ALGERIA

Item No		Defic	iencies			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
				AERONAUTICAL INFOR	RMATION MANAGEMENT (AI	M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements	WGS-84 Implemented			
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services	AIP Standard Format available electronic format available			
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections		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]	Lack of implementation of AIRAC system		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]	Lack of timely issuance of notams		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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	Aeronautical Chart available		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	Full compliance with standard units		
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS Certified		
10.	[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented		
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	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]	Non provision of pre- flight information service at international airports	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]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all International Airports		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS			

ANGOLA

Ite m		Defici	encies			Corrective Action		
No	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
				AERONAUTICAL INFOR	MATION MANAGEMENT (AII	M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements	WGS-84 Implemented			
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services	AIP Standard Format available electronic format available			
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections		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]	Lack of implementation of AIRAC system		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]	Lack of timely issuance of notams		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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	Aeronautical Chart available		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	Full compliance with standard units		
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.		
10.	[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented		
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	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]	Non provision of pre- flight information service at international airports	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]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all International Airports		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS			

BENIN

Item No		Defic	iencies			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
				AERONAUTICAL INFOR	RMATION MANAGEMENT (AI	M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		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]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections		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]	Lack of implementation of AIRAC system		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]	Lack of timely issuance of notams		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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	Aeronautical chart available		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	Full compliance with standard units		
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	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]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented		
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	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]	Non provision of pre- flight information service at international airports	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]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel	

BOTSWANA

Item No		Defic	iencies			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
				AERONAUTICAL INFOR	RMATION MANAGEMENT (AI	M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements	WGS-84 network implemented			
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections		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]	Lack of implementation of AIRAC system		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]	Lack of timely issuance of notams		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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	Aeronautical chart available		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	Full compliance with standard units		
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.		
10.	[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented		
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	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]	Non provision of pre- flight information service at international airports	Lack of pre-flight information can affect flight planning by users and safety of air navigation			
13.	[Annex 15, Para 8.1]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS			

BURKINA FASO

Item No		Defic	iencies			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
				AERONAUTICAL INFOR	RMATION MANAGEMENT (AI	M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		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]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections		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]	Lack of implementation of AIRAC system		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]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	Aeronautical charts available		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	Full compliance with standard units		
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	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]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented		
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	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]	Non provision of pre- flight information service at international airports	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]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport		

14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS	New qualificationtraining programadopted andimplemented for allAIM personnel	
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BURUNDI

Item No		Defic	iencies			Corrective Action	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		
				AERONAUTICAL INFOR	RMATION MANAGEMENT (A)	IM)				
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements	WGS-84 network implemented					
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services						
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections		Can cause confusion as to the accuracy and reliability of information that can be utilised by users						

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

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

CAMEROON

Item No		Defic	iencies		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
				AERONAUTICAL INFOR	RMATION MANAGEMENT (AI	M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections		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]	Lack of implementation of AIRAC system	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]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	Aeronautical charts available		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	Full compliance with standard units		
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	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]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised		ISO certification first quarter 2013	
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	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]	Non provision of pre- flight information service at international airports	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]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel	

CAPE VERDE

Item No		Defic	iencies		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
				AERONAUTICAL INFOR	MATION MANAGEMENT (AI	M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements	WGS-84 network implemented			
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections	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]	Lack of implementation of AIRAC system	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]	Lack of timely issuance of notams	Non- availability of critical aeronautical information via notams	Full NOTAM availability		
7.	Annex 4, [Para 3.2, 7.2, 13.2 & 16.2]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	Aeronautical charts available		
	[Annex 15, Para 4.2.3]					
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	Full compliance with standard units		
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.		
10.	[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented		
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	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]	Non provision of pre- flight information service at international airports	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]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS			

CENTRAL AFRICAN REPUBLIC

Item No		Defic	iencies		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
	AERONAUTICAL I				AMATION MANAGEMENT (AIN	/ I)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		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]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			

3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP	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]	AIP containing conflicting/misleading information within the different sections	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]	Lack of implementation of AIRAC system	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]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	Aeronautical chart available		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	Full compliance with standard units		
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	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]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented		

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11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	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]	Non provision of pre- flight information service at international airports	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]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel	

CHAD

Item No		Defic	ciencies		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
				AERONAUTICAL INFOR	MATION MANAGEMENT (AI	M)		

