INTERNATIONAL CIVIL AVIATION ORGANIZATION
EASTERN AND SOUTHERN AFRICAN OFFICE

REPORT OF THE SECOND MEETING OF THE APIRG AIM IMPLEMENTATION TASK FORCE (AFI AIM TF/2)

(Nairobi, 17 – 19 December 2012)

Prepared by the Secretary of the AFI AIM TF/2 Meeting December 2012

PART I – HISTORY OF THE MEETING

1. Place/Duration

1. 1 The Second meeting of the AFI Region AIM Implementation Task Force was convened at the ICAO ESAF Office, Nairobi, Kenya from 17 - 19 December 2012.

2. Objective of the meeting

2. 1 The main objective of this meeting is to provide guidance to States, in accordance with the requirements of AFI Part of the Draft e-ANP that has been presented at the 12th Air Navigation Conference. The meeting also review the ASBU modules related to interoperability system and data (AIM) that has been presented at the 12 Air Navigation Conferences. It is expected that operational improvements will be outlined in a logical stepwise block upgrades that at a minimum: *identifies the operational benefit; determine the necessary procedures; nominate the required technology; develop the business case; and propose a preliminary strategy for regulatory approval.*

3. Secretariat

3. 1 The meeting was opened by Mr. Meshesha Belayneh, the ICAO Regional Director, who welcomed all participants to the ICAO ESAF Office, Nairobi for attending the Second AFI AIM Implementation Task Force Meeting being organized under the aegis of ICAO pursuant to various relevant APIRG Conclusions.

3.2 The Regional Director took the opportunity to call the attention of the participants on the fact that the collection and distribution of aeronautical information for use by all types of aircraft operations is the responsibility of the AIS/AIM of each State, as specified in Annex 15 to the Convention on International Civil Aviation designed to promote uniformity in the collection and dissemination of aeronautical information, in the interest of safety, efficiency and economy of civil aviation.

3.3 The principal objective of developing an automated AIS system is to improve, through automation, the efficiency, accuracy and cost-effectiveness of the services provided. As such, the system should be designed with the intent of avoiding incompatibilities, divergences and unnecessary duplication of efforts, thereby ensuring standardization of procedures, products and services to end users.

3.4 He emphasized that Annex 15 - Aeronautical Information Services, defines the standards and recommends the practices regarding exchange to aeronautical information that is vital to the safety of air navigation. Currently, States exchange aeronautical information in a paper-based format using the aeronautical information publication (AIP). Each State is not only responsible for the creation but also updating of its own AIP. Such as creating and promulgating AIP Amendments, AIP Supplements and NOTAMs to notify other States and users of changes to its AIP.

3.5 He stated that Annex 4, Annex 15 and associated guidance material will also require amendment to support new digital requirements and an appropriate presentation of aeronautical information to the end user. This would include electronic AIPs (eAIP) and electronic charts. The development of these requirements would take into account that though the transition from a product-centric (current AIS) to a data centric (AIM) service is essential, it is foreseen that AIM will still have to cater for the provision of traditional AIS products during the transition phase.

Nevertheless, the quality, consistency, availability and timeliness of data must meet stringent new digital requirements, substantially exceeding those currently considered acceptable.

3.6 Mr. George Baldeh, Regional Officer, AIM was Secretary of the meeting assisted by Mr. David Labrosse, Regional Officer ATM/SAR.

4. Attendance

4.1 The meeting was attended by 24 participants from 14 AFI Region ICAO Contracting States and 1 International organization (ASECNA). A list of participants is at **Appendix A** to this report.

5. Working Languages

5.1 The meeting was conducted in English only.

6. Agenda

6.1 The following Agenda was adopted:

Agenda Item 1: Adoption of the Agenda and review of the Terms of Reference of the AFI AIM Implementation Task Force.

Agenda Item 2: Review of the Status of Implementation of the Conclusions/Decisions of the APIRG/18 Meeting related to AIM Implementation

Agenda Item 3: Status of implementation of the ICAO requirements in the AIM field in the AFI Region (deficiencies).

Agenda Item 4: Review of the Draft Amendment of AFI Basic ANP/FASID to reflect the Transition from AIS to AIM

Agenda Item 5: Development of Air Navigation Report Forms (ANRF) under ASBU methodology in Performance Improvement Area 2 (ASBU BO-30)

Agenda Item 6: Review of the National Plans submitted by States in accordance with the Roadmap for the transition from AIS to AIM and a review of the current status in the AFI Region as per state circular letter ref. T 2/7-0725 dated 7 August 2012.

Agenda Item 7: Updates on the implementation of the AFI-CAD Business Plan as per Appendix 3.6 I (AFI-CAD Doc. 007) of the APIRG/17 Report.

Agenda Item 8: Review of the Proposal for Amendment 37 to Annex 15 and Consequential Amendments to Annexes, 11 and 14 Volumes I and II as endorsed by the Air Navigation Commission on 26 June 2012.

Agenda Item 9: Review of the Reports of the Fifth and Sixth meeting of the Aeronautical Information Services-Aeronautical Information Management Study Group (AIS-AIMSG/5 and AIS-AIM/6) and its implications in the AFI Region.

Agenda Item 10: Any other business

PART II – REPORT ON THE AGENDA ITEMS

Agenda Item 1: Adoption of the Agenda and review of the Terms of Reference of the AFI AIM Implementation Task Force.

1.1 Under this Agenda Item, the meeting reviewed the Agenda with its Terms of Reference which were unanimously adopted.

Agenda Item 2: Review of the Status of Implementation of the Conclusions/Decisions of the APIRG/18 Meeting related to AIM Implementation

2.1 The meeting then reviewed and updated the follow-up action on previous APIRG/17 and 18 Conclusions/Decisions related to AIM (Conc/Dec: 17/86; 17/88; 17/89; 17/90; 17/91; 17/92: 17/93; 17/94; 17/95; 17/97; 18/35; 18/36; 18/37; 18/38) and agreed on the validity of these Conclusions/Decisions for continuous action.

2.2 The meeting then noted the relevant Conclusions and Decisions related to AIS-AIM Transition in the AFI Region and decided that follow-up actions to be taken by concerned parties including the deliverables pursuant to State letter ref. T2/7-0476 of 16 June 2011 and that of T2/7-0725 of 7 August 2012. The deliberations of APIRG/17&18 Meetings and identified items from the APIRG/17&18 Conclusions/Decisions that APIRG/19 needs to undertake were also noted.

Agenda Item 3: Status of Implementation of ICAO Requirements in the AIM Field in AFI Region (Deficiencies)

3.1 The meeting noted the definition of air navigation "deficiency" as approved by the ICAO Council is as follows:
"*a deficiency is a situation where a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with related ICAO Standards and Recommended Practices, and which situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation*"

3.2 In order to encourage reporting of deficiencies, follow up, collection of information on impediments to implementation, and to facilitate identification of solutions, AFI States and other stakeholders are encouraged to use the list of reporting areas at **Appendix- 3-A** to this Report, as a guide to minimum reporting.

3.3 The meeting then, review and updated the information provided in under Appendix 3-B and agreed to adopt and utilize the reporting approach described in under Appendix 3-B as per APIRG/18 Conclusion 18/62.

Agenda Item 4: Review of the Draft Amendment of AFI Basic ANP/FASID to reflect the Transition from AIS to AIM

4.1 The meeting reviewed the proposed Amendment to the AFI ANP/FASID Doc. 7474 Vol.I and Vol.II with major changes in comparison to the previous versions and noted the following:

a) The opportunity has been taken to change the title of this Part from AIS to AIM to reflect the future direction on the provision of aeronautical information in the context of the Global ATM Operational Concept and associated System Wide Information Management.

b) The key elements that States should provide in the provision of aeronautical information are detailed.

c) An overview of the Transition to AIM is provided.

d) The requirement for States to develop national plans for transition to AIM is reflected. Details are to be shown in the AFI FASID.

4.2 The meeting noted the proposed amendments as reflected in the FASID Tables AIM-1 AIM-9 to this paper and ensured that the required data is populated in the new FASID AIM Tables for the development of Regional e-ANPs to be made available through GIS website at ICAO HQ as per Appendix 4 -A.

Agenda Item 5: Development of Air Navigation Report Forms (ANRF) under ASBU methodology in Performance Improvement Area 2 (ASBU BO-30).

5.1 The meeting was informed that according to the ICAO road map for transition from AIS to AIM, in AIM, some key aspects should be considered. Some of them are as follows: Quality and Quality management system;WGS-84;AIRAC adherence; AIS Automation; Digital NOTAM; e-AIP; e-TOD.

5.2 The current PFFs have been redesigned and aligned with ASBU framework and called the Air Navigation Report Form (ANRF).The ANRF will be the basis for performance monitoring of the ASBU implementation. The ANRF templates for all the 18 Modules of the ASBU Block 0 will be available in Volume II-FASID and the FASID of each Regional e-ANP .

5.3 The meeting also noted that effective 2014, and on annual basis, a Global Air Navigation Report will be released which indicates the following:

- The Regional Air Navigation Reports (ANRF) that provides data for shared review will be utilized in developing the annual Global Air Navigation Report.

- The spirit of such a global review is to assist in understanding which areas requires special attention and effectively improve air navigation performance in the future.

- This review also provides an opportunity for world civil aviation community to compare the progress across different ICAO Regions in the establishment of air navigation infrastructure.

5.4 The meeting reviewed and endorsed the new ASBU framework called the Air Navigation Report Forms (ANRF) attached under Appendix-5 A, B and C.

Agenda Item 6 : Review of the National Plans submitted by States in accordance with the Roadmap for the transition from AIS to AIM and a review of the current status in the AFI Region as per state circular letter ref. T 2/7-0725 dated 7 August 2012.

6.1 Under this Agenda Item, the meeting proposed that an AIM/SWIM Seminar be organized in the AFI Region, in order to provide States with a better understanding of the planning and implementation issues related to the transition from AIS to AIM to Information Management/SWIM, and expedite the implementation of the AIM/SWIM requirements in a harmonized manner.

6.2 The meeting then agreed as follows:

Draft Conclusion - 2/1 – AIM/SWIM SEMINAR, SIP FOR THE AFI REGION

*That the ICAO Regional Offices Dakar, and Nairobi, **in order** to provide AFI States with a better understanding of the planning and implementation issues related to the transition from AIS to AIM to Information Management/SWIM, and expedite the implementation of the AIM/SWIM requirements in a harmonized manner with other regions, undertake necessary action, in coordination with EUROCONTROL, and Regional ANSP's for the organisation of an AIM/SWIM Seminar, as a Special Implementation Project (SIP) for 2014/2015.*

6.3 The meeting then reviewed and updated, as appropriate, the information at Appendix 6-**A** concerning the National Plans submitted by States in accordance with the Roadmap for the transition from AIS to AIM and the current status in the AFI Region as per state circular letter ref. T 2/7-0725 dated 7 August 2012.

Agenda Item 7: Updates on the implementation of the AFI-CAD Business Plan as per Appendix 3.6 I (AFI-CAD Doc. 007) of the APIRG/17 Report.

7.1 The meeting noted that following a review of the Action agreed by the Air Navigation Commission on 8 March 2011 (ANC 186-6 refers); the Commission noted that the transition in the AFI Region will benefit if a robust communication infrastructure exist. The Commission further called upon the Secretariat to support/monitor the transition of AIS to AIM through region mechanism.

7.2 Following the recent review of the revised AFI Plan by the 12th Air Navigation Conference, it was agreed that the Concept of AFI-CAD when implemented, will offer all AIM related tasks including even the classic AIM services to reduce the ANSP's efforts and timelines needed by the States on their way to the AIS/AIM Transition process. This has also been re-confirmed by Recommendation 3/8 (c) of the 12thAN Conference which states:

ANC 12 Rec.3/8 (c):

That States:

engage in intra-regional and interregional cooperation for an expeditious transition from aeronautical information service (AIS) to aeronautical information management (AIM) in a harmonized manner and to using digital data exchange and consider the regional or sub regional AIS databases as an enabler for the transition from AIS to AIM;

7.3 To this effect, the meeting noted that ASECNA is progressively developing and plans to implement in accordance with the AFI-CAD Concept, a Regional AIS Database to accommodate all the States in the Western and Central African Region. In accordance with the AFI-CAD Concept, the meeting also noted that South Africa has invited AFI States to join the South African Regional AIS Database as an alternative to enhance the AIM implementation process with the AFI Region.

7.4 The meeting then endorsed the possibility of AFI States migrating to the ASECNA Regional AIS Database in accordance with the AFI-CAD Concept as per Recommendation 3/8 (c) of the 12th Air Navigation Conference, and also endorsed the possibility of AFI States migrating to the South African Regional AIS Database in accordance with the AFI-CAD Concept as per Recommendation 3/8 (c) of the 12th Air Navigation Conference.

7.5 Finally the meeting reviewed and noted Discussion Paper 10 presented by ASECNA concerning AIM deployment to open the door for innovations provided in Appendix 7-A.

Agenda Item 8: Review of the Proposal for Amendment 37 to Annex 15 and Consequential Amendments to Annexes, 11 and 14 Volumes I and II as endorsed by the Air Navigation Commission on 26 June 2012.

8.1 The meeting reviewed the proposal to amend Annex 15-Aeronautical Information Services with consequential amendments to Annex 4-Aeronautical Charts, Annex 11-Air Traffic Services, and Annex 14 – Aerodromes, Volume I – Aerodrome Design and Operations, and Volume II – Heliports, relating to the quality system, use of automation, electronic AIP, NOTAM format, electronic terrain and obstacle data. Additionally, the paper presents a proposal to re-structure the first three chapters of Annex 15 to strengthen the progress of the transition from aeronautical information service (AIS) to aeronautical information management (AIM).

8.2 The meeting noted that the proposals have been developed by the Secretariat with the assistance of the Aeronautical Information Services-Aeronautical Information Management Study Group (AIS-AIMSG) as contained in Appendix-8A and encouraged States to compile the response form to be completed as per Attachment-F to State Letter AN2/2.3-12/52 and have it returned to ICAO together with comments on the proposed amendments.

Agenda Item 9: Review of the Reports of the Fifth and Sixth meeting of the Aeronautical Information Services-Aeronautical Information Management Study Group (AIS-AIMSG/5 and AIS-AIM/6) and its implications in the AFI Region.

9.1 The meeting reviewed the summary of the results of the Fifth Meeting of the ICAO AIS-AIMSG and related comments concerning the activities of the ICAO AIS-AIMSG Ad-hoc Group on AIM Development and the Ad-hoc Group on Aeronautical Charting. The meeting then noted the work program, and the progress made with the AIS-AIMSG.

9.2 The meeting also noted the need for closer coordination with the work of the AIS-AIMSG and in particular, would appreciate an update on Study Group activities and outcomes. AIS-AIMSG/7 is tentatively scheduled for 14 to 18 January 2013 in Montréal, Canada.

Agenda Item 10: Any other business

Table AIM-1

Responsibility for the provision of AIM Services

EXPLANATION OF THE TABLE

Column:

1 Name of the State or territory
2 Designated international NOTAM Office (NOF)
3 Designated State for AIP production
4 Designated State for aeronautical charts (MAP) production
5 Designated State for the provision of the authoritative Integrated Aeronautical Information Database (IAID)
6 Designated State for the provision of the Pre-flight information services
7 Remarks — additional information, as appropriate.

FASID TABLE AIM-1

Responsibility for the provision of AIM Services

State	NOF	AIP	MAP	IAID	Pre-flight briefing	Remarks
1	2	3	4	5	6	7
Algeria	Alger	Algeria	Algeria	Algeria	Aerodrome AIS Unit	
Angola	Luanda	Angola	Angola	Angola	Aerodrome AIS Unit	
Benin	Accra/Dakar	ASECNA	ASECNA	ASECNA	Aerodrome AIM Unit	
Burkina Faso	Dakar	ASECNA	ASECNA	ASECNA	Aerodrome AIM Unit	
Botswana	Gaborone	Botswana	Botswana	Botswana	Aerodrome AIS Unit	
Burundi	Bujumbura	Burundi	Burundi	Burundi	Aerodrome AIS Unit	
Cameroon	Brazzaville	ASECNA	ASECNA	ASECNA	Aerodrome AIM Unit	
Cape Verde	Sal	Cape Verde	Cape Verde	Cape Verde	Aerodrome AIS Unit	
Central African Republic	Brazzaville	ASECNA	ASECNA	ASECNA	Aerodrome AIM Unit	
Chad	Brazzaville	ASECNA	ASECNA	ASECNA	Aerodrome AIM Unit	
Comoros	Antananariv o	ASECNA	ASECNA	ASECNA	Aerodrome AIM Unit	
Congo	Brazzaville	ASECNA	ASECNA	ASECNA	Aerodrome AIM Unit	
Cote d'Ivoire	Dakar	ASECNA	ASECNA	ASECNA	Aerodrome AIM Unit	
Democratic Republic of Congo (RDC)	Kinshasa (BNI)	AIP-RDC	MAP-RDC	RVA-RDC	RVA-RDC	RVA is the AIM Provider
Djibouti	Addis Ababa	Djibouti	Djibouti	Djibouti	Aerodrome AIS Unit	
Egypt	Cairo	Egypt	Egypt	Egypt	Aerodrome AIM Unit	
Equatorial Guinea	Brazzaville	ASECNA	ASECNA	ASECNA	Aerodrome AIM Unit	
Eritrea	Asmara	Eritrea	Eritrea	Eritrea	Aerodrome AIS Unit	
Ethiopia	Addis Ababa	Ethiopia	Ethiopia	Ethiopia	Aerodrome AIS Unit	
Gabon	Brazzaville	ASECNA	ASECNA	ASECNA	Aerodrome AIM Unit	
Gambia	DAKAR	GAMBIA	GAMBIA	GAMBIA	GAMBIA. Aerodrome AIS/M Unit	Outsourced To Jeppesen Map Production Company.
Ghana	ACCRA	GHANA	Outsource to map production company	GHANA	Aerodrome AIS Unit	Ghana in the process of installing software for the provision of PIB. common point of access to integrated aeronautical information not implemented.
Guinea	Robertsfield /Monrovia	Roberts FIR Secretariat	State Level	Roberts FIR Secretariat	Aerodrome AIS Unit	
Guinea Bissau	Dakar	ASECNA	ASECNA	ASECNA	Aerodrome AIM Unit	
Kenya	Nairobi	Kenya	Kenya	Kenya	Aerodrome	

State	NOF	AIP	MAP	IAID	Pre-flight briefing	Remarks
1	2	3	4	5	6	7
					AIM Unit	
Lesotho	Maseru	Lesotho	Lesotho	Lesotho	Lesotho	Aerodrome AIS Unit
Liberia	Robertsfield /Monrovia	Roberts FIR Secretariat	Aerodrome AIM unit outsource to MAP production Company	Roberts FIR Secretariat	Aerodrome AIS Unit	Upgrade of the PIB and post flight information bulletin is ongoing in accordance with DOC 8126 specification.
Libya	Tripoli	Libya	Libya	Libya	Aerodrome AIS Unit	
Madagascar	Antananariv o	ASECNA	ASECNA	ASECNA	Aerodrome AIM Unit	
Malawi						
Mali	Dakar	ASECNA	ASECNA	ASECNA	Aerodrome AIM Unit	
Morocco						
Mauritanie	Dakar	ASECNA	ASECNA	ASECNA	Aerodrome AIM Unit	
Mauritius	Plaisance	Mauritius	Mauritius	Mauritius	Aerodrome AIM Unit	
Mozambique	Maputo	Mozambique	Mozambique	Mozambique	Aerodrome AIS Unit	
Namibia	Johanesburg	Namibia	Namibia	Namibia	Aerodrome AIS Unit	
Niger	Dakar	ASECNA	ASECNA	ASECNA	Aerodrome AIM Unit	
Nigeria	Lagos	Nigeria	Nigeria	Nigeria	Nigeria (Aerodrome Units)	
Rwanda	Kigali	Rwanda	Rwanda	Rwanda	Aerodrome AIS Unit	
Sao Tome and Principe	Brazzaville	Sao Tome and Principe	Sao Tome and Principe	Sao Tome and Principe	Aerodrome AIS Unit	
Senegal	Dakar	ASECNA	ASECNA	ASECNA	Aerodrome AIM Unit	
Seychelles	Mahe	Seychelles	Seychelles	Seychelles	Aerodrome AIS Unit	
Sierra Leone	Robertsfield /Monrovia	Roberts FIR Secretariat	State Level	Roberts FIR Secretariat	State Level	
Somalia	Mogadishu	Somalia	Somalia	Somalia	Aerodrome AIS Unit	
South Africa	Johanesburg	South Africa	South Africa	South Africa	ATNS	
South Sudan	Juba	South Sudan	South Sudan	South Sudan	Aerodrome AIS Unit	
Sudan	Khartoum	Sudan	Sudan	Sudan	Aerodrome AIS Unit	-
Swaziland	Manzini	Swaziland	Swaziland	Swaziland	Aerodrome AIS Unit	
Tunisia	Tunis	Tunisia	Tunisia	Tunisia	Aerodrome AIS Unit	
Togo	Accra-Dakar	ASECNA	ASECNA	ASECNA	Aerodrome AIM Unit	
Uganda	Kampala	Uganda	Uganda	Uganda	Aerodrome AIS Unit	
United Republic of Tanzania	Dar-es-salaam	Tanzania	Tanzania	Tanzania	Aerodrome AIS Unit	
Zambia	Lusaka	Zambia	Zambia	Zambia	Aerodrome AIS Unit	
Zimbabwe	Harare	ZIMBABWE	ZIMBABWE	N/A	ZIMBABWE	IAID NOT YET IMPLEMENTED

Table AIM-2

APPENDEX-4-B

Provision of AIM products and services based on the Integrated Aeronautical Information Database (IAID)

EXPLANATION OF THE TABLE

Column:

1. Name of the State or territory for which the provision of AIM products and services based on the IAID is required.

2. Requirement for the implementation and designation of the authoritative IAID, shown by:

   FI – Fully Implemented
   PI – Partially Implemented
   NI – Not Implemented

   Note 1 — The IAID of a State is a single access point for one or more databases (AIS, Terrain, Obstacles, AMDB, etc). The minimum set of databases which should be integrated is defined in Annex 15.

