

ALGERIA - APPENDIX-A

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 Implemented			
2.	[Annex 15 Para 4.1- 4.2]	<b>Non-standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services	AIP Standard Format available electronic format available			
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised	Amendment Publication on AIRAC dates			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Cross checking of Published data effected			
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implemented			
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams	Full NOTAM Provision			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation	Aeronautical Chart available			
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>QMS Certified</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	Automated system available			
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation	Full PIB is available			
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all International Airports			
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## ANGOLA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 Implemented			
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services	AIP Standard Format available electronic format available			
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised	Amendment Publication on AIRAC dates			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Cross checking of Published data effected			
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implemented			
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams	Full NOTAM Provision			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation	Aeronautical Chart available			
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	Automated system available			
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation	Full PIB is available			
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all International Airports			
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## BENIN

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 network implemented	WGS-84 Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implemented			
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams	Full NOTAM provision			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation	Aeronautical chart available			
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

## BOTSWANA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 network implemented			
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implemented			
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams	Full NOTAM provision			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation	Aeronautical chart available			
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.			
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## BURKINA FASO

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 network implemented	WGS-84 Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implemented			
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams	Full NOTAM provision			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation	Aeronautical charts available			
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			

14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		
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## BURUNDI

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 network implemented			
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				

5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				

13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## CAMEROON

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			

4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implemented			
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams	Full NOTAM availability			
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation	Aeronautical charts available			
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined		
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised		ISO certification first quarter 2013		
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		

12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

### CAPE VERDE

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 network implemented			
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			

3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implemented			
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams	Full NOTAM availability			
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation	Aeronautical charts available			
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			

11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	Automation system is implemented			
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation	Full PIB is available			
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

### CENTRAL AFRICAN REPUBLIC

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								

1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 network implemented	WGS-84 Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implemented			
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams	Full NOTAM provision			
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation	Aeronautical chart available			
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation	Full compliance with standard units			

9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

## CHAD

Item No	Deficiencies	Corrective Action
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	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 network implemented	WGS-84 Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implemented			
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams	Full NOTAM provision			
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation	Aeronautical charts available			

8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

## COMOROS

Item No	Deficiencies	Corrective Action
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	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams	Full NOTAM availability			
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation	Aeronautical charts available			

8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

## CONGO

Item No	Deficiencies	Corrective Action
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	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams	Full NOTAM availability			
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable			

8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

## COTE D'IVOIRE

Item No	Deficiencies	Corrective Action
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	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams	Full NOTAM availability			
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation	Aeronautical chart available			

8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

**DEMOCRATIC REPUBLIC OF CONGO**

<b>Item No</b>	<b>Deficiencies</b>	<b>Corrective Action</b>
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	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 network implemented			
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication on AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implemented			
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams	Full NOTAM availability			
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation	Aeronautical chart available			

8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

### DJIBOUTI

Item No	Deficiencies	Corrective Action
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	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 network implemented			
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication on AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implemented			
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams	Full NOTAM availability			
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation	Aeronautical chart available			

8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## EGYPT

Item No	Deficiencies	Corrective Action
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	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				

8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>QMS Certified</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## EQUATORIAL GUINEA

Item No	Deficiencies	Corrective Action
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	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams	Full NOTAM availability			
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable			

8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

## ERITREA

Item No	Deficiencies	Corrective Action
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	<b>ICAO Reference Document &amp; GPIs</b>	<b>Description</b>	<b>Date first reported</b>	<b>Remarks/ Impact of non-implementation</b>	<b>Action by States</b>	<b>Action taken/planned by State (including timelines/target dates)</b>	<b>Identified implementation impediment and action thereon</b>	<b>Status</b>
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				

8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## ETHIOPIA

Item No	Deficiencies	Corrective Action
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	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				

8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## FRANCE (REUNION)

Item No	Deficiencies	Corrective Action
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	<b>ICAO Reference Document &amp; GPIs</b>	<b>Description</b>	<b>Date first reported</b>	<b>Remarks/ Impact of non-implementation</b>	<b>Action by States</b>	<b>Action taken/planned by State (including timelines/target dates)</b>	<b>Identified implementation impediment and action thereon</b>	<b>Status</b>
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				

8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>QMS Certified</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## GABON

Item No	Deficiencies	Corrective Action
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	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams	Full NOTAM availability			
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable			

8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

## GHANA

Item No	Deficiencies	Corrective Action
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	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				

8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP				
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## GAMBIA

Item No	Deficiencies	Corrective Action
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	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				

8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## GUINEA

Item No	Deficiencies	Corrective Action
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	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				

8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## GUINEA BISSAU

Item No	Deficiencies	Corrective Action
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	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams	Full NOTAM availability			
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable			

