011-2012.
Lesotho	
Liberia	
Libya	
Madagascar	2016- due to eTOD implementation which needs important means (technical and financial)
Malawi	
Mali	2016- due to eTOD implementation which needs important means (technical and financial)
Mauritania	2016- due to eTOD implementation which needs important means (technical and financial)
Mauritius	Many steps of Phase 2 are being implemented; however the entire scope of data will be covered by 2015.
Morocco	
Mozambique	
Namibia	
Niger	2016- due to eTOD implementation which needs important means (technical and financial)
Nigeria	2016
Rwanda	
Sao Tome and Principe	
Senegal	2016- due to eTOD implementation which needs important means (technical and financial)
Seychelles	
Sierra Leone	
Somalia	2014, by going digital in using computer technology or digital communication and introducing digital data from data base in our production process.
South Africa	2014 – 2016 - due to eTOD implementation which needs legislative, technical and financial input.
South Sudan	
Sudan	Transfer National Plan will be in place by the end of March 2013.
Swaziland	
Tunisia	The timeframe is not realistic for the implementation of phase 2.
Togo	2016- due to eTOD implementation which needs important means (technical and financial)
Uganda	Some of the activities will be implemented after AIM Automation: 2013 - 2015
United Republic of Tanzania	
Zambia	
Zimbabwe	

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-01 — Data quality monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored	SLA establishment is planned for 2013	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Burkina Faso	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored	SLA establishment is planned for 2013	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Botswana	Not yet implemented AIS keeps records and checks all the Integrated Aeronautical Information Package	To introduce QMS Implementation by 2011-2013	The step will be fully implemented after QMS implementation during 2011-2013
Burundi			
Cameroon	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored	SLA establishment is planned for 2013	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Cape Verde			
Central African Republic	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored	SLA establishment is planned for 2013	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Chad	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored	SLA establishment is planned for 2013.	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Comoros	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored	SLA establishment is planned for 2013	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Congo	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored	SLA establishment is planned for 2013	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Cote d'Ivoire	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored.	SLA establishment is planned for 2013	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Democratic Republic of Congo			
Djibouti			
Egypt	Implemented inside AIS by: x Applying quality control procedures for both technical check for the raw data and editorial check before publication x Using an automated Archiving system for storing and	Development of KPIs software is ongoing, will be in operation by the end of JUL 2011. It is	Its will known that data quality monitoring is extended beyond the AIS (Data originators, End users and sometimes commercial agents i.e Jeppessen). So applying such step on the wide range requires extra efforts especially from State AIS and that's apparent in Egypt through holding monthly meeting with the originators as well as some end

	retrieving of raw data.	intended to be measured on a quarterly basis.	users.
Equatorial Guinea	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored	SLA establishment is planned for 2013.	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Eritrea			
Ethiopia			
Gabon	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored	SLA establishment is planned for 2013.	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Gambia			
Ghana			
Guinea			
Guinea Bissau	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored.	SLA establishment is planned for 2013.	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Kenya	Implemented through continuous monitoring of QMS- Internal audits		Aeronautical Data Quality Course scheduled for the next year to empower data providers and AIS on implementation
Lesotho			
Liberia			
Libya			
Madagascar	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored.	SLA establishment is planned for 2013.	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Malawi			
Mali	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored.	SLA establishment is planned for 2013.	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Mauritania	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored.		Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Mauritius	A structured monitoring system is not implemented. Introduction of QMS ISO 9001:2008 will resolve this issue.		*State policy under development*
Morocco			
Mozambique			
Namibia			
Niger	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored.	SLA establishment is planned for 2013	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Nigeria	Not yet implemented		

Rwanda			
Sao Tome and Principe			
Senegal	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators-Data quality indicator is available and monitored.	SLA establishment is planned for 2013	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Seychelles			
Sierra Leone			
Somalia	A structured monitoring system and quality system not implemented	2014, by making sure that the quality of aeronautical information given suits the recipients and that the recipients are provided with appropriate quality information	
South Africa	QMS (CHAIN, OPADD, etc) already implemented by ANSP. Data Quality Monitoring will be continually revised to incorporate new systems, technologies and associate processes.	The centralised repository for Aeronautical information (2013) would ensure quality within all systems across South Africa.	
South Sudan			
Sudan	A structured monitoring system is not implemented. Quality management in the chain is fractured.		State policy under development.
Swaziland			
Tunisia	Implemented Tunisia AIS applies the quality control procedures for the raw data and editorial check before publication and archiving system for storing and retrieving of raw data		
Togo	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators-Data quality indicator is available and monitored.	SLA establishment is planned for 2013	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Uganda	A structured monitoring system is not implemented. Quality management in the chain is fractured		Ensure that the procedure for data quality monitoring is adhered to
United Republic of Tanzania	Continues	Continues	geodatabase to be created for a reference to spatial data
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 2 in your State?

P-02 — Data integrity monitoring

	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Burkina Faso	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Botswana	Partially implemented AIS verify with the source information/data before publication		The step will be fully implemented after QMS implementation during

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-02 — Data integrity monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
			2011-2013
Burundi			
Cameroon	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Cape Verde			
Central African Republic	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Chad	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Comoros	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Congo	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Cote d'Ivoire	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	
Democratic Republic of Congo			
Djibouti			
Egypt	Cyclic Redundancy Check (CRC) values are applied inside Egypt AIS through an automated system based on AIXM 4.5 DB	Intention to use Standard Input Forms (SIF) which will enable data to be processed electronically avoiding human interference and numerous manual re-entries. (under study)	Since exchanging of data is done in paper form the only method used for the time being is the manual check on every entry
Equatorial Guinea	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Eritrea			
Ethiopia			
Gabon	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Gambia			
Ghana			
Guinea			
Guinea Bissau	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Kenya	Data Integrity monitoring processes are implemented within automated		A 3 Step validation process before data is

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-02 — Data integrity monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
	AIS Systems		accepted in the database
Lesotho			
Liberia			
Libya			
Madagascar	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Malawi			
Mali	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Mauritania	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Mauritius	Partially implemented	Introduction of QMS ISO 9001: 2008 and the implementation of AIXM 5.1 Implementation date: June 2013	
Morocco			
Mozambique			
Namibia			
Niger	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Nigeria	Partially implemented. AIS verifies information/data with the source before publication		
Rwanda			
Sao Tome and Principe			
Senegal	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Seychelles			
Sierra Leone			
Somalia	Not implemented	2014, by making sure those safety objectives are measurable and adequate.	
South Sudan			
Sudan	Not implemented.	Staff trained, a mechanism for data monitoring ongoing.	
South Africa	Partially Implemented. QMS (CHAIN, OPADD, etc) already implemented by ANSP. Data Integrity Monitoring will be continually revised to incorporate new systems, technologies and associate processes.	The centralised repository for Aeronautical information (2013) would ensure integrity within all systems across South Africa.	
Swaziland			

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-02 — Data integrity monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Tunisia	Implemented Only for paper form, Tunisia AIS applies the quality control procedures from the raw data until publication	Will be planned when the integrated aeronautical information database will be implemented	
Togo	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Uganda	No data integrity monitoring system in place yet	CRC tool to be procured with AIM Automation	Procurement ongoing
United Republic of Tanzania	August 2011-august 2012	To be implemented	• Purchasing AMHS with new FLP Model/AIS Database System/FDPS/ATIS • Training needed and software to read AIXM/AICM e.g. XmlSpy
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-06 — Integrated aeronautical information database			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Burkina Faso	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Botswana	AIS Databases are available as follows: i. Flight Plan Management database ii. NOTAM database (generates PIB's) iii. OPMET (generates weather information) iv. AIP database (web- based) The first three items are not integrated to the AIP database and the chart production system is not linked to any of the databases.		• In addition, the organization has ESRI ArcGIS and Adobe Illustrator for in-house aeronautical chart production • AIP and current AIC's, NOTAM Summaries and AIP Supplements are viewed at all the major

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-02 — Data integrity monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
			airports in Botswana In order to have all the systems linked to each other, the organisation has an AIXM, but the challenge is that we do not have the knowledge of AIXM
Burundi			
Cameroon	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Cape Verde			
Central African Republic	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Chad	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Comoros	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Congo	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Cote d'Ivoire	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Democratic Republic of Congo			
Djibouti			
Egypt		Egypt is intending to have a system based on Integrated DB (AIXM5.1) between NOTAM, Briefing, AIP, Chart and procedure design as well. It will be in operation on the MID of 2012.	The integration of AIS DB with other DBs (ATS, MET etc) is taken in our concern and practical steps is on the way.
Equatorial Guinea	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Eritrea			
Ethiopia			

