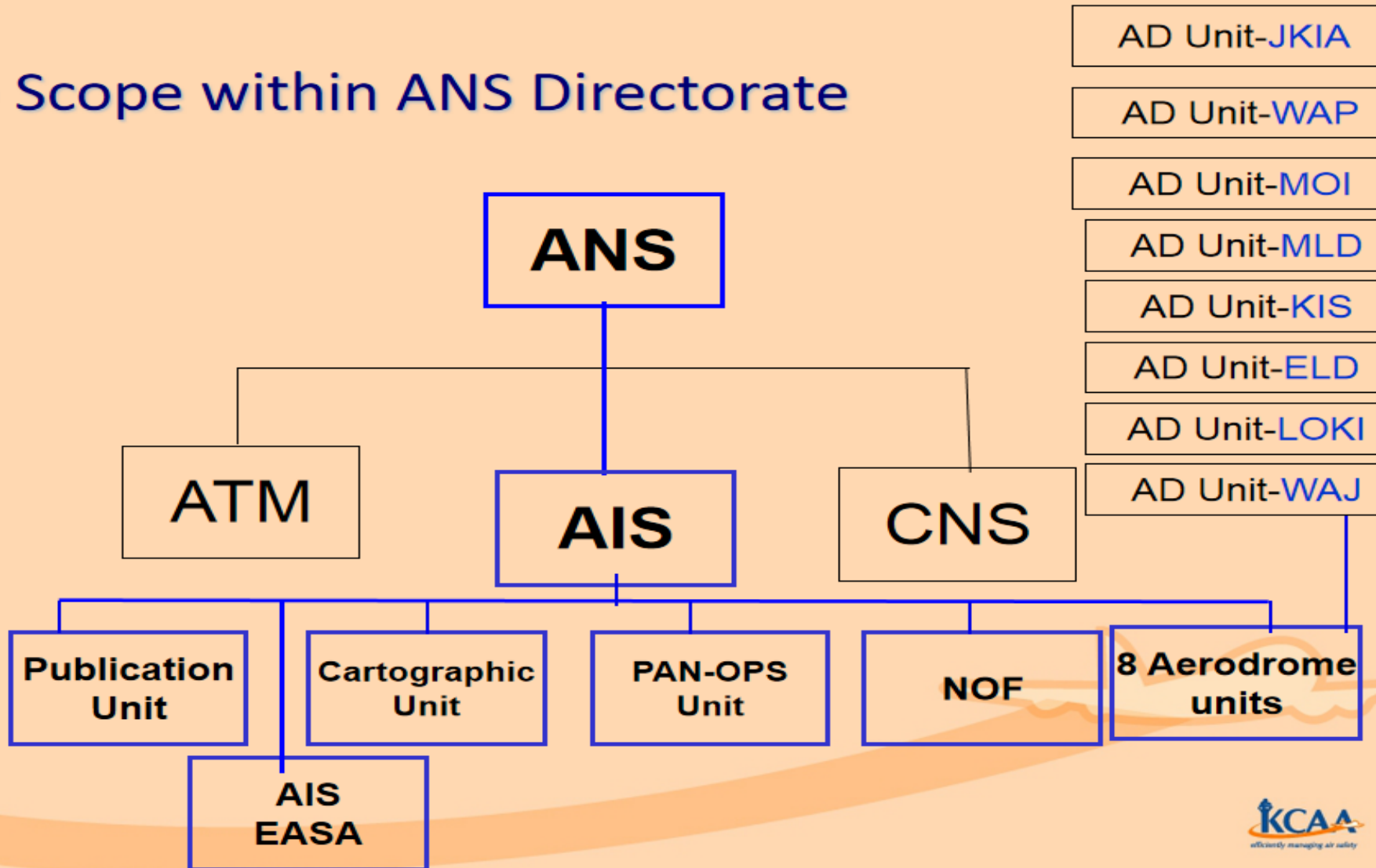


# The Current AIS/AIM Environment

- Scope within ANS Directorate



# The Current AIS/AIM Environment

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## **Data quality and integrity monitoring:**

- Enhanced regulatory framework (2018)
- Review of manual of operations
- Review Quality Management System manual
- Review ISO procedures
- ISO 9001-2015 certification
- Consumer satisfaction survey (2018)

# The Current AIS/AIM Environment

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**In relation to Data Integrity the following applies to Kenya AIS/AIM:**

- Designated aeronautical data providers
- Awareness on data requirements
- Signing Service Level Agreements (SLA) with MET in 2019
- One with KAA and DOD pending
- Error tracking- SMS

# The Current AIS/AIM Environment

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## **AIRAC adherence monitoring**

Monitoring the distribution of aeronautical information achieved by:

- Use of Ptool tracker
- Adherence to the AIRAC cycle
- Aeronautical Data Originators provided with AIRAC dates and the exact dates by which they should provide data to the AIS. This is done at the beginning of each calendar year.