1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84	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]	Non standard format of AIP	Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available		
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP	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]	AIP containing conflicting/misleading information within the different sections	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]	Lack of implementation of AIRAC system	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]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	Aeronautical charts available		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	Full compliance with standard units		

9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	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]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented		
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	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]	Non provision of pre- flight information service at international airports	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]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel	

COMOROS

Item	Deficiencies	Corrective Action
No		

	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
				AERONAUTICAL INFOR	RMATION MANAGEMENT (AI	M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections		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]	Lack of implementation of AIRAC system		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]	Lack of timely issuance of notams		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]	Non production of aeronautical charts appropriate to the State		Lack of critical information essential for safety of air navigation	Aeronautical charts available			

8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	Full compliance with standard units		
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	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]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented		
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	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]	Non provision of pre- flight information service at international airports	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]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel	

CONGO

Item No		Defic	iencies			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
				AERONAUTICAL INFOR	RMATION MANAGEMENT (AI	M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections		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]	Lack of implementation of AIRAC system		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]	Lack of timely issuance of notams		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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	Full compliance with standard units		
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	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]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented		
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	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]	Non provision of pre- flight information service at international airports	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]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	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		Defic	iencies			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
				AERONAUTICAL INFOR	RMATION MANAGEMENT (AI	M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections		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]	Lack of implementation of AIRAC system		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]	Lack of timely issuance of notams		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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	Aeronautical chart available		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	Full compliance with standard units		
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	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]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented		
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	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]	Non provision of pre- flight information service at international airports	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]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport		

14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS	New qualification training program adopted and implemented for all AIM personnel	
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DEMOCRATIC REPUBLIC OF CONGO

Item No		Defic	iencies		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
				AERONAUTICAL INFOR	MATION MANAGEMENT (AI	M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements	WGS-84 network implemented			
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections		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]	Lack of implementation of AIRAC system	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]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	Aeronautical chart available		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	Full compliance with standard units		
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.		
10.	[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented		
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS			
12.	[Annex 15, Para 8.1]	Non provision of pre- flight information service at international airports	Lack of pre-flight information can affect flight planning by users and safety of air navigation			

13.	[Annex 15, Para 8.1]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS			

DJIBOUTI

Item No		Defic	iencies		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
				AERONAUTICAL INFOR	RMATION MANAGEMENT (AI	M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements	WGS-84 network implemented			
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections		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]	Lack of implementation of AIRAC system	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]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	Aeronautical chart available		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	Full compliance with standard units		
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.		
10.	[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented		
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS			
12.	[Annex 15, Para 8.1]	Non provision of pre- flight information service at international airports	Lack of pre-flight information can affect flight planning by users and safety of air navigation			

13.	[Annex 15, Para 8.1]	Lack of AIS Aerodrome Units at International Airports	Cannot g AIS	narantee provisions of	AIS aerodrome unit operational at all international airport		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	1	e human resources to e provision of AIS			

EGYPT

Item No		Defic	iencies			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
				AERONAUTICAL INFOR	RMATION MANAGEMENT (AI	M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				

5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation			
6.	[Annex 15, Para 5]	of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation			
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation			
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS Certified		
10.	[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised			
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS			
12.	[Annex 15, Para 8.1]	Non provision of pre- flight information service at international airports	Lack of pre-flight information can affect flight planning by users and safety of air navigation			

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

EQUATORIAL GUINEA

Item No		Defic	iencies		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
				AERONAUTICAL INFOR	MATION MANAGEMENT (AI	M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections		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]	Lack of implementation of AIRAC system	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]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	Full compliance with standard units		
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	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]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented		
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	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]	Non provision of pre- flight information service at international airports	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]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel	

ERITREA

Item No		Defic	iencies			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
				AERONAUTICAL INFOR	MATION MANAGEMENT (AI	M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		Lack of updated information can lead to safety of air navigation being compromised				

		11	
Can cause confusion as to the accuracy and reliability of information that can be utilised by users			
Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation			
Non- availability of critical aeronautical information via notams			
Lack of critical information essential for safety of air navigation			
Can impact on safety of air			

4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users			
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation			
6.	[Annex 15, Para 5]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation			
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation			
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.		
10.	[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised			
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS			