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-02 — Data integrity monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Gabon	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Gambia	eAIP is available in PDF	Since 2003	AIP available in digital format (PDF) on CD and on the web
Ghana			
Guinea	Dynamic database implemented and Static database is ongoing (Roberts FIR)	Upgrade of the AIXM 8.0 to AIXM 5.1 2013-2014 ongoing (Roberts FIR)	Implementation with COMSOFT's or ATALIS solutions
Guinea Bissau	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Kenya	AIXM 4.5 database implemented currently supporting AIP Charts since 2009	Integrating for NOTAM and other real time data intended during the upgrade to AIXM 5.1	Kenya is awaiting ICAO to adopt AIXM 5.1 before upgrating
Lesotho			
Liberia	Dynamic database implemented and Static database is ongoing (Roberts FIR)	Upgrade of the AIXM 8.0 to AIXM 5.1 2013-2014 ongoing (Roberts FIR)	Implementation with COMSOFT's or ATALIS solutions
Libya			
Madagascar	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Malawi			
Mali	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Mauritania	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Mauritius	Not implemented	With the Introduction of a system based on AIXM 5.1 an integration of the static and dynamic database is expected. The deadline for the transition to AIXM 5.1 is December 2014	
Morocco			
Mozambique			
Namibia			
Niger	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Nigeria			

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-02 — Data integrity monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Rwanda			
Sao Tome and Principe			
Senegal	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Seychelles			
Sierra Leone	Dynamic database implemented and Static database is on-going (Roberts FIR)	Upgrade of the AIXM 8.0 to AIXM 5.1 2013-2014 on-going (Roberts FIR)	Implementation with COMSOFT's or ATALIS solutions
Somalia	Not implemented	2014, by establishing and maintaining a database where digital aeronautical data is integrated and used to produce current and future AIM products and services.	
South Africa	Implemented. NOTAM database linked to Flight Planning System for PIB. These systems to be integrated into the Centralised Aeronautical Database.	The implementation of a centralised repository (2013) for Aeronautical information (CAD) would ensure integrity within all systems across South Africa.	
South Sudan			
Sudan	Partially implemented.	We got phase 1 of THALES AIM TOP-Sky (MET, Static and dynamic DB) phase 2 will be within 2013 included AIXM 5.1 and eAIP.	
Swaziland			
Tunisia	Implemented only for NOTAM,SNOWTAM and PIB	Plan for the another Integrated aeronautical information elements	
Togo	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Uganda	UGANDA Database not yet in place	With AIM automation, centralized database is expected -2014	
United Republic of Tanzania			
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-07 — Unique identifiers			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Burkina Faso	ASECNA Static data base named "AIMANT" is compliant with	2013	

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-02 — Data integrity monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
	the specifications of AIXM/AICM		
Botswana			Civil Aviation authority of Botswana (CAAB) needs the assistance of your office in this area, we do not understand what the unique identifiers are, and how it will be implemented
Burundi			
Cameroon	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Cape Verde			
Central African Republic	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Chad	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Comoros	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Congo	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Cote d'Ivoire	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Democratic Republic of Congo			
Djibouti			
Egypt	Implemented as our data base is based on AIXM 4.5		From Egypt's point of view this step should be omitted from the road map steps as it only concerns the IT developers rather than the States
Equatorial Guinea	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Eritrea			
Ethiopia			
Gabon	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Gambia	Not Implemented	Planned for 2014/2015	
Ghana			
Guinea	The data model AIXM 8.0 implemented (Roberts FIR)	Upgrade data model to AIXM 5.1 to have a complete and integrated solution for data processing automation 2013-2014 ongoing (Roberts FIR)	COMSOFT's or ATALIS solutions
Guinea Bissau	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Kenya	So far Kenya has implemented unique indentifyer accommodated in AIXM 4.5 only	Advance unique identifyers available in AIXM 5.1 will be implemented after the upgrade as above	

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-02 — Data integrity monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Lesotho			
Liberia	The data model AIXM 8.0 implemented (Roberts FIR)	Upgrade data model to AIXM 5.1 to have a complete and integrated solution for data processing automation 2013-2014 ongoing (Roberts FIR)	COMSOFT's or ATALIS solutions
Libya			
Madagascar	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Malawi			
Mali	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Mauritania	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Mauritius	Not implemented	With the introduction of a system based on AIXM 5.1 the universally unique identifier (UUID) model will be implemented. We expect possible difficulties in the transition process to the new unique identifiers. The deadline for the transition to AIXM 5.1 is December 2014	
Morocco			
Mozambique			
Namibia			
Niger	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Nigeria	Not implemented		
Rwanda			
Sao Tome and Principe			
Senegal	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Seychelles			
Sierra Leone	The data model AIXM 8.0 implemented (Roberts FIR)	Upgrade data model to AIXM 5.1 to have a complete and integrated solution for data processing automation 2013-2014 ongoing (Roberts FIR)	COMSOFT's or ATALIS solutions
Somalia	Not implemented	2014, by improving the existing mechanism for the unique identification of aeronautical features so as to increase the effectiveness of information exchanged without the human intervention	
South Africa	Implemented. CAD is compliant with AIXM/AICM specifications.	The centralised repository (2013) for Aeronautical information (CAD) would ensure compliance with AIXM/AICM specifications (AIXM 4.5).	
South Sudan			
Sudan	Not implemented.	Within the implementation of Sudan NP.	

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-02 — Data integrity monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Swaziland			
Tunisia	Not yet implemented	Planned (2013-2014)	
Togo	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Uganda	AISP uses a model of unique feature identification based on natural keys in compliance with AIXM 4.5.	With the introduction of a system based on AIXM 5.1 the universally unique identifier (UUID) model will be implemented. We expect possible difficulties in the transition process to the new unique identifiers.	
United Republic of Tanzania	August 2011-august 2012	To be implemented	• Purchasing AMHS with new FLP Model/AIS Database System/FDPS/ATIS • Training needed and software to read AIXM/AICM e.g. XmlSpy
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-08 — Aeronautical information conceptual model			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	The data model which is used by AIXM 4.5 is implemented.		
Burkina Faso	The data model which is used by AIXM 4.5 is implemented.		
Botswana			(CAAB) needs the assistance of your office in this area, we do not understand Aeronautical information conceptual model
Burundi			
Cameroon	The data model which is used by AIXM 4.5 is implemented.		
Cape Verde			
Central African Republic	The data model which is used by AIXM 4.5 is implemented.		
Chad	The data model which is used by AIXM 4.5 is implemented		
Comoros	The data model which is used by AIXM 4.5 is implemented		
Congo	The data model which is used by AIXM 4.5 is implemented.		
Cote d'Ivoire	The data model which is used by AIXM 4.5 is implemented.		
Democratic Republic of Congo			
Djibouti			
Egypt	Implemented as Egypt has an automated system based on AICM/AIXM 4.5	Coordination with our supplier to upgrade our Data from AICM/AIXM 4.5 to AICM/AIXM 5.1 Mid of 2012	

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-02 — Data integrity monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Equatorial Guinea	The data model which is used by AIXM 4.5 is implemented.		
Eritrea			
Ethiopia			
Gabon			
Gambia			
Ghana			
Guinea	The AIXM/AICM 8.0 implemented described services and related aeronautical data	Upgrade to AIXM conceptual model 5.1 to have a complete and integrated solution for data processing automation 2013-2014 ongoing (Roberts FIR)	COMSOFT's or ATALIS solutions
Guinea Bissau	The data model which is used by AIXM 4.5 is implemented.		
Kenya			
Lesotho			
Liberia	The AIXM/AICM 8.0 implemented described services and related aeronautical data	Upgrade to AIXM conceptual model 5.1 to have a complete and integrated solution for data processing automation 2013-2014 ongoing (Roberts FIR)	COMSOFT's or ATALIS solutions
Libya			
Madagascar	The data model which is used by AIXM 4.5 is implemented.		
Malawi			
Mali	The data model which is used by AIXM 4.5 is implemented.		
Mauritania			
Mauritius	Not implemented	With the introduction of a system based on AIXM 5.1 the appropriate data model will be implemented The deadline for the transition to AIXM 5.1 is December 2013	
Morocco			
Mozambique			
Namibia			
Niger	The data model which is used by AIXM 4.5 is implemented.		
Nigeria	Not implemented		
Rwanda			
Sao Tome and Principe			
Senegal	The data model which is used by AIXM 4.5 is implemented.		
Seychelles			
Sierra Leone	The AIXM/AICM 8.0 implemented described services and related aeronautical data	Upgrade to AIXM conceptual model 5.1 to have a complete and integrated solution for data processing automation 2013-2014 on-going (Roberts FIR)	COMSOFT's or ATALIS solutions
Somalia	Not implemented	2013, by installing an aeronautical information model which will manage digital data structures	
South Africa	Implemented. CAD is compliant with AIXM/AICM specifications.	The centralised repository (2013) for Aeronautical information (CAD) would ensure compliance with AIXM/AICM specifications (AIXM 4.5).	