   Note 2 — Information providing detail of "PI" should be given in the Remarks column (the implemented components of the IAID).

   Note 3 — The information related to the designation of the authoritative IAID should be published in the AIP (GEN 3.1)

3. Requirement for an IAID driven AIP production, shown by:

   FC – Fully compliant (eAIP: Text, Tables and Charts)
   PC – Partially compliant
   NC – Not compliant

   Note 4 — AIP production includes, production of AIP, AIP Amendments and AIP Supplements

4. Requirement for an IAID driven NOTAM production, shown by:

   FC – Fully Compliant
   NC – Not compliant

5. Requirement for an IAID driven SNOWTAM production, shown by:

   FC – Fully Compliant
   NC – Not compliant

6. Requirement for an IAID driven PIB production, shown by:

   FC – Fully compliant
   NC – Not compliant

7. Requirement for Charting systems to be interoperable with the IAID, shown by:

   FC – Fully compliant
   PC – Partially compliant
   NC – Not compliant

8. Requirement for Procedure design systems to be interoperable with the IAID, shown by:

    FI – Fully Implemented

    PI – Partially Implemented

    NI – Not Implemented

    Note 5 — full implementation includes the use of the IAID for the design of the procedures and for the storage of the encoded procedures in the IAID

9. Requirement for ATS systems to be interoperable with the IAID, shown by:

    FI – Fully Implemented

    PI – Partially Implemented

    NI – Not Implemented

10. Action Plan — short description of the State's Action Plan with regard to the provision of AIM products and services based on the IAID, including planned date(s) of full compliance, as appropriate.

11. Remarks — additional information, including detail of "PC", "NC", "PI" and "NI", as appropriate.

FASID TABLE AIM-2
Integrated Aeronautical Information Database (IAID)

State	IAID	AIP	NOTAM	SNOWTAM	PIB	Charting	Procedure design	ATS	Action Plan	Remarks
1	2	3	4	5	6	7	8	9	10	11
Algeria										
Angola	FI	PC	FC	NC	FC	PC	FI	PI		
Benin	FI	FC	FC	-	FC	FC	FC	PI	PIB automation in 2013	
Burkina Faso	FI	FC	FC	-	FC	FC	FC	PI	PIB automation in 2013	
Botswana	**PI**	**PC**	**FC**	**NC**	**FC**	PC	PC	FI	The following AIS Systems will be installed and Integrated in 2013. • NOTAM Data base • Charting system • AIP System • Procedure Design • eTOD • eAIP	• Procedure Design out-sourced
Burundi										
Cameroon	FI	FC	FC	-	FC	FC	FC	PI	PIB automation in 2013	
Cape Verde	FI	FC	FC							
Central African Republic	FI	FC	FC	-	FC	FC	FC	PI	PIB automation in 2013	
Chad	FI	FC	FC	-	FC	FC	FC	PI	PIB automation in 2013	
Comoros	FI	FC	FC	-	FC	FC	FC	PI	PIB automation in 2013	
Congo	FI	FC	FC	-	FC	FC	FC	PI	PIB automation in	

State	IAID	AIP	NOTAM	SNOWTAM	PIB	Charting	Procedure design	ATS	Action Plan	Remarks
									2013	
Cote d'Ivoire	FI	FC	FC	-	FC	FC	FC	PI	PIB automation in 2013	
Democratic Republic of Congo	NI	RC	NC	NC	NC	NC	NI	NI	Need of ICAO assistance	Need of ICAO assistance
Djibouti	FI	FC								
Egypt	FI	FC	FC							
Equatorial Guinea	FI	FC	FC	-	FC	FC	FC	PI	PIB automation in 2013	
Eritrea										
Ethiopia	FI	FC	FC							
Gabon	FI	FC	FC	-	FC	FC	FC	PI	PIB automation in 2013	
Gambia	FI	FC	FC	-	FC	NI	NI	NI	PIB automation in 2013	WGS-84 fully Implemented
Ghana	NI	NC	NC	NC	NC	NC	NI	NI	THE ELECTRONIC VERSION OF AIP PARTIALLY MIGRATED WGS-84 MAINTENANCE SURVEY : OCTOBER2012 PBN AND PROCEDURE DESIGN :DECEMBER 2012	On going WGS-84 fully Implemented On-going
Guinea		FC	NC	NC	NC	NC	NC	NC	Awaiting Autonomous administration for implementation	
Guinea Bissau	FI	FC	FC	-	FC	FC	FC	PI	PIB automation in 2013	
Kenya	FI	FC	FC	FC	FC	FC	FI	FI		

State	IAID	AIP	NOTAM	SNOWTAM	PIB	Charting	Procedure design	ATS	Action Plan	Remarks
Lesotho	NI	NC	NC	NC	NC	NC	NC	NC		
Liberia		FC	Information/Data Provider on State level for the Promulgation of the integrated aeronautical information package (IAIP) to end users	NC	NC	NC	NC	NC		
Libya	FI	FC								
Madagascar	FI	FC	FC	-	FC	FC	FC	PI	PIB automation in 2013	
Malawi										
Mali	FI	FC	FC	-	FC	FC	FC	PI	PIB automation in 2013	
Morocco										
Mauritania	FI	FC	FC	-	FC	FC	FC	PI	PIB automation in 2013	
Mauritius										
Mozambique										
Namibia										
Niger	FI	FC	FC	-	FC	FC	FC	PI	PIB automation in 2013	
Nigeria	NI	NC	**NC**	**-**	**NC**	NC	NI	NI		AIP, NOTAM, PIB, CHARTs &Procedure design still done manually. AIP and Charting are available as standalone systems.

State	IAID	AIP	NOTAM	SNOWTAM	PIB	Charting	Procedure design	ATS	Action Plan	Remarks
										Ongoing project by COMSOFT Germany
Rwanda	FI									
Sao Tome and Principe										
Senegal	FI	FC	FC	-	FC	FC	FC	PI	PIB automation in 2013	
Seychelles	NI	PC	NC	-	-	NC	NI	-	FC by end 2013	
Sierra Leone			NC	NC	NC	NC	NC	NC		
Somalia										
South Africa	**PI**	**PC**	**FC**	**-**	**FC**	PC	PC	NI	FC of AIP & Charting by IAID by end 2013.	
South Sudan										
Sudan	PI	PI	FI	FI	FI	PI	PI	PI	NC	Will sign contract with consultant 2013.
Swaziland										
Tunisia										
Togo	FI	FC	FC	-	FC	FC	FC	PI	PIB automation in 2013	
Uganda	FI									
United Republic of Tanzania	PI	PC	FC	NC	FC	PC	PI	PI		
Zambia	FI									
Zimbabwe	PC	PC	PC	NA	FC	NC	NI	PI	TBA	NOTAM & BFO

Table AIM-3

Terrain and Obstacles datasets and Airport Mapping Databases (AMDB)

EXPLANATION OF THE TABLE

Column

1 Name of the State or territory for which Terrain and Obstacles datasets and AMDB are required.

2 Compliance with requirement for the provision of Terrain datasets, shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

3 Compliance with requirement for the provision of Obstacle datasets, shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

4 Implementation of AMDB, shown by:
FI – Fully Implemented
PI – Partially Implemented
NI – Not implemented

5 Action plan — short description of the State's Action Plan with regard to compliance with the requirements for provision of Terrain and Obstacles datasets and implementation of AMDB.

6 Remarks— additional information, including detail of "PC" and "NC", as appropriate.

FASID TABLE AIM-3
Terrain and Obstacle datasets and Airport Mapping Database (AMDB)

State	Terrain Datasets	Obstacle datasets	AMDB	Action Plan	Remarks
1	2	3	4	5	6
Algeria					
Angola	PC	PC	PC	PC	
Benin	NC	NC	NC	Planned for 2014/2016	
Burkina Faso	NC	NC	NC	Planned for 2014/2016	
Botswana	NC	NC	NC	A plan to implement Etod has been developed but due to financial and technical constraints the plan has not been implemented yet	
Burundi					
Cameroon	NC	NC	NC	Planned for 2014/2016	
Cape Verde					
Centr African Republic	NC	NC	NC	Planned for 2014/2016	
Chad	NC	NC	NC	Planned for 2014/2016	
Comoros	NC	NC	NC	Planned for 2014/2016	
Congo	NC	NC	NC	Planned for 2014/2016	
Cote d'Ivoire	NC	NC	NC	Planned for 2014/2016	
Democratic Republic of Congo	NC	NC	NI	Need of ICAO assistance	Need of ICAO assistance
Djibouti					
Egypt					
Equatorial Guinea	NC	NC	NC	Planned for 2014/2016	
Eritrea					
Ethiopia					
Gabon	NC	NC	NC	Planned for 2014/2016	
Gambia	NC	NC	NI	Planned for 2014/2016	
Ghana	NC	NC	NI	Upgrade communication infrastructure 2014	Survey of terrain and obstacles completed. data yet to be integrated in the database.
Guinea	NC	NC	NC	Shall be implemented when autonomous administration takes over	
Guinea Bissau	NC	NC	NC	Planned for 2014/2016	
Kenya	FC	FC	NI	Area 2 obstacle data processing ongoing.	Aerodrome mapping was made a recommendation for complex airport to support e-TOD area 3. Kenya e-TOD policy does not include implementation of area 3 as no complex airport exist
Lesotho	NC	NC	NC	NC	Need to be highly considered it is a major concern to the safety and smooth operations
Liberia	NC	NC	NC	A Plan to implement eTOD ongoing awaiting WGS 84 Survey	eTOD Areas survey of terrain and obstacle has been included in its strategies development plan
Libya					
Madagascar	NC	NC	NC	Planned for 2014/2016	
Malawi					

State	Terrain Datasets	Obstacle datasets	AMDB	Action Plan	Remarks
1	2	3	4	5	6
Mali	NC	NC	NC	Planned for 2014/2016	
Mauritanie	NC	NC	NC	Planned for 2014/2016	
Mauritius					
Morocco					
Mozambique					
Namibia					
Niger	NC	NC	NC	Planned for 2014/2016	
Nigeria	NC	PC	PC		
Rwanda					
Sao Tome and Principe					
Senegal	NC	NC	NC	Planned for 2014/2016	
Seychelles	PC	PC	PI	To be FC by end 2013	
Sierra Leone	NC	NC	NC	Planned for 2014/15	
Somalia					
South Africa	PC	PC	NI	Planned for 2014/2016	Terrain and Obstacle dataset exists, however they need to be quality assured.
South Sudan					
Sudan	NC	NC	NC	NC	-
Swaziland					
Togo	NC	NC	NC	Planned for 2014/2016	
Tunisia					
Uganda					
United Republic of Tanzania	PC	PC	PC	Policy in Place	Implementation will start on July 2013 depend on the availability of fund
Zambia					
Zimbabwe	NC	NC	NI	TBA	

Table AIM-4

Aeronautical Data Quality

EXPLANATION OF THE TABLE

Column:

1. Name of the State or territory.
2. Compliance with the requirement for implementation of QMS for Aeronautical Information Services including safety and security objectives, shown by:
   FC – Fully compliant
   PC – Partially compliant
   NC – Not compliant
3. Compliance with the requirement for the establishment of formal arrangements with approved data originators concerning aeronautical data quality, shown by:
   FC – Fully compliant
   PC – Partially compliant
   NC – Not compliant
4. Implementation of digital data exchange with originators, shown by:
   FI – Implemented
   PI – Partially Implemented
   NI – Not implemented

   Note 1 — Information providing detail of "PI" and "NI" should be given in the Remarks column (percentage of implementation).
5. Compliance with the requirement for metadata, shown by:
   FC – Fully compliant
   PC – Partially compliant
   NC – Not compliant
6. Compliance with the requirements related to aeronautical data quality monitoring (accuracy, resolution, timeliness, completeness), shown by:
   FC – Fully compliant
   PC – Partially compliant
   NC – Not compliant
7. Compliance with the requirements related to aeronautical data integrity monitoring, shown by:
   FC – Fully compliant
   PC – Partially compliant
   NC – Not compliant
8. Compliance with the requirements related to the AIRAC adherence, shown by:
   FC – Fully compliant
   PC – Partially compliant
   NC – Not compliant
9. Action Plan — short description of the State's Action Plan with regard to aeronautical data quality requirements implementation, including planned date(s) of full compliance, as appropriate.
10. Remarks — additional information, including detail of "PC", "NC", "PI" and "NI", as appropriate

FASID TABLE AIM-4
Aeronautical Data Quality

State	QMS	Establishment of formal agreements	Digital data exchange with originators	Metadata	Data quality monitoring	Data integrity monitoring	AIRAC adherence	Action Plan	Remarks
1	2	3	4	5	6	7	8	9	10
Algeria									
Angola	PC	PC	PI	FC	PC	PC	PC	FC	
Benin	FC	NC	NI	NC	FC	FC	FC	(3) and (4) planned	SLA for 2013/2014
Burkina Faso	FC	NC	NI	NC	FC	FC	FC	(3) and (4) planned	SLA for 2013/2014
Botswana	PC	NC	PI	NC	NC	NC	FC	AMHS and AIXM 5.1 MODEL has been purchased from UBITECH will be fully operational in 2013 QMS implementation training on going since 2011. Continuous training for the entire AIS staff in progress	Need assistance on item 6 and 7
Burundi									
Cameroon									
Cape Verde									
Central African Republic	FC	NC	NI	NC	FC	FC	FC	(3) and (4) planned	SLA for 2013/2014
Chad	FC	NC	NI	NC	FC	FC	FC	(3) and (4) planned	SLA for 2013/2014
Comoros	FC	NC	NI	NC	FC	FC	FC	(3) and (4) planned	SLA for 2013/2014
Congo	FC	NC	NI	NC	FC	FC	FC	(3) and (4) planned	SLA for 2013/2014
Cote d'Ivoire	FC	NC	NI	NC	FC	FC	FC	(3) and (4) planned	SLA for 2013/2014
Democratic Republic of Congo	NC	NC	NI	NC	NC	NC	FC	Need of ICAO assistance	Need of ICAO assistance
Djibouti									
Egypt									
Equatorial Guinea	FC	NC	NI	NC	FC	FC	FC	(3) and (4) planned	SLA for 2013/2014

State	QMS	Establishment of formal agreements	Digital data exchange with originators	Metadata	Data quality monitoring	Data integrity monitoring	AIRAC adherence	Action Plan	Remarks
1	2	3	4	5	6	7	8	9	10
Eritrea									
Ethiopia									
Gabon	FC	NC	NI	NC	FC	FC	FC	(3) and (4) planned	SLA for 2013/2014
Gambia	NC	NC	PI	NC	PC	PC	PC	QMS beginning 2013	QMS beginning 2014
Ghana	NC	PC	NI	NC	PC	PC	FC		
Guinea	PC	FC	NC	NC	PC	PC	FC	Shall be implementation when autonomous administration begins	
Guinea Bissau	FC	NC	NI	NC	FC	FC	FC	(3) and (4) planned	SLA for 2013/2014
Kenya	FC	FC	FI	FC	FC	FC	FC	Continuous monitoring of QMS through internal audits Evaluation of adherence to agreement and enforcement planned by July 2013	WE ARE ISO CERTIFIED IN APRIL 2011
Lesotho	NC	NC	NC	NC	NC	NC	NC	NONE	Financial constraints
Liberia	PC	FC	NC	NC	PC	PC	FC		
Libya									
Madagascar	FC	NC	NI	NC	FC	FC	FC	(3) and (4) planned	SLA for 2013/2014
Malawi									
Mali	FC	NC	NI	NC	FC	FC	FC	(3) and (4) planned	SLA for 2013/2014
Mauritania	FC	NC	NI	NC	FC	FC	FC	(3) and (4) planned	SLA for 2013/2014
Mauritius									
Morocco									
Mozambique	FC	NC	NI	NC	FC	FC	FC	(3) and (4) planned	SLA for 2013/2014
Namibia									
Niger	FC	NC	NI	NC	FC	FC	FC	(3) and (4) planned	SLA for 2013/2014
Nigeria	NC	NC	NI	NC	PC	PC	PC		
Rwanda									
Sao Tome and Principe									
Senegal	FC	NC	NI	NC	FC	FC	FC	(3) and (4) planned	SLA for 2013/2014
Seychelles	NC	PC	PI	NC	PC	PC	FC	QMS beginning 2014	70%

State	QMS	Establishment of formal agreements	Digital data exchange with originators	Metadata	Data quality monitoring	Data integrity monitoring	AIRAC adherence	Action Plan	Remarks
1	2	3	4	5	6	7	8	9	10
Sierra Leone	PC	FC	NC	NC	PC	PC	PC		
Somalia									
South Africa	FC	PC	NI	PC	PC	PC	FC	FC at end 2013	
South Sudan									
Sudan	PC	PC	NC	PI	PC	PC	FC	PC	2013 will be FC
Swaziland									
Tunisia									
Togo	FC	NC	NI	NC	FC	FC	FC	(3) and (4) planned	SLA for 2013/2014
Uganda	PC	NC	NI	PC	PC	PC	PC	In the process of certification of QMS. Documentation done; in process of implementation	Awaiting certification
United Republic of Tanzania	FC	PC	PI	PC	PC	PC	PC		
Zambia									
Zimbabwe	PC	NC	NI	NC	PC	PC	PC	TBA	

Table AIM-5

World Geodetic System-1984 (WGS-84)

EXPLANATION OF THE TABLE

Column:

1. Name of the State or territoryfor which implementation of WGS-84 is required.
2. Compliance with the requirements for implementation of WGS-84 for FIR and Enroute points, shown by:
   FC – Fully compliant
   PC – Partially compliant
   NC – Not compliant
3. Compliance with the requirements for implementation of WGS-84 for Terminal Areas (arrival, departure and instrument approach procedures), shown by:
   FC – Fully compliant
   PC – Partially compliant
   NC – Not compliant
4. Compliance with the requirements for implementation of WGS-84 for Aerodrome, shown by:
   FC – Fully compliant
   PC – Partially compliant
   NC – Not compliant
5. Compliance with the requirements for implementation of Geoid Undulation, shown by:
   FC – Fully compliant
   PC – Partially compliant
   NC – Not compliant
6. Action Plan — short description of the State's Action Plan with regard to WGS-84 implementation, including planned date(s) of full compliance, as appropriate.
7. Remarks — additional information, including detail of "PC" and "NC",as appropriate.

