



**INTERNATIONAL CIVIL AVIATION ORGANIZATION
WACAF REGIONAL OFFICE**

**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)**

PERFORMANCE REPORT

OBJECTIVE

The organization of this Workshop is based on the feedback of an IATA evaluation of the available AIS information received from IATA Member Airlines as well as the UCR's (unsatisfactory condition reports) relating to AIS incidents reported by Pilots.

In 2017, IATA (under the IATA/Euro-control MoU) partnered with ICAO to present the AIS-AIM workshops in Dakar and Nairobi. These workshops were focused on the managers and planners of AIS/AIM in the region and were intended to support the Effective Implementation processes of the transition from AIS to AIM (ASBU D-ATM) in the region thereby addressing the emerging safety risks associated to the poor quality of the aeronautical information in Africa.

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.

MECHANISM

States were urged to note that the above Workshop is meant to effectively develop the capacities of AIS/AIM managers, heads of department, and supervisors from the regulators as well as the service providers.

The Workshop is also meant to support the implementation of AIM provisions especially now that the new AIM provisions are coming into force and States are in dire need of more support to enforce implementation of the Amendment 40 to Annex 15 concerning:

- a) restructure of Annex 15 to facilitate incorporation of aeronautical information management (AIM) requirements;
- b) changes to the technical content of Annex 15 to facilitate the transition from AIS to AIM; and
- c) A consequential amendment in support of space weather information.

In an important step toward a more integrated and responsive global air traffic management (ATM) system, the ICAO Council, during its ongoing 213th Session, adopted this new amendment to Annex 15 to the Convention on International Civil Aviation (Chicago Convention) covering *Aeronautical Information Services*.

The new Amendment 40 to Annex 15 “sets an important milestone as aviation continues its current transition toward System Wide Information Management (SWIM) environments for modern aviation. This latest decision by the ICAO Council will now enable global air transport operations to complete the transition from product-centric and paper-based aeronautical information services (AIS) legacy processes, to a fully data-centric aeronautical information management (AIM) environment for global civil aviation.”

Amendment 40 to Annex 15 defines the minimum data scope for interoperable digital data exchanges, strengthens the importance of quality controls along the aeronautical data process and supports the integration of modern aeronautical information products (digital data sets) that allow for automatic validation and verification procedures as well minimize the necessity of human intervention. It will also enable new capabilities to airspace users, consistent with the ICAO Global Air Navigation Plan.

In order to resolve the AIS deficiencies noted in the UCRs, States/IATA/Euro Control and ICAO discussed the following documentation:

Participants were requested to provide 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
- List of valid publications (amendments, supplements, circulars, etc).

<p>SCOPE</p>	<p>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.</p> <ul style="list-style-type: none"> ➤ Answering “ the big questions”: ➤ <i>Scope of AIM</i> ➤ <i>Role of AIM</i> ➤ <i>Functions of AIM</i> ➤ <i>Products and services of AIM</i> ➤ <i>Aeronautical information update</i> <p>It focused on the operational aspects, such as Aeronautical Data Quality (ADQ) and Operational Procedures for Aeronautical Dynamic Data (OPADD) amongst other subjects.</p>
<p>PARTICIPANTS</p>	<p>The 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.</p>

OUTPUT

The impact of the new technical changes on ICAO Member States and industry is expected to be minimal. The amendment allows States and industry to set their own pace to migrate their systems and services.

An effective date of July 2018 for the new Annex 15 changes was adopted, and a proposed applicability date of 8 November 2018 was agreed for the related implementation.

Finally, all efforts were made to practically engage participants in order to effectively develop the capacities of AIS/AIM managers, heads of department, and supervisors from the regulators as well as the service providers.

The participants “take home” actions were as follows:

- The additional elements of aeronautical data quality 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.
- 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.

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
- 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



Operational Skills development workshop for the transition from AIS to AIM for CAAs and ANSPs in WACAF States (Dakar, Senegal, 28 May -1 June 2018)

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