12.	[Annex 15, Para 8.1]	Non provision of pre- flight information service at international airports	Lack of pre-flight information can affect flight planning by users and safety of air navigation		
13.	[Annex 15, Para 8.1]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS		

ETHIOPIA

Item No		Defic	iencies		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
				AERONAUTICAL INFOR	AMATION MANAGEMENT (A	IM)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		Lack of updated information can lead to safety of air navigation being compromised				

[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users			
[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation			
[Annex 15, Para 5]	Lack of timely issuance of notams	Non- availability of critical aeronautical information via notams			
Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation			
[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation			
[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.		
[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised			
[Annex 15, Para 3.6.5]	Lack of AIS automation	Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS			

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12.	[Annex 15, Para 8.1]	Non provision of pre- flight information service at international airports	Lack of pre-flight information can affect flight planning by users and safety of air navigation		
13.	[Annex 15, Para 8.1]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS		

FRANCE (REUNION)

Item No		Defic	iencies		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
				AERONAUTICAL INFOR	MATION MANAGEMENT (AI	M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users			
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation			
6.	[Annex 15, Para 5]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation			
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation			
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS Certified		
10.	[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised			
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS			

12.	[Annex 15, Para 8.1]	Non provision of pre- flight information service at international airports	Lack of pre-flight information can affect flight planning by users and safety of air navigation		
13.	[Annex 15, Para 8.1]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS		

GABON

Item No		Defic	tiencies			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
				AERONAUTICAL INFOR	MATION MANAGEMENT (AI	M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections	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]	Lack of implementation of AIRAC system	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]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	Full compliance with standard units		
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	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]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented		
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	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]	Non provision of pre- flight information service at international airports	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]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel	

GHANA

Item No		Defic	iencies		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
	AERONAUTICAL INFO			MATION MANAGEMENT (AI	M)			
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services				

3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP	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]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users		
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation		
6.	[Annex 15, Para 5]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation		
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP		
10.	[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised		

11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS		
12.	[Annex 15, Para 8.1]	Non provision of pre- flight information service at international airports	Lack of pre-flight information can affect flight planning by users and safety of air navigation		
13.	[Annex 15, Para 8.1]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS		

GAMBIA

Item No		Defic	iencies		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	
	AERONAUTIO			AERONAUTICAL INFOR	MATION MANAGEMENT (AI	M)			
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements					
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services					

3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP	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]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users			
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation			
6.	[Annex 15, Para 5]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation			
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation			
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.		
10.	[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised			

11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS		
12.	[Annex 15, Para 8.1]	Non provision of pre- flight information service at international airports	Lack of pre-flight information can affect flight planning by users and safety of air navigation		
13.	[Annex 15, Para 8.1]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS		

GUINEA

Item No		Defic	iencies		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	
	AERONAUTICAL INFOI			MATION MANAGEMENT (AI	M)				
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements					
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services					

3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP	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]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users			
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation			
6.	[Annex 15, Para 5]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation			
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation			
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.		
10.	[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised			

11.	[Annex 15, Para 3.6.5]	Lack of AIS automation		Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS		
12.	[Annex 15, Para 8.1]	Non provision of pre- flight information service at international airports	1	Lack of pre-flight information can affect flight planning by users and safety of air navigation		
13.	[Annex 15, Para 8.1]	Lack of AIS Aerodrome Units at International Airports		Cannot guarantee provisions of AIS		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel		Inadequate human resources to sustain the provision of AIS		

GUINEA BISSAU

Item No		Defic	iencies		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
	AERONAUTICAL INFO			RMATION MANAGEMENT (AI	M)			
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			

2	[Annov 15	Lack of regular and	Look of undeted information	Amendment publication each		
3.	[Annex 15 Para 5]	effective updating of AIP	Lack of updated information can lead to safety of air navigation being compromised	AIRAC date		
4.	[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	AIP containing conflicting/misleading information within the different sections	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]	Lack of implementation of AIRAC system	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]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	Full compliance with standard units		
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	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]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented		

11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	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]	Non provision of pre- flight information service at international airports	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]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel	

KENYA

Item No					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
				AERONAUTICAL INFOR	RMATION MANAGEMENT (AI	M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements				

2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP	Difficulty to locate essential safety information relevant to conditions of services			
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP	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]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users			
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation			
6.	[Annex 15, Para 5]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation			
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation			
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.		