# The Current AIS/AIM Environment

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## Monitoring of differences to Annex 4 and Annex 15

- Adherence to Standards and any differences identified are published (Gen 1.7)

## WGS-84 Implementation

- All major airports have been surveyed and there is a continuous maintenance plan in place.

## Integrated aeronautical information database and Aeronautical information conceptual model

- AIM system AIXM 5.1
- AIXM file available for data exchange

# The Current AIS/AIM Environment

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## Service Level Agreements

- Service Level Agreements (SLAs) signed with most Aeronautical data providers.
- AIS/MAP Monitors the agreed performance using a Key Performance Indicators (KPIs) which relate to the performance of exchanging aeronautical information, and the preparation of a subsequent data publication

# The Current AIS/AIM Environment

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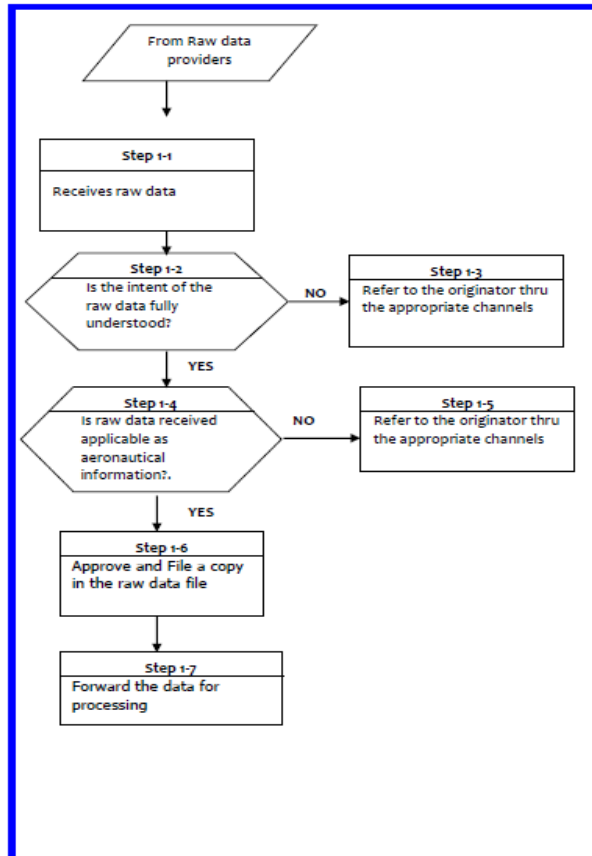
- **Training**
- Training plan annually prepared and implemented
- Participate in related Seminars and Workshops
- In progress is a competence check and regulatory framework