FASID TABLE AIM-5
World Geodetic System-1984 (WGS-84)

State	FIR/ENR	Terminal	AD	GUND	Action Plan	Remarks
1	2	3	4	5	6	7
Algeria						
Angola	FC	FC	PC	PC	FC	
Benin	FC	FC	FC	FC	Update survey in 2013	
Burkina Faso	FC	FC	FC	FC	Update survey in 2013	
Botswana	PC	PC	FC	NC	Relocated NAV AIDS will be surveyed in 2013/2014	All major Airports in Botswana have been recently developed/expanded and the AD Data was surveyed into WGS84 Routine Maintenance has not been carried out due to financial constraints.
Burundi						
Cameroon						
Cape Verde						
Central African Republic	FC	FC	FC	FC	Update survey in 2013	
Chad	FC	FC	FC	FC	Update survey in 2013	
Comoros	FC	FC	FC	FC	Update survey in 2013	
Congo	FC	FC	FC	FC	Update survey in 2013	
Cote d'Ivoire	FC	FC	FC	FC	Update survey in 2013	
Democratic Republic of Congo	NC	NC	PC	NC	Need of ICAO assistance	Need of ICAO assistance. Only 10 airports since +- 10 years
Djibouti						
Egypt						
Equatorial Guinea	FC	FC	FC	FC	Update survey in 2013	
Eritrea						
Ethiopia						
Gabon	FC	FC	FC	FC	Update survey in 2013	
Gambia	FC	FC	FC	FC	Update survey in 2013	Maintenance Survey will be Conducted in 2013 in collaboration with ASECNA
Ghana	FC	FC	FC	FC	Routine Maintenance Survey every two	Routine Maintenance Survey

State	FIR/ENR	Terminal	AD	GUND	Action Plan	Remarks
1	2	3	4	5	6	7
					years.	Completed in December 2012
Guinea			WGS 84 implemented on 11 April, 2003.		Planned to implement the rest when department becomes autonomous.	
Guinea Bissau	FC	FC	FC	FC	Update survey in 2013	
Kenya	**FC**	**FC**	**FC**	**NI**	**Maintenance of 3 airport scheduled 2013/2014**	
Lesotho	**PC**	**PC**	**PC**	**NC**	**To be published soon**	
Liberia	PC	PC	PC	PC	Update resurvey 2013-2014	ongoing
Libya						
Madagascar	FC	FC	FC	FC	Update survey in 2013	
Malawi						
Mali	FC	FC	FC	FC	Update survey in 2013	
Mauritania	FC	FC	FC	FC	Update survey in 2013	
Mauritius						
Morocco						
Mozambique						
Namibia						
Niger	FC	FC	FC	FC	Update survey in 2013	
Nigeria	FC	FC	FC	FC		
Rwanda						
Sao Tome and Principe						
Senegal	FC	FC	FC	FC	Update survey in 2013	
Seychelles	FC	-	FC	FC	New charts await compliance	
Sierra Leone		NC	NC	NC	Planned for full implementation by 2014	
Somalia						
South Africa	**FC**	**FC**	**FC**	**FC**		
South Sudan						
Sudan	FC	FC	FC	NC	NC	31 Dec 2013 will have an Action Plan.
Swaziland						
Togo	FC	FC	FC	FC	Update survey in 2013	

State	FIR/ENR	Terminal	AD	GUND	Action Plan	Remarks
1	2	3	4	5	6	7
Tunisia						
Uganda						
United Republic of Tanzania	FC	FC	PC	FC	Survey are going on in Category B Aerodromes in collaboration with Tanzania Airport Authority	
Zambia						
Zimbabwe	PC	FC	FC	PC	TBA	

Table AIM-6

AERONAUTICAL CHARTS

EXPLANATION OF THE TABLE

Column

1 Name of the State or territoryfor which aeronautical chartsare required.

2 Compliance with the requirements for the Enroute Chart — ICAO (ENRC) and the ATC Surveillance Minimum Altitude Chart — ICAO (ATCSMAC), shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

3 Compliance with requirements for charts related to terminal areas (IAC, ARC, SID, STAR, VAC) shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

4 Compliance with the requirement for Aerodrome charts (ADC, ADGMC and APDC), shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

5 Compliance with the requirements for Obstacle Charts (AOC-A, PATC, AOC-E) shown by:
FC – Fully compliant)
PC – Partially compliant
NC – Not compliant

6 Compliance with the requirement for WAC, shown by:
FC – Fully compliant
PC – Partially compliant
NC – Not compliant

7 Action plan — short description of the State's Action Plan with regard to aeronautical charts implementation, including planned date(s) of full compliance, as appropriate.

8 Remarks— additional information, including detail of "PC" and "NC", as appropriate.

FASID TABLE AIM-6
Aeronautical Charts

State	ENR &ATCSMAC	Charts related to Terminal Areas	AD Charts	Obstacle Charts	WAC	Action Plan	Remarks
1	2	3	4	5	6	7	8
Algeria							
Angola	PC	PC	PC	PC	PC	PC	
Benin	**FC**	**FC**	**FC**	**FC**	**PC**		
Burkina Faso	FC	FC	FC	FC	PC		
Botswana	FC	FC	FC	FC	NC	WAC will be produced in 2014.	
Burundi							
Cameroon							
Cape Verde							
Central African Republic	FC	FC	FC	FC	PC		
Chad	FC	FC	PC	FC	PC		
Comoros	FC	FC	PC	FC	PC		
Congo	FC	FC	FC	FC	PC		
Cote d'Ivoire	FC	FC	FC	FC	PC		
Democratic Republic of Congo	NC	PC	NC	NC	NC	Need of ICAO assistance	Need of ICAO assistance
Djibouti							
Egypt							
Equatorial Guinea	FC	FC	FC	FC	PC		
Eritrea							
Ethiopia							
Gabon	FC	FC	FC	FC	PC		
Gambia	NC	NC	FC	FC	NC	Coordination with Jeppesen for production by end of 2013	
Ghana	NC	NC	NC	NC	NC	WGS-84 MAINTENANCE SURVEY IN DECEMBER 2012 - DONE COMPILATION OF OBSTACLE DATA - DONE	PRODUCTION OF CHARTS TO BE DONE BY MAP/CHART PRODUCTION COMPANY CHARTS/MAPS OUTDATED
Guinea		FC	FC	FC	NC	Awaiting autonomous administration	
Guinea Bissau	FC	FC	PC	FC	PC		

State	ENR &ATCSMAC	Charts related to Terminal Areas	AD Charts	Obstacle Charts	WAC	Action Plan	Remarks
1	2	3	4	5	6	7	8
Kenya	FC	FC	FC	PC	FC	Update of Obstacle chart planned for development after completion of area 2 e-TOD and system training	
Lesotho	NC	NC	NC	NC		None	AUBI but not up to date hence NC
Liberia		FC	FC	FC	NC		
Libya							
Madagascar	FC	FC	FC	FC	PC		
Malawi							
Mali	FC	FC	FC	FC	PC		
Mauritanie							
Mauritius							
Morocco							
Mozambique							
Namibia							
Niger	FC	FC	FC	FC	PC		
Nigeria	PC	PC	PC	PC	NC		
Rwanda							
Sao Tome and Principe							
Senegal	FC	FC	FC	FC	PC		
Seychelles	FC	FC	FC	FC	-	-	
Sierra Leone		PC	PC	PC	NC		
Somalia							
South Africa	PC	FC	FC	FC	FC	ENRC will be published by end 2013. ATCSMAC already published.	ENRC will be published by end 2013. ATCSMAC already published.
South Sudan							
Sudan	NC	PC	FC	FC	NC	A Contract signed to establish PD & Charting Unit	Establishment 2011-2014
Swaziland							
Togo	FC	FC	FC	FC	PC	FC	
Tunisia							
Uganda							
United Republic of Tanzania	PC	PC	PC	PC	FC		For charts like ADGMC are not applicable to our Country
Zambia							
Zimbabwe	FC	PC	PC	PC	FC	TBA	SIDS & STARS NOT IMPLEMENTED

FASID Table AIM-7

PRODUCTION RESPONSIBILITY FOR SHEETS OF THE WORLD AERONAUTICAL CHART - ICAO 1:1 000 000

EXPLANATION OF THE TABLE

Column:

1. Name of the State accepting production responsibility.
2. World Aeronautical Chart — ICAO 1:1 000 000 sheet number(s) for which production responsibility is accepted.
3. Remarks.

Note 1— When Aeronautical Charts — ICAO 1:500 000 or Aeronautical Navigation Charts — ICAO Small Scale, are made available instead of the 1:1 000 000 chart, this is to be indicated in the Remarks column.

Note 2— In those instances where the production responsibility for certain sheets has been accepted by more than one State, these States by mutual agreement should define limits of responsibility for those sheets.

FASID Table AIM-7
Production responsibility for sheets of the
World Aeronautical Chart - ICAO 1:1 000 000 (WAC)

State	Sheet number(s)	Remarks
1	**2**	**3**
Algeria		
Angola		IGCA Instituto Nacional Geodetic de Angola
Benin	2816-2783	GHANA-NIGERIA
Burkina Faso	2695	ASECNA
Botswana		
Burundi		
Cameroon		
Cape Verde		
Central African Republic	2786-2812-2813	ASECNA
Chad	2664-2671-2692-2785	ASECNA
Comoros	3052-3156	ASECNA
Congo	2906-2935	ASECNA
Cote d'Ivoire	2781-2817	ASECNA
Democratic Republic of Congo	Nil	Jeppesen assistance
Djibouti		
Egypt		
Equatorial Guinea	2905	ASECNA
Eritrea		
Ethiopia		
Gabon	2936	ASECNA
Gambia	NIL	**Coordination with Jeppesen for production before end of 2013**
Ghana	**1:1 000 000**	**1:500 000, 1: 250 000**
Guinea	NIL	Awaiting autonomous administration
Guinea Bissau	2697	ASECNA
Kenya	Lake Turkana (2910), Kilimanjaro (2931)	
Lesotho		Staff shortage and training obstruct effective ops of AIS/AIM and financial constraints is one of the main issue for us staff recruitment and training is concerned
Liberia	NIL	Contacted outsource Mapping Company
Libya		
Madagascar	3156-3173-3174-3278-3297	ASECNA
Malawi		
Mali	2660-2696	ASECNA
Mauritania	2574-2658-2659	ASECNA
Mauritius		
Morocco		
Mozambique		
Namibia		
State	**Sheet number(s)**	**Remarks**
Niger	2570-2662-2663-2693-2694	ASECNA
Nigeria		
Rwanda		
Sao Tome and Principe		
Senegal	2697	ASECNA
Seychelles		
Sierra Leone	NIL	Agency contacted (ANSP)
Somalia		
South Africa	Bulawayo (3275), Inhambane (3276),	**1:1 000 000 – WAC**

State	Sheet number(s)	Remarks
1	**2**	**3**
	Vryburg (3301), Johannesburg (3300), Maputo (3299), Calvinia (3396), Bloemfontein (3397), Durban (3398), Cape Town (3422), Port Elizabeth (3421)	**1:500 000 – Southern Africa** **1:250 000 – Topo-Cadastral**
South Sudan		
Sudan		
Swaziland		
Tunisia		
Togo	2782-2817	GHANA
Uganda	2909	
United Republic of Tanzania	LAKE VICTORIA 2932 ,LAKE TANGANYIKA 3030 , ZANZIBAR ISLAND 3031, RUVUMA 3053	
Zambia		
Zimbabwe		

Table AIM-8

Pre-Flight Information Services

EXPLANATION OF THE TABLE

Column:

1. Name of the State or territory.

2. Compliance with the requirements for the provision of Pre-Flight Information Bulletins (PIB), shown by:

   FC – Fully compliant, against each type of PIB
   PC – Partially compliant, against each type of PIB
   NC – Not compliant, against each type of PIB

   Note 1 — AD: Aerodrome type bulletins
   Area: Area type bulletins (FIR or group of FIRs or States)
   FIR route: FIR route specific bulletin
   Narrow route: Narrow path route specific bulletin

3. Compliance with the requirements for the availability of the elements of the Integrated Aeronautical Information Publications (IAIP), maps and charts to the flight operations personnel, shown by:

   FC – Fully compliant
   PC – Partially compliant
   NC – Not compliant

4. Requirement for a common point of access to aeronautical information and meteorological information briefings, shown by:

   FI – Fully Implemented
   PI – Partially Implemented
   NI – Not implemented

5. Action Plan— short description of the State's Action Plan with regard to Pre-Flight Information Services, including planned date(s) of full compliance, as appropriate.

6. Remarks — additional information, including detail of "PC", "NC", "PI" and "NI", as appropriate.

FASID TABLE AIM-8
Pre-Flight Information Services

State	PIB				IAIP	Aeronautical Information and Meteorological information Integrated Briefing	Action Plan	Remarks
	AD	Area	FIR route	Narrow route				
1	2				3	4	5	6
Algeria								
Angola	PC				PC	PC	PC	
Benin	FC	FC	PC	FC	FC	NI		
Burkina Faso	FC	FC	FC	FC	FC	NI		
Botswana	FC	FC	FC	FC	FC	FC	Integrated Aeronautical Data Base for AIS Systems to be installed being installed 2013	PIB Service has been in place since 2004, upgraded in 2007 and improved AIS systems with integrated data base (AERODB) has been installed and will be in full operation in 2013.
Burundi								
Cameroon	FC	FC	PC	FC	FC	NI		
Cape Verde								
Central African Republic	FC	FC	PC	FC	FC	NI		
Chad	FC	FC	PC	FC	FC	NI		
Comoros	FC	FC	PC	FC	FC	NI		
Congo	FC	FC	FC	FC	FC	NI		
Cote d'Ivoire	FC	FC	FC	FC	FC	NI		
Democratic Republic of Congo	PC	PC	PC	NC	NC	NI	Need of ICAO assistance	Need of ICAO assistance
Djibouti								
Egypt								
Equatorial Guinea	FC	FC	PC	FC	FC	NI		
Eritrea								
Ethiopia								
Gabon	FC	FC	PC	FC	FC	NI		
Gambia	FC	NI	NI	NI	FC	NI	Coordination with Central Forecast Office for	

State	PIB				IAIP	Aeronautical Information and Meteorological information Integrated Briefing	Action Plan	Remarks
	AD	Area	FIR route	Narrow route				
1	2				3	4	5	6
							integrated met briefing by end of 2013	
Ghana	NC	NC	NC	NC	NC	NI	Upgrade the New AMHS to generate PIB 2013 Upgrade the communication system to be interoperable with MET Systems.	In the process of installing new software for the provision of PIB
Guinea	FC	FC	FC			FI	By 2014 planned to upgrade AIS with integrated meteorological data	
Guinea Bissau	FC	FC	PC	FC	FC	NI		
Kenya	FC	FC	FC	FC	FC		--	
Lesotho	NC	NC	NC	NC	NC	No action taken as the country has not got its national airline depends on South Africa	Cannot be done unless more manpower is available	
Liberia	PC	PC	PC	PC	PC	FI		
Libya								
Madagascar	FC	FC	PC	FC	FC	NI		
Malawi								
Mali	FC	FC	PC	FC	FC	NI		
Mauritania	FC	FC	PC	FC	FC	NI		
Mauritius								
Morocco								
Mozambique								
Namibia								
Niger	FC	FC	PC	FC	FC	NI		
Nigeria	PC	PC	PC	NC	PC	PI		
Rwanda								
Sao Tome and Principe								
Senegal	FC	FC	PC	FC	FC	NI		
Seychelles	-	-	-	-	FC	NI	-	
Sierra Leone	FC					PI		

State	PIB				IAIP	Aeronautical Information and Meteorological information Integrated Briefing	Action Plan	Remarks
	AD	Area	FIR route	Narrow route				
1	2				3	4	5	6
Somalia								
South Africa	FC	FC	FC	FC	FC	FC		
South Sudan								
Sudan	FC	FC	FC	FC	PC	FC	-	-
Swaziland								
Togo	FC	FC	PC	FC	FC	NI		
Tunisia								
Uganda								
United Republic of Tanzania	FC	FC	FC	FC	FC	FC		
Zambia								
Zimbabwe	FC	FC	FC	FC	PC	PC	TBA	

Table AIM-9

AIM Certification

EXPLANATION OF THE TABLE

Column:

1. Name of the State or territoryfor which implementation of AIM Certification is required.
2. Availability of AIM Regulations, shown by:

   FC – Fully compliant

   PC – Partially compliant

   NC – Not compliant

   Note.— Please provide in the Remarks column detail of "PC" and "NC".
3. Compliance with the requirements for the establishment of a Safety Oversight System for ensuring the effective implementation of safety-related policy and procedures in the area of AIM, shown by:

   FC – Fully compliant

   PC – Partially compliant

   NC – Not compliant

   Note 1.— Please provide in the Remarks column detail of "PC" and "NC".

   Note 2.—A Safety Oversight System is based on the eight (8) Critical Elements (CEs) as defined in the ICAO Safety Oversight Manual (Doc 9734, Part A).

   Note 3.—As part of the Safety Oversight System, States should, in particular:

   a) establish an entity responsible for the safety oversight of the AIS/AIM service provider(s)(not necessarily limited to the safety oversight of AIM) with clearly defined functions and responsibilities, or delegate this function to a Regional/Sub-Regional Organization;

   b) ensure the availability of sufficient number of qualified AIM inspectors;

   c) establish minimum qualifications and experience for the AIM inspectorate staff ;

   d) establish detailed job descriptions reflecting all the regulatory and safety oversight tasks for the AIM inspectorate staff;

   e) establish the necessary procedures for the AIM inspectorate staff;

   f) establish and implement a formal surveillance programme for the continuing supervision of the AIS/AIM service provider(s) and ensure that safety oversight is effectively conducted; and

   g) *establish and implement a mechanism/system for the elimination of deficiencies identified by the AIM inspectora*te staff.
4. Compliance with the requirements for implementation of AIM certification, shown by:

   FC – Fully compliant

   PC – Partially compliant

   NC – Not compliant

   Note 4.— AIM Certification may be performed within the framework of ANS Certification
5. Action Plan — short description of the State's Action Plan with regard to the implementation of the different requirements of AIM certification, including planned date(s) of full compliance, as appropriate.
6. Remarks — additional information, including detail of "PC" and "NC",as appropriate.