10.	[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	Processes and procedur relating to AIS will not reliable and standardise	be		
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	Increases the chance of errors during processing aeronautical informatio reduces efficiency of A	g of m and		
12.	[Annex 15, Para 8.1]	Non provision of pre- flight information service at international airports	Lack of pre-flight infor can affect flight plannir users and safety of air navigation			
13.	[Annex 15, Para 8.1]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provi AIS	isions of		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human reso sustain the provision of			

LESOTHO

Item No		Defic	iencies		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

			AERONAUTICAL INFORMATION M	ANAGEMENT (AIM)	
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84	Unable to implement basic PBN requirements		
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP	Difficulty to locate essential safety information relevant to conditions of services		
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP	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]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users		
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation		
6.	[Annex 15, Para 5]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation		

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

LIBERIA

Item No		Defic	iencies		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

			AERONAUTICAL INFORMATION M	ANAGEMENT (AIM)	
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84	Unable to implement basic PBN requirements		
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP	Difficulty to locate essential safety information relevant to conditions of services		
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP	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]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users		
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation		
6.	[Annex 15, Para 5]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation		

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

LYBIA

Item No		Defic	iencies		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

Appendix B to DP/3

			AERONAUTICAL INFORMATION MANAGEMENT (AI	M)
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84	Unable to implement basic PBN requirements	
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP	Difficulty to locate essential safety information relevant to conditions of services	
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP	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]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users	
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	
6.	[Annex 15, Para 5]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	

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

MADAGASCAR

Ite N		Defic	ciencies		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	

			AERONAUTICAL INFOR	RMATION MANAGEMENT (AI	M)	
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84	Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress	
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP	Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available		
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP	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]	AIP containing conflicting/misleading information within the different sections	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]	Lack of implementation of AIRAC system	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]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	Full compliance with standard units		

9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS in progress	Processdefined	
10.	[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	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]	Lack of AIS automation	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]	Non provision of pre- flight information service at international airports	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]	Lack of AIS Aerodrome Units at International Airports	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]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS	AIS aerodrome unit operational at all international airport		

MALAWI

Item	Deficiencies	Corrective Action
No		

	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
				AERONAUTICAL INFOR	RMATION MANAGEMENT (AI	M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	Lack of timely issuance of notams		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]	Non production of aeronautical charts appropriate to the State		Lack of critical information essential for safety of air navigation				

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

Item No		Defic	iencies			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
				AERONAUTICAL INFOR	RMATION MANAGEMENT (AI	M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections		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]	Lack of implementation of AIRAC system		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]	Lack of timely issuance of notams		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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	Full compliance with standard units		
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	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]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented		
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	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]	Non provision of pre- flight information service at international airports	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]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport		

14.[Annex 15, Para 3.2]Lack of adequate training of AIS personnelInadequate human resources to sustain the provision of AISNew qualification training program adopted and implemented for all AIM personnel	
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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
	AERONAUTICAL INFORMATION MANAGEMENT (AIM)							
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections		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			

Appendix B to DP/3

5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system	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]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	Full compliance with standard units		
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	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]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented		
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	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]	Non provision of pre- flight information service at international airports	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]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	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
	AERONAUTICAL INFORMATION MANAGEMENT (AIM)							
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		Lack of updated information can lead to safety of air navigation being compromised				

[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users			
[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation			
[Annex 15, Para 5]	Lack of timely issuance of notams	Non- availability of critical aeronautical information via notams			
Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation			
[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation			
[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.		
[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised			
[Annex 15, Para 3.6.5]	Lack of AIS automation	Increases the chance of human errors during processing of aeronautical information and			

reduces efficiency of AIS

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12.	[Annex 15, Para 8.1]	Non provision of pre- flight information service at international airports	Lack of pre-flight information can affect flight planning by users and safety of air navigation		
13.	[Annex 15, Para 8.1]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	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
				AERONAUTICAL INFOR	RMATION MANAGEMENT (A	JM)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		Lack of updated information can lead to safety of air navigation being compromised				