# The Current AIS/AIM Environment

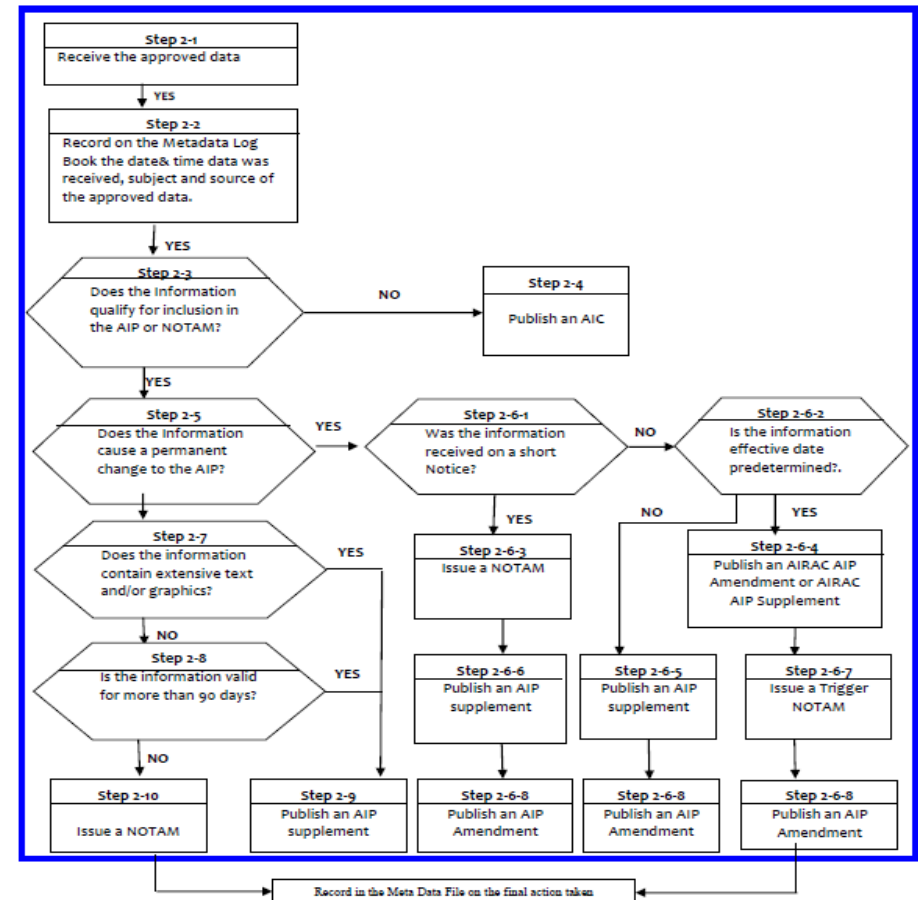


## AIS DATA HANDLING PROCEDURES

### STEP 1. RECEIPT OF RAW DATA



### STEP 2. DATA ANALYSIS





# The Current AIS/AIM Environment

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## PROCESSING NOTAM REQUEST MESSAGE

- Check if request source is authoritative, Request Qualifies.
- Check format if correct and in compliance with requirements.
- Check accuracy of Q-qualifier line
- Check accuracy of info in the identifiers A-G as appropriate

# The Current AIS/AIM Environment

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## PROCESSING NOTAM REQUEST MESSAGE (Cont.)

- Check completeness/adequacy of the given information
- Check validity of the NSC as used
- Check if freq. given is in harmony with published info in the AIP
- Check if correct abbreviations are used in the text – item E

# The Current AIS/AIM Environment

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## PROCESSING NOTAM REQUEST MESSAGE (Cont.)

- Verify info and format once again prior to validating.
- For Nav warning ensure items F & G are clear on reference datum
- Check for syntax/semantic errors (AIM system very user friendly) E
- Recheck clarity of info in item E –text then validate the NOTAM

# The Current AIS/AIM Environment

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## PROCESSING NOTAM REQUEST MESSAGE (Cont.)

- Check accuracy, completeness and format of the outcome – NOTAM
- Maintain metadata record as appropriate
- File copy of the NOTAM request attached to the outcome - NOTAM
- If NOTAM concerns sensitive info such as Closure of RWY/AD, capture summary details in office NOTAM Board and distribute hard copies to local operators, ATC units and Station Manager

# The Current AIS/AIM Environment

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## **PROCESSING NOTAM REQUEST MESSAGE (Cont.)**

- Clarifications and consultations are made as appropriate during processing.
- In case of identified errors or anomalies, records of the same are captured in Error Tracking Forms and data source sensitized
- Section Head goes through ETF and Incident records daily.
- Errors and Incidents are normally investigated and root cause established.
- Records of errors and Incidents are shared with staff & AIS Hqs
- NOTE1: AIM System automatically distributes the processed NOTAM as appropriate.

# The Current AIS/AIM Environment

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## **PROCESSING NOTAM REQUEST MESSAGE (Cont.)**

- NOTE 2: Communication facilities – AIM System, AMHS/AFTN, E-mail, Telephone
- NOTE3: Reference materials both ICAO and National publications readily available at point of use (Annexes, Manuals, PANS, Circulars, AIPs, MANS OPS, QMS Manual, ISO Procedures, among others.
- NOTE4: Consultations highly facilitated and Just Culture for reporting incidents is in place.
- NOTE 5: Appropriate files for processed state NOTAM are maintained

Thank you