FASID TABLE AIM-9
AIM Certification

State	AIM Regulations	AIM Safety Oversight	AIM Certification	Action Plan	Remarks
1	2	3	4	5	6
Algeria					
Angola	FC	PC	PC	PC	
Benin					
Burkina Faso					
Botswana	PC	NC	NC	Draft AIM Regulation are available yet to be approved and implemented	SAFETY OVERSIGHT BODY FOR AIM/MAP SERVICE ESTABLISHED IN FEBRUARY 2013.
Burundi					
Cameroon					
Cape Verde					
Central African Republic					
Chad					
Comoros					
Congo					
Cote d'Ivoire					
Democratic Republic of Congo	NC	NC	NC	Need of ICAO assistance	Need of ICAO assistance
Djibouti					
Egypt					
Equatorial Guinea					
Eritrea					
Ethiopia					
Gabon					
Gambia	NC	NC	NC	Included in ANS training action plan for 2013	
Ghana	PC	NC	NC	Plan to train staff for the aim inspectorate entity 2014	Non availability of qualified AIM Inspectorate Staff. Safety Oversight body for AIS/AIM Service not yet established
Guinea	NC			Implementation by the future	

State	AIM Regulations	AIM Safety Oversight	AIM Certification	Action Plan	Remarks
1	2	3	4	5	6
				autonomous administration	
Guinea Bissau					
Kenya	PC	PC	PC	Documents for certification developed the process ongoing	Awaiting certification by 2013
Lesotho	NC	NC	NC	*No action plan in hand*	Staff Shortage , Training and financial constraint.
Liberia	PC	PC	NC	Upgrade AIS to AIM transition regulations at all levels, management, structure, delivery and control of all critical and relevant information for air traffic management (ATM) in term of their information management requirements.	Safety oversight responsibilities ongoing
Libya					
Madagascar					
Malawi					
Mali					
Mauritanie					
Mauritius					
Morocco					
Mozambique					
Namibia					
Niger					
Nigeria	NC	NC	NC		
Rwanda					
Sao Tome and Principe					
Senegal					
Seychelles	NC	NC	NC	2013-2015	
Sierra Leone	NC				
Somalia					
South Africa	FC	PC	FC		ANSP awaiting certification for publication of IAIP by 2013
South Sudan					

State	AIM Regulations	AIM Safety Oversight	AIM Certification	Action Plan	Remarks
1	2	3	4	5	6
Sudan	PC	PC	NC	-	-
Swaziland					
Togo					
Tunisia					
Uganda					
United Republic of Tanzania	NC	NC	NC		
Zambia					
Zimbabwe	FC	PC	PC	TBA	

Note 1 : (Each ASECNA Member State will eventually provide its own data about this table)

Agenda Item 6: ***Review of the National Plans submitted by States in accordance with the Roadmap for the transition from AIS to AIM and a review of the current status in the AFI Region as per state circular letter ref. T2/7-0725 dated 7 August 2012.***

APPENDIX-6A - FOLLOW UP TO APIRG/17 CONCLUSION 17/86 (AIM)

Summary of replies to State Letter Ref.: T 2/7-0725 dated 7 August 2012

1. National Plan for the transition from AIS to AIM

a) Have you developed a National Plan for the transition from AIS to AIM? If Yes, is it based on the ICAO Roadmap (Phases 1, 2 and 3) ?		YES	NO
Algeria			
Angola			
Benin	ASECNA Plan is based on ICAO Roadmap	X	
Burkina Faso	ASECNA Plan is based on ICAO Roadmap	X	
Botswana	National Plan for transition from AIS to AIM is not yet developed; most of the activities are included in the CAAB – ANS Training plan. The national plan for the transition from AIS to AIM based on ICAO Roadmap will be developed and the timeframe will be from 2011-2013. The implementation will be subject to availability of funds and request ICAO to assist in facilitating this massive training.	X	
Burundi			X
Cameroon			
Cape Verde			X
Central African Republic	ASECNA Plan is based on ICAO Roadmap	X	
Chad	ASECNA Plan is based on ICAO Roadmap	X	
Comoros			X
Congo	ASECNA Plan is based on ICAO Roadmap	X	
Cote d'Ivoire	ASECNA Plan is based on ICAO Roadmap	X	
Democratic Republic of Congo			X
Djibouti			X
Egypt	Our plan for the transition from AIS to AIM is presented through answering this questionnaire.	X	
Equatorial Guinea	ASECNA Plan is based on ICAO Roadmap	X	
Eritrea			X
Ethiopia			X
Gabon		X	
Gambia		X	X
Ghana	National Plan based on ICAO Roadmap yet to be developed.		X
Guinea	Roberts FIR plan is based on ICAO Roadmap		X
Guinea Bissau		X	
Kenya	National Plan is based on ICAO Roadmap	X	
Liberia	Roberts FIR plan is based on ICAO Roadmap	X	
Libya			
Lesotho			X
Madagascar	ASECNA Plan is based on ICAO Roadmap	X	
Malawi			X

a) Have you developed a National Plan for the transition from AIS to AIM? If Yes, is it based on the ICAO Roadmap (Phases 1, 2 and 3) ?		YES	NO
Mali	ASECNA Plan is based on ICAO Roadmap	X	
Mauritania	ASECNA Plan is based on ICAO Roadmap	X	
Mauritius	No formal plan has been developed for the whole transition but a set of initiatives for several steps of the Roadmap have already been taken		X
Morocco			
Mozambique			X
Namibia	The Transition is based on ICAO Roadmap	X	
Niger			X
Nigeria	Yes, it's based on the ICAO Roadmap (phase 1,2 and 3)	X	
Rwanda	An official National Plan for the transition from AIS to AIM has been prepared based on the ICAO roadmap as well as our national requirements.	X	
Sao Tome and Principe			X
Senegal	ASECNA Plan is based on ICAO Roadmap	X	
Seychelles			X
Sierra Leone	Roberts FIR plan is based on ICAO Roadmap		X
Somalia			X
South Africa	South African Plan is based on ICAO Roadmap	X	
South Sudan			
Sudan	A contract will be signed with Consultant Service Company, by the end of First Quarter of 2013 Sudan will have a National Plan, however a set of initiatives for several steps of the Roadmap Phases were fully covered by our initiatives		X
Swaziland			X
Togo	ASECNA Plan is based on ICAO Roadmap	X	
Tunisia	Yes, it's based on the ICAO Roadmap (phase 1,2 and 3)	X	
Uganda	Yes, we have a national plan based on ICAO roadmap. Phase 1 is ongoing. Phases 2 and 3; procuring of equipment is ongoing.	X	
United Republic of Tanzania	National Plan is based on ICAO Roadmap	X	
Zambia			X
Zimbabwe			X

2. Phase 1 – Consolidation (2009)

a)	What do you consider a realistic timeframe for the implementation of Phase 1?
Algeria	
Angola	
Benin	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Burkina Faso	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Botswana	2011-2013
Burundi	
Cameroon	
Cape Verde	
Central African Republic	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Chad	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Comoros	
Congo	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Cote d'Ivoire	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Democratic Republic of Congo	
Djibouti	
Egypt	Already Implemented
Equatorial Guinea	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Eritrea	
Ethiopia	
Gabon	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Gambia	2014- due to coordination with ASECNA.
Ghana	2014 –due to lack of data quality implementation- SLA are not yet established with data originators.
Guinea	Ordinance to establish a mechanism for Data Quality Resolution and Integrity ongoing. To review the service level agreement between the AIM and the data provider by 2014 (Roberts FIR).
Guinea Bissau	
Kenya	Two years (2010-2011)
Lesotho	
Liberia	Ordinance to establish a mechanism for Data Quality Resolution and Integrity ongoing. To review the service level agreement between the AIM and the data provider by 2014 (Roberts FIR).
Madagascar	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Malawi	
Mali	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Mauritania	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Mauritius	Implementation of Quality System is in progress and would be completed by August 2014
Morocco	
Mozambique	
Namibia	
Niger	2014- due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Nigeria	2013 – 2015
Rwanda	
Sao Tome and Principe	
Senegal	2014 - due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)

a)	What do you consider a realistic timeframe for the implementation of Phase 1?
Seychelles	
Sierra Leone	Ordinance to establish a mechanism for Data Quality Resolution and Integrity ongoing. To review the service level agreement between the AIM and the data provider by 2014 (Roberts FIR).
Somalia	2013
South Africa	2013
South Sudan	
Sudan	QMS implemented and will be certified during 2013. Incremental improvements in data quality achieved staff trained. Decree to establish a mechanism for Data Quality Resolution and Integrity ongoing. Plan to review, reinforce, amend and re-endorsement SLAs between AIM and Data Providers.
Swaziland	
Tunisia	The timeframe is realistic for the implementation of phase 1.
Togo	2014 - due to data quality implementation-SLA are not yet established with data originators and the publisher (ASECNA)
Uganda	June 2013- due to lack of SLAs implementation
United Republic of Tanzania	
Zambia	
Zimbabwe	

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-03 — AIRAC adherence monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Burkina Faso	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Botswana	Implemented ,the organisation has appointed AIS contact persons from different Directorates within the CAAB who are responsible for providing raw data to AIS for publication timely		Planning to introduce Service Letter of Agreement (SLA) with the aeronautical/data providers
Burundi			
Cameroon			
Cape Verde			
Central African Republic	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Chad	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-03 — AIRAC adherence monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
			(amendment-NOTAM-Supplement and AIC)
Comoros	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Congo	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Cote d'Ivoire	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Democratic Republic of Congo			
Djibouti			
Egypt	x Through our CAA team; x feed back of the customer satisfaction.	We are planning to have access to Eurocontrol pTracker web based tool	One of the problems we are facing with the originators is convincing them with adhering to AIRAC cycles. Overcoming such problem is by holding meetings and exchanging mutual letters with them.
Equatorial Guinea	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Eritrea			
Ethiopia			
Gabon	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Gambia	Full compliance with AIRAC		
Ghana	Full compliance with AIRAC		
Guinea	FULLY Implemented (Roberts FIR)	Monitored Since the Introduction of AIP 1st edition (Roberts FIR)	The compliance of integrated aeronautical information package (IAIP) publication, AIP including amendment service, Supplement to the AIP, AIC, NOTAM, and PIB on State (Roberts FIR)
Guinea Bissau	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-03 — AIRAC adherence monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Kenya	Implemented up to the process step "publication" in the frame of the quality Management System Implemented using P-tracker tool		There seems currently no effective means available to monitor the process steps after "publication", (which is beyond our influence and control (mailing) Data originators not keen on AIRAC date during submission of data
Lesotho			
Liberia	FULLY Implemented (Roberts FIR)	Monitored Since the Introduction of AIP 1st edition (Roberts FIR)	The compliance of integrated aeronautical information package (IAIP) publication, AIP including amendment service, Supplement to the AIP, AIC, NOTAM, and PIB on State (Roberts FIR)
Libya			
Madagascar	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Malawi			
Mali	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Mauritania	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Mauritius	Fully implemented		
Morocco			
Mozambique			
Namibia			
Niger	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Nigeria	Yes , manually	2015	
Rwanda			
Sao Tome and Principe			
Senegal	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-03 — AIRAC adherence monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
			and AIC)
Seychelles			To be specified
Sierra Leone	FULLY Implemented (Roberts FIR)	Monitored Since the Introduction of AIP 1st edition (Roberts FIR)	The compliance of integrated aeronautical information package (IAIP) publication, AIP including amendment service, Supplement to the AIP, AIC, NOTAM, and PIB on State (Roberts FIR)
Somalia	YES , MANUALLY	2013 by making sure that the aeronautical information data is of the required quality and timely distributed /exchanged to recipients according ton AIRAC dates shown in Annex 15 and AIS Doc 8126	
South Africa	2011 continuous process	Implemented	iAIP are adhering ICAO requirements Standard and AIRAC Cycle publications are being monitored accordingly
South Sudan			
Sudan	Implemented up to the process step "publication" in the frame of the Quality Management System.		There seems currently no effective means available to monitor the process steps after "publication", (which is beyond our influence and control (mailing).
Swaziland			
Tunisia	Implemented Tunisia AIS applies the quality control procedures for AIRAC		
Togo	Full compliance with AIRAC	Monitored since 2009	Indicator is established to monitor the compliance of all publication (amendment-NOTAM-Supplement and AIC)
Uganda	Implemented up to Distribution;	An online distribution plan - 2013	Challenges being faced within the delivery chain
United Republic of Tanzania	2009 continues	implemented	All publications are adhering ICAO requirement system
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-04 — Monitoring of States' differences to Annex 4 and Annex 15			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	Any differences specified in AIP		
Burkina Faso	Any differences specified in AIP		
Botswana	Implemented. When the new Standards are introduced, AIS identifies the differences and notifies ICAO of any differences and also publish them in the national AIP	Intending to introduce a monitoring format of making regular checks and evaluation twice a year from Jan 2012	
Burundi			
Cameroon			
Cape Verde			
Central African Republic	Any differences specified in AIP		
Chad	Any differences specified in AIP		
Comoros	Any differences specified in AIP		
Congo	Any differences specified in AIP		
Cote d'Ivoire	Any differences specified in AIP		
Democratic Republic of Congo			
Djibouti			
Egypt	x Through our CAA team. x Through our QMS procedures.		
Equatorial Guinea	Any differences specified in AIP		
Eritrea			
Ethiopia			
Gabon	Any differences specified in AIP		
Gambia	Differences are specified in AIP but not much.		
Ghana			
Guinea	Fully Implemented (Roberts FIR)	In accordance to Roberts FIR AIP General (GEN) 1.7-1/2 no significant difference from ICAO standard, recommended practices and procedures (Roberts FIR)	The State have reported that no significant differences exist at this stage in the application of the regulatory materials in the three member states of the Roberts FIR; however the slight variations in the application need to be recognized for the future development
Guinea Bissau	Any differences specified in AIP		
Kenya	Difference monitoring included as a continuous activity in KCAA strategic plan latest update on AIP GEN 1.7 dated July 2012 updated		
Lesotho			
Liberia	Fully Implemented (Roberts FIR)	In accordance to Roberts FIR AIP General (GEN)	The State have reported that no

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-04 — Monitoring of States' differences to Annex 4 and Annex 15			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
		1.7-1/2 no significant difference from ICAO standard, recommended practices and procedures (Roberts FIR)	significant differences exist at this stage in the application of the regulatory materials in the three member states of the Roberts FIR; however the slight variations in the application need to be recognized for the future development
Libya			
Madagascar	Any differences specified in AIP		
Malawi			
Mali	Any differences specified in AIP		-
Mauritania	Any differences specified in AIP		
Morocco			
Mauritius	Implemented – Differences are notified to ICAO and published in AIP Mauritius		
Mozambique			
Namibia			
Niger	Any differences specified in AIP		
Nigeria	No		
Rwanda			
Sao Tome and Principe			
Senegal	Any differences specified in AIP		
Seychelles			
Sierra Leone	Fully Implemented (Roberts FIR)	In accordance to Roberts FIR AIP General (GEN) 1.7-1/2 no significant difference from ICAO standard, recommended practices and procedures (Roberts FIR)	The State have reported that no significant differences exist at this stage in the application of the regulatory materials in the three member states of the Roberts FIR; however the slight variations in the application need to be recognized for the future development
Somalia	No	2013 by sending surveyors to Somalia to work on Geographical coordinates and covert them in WGS 84	Geoid undulation not yet implemented No PBN without WGS 84
South Africa	2011-2015	Implemented continuous process	The findings are indicated in AIP, General 1: 7-1 onwards
South Sudan			
Sudan	Differences identified, not published	Ongoing plan to identify all annexes differences by newly established Department.	Sudan CAA plan to enforce ICAO e-notification, ongoing.
Swaziland			
Tunisia	Differences to annex 4 and annex 15 reglementation are published in Tunisia AIP		

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-04 — Monitoring of States' differences to Annex 4 and Annex 15			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Togo	Any differences specified in AIP		
Uganda	Differences have been published in the AIP	With AIS automation plan, most differences will be minimised	
United Republic of Tanzania	2009 continues	Implemented	The findings are indicated in AIP, General 1: 7-1 onwards
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-05 — WGS-84 implementation			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Burkina Faso	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Botswana	Implemented and published in the national AIP		A planned re-survey of all major airports due to new ongoing constructions and to sign a Service Letter Agreement with Directorate of Airports as the main source of the data to ensure accuracy and traceability of information by 2012.
Burundi			
Cameroon			
Cape Verde			
Central African Republic	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Chad	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Comoros	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Congo	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Cote d'Ivoire	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Democratic Republic of Congo			
Djibouti			
Egypt	YES – Ref AIP A.R.E page		

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-05 — WGS-84 implementation			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
	GEN 2.1-2		
Equatorial Guinea	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Eritrea			
Ethiopia			
Gabon	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Gambia	Implemented and published in the AIP	Maintenance and update are planned for 2013	A planned re-survey will be conducted in 2013
Ghana			
Guinea	Survey 2003		The basic problem is to transform the national coordinates to WGS-84 and express all coordinates in the global system in relation to RNAV implementation.
Guinea Bissau	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Kenya	Implemented since 2000. Maintenance Survey for 3 airports conducted last month and 3 others scheduled 2013/2014		
Lesotho			
Liberia	Survey 1996	Resurvey programmes 2013-2014	The basic problem is to transform the national coordinates to WGS-84 and express all coordinates in the global system in relation to RNAV implementation.
Libya			
Madagascar	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Malawi			
Mali	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Mauritanie	100% implemented for all important aerodromes	Maintenance and update are planned	
Mauritius	Implemented – since 1998		
Morocco			
Mozambique			
Namibia			
Niger	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Nigeria	100% implemented for all important aerodromes	Maintenance and update are planned	
Rwanda			
Sao Tome and Principe			

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-05 — WGS-84 implementation			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Senegal	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Seychelles			
Sierra Leone	Survey 1997	Resurvey programmes 2013-2014	The basic problem is to transform the national coordinates to WGS-84 and express all coordinates in the global system in relation to RNAV implementation.
Somalia	Yes	By 2013 – showing the differences in the Somalia AIP – GEN section in order to be included in ICAO supplements and in Annex 4 and 15	Somalia AIP is obsolete.
South Africa	1990-2013	Implemented continuous process	To conduct WGS84 coordinates maintenance and resurvey the relocated ground navigational aids, airport facilities and convert waypoints coordinates
South Sudan			
Sudan	Implemented – since 1998, resurveyed 2010.		Geoid Undulation not yet implemented
Swaziland			
Tunisia	Implemented All coordinates mentioned in Tunisia AIP are based on WGS-84 coordinates system (fully implemented)		
Togo	100% implemented for all important aerodromes	Maintenance and update are planned	Additional survey is planned for 2013
Uganda	Part implementation since 2008	Complete Implementation – 2014	Geoid Undulation not yet implemented
United Republic of Tanzania	2010-2013	Ongoing	• Waypoints need to be converted • Survey the remained aerodromes
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-17 — Quality			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Burkina Faso	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Botswana		Planned for 2011-2013, and this will be done by training Management and staff on Quality Assurance. This will be carried out as a project which will involve the Top Management, AIS staff and aeronautical/data providers	
Burundi			
Cameroon			
Cape Verde			
Central African Republic	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Chad	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Comoros	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Congo	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Cote d'Ivoire	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Democratic Republic of Congo			
Djibouti			
Egypt	ISO 9001:2000 certified since DEC 2007 and renewed as ISO 900 1/2008 on DEC 2010		