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-02 — Data integrity monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
South Sudan			
Sudan	Not implemented	Phase 2 of THALES/Sudan roadmap, within 2013	
Swaziland			
Tunisia	Not yet implemented	Planned (2013-2014)	
Togo			
Uganda	Not implemented	Should be implemented with AIM automation – 2013	
United Republic of Tanzania	August 2011-august 2012	To be implemented	• Purchasing AMHS with new FLP Model/AIS Database System/FDPS/ATIS • Training needed and software to read AIXM/AICM e.g. XmlSpy
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-11 — Electronic AIP			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Burkina Faso	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Botswana		First version of the AIP is planned to be available in July 2012, and it will be in the form of PDF's saved in CD's.	
Burundi			
Cameroon	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Cape Verde			
Central African Republic	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Chad	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Comoros	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Congo	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Cote d'Ivoire	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-02 — Data integrity monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
			web
Democratic Republic of Congo			
Djibouti			
Egypt	In course of implementation	We already have the eAIP module in our AIP automated system and we are expecting to produce it by the End of 2011	
Equatorial Guinea	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Eritrea			
Ethiopia			
Gabon	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Gambia			
Ghana			
Guinea	eAIP not yet available (Roberts FIR)	Upgrade to AIXM 5.1 database management we will have a complete and integrated solution for data processing automation eAIP and AIS website (Roberts FIR)	AIP and eAIP publication features, based on AIXM exchange standards
Guinea Bissau	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Kenya	Implemented online the intranet and CD	External online version on kcaa website scheduled for Dec 2012	
Lesotho			
Liberia	eAIP not yet available (Roberts FIR)	Upgrade to AIXM 5.1 database management we will have a complete and integrated solution for data processing automation eAIP and AIS website (Roberts FIR)	AIP and eAIP publication features, based on AIXM exchange standards
Libya			
Madagascar	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Malawi			
Mali	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Mauritania	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Mauritius	Partially implemented	Initial e-AIP produced as from June 2013	AIP available on Website in PDF version
Morocco			
Mozambique			
Namibia			
Niger	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Nigeria	Nigeria provides its AIP on CD ROM		

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-02 — Data integrity monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Rwanda			
Sao Tome and Principe			
Senegal	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Seychelles			
Sierra Leone	eAIP not yet available (Roberts FIR)	Upgrade to AIXM 5.1 database management we will have a complete and integrated solution for data processing automation eAIP and AIS website (Roberts FIR)	AIP and eAIP publication features, based on AIXM exchange standards
Somalia	Not implemented	2014, compiling e AIP in a printable document and one that can be viewed by web browsers in CACAS website.	Somalia AIP at the moment is obsolete
South Africa	Implemented. Supplements, AIC and Charts (PDF format) already published in electronic form on SACAA website.	IAIP to be published via CAD by end 2013.	
South Sudan			
Sudan	Not implemented.	Phase 2 of THALES/Sudan roadmap, within 2013	
Swaziland			
Tunisia	Tunisia provides its AIP on CD ROM and on internet since 2001		Tunisia AIP may be accessible for printing and/or for navigation via WEB browser tool
Togo	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Uganda	eAIP not in place	Will be implemented with automation - 2014	Acquisition of equipment on going
United Republic of Tanzania	eAIP on CD (august 2011-June 2012) eAIP online (august 2011-2012)	Ongoing To be implemented	• Assembling data systematically • Purchasing working equipments • Need training on eAIP as well as its associated web application technologies
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 2 in your State?

P-13 — Terrain

	Implemented (specify how)	Planned (specify when/how)	Additional comments/clarification required
Algeria			
Angola			
Benin	Not implemented	Planned for 2014/2015	
Burkina Faso	Not implemented	Planned for 2014/2015	
Botswana	Not implemented	Planned for 2009-2014 year, this will be carried out as project involving all stakeholders. This is subject to availability of funds	Due to financial constraints we request ICAO to assist in funding the project and also provide expertise
Burundi			
Cameroon	Not implemented	Planned for 2014/2015	
Cape Verde			
Central African Republic	Not implemented	Planned for 2014/2015	
Chad	Not implemented	Planned for 2014/2015	
Comoros	Not implemented	Planned for 2014/2015	
Congo	Not implemented	Planned for 2014/2015	
Cote d'Ivoire	Not implemented	Planned for 2014/2015	
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea	Not implemented	Planned for 2014/2015	
Eritrea			
Ethiopia			
Gabon	Not implemented	Planned for 2014/2015	
Gambia	Not Implemented	Planned for 2014/2015	
Ghana			
Guinea	Implemented WGS 84 Survey 2003		
Guinea Bissau	Not implemented	Planned for 2014/2015	
Kenya	Digital terrain for 6 airports already available and undergoing processing and verification.	Implementation scheduled between 2013 -2015 based on the airport	
Lesotho			
Liberia	Not yet implemented require resurvey	Resurvey for eTOD implementation 2013-2014 area 1, 2, 3, 4 respectively	We have to ensure the availability of electronic TOD, in accordance with stringent numerical requirements established for 4 distinct areas
Madagascar	Not implemented	Planned for 2014/2015	
Malawi			
Mali	Not implemented	Planned for 2014/2015	
Mauritania	Not implemented	Planned for 2014/2015	
Mauritius	Partially implemented	Terrain datasets are available, but unfit to cover all eTOD requirements. Implementation is planned until December 2014	Survey of terrain is carried by qualified government organisation
Morocco			
Mozambique			
Namibia			
Niger	Not implemented	Planned for 2014/2015	
Nigeria	Not yet implemented		

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-14 — Obstacles			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	Not implemented	Planned for 2014/2015	
Burkina Faso	Not implemented	Planned for 2014/2015	
Botswana	Not yet implemented	Planned for 2009-2014 year, this will be carried out as project involving all stakeholders. This is subject to availability of funds	Due to financial constraints we request ICAO to assist in funding the project and also provide expertise
Burundi			
Cameroon			
Cape Verde			
Central African Republic	Not implemented	Planned for 2014/2015	
Chad	Not implemented	Planned for 2014/2015	
Comoros	Not implemented	Planned for 2014/2015	
Congo	Not implemented	Planned for 2014/2015	
Cote d'Ivoire	Not implemented	Planned for 2014/2015	
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea	Not implemented	Planned for 2014/2015	
Eritrea			
Ethiopia			
Gabon	Not implemented	Planned for 2014/2015	
Gambia	Not Implemented	Planned for 2014/2015	
Ghana			
Guinea	Implemented WGS-84 Survey 2003		
Guinea Bissau	Not implemented	Planned for 2014/2015	
Kenya	Area 1 obstacle data available on AIXM database	Area 2 obstacle survey for 4 airports conducted in Oct-Nov 2012. Data undergoing processing	
Lesotho			
Liberia	Partially implemented need resurvey	Electronic TOD implementation requirements planned for 2013-2014	Terrain and obstacle are in the same criteria in accordance to roadmap framework and guidance material
Libya			
Madagascar	Not implemented	Planned for 2014/2015	
Malawi			
Mali	Not implemented	Planned for 2014/2015	
Mauritania	Not implemented	Planned for 2014/2015	