[Annex 15, Para 3.1.1.2, 3.1.4, 3.1.6, 3.2.1 & 4.1]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users			
[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation			
[Annex 15, Para 5]	Lack of timely issuance of notams	Non- availability of critical aeronautical information via notams			
Annex 4, [Para 3.2, 7.2, 13.2 & 16.2] [Annex 15, Para 4.2.3]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation			
[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation			
[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.		
[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised			
 [Annex 15, Para 3.6.5]	Lack of AIS automation	Increases the chance of human errors during processing of			

errors during processing of aeronautical information and reduces efficiency of AIS

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12.	[Annex 15, Para 8.1]	Non provision of pre- flight information service at international airports	Lack of pre-flight information can affect flight planning by users and safety of air navigation		
13.	[Annex 15, Para 8.1]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS		

MOZAMBIQUE

Item No		Defic	iencies		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
				AERONAUTICAL INFOR	AMATION MANAGEMENT (A)	IM)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		Lack of updated information can lead to safety of air navigation being compromised				

AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users			
Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation			
Lack of timely issuance of notams	Non- availability of critical aeronautical information via notams			
Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation			
Non use of standard units of measurement	Can impact on safety of air navigation			
Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.		
Lack of effective AIS				

Processes and procedures

relating to AIS will not be

Increases the chance of human

errors during processing of aeronautical information and reduces efficiency of AIS

reliable and standardised

[Annex 15,

Para 3.1.1.2,

3.1.4, 3.1.6,

3.2.1 & 4.1]

[Annex 15,

[Annex 15,

Para 5]

Annex 4,

[Para 3.2, 7.2,

13.2 & 16.2] [Annex 15, Para 4.2.3]

[Annex 4]

[Annex 15,

[Doc 8126,

Para 3.2.2 &

[Annex 15,

Para 3.6.5]

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system

Lack of AIS

automation

Para 3.2]

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12.	[Annex 15, Para 8.1]	Non provision of pre- flight information service at international airports	Lack of pre-flight information can affect flight planning by users and safety of air navigation		
13.	[Annex 15, Para 8.1]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS		

NAMIBIA

Item No		Defic	iencies		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
				AERONAUTICAL INFOR	MATION MANAGEMENT (AI	M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users			
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation			
6.	[Annex 15, Para 5]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation			
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation			
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.		
10.	[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised			
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS			

12.	[Annex 15, Para 8.1]	Non provision of pre- flight information service at international airports	Lack of pre-flight information can affect flight planning by users and safety of air navigation		
13.	[Annex 15, Para 8.1]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS		

NIGER

Item No		Defic	iencies		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
				AERONAUTICAL INFOR	RMATION MANAGEMENT (AI	M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress		
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available			
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections	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]	Lack of implementation of AIRAC system	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]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	Full compliance with standard units		
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	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]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented		
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	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]	Non provision of pre- flight information service at international airports	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]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel	

NIGERIA

Item No		Defic	iencies		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
	AERONAUTICAL INFOR				MATION MANAGEMENT (AI	M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services				

3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP	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]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users			
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation			
6.	[Annex 15, Para 5]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation			
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation			
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.		
10.	[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised			

11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS		
12.	[Annex 15, Para 8.1]	Non provision of pre- flight information service at international airports	Lack of pre-flight information can affect flight planning by users and safety of air navigation		
13.	[Annex 15, Para 8.1]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS		

RWANDA

Item No		Defic	iencies		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	
				AERONAUTICAL INFOR	MATION MANAGEMENT (AI	M)			
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements					
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services					

3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP	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]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users			
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation			
6.	[Annex 15, Para 5]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation			
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation			
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.		
10.	[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised			

11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS		
12.	[Annex 15, Para 8.1]	Non provision of pre- flight information service at international airports	Lack of pre-flight information can affect flight planning by users and safety of air navigation		
13.	[Annex 15, Para 8.1]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS		

SAO TOME & PRINCIPE

Item No		Defic	iencies		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
			AERONAUTICAL INFOR	MATION MANAGEMENT (AI	M)			
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services				

3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP	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]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users			
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation			
6.	[Annex 15, Para 5]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation			
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation			
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.		
10.	[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised			

11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS		
12.	[Annex 15, Para 8.1]	Non provision of pre- flight information service at international airports	Lack of pre-flight information can affect flight planning by users and safety of air navigation		
13.	[Annex 15, Para 8.1]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS		

