

INTERNATIONAL CIVIL AVIATION ORGANIZATION
ICAO/IATA REGIONAL AERONAUTICAL INFORMATION
SERVICES/AERONAUTICAL INFORMATION MANAGEMENT (AIS/AIM)
WORKSHOP

(NAIROBI, KENYA, 23 – 27 SEPTEMBER 2019)

Agenda Item: 3 Review of 2017 and 2018 ICAO Workshop Reports

(Presented by Secretariat)

SUMMARY
This paper presents the Review of 2017 and 2018 ICAO Workshop Reports:
<p>REFERENCE(S):</p> <ul style="list-style-type: none"> ▪ Report on the Workshop for the development of AIS management and oversight for CAA’s and ANSP’s in the WACAF States (Dakar, Senegal, 31 July-4 August 2017). ▪ Report on SIP Workshop for the development of AIS management and oversight for CAA’s and ANSP’s in the ESAF and F Region (Nairobi, Kenya, 27 November - 1 December 2017). ▪ Report on the Operational Skills development workshop for the transition from AIS to AIM for CAA’s and ANSP’s in the WACAF States (Dakar, Senegal, 28 May - 1 June 2018).
<p>Related ICAO Strategic Objective(s): <i>A – Safety, B – Air Navigation Capacity and Efficiency, D – Economic Development of Air Transport, and E – Environmental Protection.</i></p>

1. INTRODUCTION

Workshop for the development of AIS management and oversight for CAA’s and ANSP’s in the WACAF States (Dakar, Senegal, 31 July-4 August 2017).
SIP Workshop for the development of AIS management and oversight for CAA’s and ANSP’s in the ESAF and F Region (Nairobi, Kenya, 27 November - 1 December 2017).
Operational Skills development workshop for the transition from AIS to AIM for CAA’s and ANSP’s in the WACAF States (Dakar, Senegal, 28 May - 1 June 2018).

1.1 The organization of the above workshops were based on the feedback of an IATA evaluation of the available AIS information received from IATA Member Airlines as well as the Unsatisfactory Condition Reports (UCRs) relating to AIS incidents received from Pilots. The APIRG meetings held generally every 18 months regularly reviews the status of implementation of the Air Navigation Plan in the area of navigation, identifies deficiencies related to aeronautical navigation and accordingly updates the regional navigation strategy with regards to the ATM new requirements.

2. DISCUSSION

2.1 This Paper presents the outcome of the Workshop for the development of AIS management and oversight for CAA's and ANSP's has held in for WACAF States (Dakar, Senegal, 31 July - 4 August 2017), that for ESAF States (Nairobi, Kenya, 27 November - 1 December 2017) and Operational Skills development workshop for the transition from AIS to AIM for CAA's and ANSP's in the WACAF States (Dakar, Senegal, 28 May - 1 June 2018).

2.2 The outcome of the three workshops included a list of Short, Medium and Long term actions for addressing challenges within the Region and the required implementation follow-up as listed below. In order to resolve the AIS deficiencies noted in the UCRs, States/IATA/Euro Control and ICAO discussed the following documentation:

- State's AIS-AIM transition plan
- Procedures manual / work instructions for AIS/AIM
- Copy of latest AIP
- List of differences to ICAO SARPs pertaining to AIS/AIM
- 3 months of NOTAM summaries
- Current staffing plan
- Current training matrix showing each staff member
- Current qualifications
- Completed courses/training
- Planned training

2.3 The Workshop also enforced the use of project management principles and other methodologies as and when necessary in order to make adjustments to better support the ICAO performance framework in its planning and implementation activities aligned with the Aviation System Block Upgrades (ASBU). In 2017, the WACAF Region Workshop was attended by **35** participants from 14 ICAO Contracting States, 1 International Aviation Agency (ASECNA), representing (17) States of the ICAO WACAF Region and 1 Expert from Industry representing Euro Control and 1 Expert from IATA, and in the ESAF Region the Workshop was attended by **26** participants from 8 ICAO Contracting States, 1 International Aviation Agency (IFAIMA), and 1 Consultant from Industry representing EAD and 1 Expert from IATA. Finally the outcome of the 2017, two five-day Seminar/Workshops on AIS/AIM Implementation provided the following:

- a) The necessary knowledge and guidance to States and their navigation service providers (ANSP) for accelerated and effective implementation of service

improvement through Digital Aeronautical Information Management as a priority.