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-17 — Quality			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Equatorial Guinea	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Eritrea			
Ethiopia			
Gabon	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Gambia	QMS implementation is in the planning stages at the moment but not yet completed.	QMS implementation is in the planning stages at the moment but not yet completed.	QMS implementation is in the planning stages at the moment but not yet completed.
Ghana			
Guinea			
Guinea Bissau	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Kenya	Implemented QMS and got certified in April 2011. Maintenance of QMS a continuous exercise		Aeronautical Data Quality Course scheduled for next year to empower data providers and AIS in implementation
Lesotho			
Liberia			
Libya			
Madagascar	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Malawi			
Mali	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Mauritania	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Mauritius	Implementation of ISO 9001: 2008 is in progress		
Morocco			
Mozambique			
Namibia			
Niger	QMS is established in AIS aerodrome units but any	SLA establishment are planned for 2013/2014	Automation with THALES system

b) What is the status of implementation of the following steps of Phase 1 in your State?			
P-17 — Quality			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
	SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013		ANAIS and NOIPA
Nigeria	Implemented		
Rwanda			
Sao Tome and Principe			
Senegal	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Seychelles			
Sierra Leone			
Somalia	Yes , Manually	2013 by introducing quality system which will contain the procedures and resources necessary for each stage and making sure that received, originated, collated, edited, published and stored aeronautical information meet the needs of the recipients.	Data exchange system will improve data integrity
South Africa	2011-2013	Implemented continuous process	Training of staff on QMS Implementation Module ongoing, to conduct Gap Analysis in the processes of Implementation. Audited and get certified with ISO 9001:2008
South Sudan			
Sudan	QMS implemented, will be certified during 2013.		
Swaziland			
Tunisia	Implemented Tunisia AIS and aerodrome AIS unit have got the certification of ISO 9001:2008 on JAN 2009		
Togo	QMS is established in AIS aerodrome units but any SLA is signed with data originators. Automation system will be in use between aerodrome AIS units and NOF until 2013	SLA establishment are planned for 2013/2014	Automation with THALES system ANAIS and NOIPA
Uganda	Implementation ongoing	Total implementation with AIM automation by – 2014	Implementation ongoing. However, we are faced with Challenges regarding data verification
United Republic of Tanzania	Implemented	2009-2010	Got certified with ISO 9001 of 2008
Zambia			
Zimbabwe			

3. Phase 2 – Going Digital (2009 – 2011)

a)	What do you consider a realistic timeframe for the implementation of Phase 2?
Algeria	
Angola	
Benin	2016- due to eTOD implementation which needs important means (technical and financial)
Burkina Faso	2016- due to eTOD implementation which needs important means (technical and financial)
Botswana	2 years
Burundi	
Cameroon	
Cape Verde	
Central African Republic	2016- due to eTOD implementation which needs important means (technical and financial)
Chad	2016- due to eTOD implementation which needs important means (technical and financial)
Comoros	2016- due to eTOD implementation which needs important means (technical and financial)
Congo	2016- due to eTOD implementation which needs important means (technical and financial)
Cote d'Ivoire	2016- due to eTOD implementation which needs important means (technical and financial)
Democratic Republic of Congo	
Djibouti	
Egypt	Mid of 2012
Equatorial Guinea	2016- due to eTOD implementation which needs important means (technical and financial)
Eritrea	
Ethiopia	
Gabon	2016- due to eTOD implementation which needs important means (technical and financial)
Gambia	
Ghana	
Guinea	
Guinea Bissau	2016- due to eTOD implementation which needs important means (technical and financial)
Kenya	Kenya's Phase 2 runs (2011-2012) and 70% so far completed. The other 30% is to be completed within 2012-2013 performance contract 3 year period is preferred to manage targets not met between 2011-2012.
Lesotho	
Liberia	
Libya	
Madagascar	2016- due to eTOD implementation which needs important means (technical and financial)
Malawi	
Mali	2016- due to eTOD implementation which needs important means (technical and financial)
Mauritania	2016- due to eTOD implementation which needs important means (technical and financial)
Mauritius	Many steps of Phase 2 are being implemented; however the entire scope of data will be covered by 2015.
Morocco	
Mozambique	
Namibia	
Niger	2016- due to eTOD implementation which needs important means (technical and financial)
Nigeria	2016
Rwanda	

a)	What do you consider a realistic timeframe for the implementation of Phase 2?
Sao Tome and Principe	
Senegal	2016- due to eTOD implementation which needs important means (technical and financial)
Seychelles	
Sierra Leone	
Somalia	2014, by going digital in using computer technology or digital communication and introducing digital data from data base in our production process.
South Africa	2014 – 2016 - due to eTOD implementation which needs legislative, technical and financial input.
South Sudan	
Sudan	Transfer National Plan will be in place by the end of March 2013.
Swaziland	
Tunisia	The timeframe is not realistic for the implementation of phase 2.
Togo	2016- due to eTOD implementation which needs important means (technical and financial)
Uganda	Some of the activities will be implemented after AIM Automation: 2013 - 2015
United Republic of Tanzania	
Zambia	
Zimbabwe	

b) What is the status of implementation of the following steps of Phase 2 in your State?

P-01 — Data quality monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored	SLA establishment is planned for 2013	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Burkina Faso	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored	SLA establishment is planned for 2013	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Botswana	Not yet implemented AIS keeps records and checks all the Integrated Aeronautical Information Package	To introduce QMS Implementation by 2011-2013	The step will be fully implemented after QMS implementation during 2011-2013
Burundi			
Cameroon			
Cape Verde			
Central African Republic	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored	SLA establishment is planned for 2013	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection

Chad	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored	SLA establishment is planned for 2013.	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Comoros	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored	SLA establishment is planned for 2013	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Congo	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored	SLA establishment is planned for 2013	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Cote d'Ivoire	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored.	SLA establishment is planned for 2013	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Democratic Republic of Congo			
Djibouti			
Egypt	Implemented inside AIS by: x Applying quality control procedures for both technical check for the raw data and editorial check before publication x Using an automated Archiving system for storing and retrieving of raw data.	Development of KPIs software is ongoing, will be in operation by the end of JUL 2011. It is intended to be measured on a quarterly basis.	Its will known that data quality monitoring is extended beyond the AIS (Data originators, End users and sometimes commercial agents i.e Jeppessen). So applying such step on the wide range requires extra efforts especially from State AIS and that's apparent in Egypt through holding monthly meeting with the originators as well as some end users.
Equatorial Guinea	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored	SLA establishment is planned for 2013.	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Eritrea			
Ethiopia			
Gabon	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored	SLA establishment is planned for 2013.	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Gambia			
Ghana			
Guinea			
Guinea Bissau	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored.	SLA establishment is planned for 2013.	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Kenya	Implemented through continuous monitoring of QMS- Internal audits		Aeronautical Data Quality Course scheduled for the next year to empower data providers and AIS on implementation
Lesotho			
Liberia			
Libya			
Madagascar	A structured monitoring system is implemented in 2012.	SLA establishment is planned for 2013.	Closer and permanent collaboration and

	Quality-SLA must be established with data originators- Data quality indicator is available and monitored.		coordination between ASECNA and CAA for national data collection
Malawi			
Mali	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored.	SLA establishment is planned for 2013.	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Mauritania	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored.		Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Mauritius	A structured monitoring system is not implemented. Introduction of QMS ISO 9001:2008 will resolve this issue.		*State policy under development*
Morocco			
Mozambique			
Namibia			
Niger	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored.	SLA establishment is planned for 2013	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Nigeria	Not yet implemented		
Rwanda			
Sao Tome and Principe			
Senegal	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored.	SLA establishment is planned for 2013	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Seychelles			
Sierra Leone			
Somalia	A structured monitoring system and quality system not implemented	2014, by making sure that the quality of aeronautical information given suits the recipients and that the recipients are provided with appropriate quality information	
South Africa	QMS (CHAIN, OPADD, etc) already implemented by ANSP. Data Quality Monitoring will be continually revised to incorporate new systems, technologies and associate processes.	The centralised repository for Aeronautical information (2013) would ensure quality within all systems across South Africa.	
South Sudan			
Sudan	A structured monitoring system is not implemented. Quality management in the chain is fractured.		State policy under development.
Swaziland			
Tunisia	Implemented Tunisia AIS applies the quality control procedures for the raw data and editorial check before publication and archiving system for storing and retrieving of raw data		
Togo	A structured monitoring system is implemented in 2012. Quality-SLA must be established with data originators- Data quality indicator is available and monitored.	SLA establishment is planned for 2013	Closer and permanent collaboration and coordination between ASECNA and CAA for national data collection
Uganda	A structured monitoring system is not implemented. Quality management in the chain is fractured		Ensure that the procedure for data quality monitoring is adhered to

United Republic of Tanzania	Continues	Continues	geodatabase to be created for a reference to spatial data
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-02 — Data integrity monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Burkina Faso	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Botswana	Partially implemented AIS verify with the source information/data before publication		The step will be fully implemented after QMS implementation during 2011-2013
Burundi			
Cameroon			
Cape Verde			
Central African Republic	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Chad	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Comoros	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Congo	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Cote d'Ivoire	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	
Democratic Republic of Congo			
Djibouti			
Egypt	Cyclic Redundancy Check (CRC) values are applied inside Egypt AIS through an automated system based on AIXM 4.5 DB	Intention to use Standard Input Forms (SIF) which will enable data to be processed electronically avoiding human interference and numerous manual re-entries. (under study)	Since exchanging of data is done in paper form the only method used for the time being is the manual check on every entry
Equatorial Guinea	More awareness of actors to make a multiple check before	Since 2011	Post-checks are done in order to correct

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-02 — Data integrity monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
	publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)		timely any mistakes in publication
Eritrea			
Ethiopia			
Gabon	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Gambia			
Ghana			
Guinea			
Guinea Bissau	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Kenya	Data Integrity monitoring processes are implemented within automated AIS Systems		A 3 Step validation process before data is accepted in the database
Lesotho			
Liberia			
Libya			
Madagascar	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Malawi			
Mali	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Mauritania	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Mauritius	Partially implemented	Introduction of QMS ISO 9001: 2008 and the implementation of AIXM 5.1 Implementation date: June 2013	
Morocco			
Mozambique			
Namibia			
Niger	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Nigeria	Partially implemented. AIS verifies information/data with the source before publication		
Rwanda			
Sao Tome and Principe			

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-02 — Data integrity monitoring			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Senegal	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Seychelles			
Sierra Leone			
Somalia	Not implemented	2014, by making sure those safety objectives are measurable and adequate.	
South Sudan			
Sudan	Not implemented.	Staff trained, a mechanism for data monitoring ongoing.	
South Africa	Partially Implemented. QMS (CHAIN, OPADD, etc) already implemented by ANSP. Data Integrity Monitoring will be continually revised to incorporate new systems, technologies and associate processes.	The centralised repository for Aeronautical information (2013) would ensure integrity within all systems across South Africa.	
Swaziland			
Tunisia	Implemented Only for paper form, Tunisia AIS applies the quality control procedures from the raw data until publication	Will be planned when the integrated aeronautical information database will be implemented	
Togo	More awareness of actors to make a multiple check before publishing any data. Three checks are needed before data release (data originator-aerodrome AIS unit-NOF)	Since 2011	Post-checks are done in order to correct timely any mistakes in publication
Uganda	No data integrity monitoring system in place yet	CRC tool to be procured with AIM Automation	Procurement ongoing
United Republic of Tanzania	August 2011-august 2012	To be implemented	• Purchasing AMHS with new FLP Model/AIS Database System/FDPS/ATIS • Training needed and software to read AIXM/AICM e.g. XmlSpy
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-06 — Integrated aeronautical information database			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Burkina Faso	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Botswana	AIS Databases are available as follows: i. Flight Plan Management database ii. NOTAM database (generates PIB's) iii. OPMET (generates weather information) iv. AIP database (web- based) The first three items are not integrated to the AIP database and the chart production system is not linked to any of the databases.		• In addition, the organization has ESRI ArcGIS and Adobe Illustrator for in-house aeronautical chart production • AIP and current AIC's, NOTAM Summaries and AIP Supplements are viewed at all the major airports in Botswana In order to have all the systems linked to each other, the organisation has an AIXM, but the challenge is that we do not have the knowledge of AIXM
Burundi			
Cameroon			
Cape Verde			
Central African Republic	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Chad	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Comoros	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Congo	Static data base is implemented and is under test	Static data base will be in full operational on	Implementation with THALES solution

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-06 — Integrated aeronautical information database			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
		June 2013. Dynamic data base will be operational on April 2013.	Static data base : ANAIS Dynamic data base : NOPIA
Cote d'Ivoire	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Democratic Republic of Congo			
Djibouti			
Egypt		Egypt is intending to have a system based on Integrated DB (AIXM5.1) between NOTAM, Briefing, AIP, Chart and procedure design as well. It will be in operation on the MID of 2012.	The integration of AIS DB with other DBs (ATS, MET etc) is taken in our concern and practical steps is on the way.
Equatorial Guinea	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Eritrea			
Ethiopia			
Gabon	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Gambia	eAIP is available in PDF	Since 2003	AIP available in digital format (PDF) on CD and on the web
Ghana			
Guinea	Dynamic database implemented and Static database is ongoing (Roberts FIR)	Upgrade of the AIXM 8.0 to AIXM 5.1 2013-2014 ongoing (Roberts FIR)	Implementation with COMSOFT's or ATALIS solutions
Guinea Bissau	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Kenya	AIXM 4.5 database implemented currently supporting AIP Charts since 2009	Integrating for NOTAM and other real time data intended during the upgrade to AIXM 5.1	Kenya is awaiting ICAO to adopt AIXM 5.1 before upgrating
Lesotho			
Liberia	Dynamic database implemented and Static database is ongoing (Roberts FIR)	Upgrade of the AIXM 8.0 to AIXM 5.1 2013-2014 ongoing (Roberts FIR)	Implementation with COMSOFT's or ATALIS solutions
Libya			
Madagascar	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Malawi			

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-06 — Integrated aeronautical information database			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Mali	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Mauritania	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Mauritius	Not implemented	With the Introduction of a system based on AIXM 5.1 an integration of the static and dynamic database is expected. The deadline for the transition to AIXM 5.1 is December 2014	
Morocco			
Mozambique			
Namibia			
Niger	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Nigeria			
Rwanda			
Sao Tome and Principe			
Senegal	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Seychelles			
Sierra Leone	Dynamic database implemented and Static database is on-going (Roberts FIR)	Upgrade of the AIXM 8.0 to AIXM 5.1 2013-2014 on-going (Roberts FIR)	Implementation with COMSOFT's or ATALIS solutions
Somalia	Not implemented	2014, by establishing and maintaining a database where digital aeronautical data is integrated and used to produce current and future AIM products and services.	
South Africa	Implemented. NOTAM database linked to Flight Planning System for PIB. These systems to be integrated into the Centralised Aeronautical Database.	The implementation of a centralised repository (2013) for Aeronautical information (CAD) would ensure integrity within all systems across South Africa.	
South Sudan			
Sudan	Partially implemented.	We got phase 1 of THALES AIM TOP-Sky (MET, Static and dynamic DB) phase 2 will be within 2013 included AIXM 5.1 and eAIP.	
Swaziland			

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-06 — Integrated aeronautical information database			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Tunisia	Implemented only for NOTAM,SNOWTAM and PIB	Plan for the another Integrated aeronautical information elements	
Togo	Static data base is implemented and is under test	Static data base will be in full operational on June 2013. Dynamic data base will be operational on April 2013.	Implementation with THALES solution Static data base : ANAIS Dynamic data base : NOPIA
Uganda	UGANDA Database not yet in place	With AIM automation, centralized database is expected -2014	
United Republic of Tanzania			
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-07 — Unique identifiers			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	ASECNA Static data base named “AIMANT” is compliant with the specifications of AIXM/AICM	2013	
Burkina Faso	ASECNA Static data base named “AIMANT” is compliant with the specifications of AIXM/AICM	2013	
Botswana			Civil Aviation authority of Botswana (CAAB) needs the assistance of your office in this area, we do not understand what the unique identifiers are, and how it will be implemented
Burundi			
Cameroon			
Cape Verde			
Central African Republic	ASECNA Static data base named “AIMANT” is compliant with the specifications of AIXM/AICM	2013	
Chad	ASECNA Static data base named “AIMANT” is compliant with the specifications of AIXM/AICM	2013	
Comoros	ASECNA Static data base named “AIMANT” is compliant with the specifications of AIXM/AICM	2013	
Congo	ASECNA Static data base named “AIMANT” is compliant with the specifications of AIXM/AICM	2013	
Cote d’Ivoire	ASECNA Static data base named “AIMANT” is compliant with the specifications of AIXM/AICM	2013	

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-07 — Unique identifiers			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Democratic Republic of Congo			
Djibouti			
Egypt	Implemented as our data base is based on AIXM 4.5		From Egypt's point of view this step should be omitted from the road map steps as it only concerns the IT developers rather than the States
Equatorial Guinea	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Eritrea			
Ethiopia			
Gabon	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Gambia	Not Implemented	Planned for 2014/2015	
Ghana			
Guinea	The data model AIXM 8.0 implemented (Roberts FIR)	Upgrade data model to AIXM 5.1 to have a complete and integrated solution for data processing automation 2013-2014 ongoing (Roberts FIR)	COMSOFT's or ATALIS solutions
Guinea Bissau	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Kenya	So far Kenya has implemented unique indentifyer accommodated in AIXM 4.5 only	Advance unique identifyers available in AIXM 5.1 will be implemented after the upgrade as above	
Lesotho			
Liberia	The data model AIXM 8.0 implemented (Roberts FIR)	Upgrade data model to AIXM 5.1 to have a complete and integrated solution for data processing automation 2013-2014 ongoing (Roberts FIR)	COMSOFT's or ATALIS solutions
Libya			
Madagascar	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Malawi			
Mali	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Mauritania	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Mauritius	Not implemented	With the introduction of a system based on AIXM 5.1 the universally unique identifier (UUID) model will be implemented. We expect possible difficulties in the transition process to the new unique identifiers. The deadline for the transition to AIXM 5.1 is December 2014	
Morocco			
Mozambique			