SENEGAL

Item No		Defic	iencies		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	
	AERONAUTICAL INI			AERONAUTICAL INFOR	RMATION MANAGEMENT (AI	M)			
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress			
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available				

3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP	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]	AIP containing conflicting/misleading information within the different sections	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]	Lack of implementation of AIRAC system	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]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	Full compliance with standard units		
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	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]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented		

11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	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]	Non provision of pre- flight information service at international airports	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]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel	

SEYCHELLES

Item No		Defic	iencies			Corrective Action		
	ICAODescriptionDateRemarks/ Impact of non-ReferencefirstimplementationDocument &reportedGPIsImplementation				Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status
				AERONAUTICAL INFOR	MATION MANAGEMENT (AI	M)		

1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84	Unable to implement basic PBN requirements		
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP	Difficulty to locate essential safety information relevant to conditions of services		
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP	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]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users		
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation		
6.	[Annex 15, Para 5]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation		

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

SIERRA LEONE

Item No		Defic	iencies		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

			AERONAUTICAL INFORMATION M.	ANAGEMENT (AIM)	
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84	Unable to implement basic PBN requirements		
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP	Difficulty to locate essential safety information relevant to conditions of services		
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP	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]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users		
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation		
6.	[Annex 15, Para 5]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation		

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

SOMALIA

Item No		Defic	iencies		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

			AERONAUTICAL INFORMATION	MANAGEMENT (AIM)	
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84	Unable to implement basic PBN requirements		
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP	Difficulty to locate essential safety information relevant to conditions of services		
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP	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]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users		
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation		
6.	[Annex 15, Para 5]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation		

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

SOUTH AFRICA

Iter No		Defi	ciencies		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

			AERONAUTICAL INFORMATION MAN	AGEMENT (AIM)	
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84	Unable to implement basic PBN requirements		
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP	Difficulty to locate essential safety information relevant to conditions of services		
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP	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]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users		
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation		
6.	[Annex 15, Para 5]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation		

9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	ac	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	QMS Certified		
10.	[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	re	Processes and procedures elating to AIS will not be eliable and standardised			
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	er ae	ncreases the chance of human errors during processing of aeronautical information and educes efficiency of AIS			
12.	[Annex 15, Para 8.1]	Non provision of pre- flight information service at international airports		Lack of pre-flight information can affect flight planning by users and safety of air navigation			
13.	[Annex 15, Para 8.1]	Lack of AIS Aerodrome Units at International Airports		Cannot guarantee provisions of AIS			
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel		nadequate human resources to sustain the provision of AIS			

SPAIN (CANARIES ISLAND)

Item No		Defic	ciencies		Corrective Action			
	ICAO Reference Document & GPIs	Description	ReferencefirstimplementationDocument &reported		Action by States	Action taken/planned by State (including timelines/target dates)	Identified implementation impediment and action thereon	Status

			AERONAUTICAL INFORMATION M.	ANAGEMENT (AIM)	
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84	Unable to implement basic PBN requirements		
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP	Difficulty to locate essential safety information relevant to conditions of services		
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP	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]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users		
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation		
6.	[Annex 15, Para 5]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation		

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

SUDAN

Item No		Defic	iencies			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

			AERONAUTICAL INFORMATION MANAGEMENT (AI	M)
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84	Unable to implement basic PBN requirements	
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP	Difficulty to locate essential safety information relevant to conditions of services	
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP	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]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users	
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation	
6.	[Annex 15, Para 5]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	

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

SWAZILAND

Ite N		Defic	ciencies		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

			AERONAUTICAL INFOR	MATION MANAGEMENT (AI	[M)	
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84	Unable to implement basic PBN requirements			
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP	Difficulty to locate essential safety information relevant to conditions of services			
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP	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]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users			
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation			
6.	[Annex 15, Para 5]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation			
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation			

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

TANZANIA

Item No		Defic	iencies			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

			AERONAUTICAL INFORMATIC	N MANAGEMENT (AIM)	
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84	Unable to implement basic PBN requirements		
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP	Difficulty to locate essential safety information relevant to conditions of services		
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP	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]	AIP containing conflicting/misleading information within the different sections	Can cause confusion as to the accuracy and reliability of information that can be utilised by users		
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system	Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation		
6.	[Annex 15, Para 5]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation		