8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

## KENYA

Item No	Deficiencies	Corrective Action
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	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				

8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## LESOTHO

Item No	Deficiencies	Corrective Action
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	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				

8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## LIBERIA

Item No	Deficiencies	Corrective Action
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	<b>ICAO Reference Document &amp; GPIs</b>	<b>Description</b>	<b>Date first reported</b>	<b>Remarks/ Impact of non-implementation</b>	<b>Action by States</b>	<b>Action taken/planned by State (including timelines/target dates)</b>	<b>Identified implementation impediment and action thereon</b>	<b>Status</b>
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				

8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## LYBIA

Item No	Deficiencies	Corrective Action
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	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				

8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## MADAGASCAR

Item No	Deficiencies	Corrective Action
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	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams	Full NOTAM availability			
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable			

8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined		
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised	QMS in progress	Process defined ISO certification first quarter 2013		
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	Full AIS system implemented			
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation	New automation system in implementation.	Full operation in July 2012		
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS		Full PIB availability with the new dynamic data base which be in operation in July 2012		
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS	AIS aerodrome unit operational at all international airport			

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre- flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## MALI

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams	Full NOTAM availability			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation	Aeronautical chart available			
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

## MAURITANIA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams	Full NOTAM availability			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation	Aeronautical chart available			
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

## MAURITIUS

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre- flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## MOROCCO

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre- flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## MOZAMBIQUE

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre- flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## NAMIBIA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre- flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## NIGER

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams	Full NOTAM availability			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation	Aeronautical chart available			
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

## NIGERIA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre- flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## RWANDA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre- flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## SAO TOME &amp; PRINCIPE

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre- flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## SENEGAL

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams	Full NOTAM availability			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation	Aeronautical chart available			
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

## SEYCHELLES

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre- flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## SIERRA LEONE

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre- flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## SOMALIA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<b>Publish the three Charts as required</b>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## SOUTH AFRICA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>QMS Certified</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## SPAIN (CANARIES ISLAND)

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>QMS Certified</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre- flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## SUDAN

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre- flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## SWAZILAND

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre- flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## TANZANIA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>QMS Certified</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre- flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## TOGO

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised	Amendment publication each AIRAC date			
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users	Permanent cross checking of published data and immediate correction done			
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	Full AIRAC implementation			
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams	Full NOTAM availability			

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation	Aeronautical chart available			
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation	Full compliance with standard units			
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Process defined ISO certification first quarter 2013		
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented			
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS	New automation system in implementation.	Full operation in July 2012		
12.	[Annex 15, Para 8.1]	<b>Non provision of pre-flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation		Full PIB availability with the new dynamic data base which be in operation in July 2012		
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport			
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel		

## TUNISIA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>QMS Certified</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre- flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## UGANDA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre- flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## ZAMBIA

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre- flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				

## ZIMBABWE

Item No	Deficiencies				Corrective Action			
	ICAO Reference Document & GPIs	Description	Date first reported	Remarks/ Impact of non-implementation	Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
<b>AERONAUTICAL INFORMATION MANAGEMENT (AIM)</b>								
1.	[Annex 15 Para 3.7.1]	<b>Non implementation of WGS-84</b>		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	<b>Non standard format of AIP</b>		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	<b>Lack of regular and effective updating of AIP</b>		Lack of updated information can lead to safety of air navigation being compromised				
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	<b>AIP containing conflicting/misleading information within the different sections</b>		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	<b>Lack of implementation of AIRAC system</b>		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	<b>Lack of timely issuance of notams</b>		Non- availability of critical aeronautical information via notams				

7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]  [Annex 15, Para 4.2.3]	<b>Non production of aeronautical charts appropriate to the State</b>		Lack of critical information essential for safety of air navigation				
8.	[Annex 4]	<b>Non use of standard units of measurement</b>		Can impact on safety of air navigation				
9.	[Annex 15, Para 3.2]	<b>Non implementation of AIS Quality Management System (QMS)</b>		Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	<i>Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.</i>			
10.	[Doc 8126, Para 3.2.2 & 3.3]	<b>Lack of effective AIS system</b>		Processes and procedures relating to AIS will not be reliable and standardised				
11.	[Annex 15, Para 3.6.5]	<b>Lack of AIS automation</b>		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS				
12.	[Annex 15, Para 8.1]	<b>Non provision of pre- flight information service at international airports</b>		Lack of pre-flight information can affect flight planning by users and safety of air navigation				
13.	[Annex 15, Para 8.1]	<b>Lack of AIS Aerodrome Units at International Airports</b>		Cannot guarantee provisions of AIS				
14.	[Annex 15, Para 3.2]	<b>Lack of adequate training of AIS personnel</b>		Inadequate human resources to sustain the provision of AIS				