- b) It was noted that Participant “take away” included the following:
- Change is necessary and that it is their responsibility to effect the change;
 - The transition from AIS to AIM is not an event, but rather a process;
 - QMS implementation is an enabler and catalyst to effective positive change in the provision of aeronautical information;
 - Internal auditing of regulations, procedures as well as aeronautical information to establish areas of excellence, compliance and opportunities for improvement is necessary;
 - A cooperative and supportive relationship between the ANSP and the regulator is key to the transition from AIS to AIM and future provision of aeronautical information that meets the global requirements;
 - Relationships need to be built, managed and maintained with all stakeholders for the collection and provision of aeronautical information. (SLA’s); and
 - Follow-up sessions may be established to monitor the evolution of each ANSP on their transition from AIS to AIM.

2.4 In 2018 the above activity is aimed to further support this objective with follow-up workshops, this time focusing on the operational aspects, such as Aeronautical Data Quality (ADQ) and Operational Procedures for Aeronautical Dynamic Data (OPADD) amongst other subjects. The intended audience would be AIS/AIM practitioners from both regulators and service providers.

2.5 The above Workshop was attended by **34** participants from 10 ICAO Contracting States, 1 International Aviation Agency (ASECNA), representing (17) States of the ICAO WACAF Region and 1 Expert from Industry representing Euro Control and 1 Expert from IATA.

2.6 The Scope of the Workshop was expanded to deal with the following issues of concern regarding the major modifications to Annex 15 brought about by AMD 40.

- Answering “**the big questions**”;
- *Scope of AIM;*
- *Role of AIM;*
- *Functions of AIM;*
- *Products and services of AIM; and*
- *Aeronautical information update.*

2.7 It focused on the operational aspects, such as Aeronautical Data Quality (ADQ) and Operational Procedures for Aeronautical.

2.8 In order to resolve the AIS deficiencies noted in the UCRs, States/IATA/Euro Control and ICAO discussed the under listed documentation in which Participants provided from their office:

- NOTAM checklist for 3 months;
- NOTAM summaries for 3 months;
- 3-4 examples of the PIB (both international and domestic) that are provided to crews; and
- List of valid publications (amendments, supplements, circulars, etc.).

2.9 The participants “take home” actions were as follows:

- The additional elements of aeronautical data quality that need to be included into local procedures;
- Annex 15 obliges states/ANSP’s to automate the AIM and that in order to ensure global harmonization and interoperability, states/ANSP’s should prioritize the transition to AIM and automation; however, high quality, accurate and timely aeronautical information does not require an automated system, but rather the implementation and strict adherence to SARP’s and established best practice procedures;
- The steps of the AIS-AIM roadmap in the consolidation phase are crucial to have firmly in place in order to leverage the successful implementation of automation within AIM; and
- That effective management and publication of aeronautical information requires planning and collaboration between many parties in the data chain and that establishing and maintaining effective relationships and educating all parties in the data chain of the requirements and expectations is a critical success factor.

2.11 The following KPI were agreed to by the workshop:

- To ensure that PERM (static) aeronautical information is published in the correct part of the IAIP and reduce NOTAM proliferation the workshop agreed to reduced the number of PERM A series NOTAM, published prior to 01 JULY 2018 by 30% by 01 July 2019;
- To ensure that PERM (static) aeronautical information is published in the correct part of the IAIP and reduce NOTAM proliferation the workshop agreed that New (published from 01 July 2018 onwards) PERM A series NOTAM content would be taken up (published) in the applicable part of the IAIP within 6 AIRAC cycles; and
- To ensure that PERM (static) aeronautical information is published in the correct part of the IAIP and reduce AIP Supplement proliferation the workshop agreed to reduced the number of PERM AIP Supplements, published prior to 01 JULY 2018 by 30% by 01 July 2019

2.12 The Workshop is invited to:

- a) Note the information provided in this paper; and
- b) review and note the attached Performance Reports at **Appendix - A, B and C** in order to formulate Recommendations for future actions.

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