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-07 — Unique identifiers			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Namibia			
Niger	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Nigeria	Not implemented		
Rwanda			
Sao Tome and Principe			
Senegal	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Seychelles			
Sierra Leone	The data model AIXM 8.0 implemented (Roberts FIR)	Upgrade data model to AIXM 5.1 to have a complete and integrated solution for data processing automation 2013-2014 ongoing (Roberts FIR)	COMSOFT's or ATALIS solutions
Somalia	Not implemented	2014, by improving the existing mechanism for the unique identification of aeronautical features so as to increase the effectiveness of information exchanged without the human intervention	
South Africa	Implemented. CAD is compliant with AIXM/AICM specifications.	The centralised repository (2013) for Aeronautical information (CAD) would ensure compliance with AIXM/AICM specifications (AIXM 4.5).	
South Sudan			
Sudan	Not implemented.	Within the implementation of Sudan NP.	
Swaziland			
Tunisia	Not yet implemented	Planned (2013-2014)	
Togo	ASECNA Static data base named "AIMANT" is compliant with the specifications of AIXM/AICM	2013	
Uganda	AISP uses a model of unique feature identification based on natural keys in compliance with AIXM 4.5.	With the introduction of a system based on AIXM 5.1 the universally unique identifier (UUID) model will be implemented. We expect possible difficulties in the transition process to the new unique identifiers.	
United Republic of Tanzania	August 2011-august 2012	To be implemented	• Purchasing AMHS with new FLP Model/AIS Database System/FDPS/ATIS • Training needed and software to read AIXM/AICM e.g. XmlSpy
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-08 — Aeronautical information conceptual model			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	The data model which is used by AIXM 4.5 is implemented.		
Burkina Faso	The data model which is used by AIXM 4.5 is implemented.		
Botswana			(CAAB) needs the assistance of your office in this area, we do not understand Aeronautical information conceptual model
Burundi			
Cameroon			
Cape Verde			
Central African Republic	The data model which is used by AIXM 4.5 is implemented.		
Chad	The data model which is used by AIXM 4.5 is implemented		
Comoros	The data model which is used by AIXM 4.5 is implemented		
Congo	The data model which is used by AIXM 4.5 is implemented.		
Cote d'Ivoire	The data model which is used by AIXM 4.5 is implemented.		
Democratic Republic of Congo			
Djibouti			
Egypt	Implemented as Egypt has an automated system based on AICM/AIXM 4.5	Coordination with our supplier to upgrade our Data from AICM/AIXM 4.5 to AICM/AIXM 5.1 Mid of 2012	
Equatorial Guinea	The data model which is used by AIXM 4.5 is implemented.		
Eritrea			
Ethiopia			
Gabon			
Gambia			
Ghana			
Guinea	The AIXM/AICM 8.0 implemented described services and related aeronautical data	Upgrade to AIXM conceptual model 5.1 to have a complete and integrated solution for data processing automation 2013-2014 ongoing (Roberts FIR)	COMSOFT's or ATALIS solutions
Guinea Bissau	The data model which is used by AIXM 4.5 is implemented.		
Kenya			
Lesotho			
Liberia	The AIXM/AICM 8.0 implemented described services and related aeronautical data	Upgrade to AIXM conceptual model 5.1 to have a complete and integrated solution for data processing automation 2013-2014 ongoing (Roberts FIR)	COMSOFT's or ATALIS solutions
Libya			
Madagascar	The data model which is used by AIXM 4.5 is implemented.		
Malawi			
Mali	The data model which is used by AIXM 4.5 is implemented.		
Mauritania			

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-08 — Aeronautical information conceptual model			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Mauritius	Not implemented	With the introduction of a system based on AIXM 5.1 the appropriate data model will be implemented The deadline for the transition to AIXM 5.1 is December 2013	
Morocco			
Mozambique			
Namibia			
Niger	The data model which is used by AIXM 4.5 is implemented.		
Nigeria	Not implemented		
Rwanda			
Sao Tome and Principe			
Senegal	The data model which is used by AIXM 4.5 is implemented.		
Seychelles			
Sierra Leone	The AIXM/AICM 8.0 implemented described services and related aeronautical data	Upgrade to AIXM conceptual model 5.1 to have a complete and integrated solution for data processing automation 2013-2014 on-going (Roberts FIR)	COMSOFT's or ATALIS solutions
Somalia	Not implemented	2013, by installing an aeronautical information model which will manage digital data structures	
South Africa	Implemented. CAD is compliant with AIXM/AICM specifications.	The centralised repository (2013) for Aeronautical information (CAD) would ensure compliance with AIXM/AICM specifications (AIXM 4.5).	
South Sudan			
Sudan	Not implemented	Phase 2 of THALES/Sudan roadmap, within 2013	
Swaziland			
Tunisia	Not yet implemented	Planned (2013-2014)	
Togo			
Uganda	Not implemented	Should be implemented with AIM automation – 2013	
United Republic of Tanzania	August 2011-august 2012	To be implemented	• Purchasing AMHS with new FLP Model/AIS Database System/FDPS/ATIS • Training needed and software to read AIXM/AICM e.g. XmlSpy
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-11 — Electronic AIP			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Burkina Faso	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Botswana		First version of the AIP is planned to be available in July 2012, and it will be in the form of PDF's saved in CD's.	
Burundi			
Cameroon			
Cape Verde			
Central African Republic	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Chad	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Comoros	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Congo	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Cote d'Ivoire	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Democratic Republic of Congo			
Djibouti			
Egypt	In course of implementation	We already have the eAIP module in our AIP automated system and we are expecting to produce it by the End of 2011	
Equatorial Guinea	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Eritrea			
Ethiopia			
Gabon	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Gambia			
Ghana			
Guinea	eAIP not yet available (Roberts FIR)	Upgrade to AIXM 5.1 database management we will have a complete and integrated solution for data processing automation eAIP and AIS website	AIP and eAIP publication features, based on AIXM exchange standards

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-11 — Electronic AIP			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
		(Roberts FIR)	
Guinea Bissau	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Kenya	Implemented online the intranet and CD	External online version on kcaa website scheduled for Dec 2012	
Lesotho			
Liberia	eAIP not yet available (Roberts FIR)	Upgrade to AIXM 5.1 database management we will have a complete and integrated solution for data processing automation eAIP and AIS website (Roberts FIR)	AIP and eAIP publication features, based on AIXM exchange standards
Libya			
Madagascar	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Malawi			
Mali	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Mauritania	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Mauritius	Partially implemented	Initial e-AIP produced as from June 2013	AIP available on Website in PDF version
Morocco			
Mozambique			
Namibia			
Niger	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Nigeria	Nigeria provides its AIP on CD ROM		
Rwanda			
Sao Tome and Principe			
Senegal	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Seychelles			
Sierra Leone	eAIP not yet available (Roberts FIR)	Upgrade to AIXM 5.1 database management we will have a complete and integrated solution for data processing automation eAIP and AIS website (Roberts FIR)	AIP and eAIP publication features, based on AIXM exchange standards
Somalia	Not implemented	2014, compiling e AIP in a printable document and one that can be viewed by web browsers in CACAS website.	Somalia AIP at the moment is obsolete
South Africa	Implemented. Supplements, AIC and Charts (PDF format) already published in electronic form on SACAA website.	IAIP to be published via CAD by end 2013.	
South Sudan			
Sudan	Not implemented.	Phase 2 of THALES/Sudan roadmap, within 2013	

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-11 — Electronic AIP			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Swaziland			
Tunisia	Tunisia provides its AIP on CD ROM and on internet since 2001		Tunisia AIP may be accessible for printing and/or for navigation via WEB browser tool
Togo	eAIP is available in PDF and HTML format	Since 2006	AIP available in digital format (PDF) on CD and on the web
Uganda	eAIP not in place	Will be implemented with automation - 2014	Acquisition of equipment on going
United Republic of Tanzania	eAIP on CD (august 2011-June 2012) eAIP online (august 2011-2012)	Ongoing To be implemented	• Assembling data systematically • Purchasing working equipments • Need training on eAIP as well as its associated web application technologies
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 2 in your State?

P-13 — Terrain

	Implemented (specify how)	Planned (specify when/how)	Additional comments/clarification required
Algeria			
Angola			
Benin	Not implemented	Planned for 2014/2015	
Burkina Faso	Not implemented	Planned for 2014/2015	
Botswana	Not implemented	Planned for 2009-2014 year, this will be carried out as project involving all stakeholders. This is subject to availability of funds	Due to financial constraints we request ICAO to assist in funding the project and also provide expertise
Burundi			
Cameroon			
Cape Verde			
Central African Republic	Not implemented	Planned for 2014/2015	
Chad	Not implemented	Planned for 2014/2015	
Comoros	Not implemented	Planned for 2014/2015	
Congo	Not implemented	Planned for 2014/2015	
Cote d'Ivoire	Not implemented	Planned for 2014/2015	
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea	Not implemented	Planned for 2014/2015	
Eritrea			
Ethiopia			
Gabon	Not implemented	Planned for 2014/2015	
Gambia	Not Implemented	Planned for 2014/2015	
Ghana			
Guinea	Implemented WGS 84 Survey 2003		
Guinea Bissau	Not implemented	Planned for 2014/2015	
Kenya	Digital terrain for 6 airports already available and undergoing processing and verification.	Implementation scheduled between 2013 -2015 based on the airport	
Lesotho			
Liberia	Not yet implemented require resurvey	Resurvey for eTOD implementation 2013-2014 area 1, 2, 3, 4 respectively	We have to ensure the availability of electronic TOD, in accordance with stringent numerical requirements established for 4 distinct areas
Madagascar	Not implemented	Planned for 2014/2015	
Malawi			
Mali	Not implemented	Planned for 2014/2015	
Mauritania	Not implemented	Planned for 2014/2015	
Mauritius	Partially implemented	Terrain datasets are available, but unfit to cover all eTOD requirements. Implementation is planned until December 2014	Survey of terrain is carried by qualified government organisation
Morocco			
Mozambique			
Namibia			
Niger	Not implemented	Planned for 2014/2015	
Nigeria	Not yet implemented		

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-14 — Obstacles			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	Not implemented	Planned for 2014/2015	
Burkina Faso	Not implemented	Planned for 2014/2015	
Botswana	Not yet implemented	Planned for 2009-2014 year, this will be carried out as project involving all stakeholders. This is subject to availability of funds	Due to financial constraints we request ICAO to assist in funding the project and also provide expertise
Burundi			
Cameroon			
Cape Verde			
Central African Republic	Not implemented	Planned for 2014/2015	
Chad	Not implemented	Planned for 2014/2015	
Comoros	Not implemented	Planned for 2014/2015	
Congo	Not implemented	Planned for 2014/2015	
Cote d'Ivoire	Not implemented	Planned for 2014/2015	
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea	Not implemented	Planned for 2014/2015	
Eritrea			
Ethiopia			
Gabon	Not implemented	Planned for 2014/2015	
Gambia	Not Implemented	Planned for 2014/2015	
Ghana			
Guinea	Implemented WGS-84 Survey 2003		
Guinea Bissau	Not implemented	Planned for 2014/2015	
Kenya	Area 1 obstacle data available on AIXM database	Area 2 obstacle survey for 4 airports conducted in Oct-Nov 2012. Data undergoing processing	
Lesotho			
Liberia	Partially implemented need resurvey	Electronic TOD implementation requirements planned for 2013-2014	Terrain and obstacle are in the same criteria in accordance to roadmap framework and guidance material
Libya			
Madagascar	Not implemented	Planned for 2014/2015	
Malawi			
Mali	Not implemented	Planned for 2014/2015	

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-14 — Obstacles			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Mauritania	Not implemented	Planned for 2014/2015	
Mauritius	Implemented		
Morocco			
Mozambique			
Namibia			
Niger	Not implemented	Planned for 2014/2015	
Nigeria	Not yet implemented		
Rwanda			
Sao Tome and Principe			
Senegal	Not implemented	Planned for 2014/2015	
Seychelles			
Sierra Leone	Partially implemented need resurvey	Electronic TOD implementation requirements planned for 2013-2014	Terrain and obstacle are in the same criteria in accordance to roadmap framework and guidance material
Somalia	Not implemented	2014, by compiling obstacles data in Geodetic form	Most of the obstacles in Somalia not verified
South Africa	Implemented by Regulator		
South Sudan			
Sudan	Data collected and published for most of ADs	Planed within 2013 to be completed.	
Swaziland			
Tunisia	Not yet implemented	Planned (2013-2014)	
Togo	Not implemented	Planned for 2014/2015	
Uganda	Partially provided for in the AIP but not compliant with chapter10,		
United Republic of Tanzania			
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-15 — Aerodrome mapping			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	Available on PDF version	Planed for structured format in 2015	
Burkina Faso	Available on PDF version		
Botswana		Planned for 2009-2014 year, this will be carried out as project involving all stakeholders. This is subject to availability of funds	
Burundi			
Cameroon			
Cape Verde			
Central African Republic	Available on PDF version	Planed for structured format in 2015	
Chad	Available on PDF version	Planed for structured format in 2015	
Comoros	Available on PDF version	Planed for structured format in 2015	
Congo	Available on PDF version	Planed for structured format in 2015	
Cote d'Ivoire	Available on PDF version	Planed for structured format in 2015	
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea	Available on PDF version	Planed for structured format in 2015	
Eritrea			
Ethiopia			
Gabon	Available on PDF version	Planed for structured format in 2015	
Gambia			
Ghana			
Guinea	Implemented WGS 84 survey 2003 but no complex airports exist in Guinea to support eTOD area 3 so far.		
Guinea Bissau	Available on PDF version	Planed for structured format in 2015	
Kenya	Aerodrome mapping was made a recommendation for complex airports to support eTOD Area 3. Kenya eTOD policy does not include implementation of Area 3 as no complex airports exist in Kenya so far		
Lesotho			
Liberia	Not yet implemented to support eTOD area 3 as no complex airports exist in Liberia so far	Resurvey WGS 84 2013-2014	
Libya			
Madagascar	Available on PDF version	Planed for structured format in 2015	

b) What is the status of implementation of the following steps of Phase 2 in your State?			
P-15 — Aerodrome mapping			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Malawi			
Mali	Available on PDF version	Planed for structured format in 2015	
Mauritania	Available on PDF version	Planed for structured format in 2015	
Mauritius	Not implemented	No concrete planning available yet, still under review	
Morocco			
Mozambique			
Namibia			
Niger	Available on PDF version	Planed for structured format in 2015	
Nigeria	Partially implemented		
Rwanda			
Sao Tome and Principe			
Senegal	Available on PDF version	Planed for structured format in 2015	
Seychelles			
Sierra Leone	Not yet implemented to support eTOD area 3 as no complex airports exist in Liberia so far	Resurvey WGS 84 2013-2014	
Somalia	Not implemented	2014, no concrete planning available yet	
South Africa	2015-2015	To be implemented	Establishment of aerodrome Mapping Database. Assembling and storage of aerodrome data systematically.
South Sudan			
Sudan	Not implemented.	No concrete planning available yet, still under review.	
Swaziland			
Tunisia	Not yet implemented	Planned (2013-2014)	
Togo	Available on PDF version	Planed for structured format in 2015	
Uganda	Negotiations are ongoing for the procurement of a consultant to carryout LIDAR survey for e-TOD areas 4 & 3	LIDAR survey data to be used for Aerodrome mapping	
United Republic of Tanzania	2012-2015	To be implemented	Training needed on AD mapping electronic displays and assembling of ad mapping data
Zambia			
Zimbabwe			

4. Phase 3 – Information Management (2011 – 2016)

a)	What do you consider a realistic timeframe for the implementation of Phase 3?

a)	What do you consider a realistic timeframe for the implementation of Phase 3?
Algeria	
Angola	
Benin	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Burkina Faso	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Botswana	4 years
Burundi	
Cameroon	
Cape Verde	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Central African Republic	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Chad	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Comoros	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Congo	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Cote d'Ivoire	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Democratic Republic of Congo	
Djibouti	
Egypt	
Equatorial Guinea	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Eritrea	
Ethiopia	
Gabon	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Gambia	
Ghana	
Guinea	AIM data products and services will be based on requirements identified for each ATM component by 2014 (Roberts FIR).
Guinea Bissau	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Kenya	Kenya phase 3 runs 2012-2016. We believe a 5 year period is more realistic. Preferably 2013-2018 to allow room for overflow on unaccomplished projects.
Lesotho	
Liberia	AIM data products and services will be based on requirements identified for each ATM component by 2014(Roberts FIR).
Libya	
Madagascar	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Malawi	
Mali	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Mauritania	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Mauritius	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2013-2018 would be a more realistic time frame.
Morocco	
Mozambique	
Namibia	
Niger	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Nigeria	We believe that the foreseen implementation time frame of Phase 3 can only be realistic after phase 1 & 2 is implemented. 2015-2020 would be a more realistic time frame to allow room for overflow on unaccomplished projects.
Rwanda	
Sao Tome and Principe	

a)	What do you consider a realistic timeframe for the implementation of Phase 3?
Senegal	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Seychelles	
Sierra Leone	AIM data products and services will be based on requirements identified for each ATM component by 2014 (Roberts FIR).
Somalia	We consider 2013 to 2018 the realistic time frame for the implementation of Phase 3
South Africa	2017 – 2020 is a more realistic timeframe
South Sudan	
Sudan	Sudan NP will be in place by end of March 2013 all phase will be in a timeline to capture AFI Plan.
Swaziland	
Tunisia	The timeframe is not realistic for the implementation of phase 3
Togo	We believe that the foreseen implementation time frame of Phase 3 is too ambitious and think that 2015-2020 would be a more realistic time frame.
Uganda	2014 – 2018 is a more realistic time frame
United Republic of Tanzania	
Zambia	
Zimbabwe	

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-09 — Aeronautical data exchange			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Burkina Faso	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Botswana	Not implemented	Planned for 2012-2013 by going AMHS way.	
Burundi			
Cameroon			
Cape Verde			
Central African Republic	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Chad	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Comoros	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Congo	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Cote d'Ivoire	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This	Exchange with AFICAD and EAD are to be established

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-09 — Aeronautical data exchange			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
		starts in 2013	
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Eritrea			
Ethiopia			
Gabon	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Gambia			
Ghana			
Guinea	AIXM interface is dynamic not yet static to connect with other systems (Roberts FIR)	Upgrade to AIXM 5.1 interface dynamic and Static to exchange with other compatible systems 2013-2014 (Roberts FIR)	To exchange with other systems that are compatible to our systems (Roberts FIR)
Guinea Bissau	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Kenya	Current data exchange implemented on AIXM 4.5 between AIP/MAP system and ATC strip processing systems in 5 Airports but not directly online. We use a CD-ROM to physically transport static airport data from AIP/MAP AIXM 4.5 database. Also direct exchange from AIP/MAP database to Procedure design software (geotitan) in available. The goal is to implement an online exchange with all AIS, ATc and a=data originators by 2016		
Lesotho			
Liberia	AIXM interface is dynamic not yet static to connect with other systems (Roberts FIR)	Upgrade to AIXM 5.1 interface dynamic and Static to exchange with other compatible systems 2013-2014 (Roberts FIR)	To exchange with other systems that are compatible to our systems (Roberts FIR)
Libya			
Madagascar	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Malawi			
Mali	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Mauritanie	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-09 — Aeronautical data exchange			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Mauritius	Not implemented	e-AIP/Chart under AIXM 5.1 will be put into operation in December 2013	
Morocco			
Mozambique			
Namibia			
Niger	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Nigeria	Not yet implemented		
Rwanda			
Sao Tome and Principe			
Senegal	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Seychelles			
Sierra Leone	AIXM interface is dynamic not yet static to connect with other systems (Roberts FIR)	Upgrade to AIXM 5.1 interface dynamic and Static to exchange with other compatible systems 2013-2014 (Roberts FIR)	To exchange with other systems that are compatible to our systems (Roberts FIR)
Somalia	Not implemented	2013, by installing exchange model in consideration of internet	
South Africa	South African CAD synchronized with European Aeronautical Database	Implemented	
South Sudan			
Sudan	Not implemented.	It is planned to implement the exchange model AIXM 5.1. This will start in 2013.	Fax QMS Format implemented between data providers and AIS.
Swaziland			
Tunisia	Not yet implemented	Planned (2013-2014)	
Togo	An AIXM interface from/to the central aeronautical database (refer to P-06) is available.	It is planned to implement the exchange model and mechanisms together with AICM 4.5. This starts in 2013	Exchange with AFICAD and EAD are to be established
Uganda	AICM/AIXM partially available within ArcGIS software for charts/maps	Full implementation of the exchange model AICM/AIXM5.1 is planned for with AIM automation	
United Republic of Tanzania	2014-2015	To be implemented	Training needed for web exchanging languages e.g. XML, HTML
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-10 — Communication networks			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Burkina Faso	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Botswana	Not implemented	Planned for 2012-2013 by going AMHS way.	
Burundi			
Cameroon			
Cape Verde			
Central African Republic	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Chad	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Comoros	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Congo	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Cote d'Ivoire	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Eritrea			
Ethiopia			
Gabon	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Gambia	AFTN and INTERNET are in use	Migration to AMHS is planned for 2013-2014	
Ghana			
Guinea	Direct speech, VSAT, IDD, Internet, FDPS, VHF, HF, AMHS and line phone implemented (Roberts FIR)	AMHS implemented 2012 (Roberts FIR)	Aeronautical information/data deliver to end users via AMHS, email, and hand delivery.
Guinea Bissau	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Kenya	VSAT and AFTN currently in use	AMHS scheduled for implementation by 2013	
Lesotho			
Liberia	Direct speech, VSAT, IDD, Internet, FDPS, VHF, HF, AMHS and line phone implemented (Roberts FIR)	AMHS implemented 2012 (Roberts FIR)	Aeronautical information/data deliver to end users via AMHS, email, and hand delivery.