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

TOGO

Item No		Defic	iencies			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

			AERONAUTICAL INFOR	RMATION MANAGEMENT (AI	(M)	
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84	Unable to implement basic PBN requirements	WGS-84 network implemented	Network Updating and extension in progress	
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP	Difficulty to locate essential safety information relevant to conditions of services	AIP standard format available		
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP	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]	AIP containing conflicting/misleading information within the different sections	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]	Lack of implementation of AIRAC system	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]	Lack of timely issuance of notams	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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation	Aeronauticalchartavailable		
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation	Full compliance with standard units		

9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	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]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised	Full AIS system implemented		
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	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]	Non provision of pre- flight information service at international airports	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]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS	AIS aerodrome unit operational at all international airport		
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS		New qualification training program adopted and implemented for all AIM personnel	

TUNISIA

Item	Deficiencies	Corrective Action
No		

	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			
	AERONAUTICAL INFORMATION MANAGEMENT (AIM)										
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements							
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services							
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections		Can cause confusion as to the accuracy and reliability of information that can be utilised by users							
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation							
6.	[Annex 15, Para 5]	Lack of timely issuance of notams		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]	Non production of aeronautical charts appropriate to the State		Lack of critical information essential for safety of air navigation							

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

UGANDA

Item No		Defic	iencies			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
				AERONAUTICAL INFOR	AMATION MANAGEMENT (A)	IM)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	Lack of timely issuance of notams		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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation			
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation			
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.		
10.	[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised			
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS			
12.	[Annex 15, Para 8.1]	Non provision of pre- flight information service at international airports	Lack of pre-flight information can affect flight planning by users and safety of air navigation			
13.	[Annex 15, Para 8.1]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS			
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS			

ZAMBIA

Item No		Defic	iencies			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
				AERONAUTICAL INFOR	MATION MANAGEMENT (AI	[M)		
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements				
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services				
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections		Can cause confusion as to the accuracy and reliability of information that can be utilised by users				
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation				
6.	[Annex 15, Para 5]	Lack of timely issuance of notams		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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation			
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation			
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.		
10.	[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised			
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS			
12.	[Annex 15, Para 8.1]	Non provision of pre- flight information service at international airports	Lack of pre-flight information can affect flight planning by users and safety of air navigation			
13.	[Annex 15, Para 8.1]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS			
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	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	
				AERONAUTICAL INFOR	MATION MANAGEMENT (A)	IM)			
1.	[Annex 15 Para 3.7.1]	Non implementation of WGS-84		Unable to implement basic PBN requirements					
2.	[Annex 15 Para 4.1- 4.2]	Non standard format of AIP		Difficulty to locate essential safety information relevant to conditions of services					
3.	[Annex 15 Para 5]	Lack of regular and effective updating of AIP		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]	AIP containing conflicting/misleading information within the different sections		Can cause confusion as to the accuracy and reliability of information that can be utilised by users					
5.	[Annex 15, Para 5]	Lack of implementation of AIRAC system		Publication of critical aeronautical information will not follow standard procedure and can impact on safety of air navigation					
6.	[Annex 15, Para 5]	Lack of timely issuance of notams		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]	Non production of aeronautical charts appropriate to the State	Lack of critical information essential for safety of air navigation			
8.	[Annex 4]	Non use of standard units of measurement	Can impact on safety of air navigation			
9.	[Annex 15, Para 3.2]	Non implementation of AIS Quality Management System (QMS)	Cannot guarantee quality and accuracy of aeronautical data being published in the AIP	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.		
10.	[Doc 8126, Para 3.2.2 & 3.3]	Lack of effective AIS system	Processes and procedures relating to AIS will not be reliable and standardised			
11.	[Annex 15, Para 3.6.5]	Lack of AIS automation	Increases the chance of human errors during processing of aeronautical information and reduces efficiency of AIS			
12.	[Annex 15, Para 8.1]	Non provision of pre- flight information service at international airports	Lack of pre-flight information can affect flight planning by users and safety of air navigation			
13.	[Annex 15, Para 8.1]	Lack of AIS Aerodrome Units at International Airports	Cannot guarantee provisions of AIS			
14.	[Annex 15, Para 3.2]	Lack of adequate training of AIS personnel	Inadequate human resources to sustain the provision of AIS			