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-14 — Obstacles			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Mauritius	Implemented		
Morocco			
Mozambique			
Namibia			
Niger	Not implemented	Planned for 2014/2015	
Nigeria	Not yet implemented		
Rwanda			
Sao Tome and Principe			
Senegal	Not implemented	Planned for 2014/2015	
Seychelles			
Sierra Leone	Partially implemented need resurvey	Electronic TOD implementation requirements planned for 2013-2014	Terrain and obstacle are in the same criteria in accordance to roadmap framework and guidance material
Somalia	Not implemented	2014, by compiling obstacles data in Geodetic form	Most of the obstacles in Somalia not verified
South Africa	Implemented by Regulator		
South Sudan			
Sudan	Data collected and published for most of ADs	Planed within 2013 to be completed.	
Swaziland			
Tunisia	Not yet implemented	Planned (2013-2014)	
Togo	Not implemented	Planned for 2014/2015	
Uganda	Partially provided for in the AIP but not compliant with chapter10,		
United Republic of Tanzania			
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-15 — Aerodrome mapping			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	Available on PDF version	Planed for structured format in 2015	
Burkina Faso	Available on PDF version		
Botswana		Planned for 2009-2014 year, this will be carried out as project involving all stakeholders. This is subject to availability of funds	
Burundi			
Cameroon	Available on PDF version	Planed for structured format in 2015	
Cape Verde			

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-14 — Obstacles			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Central African Republic	Available on PDF version	Planed for structured format in 2015	
Chad	Available on PDF version	Planed for structured format in 2015	
Comoros	Available on PDF version	Planed for structured format in 2015	
Congo	Available on PDF version	Planed for structured format in 2015	
Cote d'Ivoire	Available on PDF version	Planed for structured format in 2015	
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea	Available on PDF version	Planed for structured format in 2015	
Eritrea			
Ethiopia			
Gabon	Available on PDF version	Planed for structured format in 2015	
Gambia			
Ghana			
Guinea	Implemented WGS 84 survey 2003 but no complex airports exist in Guinea to support eTOD area 3 so far.		
Guinea Bissau	Available on PDF version	Planed for structured format in 2015	
Kenya	Aerodrome mapping was made a recommendation for complex airports to support eTOD Area 3. Kenya eTOD policy does not include implementation of Area 3 as no complex airports exist in Kenya so far		
Lesotho			
Liberia	Not yet implemented to support eTOD area 3 as no complex airports exist in Liberia so far	Resurvey WGS 84 2013-2014	
Libya			
Madagascar	Available on PDF version	Planed for structured format in 2015	
Malawi			
Mali	Available on PDF version	Planed for structured format in 2015	
Mauritania	Available on PDF version	Planed for structured format in 2015	
Mauritius	Not implemented	No concrete planning available yet, still under review	
Morocco			
Mozambique			
Namibia			
Niger	Available on PDF version	Planed for structured format in 2015	
Nigeria	Partially implemented		
Rwanda			
Sao Tome and Principe			
Senegal	Available on PDF version	Planed for structured format in 2015	
Seychelles			

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-14 — Obstacles			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Sierra Leone	Not yet implemented to support eTOD area 3 as no complex airports exist in Liberia so far	Resurvey WGS 84 2013-2014	
Somalia	Not implemented	2014, no concrete planning available yet	
South Africa	2015-2015	To be implemented	Establishment of aerodrome Mapping Database. Assembling and storage of aerodrome data systematically.
South Sudan			
Sudan	Not implemented.	No concrete planning available yet, still under review.	
Swaziland			
Tunisia	Not yet implemented	Planned (2013-2014)	
Togo	Available on PDF version	Planed for structured format in 2015	
Uganda	Negotiations are ongoing for the procurement of a consultant to carryout LIDAR survey for e-TOD areas 4 & 3	LIDAR survey data to be used for Aerodrome mapping	
United Republic of Tanzania	2012-2015	To be implemented	Training needed on AD mapping electronic displays and assembling of ad mapping data
Zambia			
Zimbabwe			

4. Phase 3 – Information Management (2011 – 2016)

a)	What do you consider a realistic timeframe for the implementation of Phase 3?
Algeria	
Angola	
Benin	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Burkina Faso	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Botswana	4 years
Burundi	
Cameroon	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Cape Verde	
Central African Republic	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Chad	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Comoros	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Congo	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Cote d'Ivoire	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Democratic Republic of Congo	

a)	What do you consider a realistic timeframe for the implementation of Phase 3?
Djibouti	
Egypt	
Equatorial Guinea	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Eritrea	
Ethiopia	
Gabon	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Gambia	
Ghana	
Guinea	AIM data products and services will be based on requirements identified for each ATM component by 2014 (Roberts FIR).
Guinea Bissau	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Kenya	Kenya phase 3 runs 2012-2016. We believe a 5 year period is more realistic. Preferably 2013-2018 to allow room for overflow on unaccomplished projects.
Lesotho	
Liberia	AIM data products and services will be based on requirements identified for each ATM component by 2014(Roberts FIR).
Libya	
Madagascar	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Malawi	
Mali	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Mauritania	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Mauritius	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2013-2018 would be a more realistic time frame.
Morocco	
Mozambique	
Namibia	
Niger	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Nigeria	We believe that the foreseen implementation time frame of Phase 3 can only be realistic after phase 1 & 2 is implemented. 2015-2020 would be a more realistic time frame to allow room for overflow on unaccomplished projects.
Rwanda	
Sao Tome and Principe	
Senegal	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Seychelles	
Sierra Leone	AIM data products and services will be based on requirements identified for each ATM component by 2014 (Roberts FIR).
Somalia	We consider 2013 to 2018 the realistic time frame for the implementation of Phase 3
South Africa	2017 – 2020 is a more realistic timeframe
South Sudan	
Sudan	Sudan NP will be in place by end of March 2013 all phase will be in a timeline to capture AFI Plan.
Swaziland	
Tunisia	The timeframe is not realistic for the implementation of phase 3
Togo	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Uganda	2014 – 2018 is a more realistic time frame
United Republic of Tanzania	
Zambia	
Zimbabwe	

b) What is the status of implementation of the following steps of Phase 3 in your State?

P-09 — Aeronautical data exchange			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Burkina Faso	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Botswana	Not implemented	Planned for 2012-2013 by going AMHS way.	
Burundi			
Cameroon	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Cape Verde			
Central African Republic	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Chad	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Comoros	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Congo	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Cote d'Ivoire	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Eritrea			
Ethiopia			
Gabon	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Gambia			
Ghana			
Guinea	AIXM interface is dynamic not yet static to connect with other systems (Roberts FIR)	Upgrade to AIXM 5.1 interface dynamic and Static to exchange with other compatible systems 2013-2014	To exchange with other systems that are compatible to our systems

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-09 — Aeronautical data exchange			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
		(Roberts FIR)	(Roberts FIR)
Guinea Bissau	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Kenya	Current data exchange implemented on AIXM 4.5 between AIP/MAP system and ATC strip processing systems in 5 Airports but not directly online. We use a CD-ROM to physically transport static airport data from AIP/MAP AIXM 4.5 database. Also direct exchange from AIP/MAP database to Procedure design software (geotitan) in available. The goal is to implement an online exchange with all AIS, ATc and a=data originators by 2016		
Lesotho			
Liberia	AIXM interface is dynamic not yet static to connect with other systems (Roberts FIR)	Upgrade to AIXM 5.1 interface dynamic and Static to exchange with other compatible systems 2013-2014 (Roberts FIR)	To exchange with other systems that are compatible to our systems (Roberts FIR)
Libya			
Madagascar	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Malawi			
Mali	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Mauritanie	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Mauritius	Not implemented	e-AIP/Chart under AIXM 5.1 will be put into operation in December 2013	
Morocco			
Mozambique			
Namibia			
Niger	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Nigeria	Not yet implemented		
Rwanda			
Sao Tome and Principe			
Senegal	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Seychelles			
Sierra Leone	AIXM interface is dynamic not yet static to connect with other systems (Roberts FIR)	Upgrade to AIXM 5.1 interface dynamic and Static to exchange with other compatible systems 2013-2014 (Roberts FIR)	To exchange with other systems that are compatible to our systems (Roberts FIR)

