



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**ICAO SPECIAL IMPLEMENTATION PROJECT (SIP)**

**PERFORMANCE REPORT**

**SIP Workshop for the development of AIS management and oversight for CAA's and ANSP's in the ESAF and WACAF Regions (Nairobi, Kenya, 27 November - 1 December 2017)**

<b>Regional Office</b>	<b>EASTERN AND CENTRAL AFRICAN OFFICE REGIONAL OFFICE</b>
<b>Project Title</b>	SIP for AIS/AIM Implementation Seminar/Workshop Project for the AFI Region
<b>Location</b>	NAIROBI, KENYA
<b>Date</b>	27 <sup>th</sup> November – 1 <sup>st</sup> December 2017
<b>Objective</b>	<p>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 Unsatisfactory Condition Reports (UCRs) relating to AIS incidents received from Pilots. This Workshop will assist States in identifying their deficiencies as per their own requirements in the AFI ANP/FASID. The outcome of the workshop will include a list of Short, Medium and Long term actions for addressing challenges within the Region and the required implementation follow-up.</p> <p>At the AFI DGCA /6 Meeting held in Brazzaville Congo, in November 2016, it was highlighted that AIM, is recognized by the AFI Regional Aviation Safety Group (RASG-AFI) as an emerging safety issue. In considering the GANP objective to implement SWIM as the global aviation Intranet, AFI DGCA/6 requested ICAO Regional Offices to establish a specific programme to coordinate the actions of regional ANSPs towards a coordinated implementation of SWIM related initiatives. With regard to the Priority Implementation Action for AIM, to enable the transition from AIS to AIM, States were urged to develop National Action Plans and to implement these plans in accordance with the elements listed in ASBU Block 0-DATM Module.</p>

<p><b>Mechanism</b></p>	<p>This AIS Management and Oversight Workshop was effected to develop the capacities of AIS/AIM managers, heads of department and supervisors from the Regulators as well as the Service Providers. In order to resolve the AIS deficiencies noted in the UCRs, States/IATA/Euro Control and ICAO discussed the following documentation:</p> <ul style="list-style-type: none"> <li>• State’s AIS-AIM transition plan</li> <li>• Procedures manual / work instructions for AIS/AIM</li> <li>• Copy of latest AIP</li> <li>• List of differences to ICAO SARPs pertaining to AIS/AIM</li> <li>• 3 months of NOTAM summaries</li> <li>• Current staffing plan</li> <li>• Current training matrix showing each staff member</li> <li>• Current qualifications</li> <li>• Completed courses/training</li> </ul> <p>Planned training</p>
<p><b>Scope</b></p>	<p>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).</p>
<p><b>Participants</b></p>	<p>The Workshop was attended by <b>26</b> participants from 8 ICAO Contracting States, 1 International Aviation Agency (IFAIMA), and 1 Consultant from Industry representing EAD and 1 Expert from IATA.</p>
<p><b>Output</b></p>	<p>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.</p>
<p><b>Outcome</b></p>	<p>A five day Seminar/Workshop on AIS/AIM Implementation which provided the following :</p> <p>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</p> <p>Participant “take away” include:</p> <ul style="list-style-type: none"> <li>• Change is necessary and that it is their responsibility to effect the change.</li> <li>• The transition from AIS to AIM is not an event, but rather a process.</li> <li>• QMS implementation is an enabler and catalyst to effective positive change in the provision of aeronautical information</li> <li>• Internal auditing of regulations, procedures as well as aeronautical information to establish areas of excellence, compliance and opportunities for improvement is necessary</li> <li>• 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.</li> <li>• Relationships need to be built, managed and maintained with all stakeholders for the collection and provision of aeronautical information. (SLA’s)</li> <li>• Follow-up sessions may be established to monitor the evolution of each ANSP on their transition from AIS to AIM.</li> </ul>

<b>Link to GANP/GASP</b>	<u>Link with the GANP/GASP:</u> Elements within the DATM thread of the ASBU
<b>Measurements</b>	<u>Potential KPAs impacted:</u> Access and Equity; Efficiency; Interoperability and Safety  <u>Proposed Indicators in the GANP 2016</u> <u>All indicators under Efficiency within the GANP 2016 Applied</u>