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-10 — Communication networks			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Libya			
Madagascar			
Malawi			
Mali	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Mauritania	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Mauritius	AISP has been using the Internet for static and dynamic data exchange for some time already. AFTN is also being used.	Dynamic data exchange is still in planning stage. Implementation date not yet defined	
Morocco			
Mozambique			
Namibia			
Niger	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Nigeria	AFTN and INTERNET are in use		
Rwanda			
Sao Tome and Principe			
Senegal	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Seychelles			
Sierra Leone	Direct speech, VSAT, IDD, Internet, FDPS, VHF, HF, AMHS and line phone implemented (Roberts FIR)	AMHS implemented 2012 (Roberts FIR)	Aeronautical information/data deliver to end users via AMHS, email, and hand delivery.
Somalia	We are still using AFTN	2013, by making sure that data exchange on ground network is on internet so as to cope with future data needs.	ANSP deliver aeronautical data to customers via AFTN, Email or by hand. All airfields in Somalia have no AFTN.
South Africa	Implemented.	AMHS implemented. Communication networks within South Africa already IP based. Implemented	
South Sudan			
Sudan	Implemented	Transfer to AIM's steps, was set as Scope of work for contracted Consultant, ongoing	Within the frame QMS, improvements planned.
Swaziland			
Tunisia	Implemented AMHS was installed in Tunis COM Center since NOV 2008	Planned Tunis AMHS will be up grated by the end of 2011 to support IPV6 protocol. The AMHS interoperability test is planned during 2012	
Togo	AFTN and INTERNET are use	Migration to AMHS is planned for 2013-2014 Internet width path is be improved for 2013-2014	
Uganda	Internet and postal service for static data and AFTN for	AMHS is a future upgrade plan - 2015	

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-10 — Communication networks			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
	dynamic data		
United Republic of Tanzania	2011-2012	To be implemented	• Benchmarking • AMHS training
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-12 — Aeronautical information briefing			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Burkina Faso	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Botswana	This way implemented through the introduction of AIS Management System • Pilots can query PIB's at all Aerodrome AIS units at the major airports • Face to face Briefing provided		Combination of graphical and textual information not implemented
Burundi			
Cameroon			
Cape Verde			
Central African Republic	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Chad	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Comoros	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Congo	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Cote d'Ivoire	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Eritrea			

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-12 — Aeronautical information briefing			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Ethiopia			
Gabon	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Gambia	Briefing is provided by using NOTAM criteria Self-briefing.		
Ghana			
Guinea	PIB and self-briefing not yet available		Briefing will be provided in accordance with the NOTAM criteria DOC 8126 specification.
Guinea Bissau	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Kenya	Implemented to NOTAM selection criteria currently defined in Doc 8126 Automated PIB processing available at all Aedrome units for Briefing.	Integrated and self briefing scheduled for implementation in BY 2016.	
Lesotho			
Liberia	PIB and self-briefing not yet available	Integrated briefing is planned for 2013-2014	Briefing will be provided in accordance with the NOTAM criteria DOC 8126 specification.
Libya			
Madagascar	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Malawi			
Mali	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Mauritanie	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Mauritius	Full aeronautical briefing is not yet implemented	December 2014 – Mauritius already operates an automated NOTAM Management System (ATALIS)	
Morocco			
Mozambique			
Namibia			
Niger	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Nigeria	Briefing is provided by using NOTAM		Ongoing project by COMSOFT Germany
Rwanda			
Sao Tome and Principe			
Senegal	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Seychelles			
Sierra Leone	PIB and self-briefing not yet available	Integrated briefing is planned for 2013-2014	Briefing will be provided in

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-12 — Aeronautical information briefing			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
			accordance with the NOTAM criteria DOC 8126 specification.
Somalia	We are still using enhanced NOTAM selection criteria for the delivery of NOTAM to our recipients.	2013, by making sure that pre-flight information bulletins, NOTAM, and graphics given to the users meet their requirement.	
South Africa	2011 continuous	To be implanted	Staff training needs on queering information/data on integrated systems
South Sudan			
Sudan	Implemented		The presentation of all required pre-flight information (AIS, FPL and MET) has been improved in an integrated system allowing for custom tailored information. Plan to provide self- briefing in line with ICAO DOC 9885.
Tunisia	An automated system for AIS briefing in Tunisian AD was installed and operated since MAR 2005	Planned The combination of graphical and textual information in a digital briefing environment through the implementation of D-NOTAM will be applied in Tunisia by end of 2016	
Swaziland			
Togo	Briefing is provided by using NOTAM criteria Self-briefing or home briefing is possible from the WEB	Integrated briefing is planned for 2013 (NOTAM-MET-FPL)	With THALES solution ANAIS
Uganda	Only state originated NOTAM are generated	Enhanced NOTAM selection criteria to be applied after AIM automation	Despite being manual, NOTAM selection criteria to improve with automation
United Republic of Tanzania	2011-2013	Ongoing	• Purchasing of electronic display board is ongoing • Training needs on integrating different systems and data/information
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-16 — Training			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned : Technician for AIM operators and High Technician for AIM supervisors.
Burkina Faso	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned : Technician for AIM operators and High Technician for AIM supervisors.
Botswana	Not yet implemented	Training Plan for 2011/2012 has been developed, which includes AIM activities.AIS staff will be send to ICAO recognized schools for AIM training	ICAO to assist funding training as this a very expensive exercise.
Burundi			
Cameroon			
Cape Verde			
Central African Republic	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned: Technician for AIM operators and High Technician for AIM supervisors.
Chad	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned: Technician for AIM operators and High Technician for AIM supervisors.
Comoros	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned: Technician for AIM operators and High Technician for AIM supervisors.
Congo	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned: Technician for AIM operators and High Technician for AIM supervisors.
Cote d'Ivoire	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned: Technician for AIM operators and High Technician for AIM supervisors.
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea	New program of on job training is implemented in 2012 at	A new ab-initial training program will be available	Two initial training are planned :

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-16 — Training			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
	EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	to update subject to AIM evolution	Technician for AIM operators and High Technician for AIM supervisors.
Eritrea			
Ethiopia			
Gabon	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned : Technician for AIM operators and High Technician for AIM supervisors.
Gambia			
Ghana			
Guinea	Training is ongoing for the transition to AIM	AB-INITIO training program will be available to update subject to the transition from AIS-AIM environment	Training are planned on State level and on Regional level to understand the basis concept and software application
Guinea Bissau	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned: Technician for AIM operators and High Technician for AIM supervisors.
Kenya	Kenya has conducted a Training need analysis (TNA) and scheduled officers for various AIM related courses AIS Officers certification requirements that include core trainings, knowledge and skills are also being developed for individual certification by 2014 as per KCAA strategic Plan		
Lesotho			
Liberia	Training is ongoing for the transition to AIM	AB-INITIO training program will be available to update subject to the transition from AIS-AIM environment	Training are planned on State level and on Regional level to understand the basis concept and software application
Libya			
Madagascar	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned : Technician for AIM operators and High Technician for AIM supervisors.
Malawi			
Mali	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned : Technician for AIM operators and High Technician for AIM supervisors.
Mauritania	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned : Technician for AIM operators and High Technician for AIM supervisors.
Mauritius	Partly implemented	Awaiting ICAO guidelines on training	

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-16 — Training			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
		requirement	
Morocco			
Mozambique			
Namibia			
Niger	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned : Technician for AIM operators and High Technician for AIM supervisors.
Nigeria	Not yet implemented		
Rwanda			
Sao Tome and Principe			
Senegal	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned : Technician for AIM operators and High Technician for AIM supervisors.
Seychelles			
Sierra Leone	Training is ongoing for the transition to AIM	AB-INITIO training program will be available to update subject to the transition from AIS-AIM environment	Training are planned on State level and on Regional level to understand the basis concept and software application
Somalia	By developing new training syllabus which meet requirements for training staff	2014, by developing new training syllabus which meet requirements for training staff	Currently it is not clear what is expected under the training header .ICAO training manual has to be developed to reflect the new competencies required by the transition to AIM, before national requirements can be developed
South Africa	Comprehensive training of staff on AIS to AIM, quality Management System (QMS), AIP and NOTAM Management	Implemented continuous process	
South Sudan			
Sudan	2012 held INFPL, Data Quality Resolution and Integrity courses.	Annual Training Plan in place.	However, it is not clear what is expected under the training header. ICAO training manual has to be developed to reflect the new competencies required by the transition to AIM, before national requirements can be developed.

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-16 — Training			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Swaziland			
Tunisia	Not yet implemented	Planned	
Togo	New program of on job training is implemented in 2012 at EAMAC for AIM agent (AIS unit operations- ARO operation-NOF operation-On job AIM teacher-AIM mapping-AIM officer)	A new ab-initial training program will be available to update subject to AIM evolution	Two initial training are planned : Technician for AIM operators and High Technician for AIM supervisors.
Uganda	Some of the AIM trainings are being undertaken	More of the AIM courses to be undertaken; 2013 - 2018	Workshops on several competencies for the Transition should be organized by ICAO
United Republic of Tanzania	2013-2015	To be implemented	Proper trainings needed for users, trained by proper units
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-18 — Agreements with data originators			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Burkina Faso	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Botswana	Not yet implemented	Planned meetings with aeronautical/data originators and introduce Service Level Agreements (SLA) tool by July 2012	
Burundi			
Cameroon			
Cape Verde			
Central African Republic	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Chad	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Comoros	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Congo	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-18 — Agreements with data originators			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
			appointed by CAA to work closer with ASECNA
Cote d'Ivoire	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Eritrea			
Ethiopia			
Gabon	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Gambia	Not implemented		A national AIM coordination team will be appointed to work closer with ASECNA
Ghana			
Guinea	Not yet implemented	Establishing SLA with data providers on State level	Service Level agreement under development
Guinea Bissau	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Kenya	Signing of agreements with dat originators was scheduled in phase 1 and 98% implemented	Evaluation of adherence to agreements and enforcement by regulator planned	Standards forms for data exchange to improve data exchange from originators planned once the AIS portal is implemented by 2013
Lesotho			
Liberia	Not yet implemented	Establishing SLA with data providers on State level	Service Level agreement under development
Libya			
Madagascar	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Malawi			
Mali	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Mauritania	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-18 — Agreements with data originators			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
			with ASECNA
Mauritius	Partly implemented	December 2013 – by establishing agreements with data providers	SLA under development
Morocco			
Mozambique			
Namibia			
Niger	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Nigeria	Not yet implemented		
Rwanda			
Sao Tome and Principe			
Senegal	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Seychelles			
Sierra Leone	Not yet implemented	Establishing SLA with data providers on State level	Service Level agreement under development
Somalia	Not achieved	2014, by having consultations with the countries, airlines and data agents who are our recipients/customers	
South Africa	Not implemented	To be implemented by 2013	
South Sudan			
Sudan	Partially implemented.	Plan for improvement using ICAO proposal, ongoing.	Signed SLAs under processing of improvement.
Swaziland			
Tunisia	Implemented There are Letters of Agreement between Tunisia AIS and all of the data originators		
Togo	Not implemented	2013/2014 with CAA supervision	A national AIM coordinator will be appointed by CAA to work closer with ASECNA
Uganda	Partially achieved	SLAs with data originators under development; 2013	By 2013
United Republic of Tanzania	2012-2014	Ongoing	• Service level agreement template is ready e.g. TCAA and MET • Remained to meet and set agreements with other

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-18 — Agreements with data originators			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
			stakeholders
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-19 — Interoperability with meteorological products			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Burkina Faso	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Botswana	Not yet implemented	Planned meetings with aeronautical/data originators and introduce Service Level Agreements (SLA) tool by July 2012	
Burundi			
Cameroon			
Cape Verde			
Central African Republic	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Chad	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Comoros	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Congo	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Cote d'Ivoire	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base	Next step (fully integrated briefing) will be implemented after the design and implementation	

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-19 — Interoperability with meteorological products			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
	operation from 2013	of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be I mplemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Eritrea			
Ethiopia			
Gabon	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Gambia	Not Implemented		
Ghana			
Guinea	Partially implemented, PIB dynamic data is provided in the briefing office	Upgrade to AIXM 5.1 we will have a complete and integrated solution for data processing automation OPMET database, OPMET bulletin exchange (ROBEX) 2013-2014	Automation with COMSOFT's or ATALIS Solution
Guinea Bissau	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Kenya		Planned for 2016. Plan to liaise with MET Department to ensure compatibility of systems	
Lesotho			
Liberia	Partially implemented, PIB dynamic data is provided in the briefing office	Upgrade to AIXM 5.1 we will have a complete and integrated solution for data processing automation OPMET database, OPMET bulletin exchange (ROBEX) 2013-2014	Automation with COMSOFT's or ATALIS Solution
Libya			
Madagascar	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Malawi			
Mali	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-19 — Interoperability with meteorological products			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Mauritania	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Mauritius	Not implemented – still in planning stage		
Morocco			
Mozambique			
Namibia			
Niger	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Nigeria	Not yet implemented		
Rwanda			
Sao Tome and Principe			
Senegal	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Seychelles			
Sierra Leone	Partially implemented, PIB dynamic data is provided in the briefing office	Upgrade to AIXM 5.1 we will have a complete and integrated solution for data processing automation OPMET database, OPMET bulletin exchange (ROBEX) 2013-2014	Automation with COMSOFT's or ATALIS Solution
Somalia	Not implemented	2013, by making sure that MET data products are included/combined within AIM data model	
South Africa	Implemented.	Current systems already incorporate feed from meteorological stations for flight plan briefing and/or re-routing purposes. WX info also used in ATFM tool. To be expaned to towards CAD system in future.	
South Sudan			
Sudan	Partially implemented, pre-flight information briefing is provided in harmonized way (one stop shop) in accordance with current ICAO Annex 3 and ICAO Annex 15 requirements.	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Swaziland			
Tunisia	Not yet implemented	Planned (2015)	

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-19 — Interoperability with meteorological products			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Togo	Partially implemented, pre-flight information briefing will provided in harmonized way with the dynamic data base operation from 2013	Next step (fully integrated briefing) will be implemented after the design and implementation of the appropriate data exchange technology is finished (WXXM – Weather Exchange Model).	
Uganda	The two systems are not yet interoperable	One stop shop planned for 2014 with acquisition of appropriate data exchange (WXXM) technology	To be implemented after installation of software.
United Republic of Tanzania	2013-2015	To be implemented	• Agreements should be set-up • Training needs for networking
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-20 — Electronic aeronautical charts			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola			
Benin	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Burkina Faso	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Botswana	Not yet implemented	Planned for 2012-2015 by introducing Aeronautical Telecommunication Network (ATN) System.	
Burundi			
Cameroon			
Cape Verde			
Central African Republic	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Chad	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-20 — Electronic aeronautical charts			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Comoros			
Congo	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Cote d'Ivoire	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Eritrea			
Ethiopia			
Gabon	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Gambia	Available in PDF Format		In cooperated in AIP
Ghana			
Guinea	Not yet implemented	Upgrade to AIXM 5.1 we will have a complete and integrated solution for data processing automation of electronic aeronautical charting, data originator integration, eAIP, AIS website	Automation with COMSOFT's or ATALIS Solutions
Guinea Bissau	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Kenya	AIP Charts already exist in electronic form in eAIP WAC and Topo Charts also in both PDF and TAB files	Obstacle Charts planned for development after completion of Area 2 eTOD and system training	
Lesotho			
Liberia	Not yet implemented	Upgrade to AIXM 5.1 we will have a complete and integrated solution for data processing automation of electronic aeronautical charting, data originator integration, eAIP, AIS website	Automation with COMSOFT's or ATALIS Solutions
Libya			
Madagascar	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-20 — Electronic aeronautical charts			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
			Display is too general.
Malawi			
Mali	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Mauritania	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Mauritius	Not implemented	e-AIP/ e-Chart will be operational by 2013	
Morocco			
Mozambique			
Namibia			
Niger	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Nigeria	Only PDF format charts		
Rwanda			
Sao Tome and Principe			
Senegal	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Seychelles			
Sierra Leone	Not yet implemented	Upgrade to AIXM 5.1 we will have a complete and integrated solution for data processing automation of electronic aeronautical charting, data originator integration, eAIP, AIS website	Automation with COMSOFT's or ATALIS Solutions
Somalia	Not implemented	2017, by making sure that new electronic aeronautical charts based on digital data bases and the use of geographical information systems are well defined so as to complement some paper charts and replace the ones which are obsolete.	
South Africa	2011 continuous	To be implemented	Training of cartographers on PLTS-ArcGIS Aviation Solution software
South Sudan			
Sudan	Not implemented	Contract signed with ENAC to train and establish Procedure Design & Cartography Unit, ongoing.	Planed 2011- 2013

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-20 — Electronic aeronautical charts			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Swaziland			
Tunisia	Not yet implemented	Planned (2016)	
Togo	Only PDF format charts		More detailed specification are required; Annex 4, Chapter 20 Electronic Aeronautical Chart Display is too general.
Uganda			
United Republic of Tanzania			
Zambia			
Zimbabwe			

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-21 — Digital NOTAM			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Algeria			
Angola		Waiting for ICAO specifications	
Benin	Not implemented	Waiting for ICAO specifications	
Burkina Faso	Not implemented	Waiting for ICAO specifications	
Botswana	Not yet implemented	Planned for 2012-2015 by introducing Aeronautical Telecommunication Network (ATN) System.	
Burundi			
Cameroon			
Cape Verde			
Central African Republic	Not implemented	Waiting for ICAO specifications	
Chad	Not implemented	Waiting for ICAO specifications	
Comoros	Not implemented	Waiting for ICAO specifications	
Congo	Not implemented	Waiting for ICAO specifications	
Cote d'Ivoire	Not implemented	Waiting for ICAO specifications	
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea			