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-09 — Aeronautical data exchange			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Somalia	Not implemented	2013, by installing exchange model in consideration of internet	
South Africa	South African CAD synchronized with European Aeronautical Database	Implemented	
South Sudan			
Sudan	Not implemented.	It is planned to implement the exchange model AIXM 5.1. This will start in 2013.	Fax QMS Format implemented between data providers and AIS.
Swaziland			
Tunisia	Not yet implemented	Planned (2013-2014)	
Togo	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Uganda	AICM/AIXM partially available within ArcGIS software for charts/maps	Full implementation of the exchange model AICM/AIXM5.1 is planned for with AIM automation	
United Republic of Tanzania	2014-2015	To be implemented	Training needed for web exchanging languages e.g. XML, HTML
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-10 — Communication networks			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Burkina Faso	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Botswana	Not implemented	Planned for 2012-2013 by going AMHS way.	
Burundi			
Cameroon			
Cape Verde			
Central African Republic	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Chad	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Comoros	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Congo	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-09 — Aeronautical data exchange			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Cote d'Ivoire	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Eritrea			
Ethiopia			
Gabon	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Gambia	AFTN and INTERNET are in use	Migration to AMHS is planned for 2013-2014	
Ghana			
Guinea	Direct speech, VSAT, IDD, Internet, FDPS, VHF, HF, AMHS and line phone implemented (Roberts FIR)	AMHS implemented 2012 (Roberts FIR)	Aeronautical information/data deliver to end users via AMHS, email, and hand delivery.
Guinea Bissau	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Kenya	VSAT and AFTN currently in use	AMHS scheduled for implementation by 2013	
Lesotho			
Liberia	Direct speech, VSAT, IDD, Internet, FDPS, VHF, HF, AMHS and line phone implemented (Roberts FIR)	AMHS implemented 2012 (Roberts FIR)	Aeronautical information/data deliver to end users via AMHS, email, and hand delivery.
Libya			
Madagascar			
Malawi			
Mali	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Mauritania	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Mauritius	AISP has been using the Internet for static and dynamic data exchange for some time already. AFTN is also being used.	Dynamic data exchange is still in planning stage. Implementation date not yet defined	
Morocco			
Mozambique			
Namibia			
Niger	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Nigeria	AFTN and INTERNET are in use		
Rwanda			
Sao Tome and Principe			
Senegal	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014	

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-09 — Aeronautical data exchange			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
		Internet width path is be improved for 2013-2014	
Seychelles			
Sierra Leone	Direct speech, VSAT, IDD, Internet, FDPS, VHF, HF, AMHS and line phone implemented (Roberts FIR)	AMHS implemented 2012 (Roberts FIR)	Aeronautical information/data deliver to end users via AMHS, email, and hand delivery.
Somalia	We are still using AFTN	2013, by making sure that data exchange on ground network is on internet so as to cope with future data needs.	ANSP deliver aeronautical data to customers via AFTN, Email or by hand. All airfields in Somalia have no AFTN.
South Africa	Implemented.	AMHS implemented. Communication networks within South Africa already IP based. Implemented	
South Sudan			
Sudan	Implemented	Transfer to AIM's steps, was set as Scope of work for contracted Consultant, ongoing	Within the frame QMS, improvements planned.
Swaziland			
Tunisia	Implemented AMHS was installed in Tunis COM Center since NOV 2008	Planned Tunis AMHS will be up grated by the end of 2011 to support IPV6 protocol. The AMHS interoperability test is planned during 2012	
Togo	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Uganda	Internet and postal service for static data and AFTN for dynamic data	AMHS is a future upgrade plan - 2015	
United Republic of Tanzania	2011-2012	To be implemented	• Benchmarking • AMHS training
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-12 — Aeronautical information briefing			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Burkina Faso	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Botswana	This way implemented through the introduction of AIS Management System • Pilots can query PIB's at all Aerodrome AIS		Combination of graphical and textual information not implemented

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-12 — Aeronautical information briefing			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
	units at the major airports • Face to face Briefing provided		
Burundi			
Cameroon			
Cape Verde			
Central African Republic	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Chad	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Comoros	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Congo	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Cote d'Ivoire	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Eritrea			
Ethiopia			
Gabon	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Gambia	Briefing is provided by using NOTAM criteria Self-briefing.		
Ghana			
Guinea	PIB and self-briefing not yet available		Briefing will be provided in accordance with the NOTAM criteria DOC 8126 specification.
Guinea Bissau	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Kenya	Implemented to NOTAM selection criteria currently defined in Doc 8126 Automated PIB processing available at all Aedrome units for Briefing.	Integrated and self briefing scheduled for implementation in BY 2016.	
Lesotho			
Liberia	PIB and self-briefing not yet available	Integrated briefing is planned for 2013-2014	Briefing will be provided in accordance with the NOTAM criteria DOC 8126 specification.
Libya			
Madagascar	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Malawi			

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-12 — Aeronautical information briefing			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Mali	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Mauritanie	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Mauritius	Full aeronautical briefing is not yet implemented	December 2014 – Mauritius already operates an automated NOTAM Management System (ATALIS)	
Morocco			
Mozambique			
Namibia			
Niger	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Nigeria	Briefing is provided by using NOTAM		Ongoing project by COMSOFT Germany
Rwanda			
Sao Tome and Principe			
Senegal	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Seychelles			
Sierra Leone	PIB and self-briefing not yet available	Integrated briefing is planned for 2013-2014	Briefing will be provided in accordance with the NOTAM criteria DOC 8126 specification.
Somalia	We are still using enhanced NOTAM selection criteria for the delivery of NOTAM to our recipients.	2013, by making sure that pre-flight information bulletins, NOTAM, and graphics given to the users meet their requirement.	
South Africa	2011 continuous	To be implanted	Staff training needs on queering information/data on integrated systems
South Sudan			
Sudan	Implemented		The presentation of all required pre-flight information (AIS, FPL and MET) has been improved in an integrated system allowing for custom tailored information. Plan to provide self- briefing in line with ICAO DOC 9885.
Tunisia	An automated system for AIS briefing in Tunisian AD was installed and operated since MAR 2005	Planned The combination of graphical and textual information in a digital briefing environment through the implementation of D-NOTAM will be applied in Tunisia by end of 2016	

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-12 — Aeronautical information briefing			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Swaziland			
Togo	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Uganda	Only state originated NOTAM are generated	Enhanced NOTAM selection criteria to be applied after AIM automation	Despite being manual, NOTAM selection criteria to improve with automation
United Republic of Tanzania	2011-2013	Ongoing	• Purchasing of electronic display board is ongoing • Training needs on integrating different systems and data/information
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-16 — Training			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned : Technician for AIM operators and High Technician for AIM supervisors.
Burkina Faso	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned : Technician for AIM operators and High Technician for AIM supervisors.
Botswana	Not yet implemented	Training Plan for 2011/2012 has been developed, which includes AIM activities.AIS staff will be send to ICAO recognized schools for AIM training	ICAO to assist funding training as this a very expensive exercise.
Burundi			
Cameroon	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned : Technician for AIM operators and High Technician for AIM supervisors.
Cape Verde			
Central African Republic	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned: Technician for AIM operators and High Technician for AIM

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-12 — Aeronautical information briefing			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
	AIM mapping-AIM officer)		supervisors.
Chad	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned: Technician for AIM operators and High Technician for AIM supervisors.
Comoros	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned: Technician for AIM operators and High Technician for AIM supervisors.
Congo	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned: Technician for AIM operators and High Technician for AIM supervisors.
Cote d'Ivoire	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned: Technician for AIM operators and High Technician for AIM supervisors.
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned : Technician for AIM operators and High Technician for AIM supervisors.
Eritrea			
Ethiopia			
Gabon	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned : Technician for AIM operators and High Technician for AIM supervisors.
Gambia			
Ghana			
Guinea	Training is ongoing for the transition to AIM	AB-INITIO training program will be available to update subject to the transition from AIS-AIM environment	Training are planned on State level and on Regional level to understand the basis concept and software application
Guinea Bissau	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned: Technician for AIM operators and High Technician for AIM supervisors.
Kenya	Kenya has conducted a Training need analysis (TNA) and scheduled officers for various AIM related courses AIS Officers certification requirements that include core trainings, knowledge and skills are also being developed for individual certification by		

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-12 — Aeronautical information briefing			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
	2014 as per KCAA strategic Plan		
Lesotho			
Liberia	Training is ongoing for the transition to AIM	AB-INITIO training program will be available to update subject to the transition from AIS-AIM environment	Training are planned on State level and on Regional level to understand the basis concept and software application
Libya			
Madagascar	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned : Technician for AIM operators and High Technician for AIM supervisors.
Malawi			
Mali	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned : Technician for AIM operators and High Technician for AIM supervisors.
Mauritania	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned : Technician for AIM operators and High Technician for AIM supervisors.
Mauritius	Partly implemented	Awaiting ICAO guidelines on training requirement	
Morocco			
Mozambique			
Namibia			
Niger	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned : Technician for AIM operators and High Technician for AIM supervisors.
Nigeria	Not yet implemented		
Rwanda			
Sao Tome and Principe			
Senegal	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned : Technician for AIM operators and High Technician for AIM supervisors.
Seychelles			
Sierra Leone	Training is ongoing for the transition to AIM	AB-INITIO training program will be available to update subject to the transition from AIS-AIM environment	Training are planned on State level and on Regional level to understand the basis concept and software application
Somalia	By developing new training syllabus which meet requirements for training staff	2014, by developing new training syllabus which meet requirements for training staff	Currently it is not clear what is expected under the training header .ICAO training manual has to be

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-12 — Aeronautical information briefing			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
			developed to reflect the new competencies required by the transition to AIM, before national requirements can be developed
South Africa	Comprehensive training of staff on AIS to AIM, quality Management System (QMS), AIP and NOTAM Management	Implemented continuous process	
South Sudan			
Sudan	2012 held INFPL, Data Quality Resolution and Integrity courses.	Annual Training Plan in place.	However, it is not clear what is expected under the training header. ICAO training manual has to be developed to reflect the new competencies required by the transition to AIM, before national requirements can be developed.
Swaziland			
Tunisia	Not yet implemented	Planned	
Togo	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned : Technician for AIM operators and High Technician for AIM supervisors.
Uganda	Some of the AIM trainings are being undertaken	More of the AIM courses to be undertaken; 2013 - 2018	Workshops on several competencies for the Transition should be organized by ICAO
United Republic of Tanzania	2013-2015	To be implemented	Proper trainings needed for users, trained by proper units
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-18 — Agreements with data originators			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Burkina Faso	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-12 — Aeronautical information briefing			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Botswana	Not yet implemented	Planned meetings with aeronautical/data originators and introduce Service Level Agreements (SLA) tool by July 2012	
Burundi			
Cameroon	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Cape Verde			
Central African Republic	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Chad	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Comoros	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Congo	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Cote d'Ivoire	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Eritrea			
Ethiopia			
Gabon	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Gambia	Not implemented		A national AIM coordination team will be appointed to work closer with ASECNA
Ghana			
Guinea	Not yet implemented	Establishing SLA with data providers on State level	Service Level agreement under development
Guinea Bissau	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-12 — Aeronautical information briefing			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Kenya	Signing of agreements with dat originators was scheduled in phase 1 and 98% implemented	Evaluation of adherence to agreements and enforcement by regulator planned	Standards forms for data exchange to improve data exchange from originators planned once the AIS portal is implemented by 2013
Lesotho			
Liberia	Not yet implemented	Establishing SLA with data providers on State level	Service Level agreement under development
Libya			
Madagascar	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Malawi			
Mali	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Mauritania	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Mauritius	Partly implemented	December 2013 – by establishing agreements with data providers	SLA under development
Morocco			
Mozambique			
Namibia			
Niger	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Nigeria	Not yet implemented		
Rwanda			
Sao Tome and Principe			
Senegal	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Seychelles			
Sierra Leone	Not yet implemented	Establishing SLA with data providers on State level	Service Level agreement under development
Somalia	Not achieved	2014, by having consultations with the countries, airlines and data agents who are our recipients/customers	
South Africa	Not implemented	To be implemented by 2013	
South Sudan			
Sudan	Partially implemented.	Plan for improvement using ICAO proposal, ongoing.	Signed SLAs under processing of improvement.

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-12 — Aeronautical information briefing			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Swaziland			
Tunisia	Implemented There are Letters of Agreement between Tunisia AIS and all of the data originators		
Togo	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Uganda	Partially achieved	SLAs with data originators under development; 2013	By 2013
United Republic of Tanzania	2012-2014	Ongoing	• Service level agreement template is ready e.g. TCAA and MET • Remained to meet and set agreements with other stakeholders
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-19 — Interoperability with meteorological products			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Burkina Faso	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Botswana	Not yet implemented	Planned meetings with aeronautical/data originators and introduce Service Level Agreements (SLA) tool by July 2012	
Burundi			
Cameroon	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Cape Verde			
Central African	Partially implemented, pre-flight information briefing will	Next step (fully integrated briefing) will be	

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-19 — Interoperability with meteorological products			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Republic	provided in harmonized way with the dynamic data base operation from 2013	implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Chad	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Comoros	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Congo	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Cote d'Ivoire	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be I mplemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Eritrea			
Ethiopia			
Gabon	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Gambia	Not Implemented		
Ghana			
Guinea	Partially implemented, PIB dynamic data is provided in the briefing office	Upgrade to AIXM 5.1 we will have a complete and integrated solution for data processing automation OPMET database, OPMET bulletin exchange (ROBEX) 2013-2014	Automation with COMSOFT's or ATALIS Solution
Guinea Bissau	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Kenya		Planned for 2016. Plan to liaise with MET	

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-19 — Interoperability with meteorological products			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
		Department to ensure compatibility of systems	
Lesotho			
Liberia	Partially implemented, PIB dynamic data is provided in the briefing office	Upgrade to AIXM 5.1 we will have a complete and integrated solution for data processing automation OPMET database, OPMET bulletin exchange (ROBEX) 2013-2014	Automation with COMSOFT's or ATALIS Solution
Libya			
Madagascar	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Malawi			
Mali	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Mauritania	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Mauritius	Not implemented – still in planning stage		
Morocco			
Mozambique			
Namibia			
Niger	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Nigeria	Not yet implemented		
Rwanda			
Sao Tome and Principe			
Senegal	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Seychelles			
Sierra Leone	Partially implemented, PIB dynamic data is provided in the briefing office	Upgrade to AIXM 5.1 we will have a complete and integrated solution for data processing automation OPMET database, OPMET bulletin exchange (ROBEX) 2013-2014	Automation with COMSOFT's or ATALIS Solution
Somalia	Not implemented	2013, by making sure that MET data products are included/combined within AIM data model	

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-19 — Interoperability with meteorological products			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
South Africa	Implemented.	Current systems already incorporate feed from meteorological stations for flight plan briefing and/or re-routing purposes. WX info also used in ATFM tool. To be expaned to towards CAD system in future.	
South Sudan			
Sudan	Partially implemented, pre-flight information briefing is provided in harmonized way (one stop shop) in accordance with current ICAO Annex 3 and ICAO Annex 15 requirements.	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Swaziland			
Tunisia	Not yet implemented	Planned (2015)	
Togo	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Uganda	The two systems are not yet interoperable	One stop shop planned for 2014 with acquisition of appropriate data exchange (WXXM) technology	To be implemented after installation of software.
United Republic of Tanzania	2013-2015	To be implemented	• Agreements should be set-up • Training needs for networking
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-20 — Electronic aeronautical charts			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Burkina Faso	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Botswana	Not yet implemented	Planned for 2012-2015 by introducing	

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-20 — Electronic aeronautical charts			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
		Aeronautical Telecommunication Network (ATN) System.	
Burundi			
Cameroon			
Cape Verde			
Central African Republic	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Chad	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Comoros	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Congo	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Cote d'Ivoire	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Eritrea			
Ethiopia			
Gabon	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Gambia	Available in PDF Format		In cooperated in AIP
Ghana			
Guinea	Not yet implemented	Upgrade to AIXM 5.1 we will have a complete and integrated solution for data processing automation of electronic aeronautical charting, data originator integration, eAIP, AIS website	Automation with COMSOFT's or ATALIS Solutions

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-20 — Electronic aeronautical charts			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Guinea Bissau	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Kenya	AIP Charts already exist in electronic form in eAIP WAC and Topo Charts also in both PDF and TAB files	Obstacle Charts planned for development after completion of Area 2 eTOD and system training	
Lesotho			
Liberia	Not yet implemented	Upgrade to AIXM 5.1 we will have a complete and integrated solution for data processing automation of electronic aeronautical charting, data originator integration, eAIP, AIS website	Automation with COMSOFT's or ATALIS Solutions
Libya			
Madagascar	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Malawi			
Mali	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Mauritania	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Mauritius	Not implemented	e-AIP/ e-Chart will be operational by 2013	
Morocco			
Mozambique			
Namibia			
Niger	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Nigeria	Only PDF format charts		
Rwanda			
Sao Tome and Principe			
Senegal	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Seychelles			
Sierra Leone	Not yet implemented	Upgrade to AIXM 5.1 we will have a complete and integrated solution for data processing automation of electronic aeronautical charting, data originator	Automation with COMSOFT's or ATALIS Solutions

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-20 — Electronic aeronautical charts			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
		integration, eAIP, AIS website	
Somalia	Not implemented	2017, by making sure that new electronic aeronautical charts based on digital data bases and the use of geographical information systems are well defined so as to complement some paper charts and replace the ones which are obsolete.	
South Africa	2011 continuous	To be implemented	Training of cartographers on PLTS-ArcGIS Aviation Solution software
South Sudan			
Sudan	Not implemented	Contract signed with ENAC to train and establish Procedure Design & Cartography Unit, ongoing.	Planed 2011- 2013
Swaziland			
Tunisia	Not yet implemented	Planned (2016)	
Togo	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Uganda			
United Republic of Tanzania			
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-21 — Digital NOTAM			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola		Waiting for ICAO specifications	
Benin	Not implemented	Waiting for ICAO specifications	
Burkina Faso	Not implemented	Waiting for ICAO specifications	
Botswana	Not yet implemented	Planned for 2012-2015 by introducing Aeronautical Telecommunication Network (ATN) System.	
Burundi			
Cameroon	Not implemented	Waiting for ICAO specifications	
Cape Verde			
Central African Republic	Not implemented	Waiting for ICAO specifications	
Chad	Not implemented	Waiting for ICAO specifications	

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-21 — Digital NOTAM			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Comoros	Not implemented	Waiting for ICAO specifications	
Congo	Not implemented	Waiting for ICAO specifications	
Cote d'Ivoire	Not implemented	Waiting for ICAO specifications	
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea	Not implemented	Waiting for ICAO specifications	
Eritrea			
Ethiopia			
Gabon	Not implemented	Waiting for ICAO specifications	
Gambia	Not implemented		
Ghana			
Guinea	Not yet implemented	Upgrade from AIXM 8.0 to AIXM 5.1 we will have a complete and integrated solution for data processing automation of Digital NOTAM and accommodate legacy system and improve the quality of the information provided to legacy NOTAM users	Automation with COMSOFT's or ATALIS Solutions
Guinea Bissau	Not implemented	Waiting for ICAO specifications	
Kenya		Monitoring developments of Digital NOTAM included as an activity in KCAA Strategic plan with the goal of understanding requirements for smooth implementation by 2016 once included as a standard in Annex 15.	
Lesotho			
Liberia	Not yet implemented	Upgrade from AIXM 8.0 to AIXM 5.1 we will have a complete and integrated solution for data processing automation of Digital NOTAM and accommodate legacy system and improve the quality of the information provided to legacy NOTAM users	Automation with COMSOFT's or ATALIS Solutions
Libya			
Madagascar	Not implemented	Waiting for ICAO specifications	
Malawi			
Mali	Not implemented	Waiting for ICAO specifications	
Mauritania	Not implemented	Waiting for ICAO specifications	
Mauritius	Not implemented	Plan to provide digital NOTAM by July 2016.	AIXM 5.1 will be the enabler to digital NOTAM.
Morocco			

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-21 — Digital NOTAM			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Mozambique			
Namibia			
Niger	Not implemented	Waiting for ICAO specifications	
Nigeria	Not yet implemented		
Rwanda			
Sao Tome and Principe			
Senegal	Not implemented	Waiting for ICAO specifications	
Seychelles			
Sierra Leone	Not yet implemented	Upgrade from AIXM 8.0 to AIXM 5.1 we will have a complete and integrated solution for data processing automation of Digital NOTAM and accommodate legacy system and improve the quality of the information provided to legacy NOTAM users	Automation with COMSOFT's or ATALIS Solutions
Somalia	Yes, by email	2013, by making sure that a NOTAM is in a structured format that will be fully interpreted by a computer system for accurate and reliable up dates of aeronautical information both for automated information equipment and aviation personnel.	
South Africa	Not implemented	Waiting for ICAO specifications	
South Sudan			
Sudan	Not implemented	Sudan NP will determine our timeline.	
Swaziland			
Tunisia	Not yet implemented	Planned (2016)	
Togo	Not implemented	Waiting for ICAO specifications	
Uganda	Acquisition of ArcGIS software done. Foundation training in ArcGIS undertaken	- Purchase of other extensions/modules planned for 2013. - Training for ArcGIS for Aviation planned for 2013. - Integration of the software with Automation system planned.	AIXM 5.1 will be the enabler to digital NOTAM
United Republic of Tanzania	2011 continues	Ongoing	Purchasing ArcGIS – Aviation Solution Software Training needs on integrating different systems and data/information
Zambia			
Zimbabwe			

5. Do you expect any specific difficulty which could impede the transition from AIS to AIM?

		YES	**NO**
Algeria			

		YES	NO
Angola			
Benin	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	
Burkina Faso	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	
Botswana	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	X	
Burundi			
Cameroon	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	
Cape Verde			
Central African Republic	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	
Chad			
Comoros			
Congo	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	
Cote d'Ivoire	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea	x High cost for to do the survey for eTOD availability	X	

		YES	NO
	x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.		
Eritrea			
Ethiopia			
Gabon	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	
Gambia	Timely availability of material and human resources	X	
Ghana			
Guinea	• High cost for conducting survey eTOD availability • Non-conformity with signed service level agreement (SLA) by data provider on State level and lack of enforcement by the regulator • The upgrade from AIXM 8.0 to AIXM 5.1 may increase transition cost • Awareness of AIM concept in the AFI Region is very low in term of human resource development • AIS Officer and Technician need the requisite training in preparedness to the transition to AIM • AIM implementation may be outshined by the SWIM concept environment		
Guinea Bissau	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	
Kenya	• Commercialisation of AIXM upgrades by system vendors especially from AIXM 4.5 to 5.1 may increase the transition cost • Availability of AIM related courses may slow the implementation since the courses are not available as ICAO standard courses • Low awareness of AIM concept in the AFI region hence system operability in the region may result to be wanting • Aim targets to support ATM system and yet many ATM providers treat AIM as an AIS field happening. Need for general industry awareness • AIM implementation may be outshined by the SWIM concept even before many States implement hence may create confusion if implementation is not handled carefully • Non conformity with signed SLA by data originators and lack of enforcement by regulator	X X X X X X	
Lesotho			
Liberia	• High cost for conducting survey eTOD availability • Non-conformity with signed service level agreement (SLA) by data provider on State level and lack of enforcement by the regulator • The upgrade from AIXM 8.0 to AIXM 5.1 may increase transition cost • Awareness of AIM concept in the AFI Region is very low in term of human resource development • AIS Officer and Technician need the requisite training in preparedness to the transition to AIM • AIM implementation may be outshined by the SWIM concept environment		
Libya			
Madagascar	x High cost for to do the survey for eTOD availability	X	

		YES	NO
	x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.		
Malawi			
Mali	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	
Mauritania	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.		
Mauritius	• Potential for the non-participation of key stakeholders providing e-TOD data. • Continuation of downturn in aviation industry causing financial constraints on the State AIS provider and other key stakeholders supplying aeronautical data. • Non-agreement by airports to establishment of SLA with State AIS for provision of data. • Justification to aerodromes for additional costs related to the provision of survey data for digital mapping • Funding, decision making on all levels, manpower capacity, availability of knowledge, technical infrastructure, acceptance by all stakeholders, timescales unrealistic.		X X X X X
Morocco			
Mozambique			
Namibia			
Niger	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	
Nigeria	Implementation of the eTOD (Regulations and financing) Training (AIS to AIM) Adequate regulations governing AIM Need for general industry awareness Funding, decision making at all levels, availability Difficulty in establishing SLAs with data originators		
Rwanda			
Sao Tome and Principe			
Senegal	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	

		YES	NO
Seychelles			
Sierra Leone	• High cost for conducting survey eTOD availability • Non-conformity with signed service level agreement (SLA) by data provider on State level and lack of enforcement by the regulator • The upgrade from AIXM 8.0 to AIXM 5.1 may increase transition cost • Awareness of AIM concept in the AFI Region is very low in term of human resource development • AIS Officer and Technician need the requisite training in preparedness to the transition to AIM µ • AIM implementation may be outshined by the SWIM concept environment		
Somalia	Aeronautical information for most of the airfields in Somalia not verified	X	
South Africa	• Adequate regulations governing AIM • Different States have different priorities for their limited financial and physical resources and the transition of AIS to AIM may not in all cases be accorded the necessary priority. • E_TOD implementation. (Adequate regulations governing e-TOD and obstacle assessments)	X	
South Sudan			
Sudan	• Speedy changes in ICAO Plans, etc... Transfer from AIS to AIM 2009- 2016, now we have to be ready for Block 0 by the end of 2013, even though Sudan planed before 2016.		
Swaziland			
Tunisia		X	
Togo	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	
Uganda	Delay in procurement of the Automated AIS system, non-participation of key stakeholders providing eTOD, and non-agreement by raw data providers to establish SLAs with AIS, Challenges with acquisition of financial resources and procurement process may impede the transition	X	
United Republic of Tanzania			
Zambia			
Zimbabwe			

6. What kind of assistance/support do you expect from ICAO to expedite the transition from AIS to AIM?

Algeria	
Angola	
Benin	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Burkina Faso	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Botswana	Due to lack of knowledge in the following areas CAAB need to be assisted to understand the following steps; • Unique identifiers • Aeronautical conceptual model • Aerodrome mapping

	• Interoperability with meteorological products • Electronic aeronautical charts • Digital NOTAM • Aeronautical data exchange
Burundi	
Cameroon	
Cape Verde	
Central African Republic	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Chad	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Comoros	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Congo	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Cote d'Ivoire	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Democratic Republic of Congo	
Djibouti	
Egypt	
Equatorial Guinea	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Eritrea	
Ethiopia	
Gabon	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training.

	x Regional workshops and seminars to ensure consistency in the transition to AIM.
Gambia	Regional workshops and seminars to ensure consistency in the transition to AIM.
Ghana	
Guinea	• 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.
Guinea Bissau	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Kenya	1. ICAO TO CONTROL EVOLUTION OF AIXM 5.1. 2. PROVIDE AIM Training at ICAO region offices 3. SLA to be made a standard 4. ICAO through technical bureau to support AFI-CAD Implementation 5. Promote AIM awareness to the Industry
Lesotho	
Liberia	• 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.
Libya	
Madagascar	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Malawi	
Mali	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Mauritania	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Mauritius	Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. Expeditious revisions to Annex 15 and 4 when appropriate. Regional workshops and seminars to ensure consistency in the transition to AIM.

	Provide guidance on training and workshop for empowering AIS staff for the smooth transition from AIS to
Morocco	
Mozambique	
Namibia	
Niger	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Nigeria	X Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. X Publish a DOC relative to AIM personnel training. X Regional workshops and seminars to ensure consistency in the transition to AIM. X Promote AIM awareness to the Industry
Rwanda	
Sao Tome and Principe	
Senegal	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Seychelles	
Sierra Leone	• 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.
Somalia	- Specific guidance material for implementation of each subject. Development of more detailed guidance material, manuals, best practices examples and other supporting documents - Expeditious revisions to Annex 15 and 4 when appropriate - Regional workshops and seminars to ensure consistency in the transition to AIM - Training for our staff and training material
South Africa	• Review of contents and format of AIP and AIRAC specifications (More detailed definitions to eliminate ambiguity) • Review of Annex 4 and Annex 15 (Doc 8126) requirements to accommodate AIM to IM.
South Sudan	
Sudan	Debriefing for CAA DGs, awareness of Transition from AIS to AIM importance, An AFI campaign.
Swaziland	
Tunisia	A Task Force was implemented in the AFI Region to develop planning material related to the transition from AIS to AIM
Togo	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Uganda	Specific guidance material, standardization of roadmap steps into Annex 15 and 4, and Regional workshops to ensure consistency in the transition from AIS to AIM
United Republic of Tanzania	

Zambia	
Zimbabwe	

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

Algeria	
Angola	
Benin	x 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. x Timelines should be permanently monitored and adapted accordingly.
Burkina Faso	x 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. x Timelines should be permanently monitored and adapted accordingly.
Botswana	
Burundi	
Cameroon	x 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. x Timelines should be permanently monitored and adapted accordingly.
Cape Verde	
Central African Republic	x 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. x Timelines should be permanently monitored and adapted accordingly.
Chad	x 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. x Timelines should be permanently monitored and adapted accordingly.
Comoros	
Congo	x 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. x Timelines should be permanently monitored and adapted accordingly.
Cote d'Ivoire	x 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. x Timelines should be permanently monitored and adapted accordingly.
Democratic Republic of Congo	
Djibouti	
Egypt	
Equatorial Guinea	x 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. x Timelines should be permanently monitored and adapted accordingly.
Eritrea	
Ethiopia	
Gabon	x 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. x Timelines should be permanently monitored and adapted accordingly.
Gambia	
Ghana	
Guinea	• Extend the end of the implementation period from 2016-2020 • 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: - 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 - explicit traceability of the changes to information and identification of liabilities
Guinea Bissau	x 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. x Timelines should be permanently monitored and adapted accordingly.
Kenya	1. Review the status of AIM implementation by States and re-scheduled activities between phase 2 and 3 based on what is widely implemented and ^planned for in near future 2. Extend the end of implementation period from 2016 to 2018
Lesotho	
Liberia	• Extend the end of the implementation period from 2016-2020 • 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: - 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
Libya	
Madagascar	x 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. x Timelines should be permanently monitored and adapted accordingly.
Malawi	
Mali	x 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. x Timelines should be permanently monitored and adapted accordingly.
Mauritania	x 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. x Timelines should be permanently monitored and adapted accordingly.
Mauritius	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.
Morocco	
Mozambique	
Namibia	
Niger	x 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. x Timelines should be permanently monitored and adapted accordingly.
Nigeria	
Rwanda	
Sao Tome and Principe	
Senegal	x 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. x Timelines should be permanently monitored and adapted accordingly.
Seychelles	
Sierra Leone	• Extend the end of the implementation period from 2016-2020

	• 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: - 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
Somalia	No
South Africa	
South Sudan	
Sudan	Transfer from AIS to AIM Presentation by the AISAIMSG to be held in Nairobi and Dakar.
Swaziland	
Tunisia	No
Togo	x 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. x Timelines should be permanently monitored and adapted accordingly.
Uganda	Timelines should be permanently monitored and adapted accordingly
United Republic of Tanzania	
Zambia	
Zimbabwe	

8. Any other suggestion on the subject?

Algeria	
Angola	
Benin	x ICAO Doc 9881 is only a draft, but the content is 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.
Burkina Faso	x ICAO Doc 9881 is only a draft, but the content is 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.
Botswana	The AFI Regional Office in conjunction with ICAO to assist in training for transition of AIS to AIM. Most of the African States are still behind in the implementation of QMS and conducting of workshops in these areas will be appreciated so as to evaluate the level of implementation
Burundi	
Cameroon	x ICAO Doc 9881 is only a draft, but the content is 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.
Cape Verde	
Central African Republic	x ICAO Doc 9881 is only a draft, but the content is 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.
Chad	x ICAO Doc 9881 is only a draft, but the content is 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.
Comoros	x ICAO Doc 9881 is only a draft, but the content is 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.
Congo	x ICAO Doc 9881 is only a draft, but the content is 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.
Cote d'Ivoire	x ICAO Doc 9881 is only a draft, but the content is 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.
Democratic Republic of Congo	

Djibouti	
Egypt	
Equatorial Guinea	x ICAO Doc 9881 is only a draft, but the content is 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.
Eritrea	
Ethiopia	
Gabon	x ICAO Doc 9881 is only a draft, but the content is 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.
Gambia	
Ghana	
Guinea	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.
Guinea Bissau	x ICAO Doc 9881 is only a draft, but the content is 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.
Kenya	1. Key AIM related documents such as Training manual, QMS and eTOD manual, And aerodrome mapping database manual already developed by AIS-Aim study group should be adopted and released to states for guidance 2. Extend the AIS-AIM SG period which expires in 2013 to ensure developments of all standards required to guide AIM. The SG work should coincide with the implementation period of 2016 to ensure review of SARPS.
Lesotho	
Liberia	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.
Libya	
Madagascar	x ICAO Doc 9881 is only a draft, but the content is 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.
Malawi	
Mali	x ICAO Doc 9881 is only a draft, but the content is 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.
Mauritania	x ICAO Doc 9881 is only a draft, but the content is 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.
Mauritius	ICAO Doc 9881 is only a draft, but the content is 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.
Morocco	
Mozambique	
Namibia	
Niger	x ICAO Doc 9881 is only a draft, but the content is 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.
Nigeria	
Rwanda	
Sao Tome and Principe	
Senegal	x ICAO Doc 9881 is only a draft, but the content is 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.
Seychelles	
Sierra Leone	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.
Somalia	None
South Africa	• 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 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.
South Sudan	
Sudan	
Swaziland	
Tunisia	No
Togo	x ICAO Doc 9881 is only a draft, but the content is 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.
Uganda	More clarification is required regarding UUIDs, Aeronautical Information Briefing
United Republic of Tanzania	
Zambia	
Zimbabwe	

– END –