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-21 — Digital NOTAM			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
Eritrea			
Ethiopia			
Gabon	Not implemented	Waiting for ICAO specifications	
Gambia	Not implemented		
Ghana			
Guinea	Not yet implemented	Upgrade from AIXM 8.0 to AIXM 5.1 we will have a complete and integrated solution for data processing automation of Digital NOTAM and accommodate legacy system and improve the quality of the information provided to legacy NOTAM users	Automation with COMSOFT's or ATALIS Solutions
Guinea Bissau	Not implemented	Waiting for ICAO specifications	
Kenya		Monitoring developments of Digital NOTAM included as an activity in KCAA Strategic plan with the goal of understanding requirements for smooth implementation by 2016 once included as a standard in Annex 15.	
Lesotho			
Liberia	Not yet implemented	Upgrade from AIXM 8.0 to AIXM 5.1 we will have a complete and integrated solution for data processing automation of Digital NOTAM and accommodate legacy system and improve the quality of the information provided to legacy NOTAM users	Automation with COMSOFT's or ATALIS Solutions
Libya			
Madagascar	Not implemented	Waiting for ICAO specifications	
Malawi			
Mali	Not implemented	Waiting for ICAO specifications	
Mauritania	Not implemented	Waiting for ICAO specifications	
Mauritius	Not implemented	Plan to provide digital NOTAM by July 2016.	AIXM 5.1 will be the enabler to digital NOTAM.
Morocco			
Mozambique			
Namibia			
Niger	Not implemented	Waiting for ICAO specifications	
Nigeria	Not yet implemented		
Rwanda			
Sao Tome and Principe			
Senegal	Not implemented	Waiting for ICAO specifications	
Seychelles			
Sierra Leone	Not yet implemented	Upgrade from AIXM 8.0 to AIXM 5.1 we will have a	Automation with COMSOFT's or

b) What is the status of implementation of the following steps of Phase 3 in your State?			
P-21 — Digital NOTAM			
	Implemented (specify how)	**Planned (specify when/how)**	**Additional comments/clarification required**
		complete and integrated solution for data processing automation of Digital NOTAM and accommodate legacy system and improve the quality of the information provided to legacy NOTAM users	ATALIS Solutions
Somalia	Yes, by email	2013, by making sure that a NOTAM is in a structured format that will be fully interpreted by a computer system for accurate and reliable up dates of aeronautical information both for automated information equipment and aviation personnel.	
South Africa	Not implemented	Waiting for ICAO specifications	
South Sudan			
Sudan	Not implemented	Sudan NP will determine our timeline.	
Swaziland			
Tunisia	Not yet implemented	Planned (2016)	
Togo	Not implemented	Waiting for ICAO specifications	
Uganda	Acquisition of ArcGIS software done. Foundation training in ArcGIS undertaken	- Purchase of other extensions/modules planned for 2013. - Training for ArcGIS for Aviation planned for 2013. - Integration of the software with Automation system planned.	AIXM 5.1 will be the enabler to digital NOTAM
United Republic of Tanzania	2011 continues	Ongoing	Purchasing ArcGIS – Aviation Solution Software Training needs on integrating different systems and data/information
Zambia			
Zimbabwe			

5. Do you expect any specific difficulty which could impede the transition from AIS to AIM?

		YES	**NO**
Algeria			
Angola			
Benin	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	
Burkina Faso	x High cost for to do the survey for eTOD availability	X	

		YES	NO
	x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.		
Botswana	Implementation of the e TOD will be a challenge financially since it is an expensive exercise and the massive training in transition for the AIS to AIM	X	
Burundi			
Cameroon			
Cape Verde			
Central African Republic	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	
Chad			
Comoros			
Congo	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	
Cote d'Ivoire	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	
Democratic Republic of Congo			
Djibouti			
Egypt			
Equatorial Guinea	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	
Eritrea			
Ethiopia			
Gabon	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	

		YES	NO
Gambia	Timely availability of material and human resources	X	
Ghana			
Guinea	• High cost for conducting survey eTOD availability • Non-conformity with signed service level agreement (SLA) by data provider on State level and lack of enforcement by the regulator • The upgrade from AIXM 8.0 to AIXM 5.1 may increase transition cost • Awareness of AIM concept in the AFI Region is very low in term of human resource development • AIS Officer and Technician need the requisite training in preparedness to the transition to AIM • AIM implementation may be outshined by the SWIM concept environment		
Guinea Bissau	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	
Kenya	• Commercialisation of AIXM upgrades by system vendors especially from AIXM 4.5 to 5.1 may increase the transition cost • Availability of AIM related courses may slow the implementation since the courses are not available as ICAO standard courses • Low awareness of AIM concept in the AFI region hence system operability in the region may result to be wanting • Aim targets to support ATM system and yet many ATM providers treat AIM as an AIS field happening. Need for general industry awareness • AIM implementation may be outshined by the SWIM concept even before many States implement hence may create confusion if implementation is not handled carefully • Non conformity with signed SLA by data originators and lack of enforcement by regulator	X X X X X X	
Lesotho			
Liberia	• High cost for conducting survey eTOD availability • Non-conformity with signed service level agreement (SLA) by data provider on State level and lack of enforcement by the regulator • The upgrade from AIXM 8.0 to AIXM 5.1 may increase transition cost • Awareness of AIM concept in the AFI Region is very low in term of human resource development • AIS Officer and Technician need the requisite training in preparedness to the transition to AIM • AIM implementation may be outshined by the SWIM concept environment		
Libya			
Madagascar	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	
Malawi			
Mali	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	

		YES	NO
Mauritania	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.		
Mauritius	• Potential for the non-participation of key stakeholders providing e-TOD data. • Continuation of downturn in aviation industry causing financial constraints on the State AIS provider and other key stakeholders supplying aeronautical data. • Non-agreement by airports to establishment of SLA with State AIS for provision of data. • Justification to aerodromes for additional costs related to the provision of survey data for digital mapping • Funding, decision making on all levels, manpower capacity, availability of knowledge, technical infrastructure, acceptance by all stakeholders, timescales unrealistic.		X X X X X
Morocco			
Mozambique			
Namibia			
Niger	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	
Nigeria	Implementation of the eTOD (Regulations and financing) Training (AIS to AIM) Adequate regulations governing AIM Need for general industry awareness Funding, decision making at all levels, availability Difficulty in establishing SLAs with data originators		
Rwanda			
Sao Tome and Principe			
Senegal	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	
Seychelles			
Sierra Leone	• High cost for conducting survey eTOD availability • Non-conformity with signed service level agreement (SLA) by data provider on State level and lack of enforcement by the regulator • The upgrade from AIXM 8.0 to AIXM 5.1 may increase transition cost • Awareness of AIM concept in the AFI Region is very low in term of human resource development • AIS Officer and Technician need the requisite training in preparedness to the transition to AIM µ • AIM implementation may be outshined by the SWIM concept environment		
Somalia	Aeronautical information for most of the airfields in Somalia not verified	X	
South Africa	• Adequate regulations governing AIM	X	

		YES	NO
	• Different States have different priorities for their limited financial and physical resources and the transition of AIS to AIM may not in all cases be accorded the necessary priority. • E_TOD implementation. (Adequate regulations governing e-TOD and obstacle assessments)		
South Sudan			
Sudan	• Speedy changes in ICAO Plans, etc... Transfer from AIS to AIM 2009- 2016, now we have to be ready for Block 0 by the end of 2013, even though Sudan planed before 2016.		
Swaziland			
Tunisia		X	
Togo	x High cost for to do the survey for eTOD availability x Difficulties to establishment of SLA with data originators in the states . x Justification to aerodromes for additional costs related to the provision of survey data for digital mapping.	X	
Uganda	Delay in procurement of the Automated AIS system, non-participation of key stakeholders providing eTOD, and non-agreement by raw data providers to establish SLAs with AIS, Challenges with acquisition of financial resources and procurement process may impede the transition	X	
United Republic of Tanzania			
Zambia			
Zimbabwe			

6. What kind of assistance/support do you expect from ICAO to expedite the transition from AIS to AIM?

Algeria	
Angola	
Benin	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Burkina Faso	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Botswana	Due to lack of knowledge in the following areas CAAB need to be assisted to understand the following steps; • Unique identifiers • Aeronautical conceptual model • Aerodrome mapping • Interoperability with meteorological products • Electronic aeronautical charts • Digital NOTAM • Aeronautical data exchange
Burundi	
Cameroon	
Cape Verde	

Central African Republic	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Chad	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Comoros	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Congo	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Cote d'Ivoire	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Democratic Republic of Congo	
Djibouti	
Egypt	
Equatorial Guinea	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Eritrea	
Ethiopia	
Gabon	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Gambia	Regional workshops and seminars to ensure consistency in the transition to AIM.
Ghana	
Guinea	• ICAO to control the changes of AIXM 5.1 for consistency • Service level agreement should be made a standard • Regional workshops and seminars on the framework and guidance materials to ensure consistency of the concept from AIS to AIM • Review of Annex 15, 4 , DOC 8126 requirement to accommodate AIM and SWIM environment to ensure consistency of the concept

	• ICAO needs to conduct a seminars and workshop on AIM and SWIM environment interoperability • ICAO needs to review the business model and financial model for AFI-CAD implementation in accordance AFI-CAD DOC 007 of APIRG/17 report.
Guinea Bissau	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Kenya	1. ICAO TO CONTROL EVOLUTION OF AIXM 5.1. 2. PROVIDE AIM Training at ICAO region offices 3. SLA to be made a standard 4. ICAO through technical bureau to support AFI-CAD Implementation 5. Promote AIM awareness to the Industry
Lesotho	
Liberia	• ICAO to control the changes of AIXM 5.1 for consistency • Service level agreement should be made a standard • Regional workshops and seminars on the framework and guidance materials to ensure consistency of the concept from AIS to AIM • Review of Annex 15, 4 , DOC 8126 requirement to accommodate AIM and SWIM environment to ensure consistency of the concept • ICAO needs to conduct a seminars and workshop on AIM and SWIM environment interoperability • ICAO needs to review the business model and financial model for AFI-CAD implementation in accordance AFI-CAD DOC 007 of APIRG/17 report.
Libya	
Madagascar	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Malawi	
Mali	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Mauritania	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Mauritius	Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. Expeditious revisions to Annex 15 and 4 when appropriate. Regional workshops and seminars to ensure consistency in the transition to AIM. Provide guidance on training and workshop for empowering AIS staff for the smooth transition from AIS to
Morocco	
Mozambique	
Namibia	
Niger	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents.

	x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Nigeria	X Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. X Publish a DOC relative to AIM personnel training. X Regional workshops and seminars to ensure consistency in the transition to AIM. X Promote AIM awareness to the Industry
Rwanda	
Sao Tome and Principe	
Senegal	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Seychelles	
Sierra Leone	• ICAO to control the changes of AIXM 5.1 for consistency • Service level agreement should be made a standard • Regional workshops and seminars on the framework and guidance materials to ensure consistency of the concept from AIS to AIM • Review of Annex 15, 4 , DOC 8126 requirement to accommodate AIM and SWIM environment to ensure consistency of the concept • ICAO needs to conduct a seminars and workshop on AIM and SWIM environment interoperability • ICAO needs to review the business model and financial model for AFI-CAD implementation in accordance AFI-CAD DOC 007 of APIRG/17 report.
Somalia	- Specific guidance material for implementation of each subject. Development of more detailed guidance material, manuals, best practices examples and other supporting documents - Expeditious revisions to Annex 15 and 4 when appropriate - Regional workshops and seminars to ensure consistency in the transition to AIM - Training for our staff and training material
South Africa	• Review of contents and format of AIP and AIRAC specifications (More detailed definitions to eliminate ambiguity) • Review of Annex 4 and Annex 15 (Doc 8126) requirements to accommodate AIM to IM.
South Sudan	
Sudan	Debriefing for CAA DGs, awareness of Transition from AIS to AIM importance, An AFI campaign.
Swaziland	
Tunisia	A Task Force was implemented in the AFI Region to develop planning material related to the transition from AIS to AIM
Togo	x Specific guidance material for implementation of each subject. Development of more detailed guidance materials, manuals, best practices examples and other supporting documents. x Expeditious revisions to Annex 15, 4 and DOC 8126 when appropriate. Publish a DOC relative AIM personal training. x Regional workshops and seminars to ensure consistency in the transition to AIM.
Uganda	Specific guidance material, standardization of roadmap steps into Annex 15 and 4, and Regional workshops to ensure consistency in the transition from AIS to AIM
United Republic of Tanzania	
Zambia	
Zimbabwe	

7. Do you have any suggestion to update/improve the ICAO Roadmap for the Transition from AIS to AIM?

Algeria	
Angola	
Benin	x In the first version of the Roadmap document the description of the steps is quite basic and insufficient. Those definitions should be expanded and/or reference to specific standards, manuals and other documents should be provided within it. x Timelines should be permanently monitored and adapted accordingly.
Burkina Faso	x In the first version of the Roadmap document the description of the steps is quite basic and insufficient. Those definitions should be expanded and/or reference to specific standards, manuals and other documents should be provided within it. x Timelines should be permanently monitored and adapted accordingly.
Botswana	
Burundi	
Cameroon	
Cape Verde	
Central African Republic	x In the first version of the Roadmap document the description of the steps is quite basic and insufficient. Those definitions should be expanded and/or reference to specific standards, manuals and other documents should be provided within it. x Timelines should be permanently monitored and adapted accordingly.
Chad	x In the first version of the Roadmap document the description of the steps is quite basic and insufficient. Those definitions should be expanded and/or reference to specific standards, manuals and other documents should be provided within it. x Timelines should be permanently monitored and adapted accordingly.
Comoros	
Congo	x In the first version of the Roadmap document the description of the steps is quite basic and insufficient. Those definitions should be expanded and/or reference to specific standards, manuals and other documents should be provided within it. x Timelines should be permanently monitored and adapted accordingly.
Cote d'Ivoire	x In the first version of the Roadmap document the description of the steps is quite basic and insufficient. Those definitions should be expanded and/or reference to specific standards, manuals and other documents should be provided within it. x Timelines should be permanently monitored and adapted accordingly.
Democratic Republic of Congo	
Djibouti	
Egypt	
Equatorial Guinea	x In the first version of the Roadmap document the description of the steps is quite basic and insufficient. Those definitions should be expanded and/or reference to specific standards, manuals and other documents should be provided within it. x Timelines should be permanently monitored and adapted accordingly.
Eritrea	
Ethiopia	
Gabon	x In the first version of the Roadmap document the description of the steps is quite basic and insufficient. Those definitions should be expanded and/or reference to specific standards, manuals and other documents should be provided within it. x Timelines should be permanently monitored and adapted accordingly.
Gambia	
Ghana	
Guinea	• Extend the end of the implementation period from 2016-2020 • Review the status of AIM implementation between phase two (2) and three(3) as new product are introduced, organizational changes will need to be made to implement better management of information in terms of: - staff planning and staff training - impact on cost-recovery mechanisms

	- formalization of agreement with data providers to ensure a high degree of data quality - introduction of an extensive amount of explicit meta-information - explicit traceability of the changes to information and identification of liabilities
Guinea Bissau	x In the first version of the Roadmap document the description of the steps is quite basic and insufficient. Those definitions should be expanded and/or reference to specific standards, manuals and other documents should be provided within it. x Timelines should be permanently monitored and adapted accordingly.
Kenya	1. Review the status of AIM implementation by States and re-scheduled activities between phase 2 and 3 based on what is widely implemented and ^planned for in near future 2. Extend the end of implementation period from 2016 to 2018
Lesotho	
Liberia	• Extend the end of the implementation period from 2016-2020 • Review the status of AIM implementation between phase two (2) and three(3) as new product are introduced, organizational changes will need to be made to implement better management of information in terms of: - staff planning and staff training - impact on cost-recovery mechanisms - formalization of agreement with data providers to ensure a high degree of data quality - introduction of an extensive amount of explicit meta-information
Libya	
Madagascar	x In the first version of the Roadmap document the description of the steps is quite basic and insufficient. Those definitions should be expanded and/or reference to specific standards, manuals and other documents should be provided within it. x Timelines should be permanently monitored and adapted accordingly.
Malawi	
Mali	x In the first version of the Roadmap document the description of the steps is quite basic and insufficient. Those definitions should be expanded and/or reference to specific standards, manuals and other documents should be provided within it. x Timelines should be permanently monitored and adapted accordingly.
Mauritania	x In the first version of the Roadmap document the description of the steps is quite basic and insufficient. Those definitions should be expanded and/or reference to specific standards, manuals and other documents should be provided within it. x Timelines should be permanently monitored and adapted accordingly.
Mauritius	In the first version of the Roadmap document the description of the steps is quite basic and insufficient. Those definitions should be expanded and/or reference to specific standards, manuals and other documents should be provided within it. Timelines should be permanently monitored and adapted accordingly.
Morocco	
Mozambique	
Namibia	
Niger	x In the first version of the Roadmap document the description of the steps is quite basic and insufficient. Those definitions should be expanded and/or reference to specific standards, manuals and other documents should be provided within it. x Timelines should be permanently monitored and adapted accordingly.
Nigeria	
Rwanda	
Sao Tome and Principe	
Senegal	x In the first version of the Roadmap document the description of the steps is quite basic and insufficient. Those definitions should be expanded and/or reference to specific standards, manuals and other documents should be provided within it. x Timelines should be permanently monitored and adapted accordingly.
Seychelles	
Sierra Leone	• Extend the end of the implementation period from 2016-2020

	• Review the status of AIM implementation between phase two (2) and three(3) as new product are introduced, organizational changes will need to be made to implement better management of information in terms of: - staff planning and staff training - impact on cost-recovery mechanisms - formalization of agreement with data providers to ensure a high degree of data quality - introduction of an extensive amount of explicit meta-information
Somalia	No
South Africa	
South Sudan	
Sudan	Transfer from AIS to AIM Presentation by the AISAIMSG to be held in Nairobi and Dakar.
Swaziland	
Tunisia	No
Togo	x In the first version of the Roadmap document the description of the steps is quite basic and insufficient. Those definitions should be expanded and/or reference to specific standards, manuals and other documents should be provided within it. x Timelines should be permanently monitored and adapted accordingly.
Uganda	Timelines should be permanently monitored and adapted accordingly
United Republic of Tanzania	
Zambia	
Zimbabwe	

8. Any other suggestion on the subject?

Algeria	
Angola	
Benin	x ICAO Doc 9881 is only a draft, but the content is paramount for the transition to AIM - e.g. the attributes of terrain and obstacle data need clear definitions and explanations – including examples of obstacles together with attributes.
Burkina Faso	x ICAO Doc 9881 is only a draft, but the content is paramount for the transition to AIM - e.g. the attributes of terrain and obstacle data need clear definitions and explanations – including examples of obstacles together with attributes.
Botswana	The AFI Regional Office in conjunction with ICAO to assist in training for transition of AIS to AIM. Most of the African States are still behind in the implementation of QMS and conducting of workshops in these areas will be appreciated so as to evaluate the level of implementation
Burundi	
Cameroon	
Cape Verde	
Central African Republic	x ICAO Doc 9881 is only a draft, but the content is paramount for the transition to AIM - e.g. the attributes of terrain and obstacle data need clear definitions and explanations – including examples of obstacles together with attributes.
Chad	x ICAO Doc 9881 is only a draft, but the content is paramount for the transition to AIM - e.g. the attributes of terrain and obstacle data need clear definitions and explanations – including examples of obstacles together with attributes.
Comoros	x ICAO Doc 9881 is only a draft, but the content is paramount for the transition to AIM - e.g. the attributes of terrain and obstacle data need clear definitions and explanations – including examples of obstacles together with attributes.
Congo	x ICAO Doc 9881 is only a draft, but the content is paramount for the transition to AIM - e.g. the attributes of terrain and obstacle data need clear definitions and explanations – including examples of obstacles together with attributes.
Cote d'Ivoire	x ICAO Doc 9881 is only a draft, but the content is paramount for the transition to AIM - e.g. the attributes of terrain and obstacle data need clear definitions and explanations – including examples of obstacles together with attributes.
Democratic Republic of Congo	

Djibouti	
Egypt	
Equatorial Guinea	x ICAO Doc 9881 is only a draft, but the content is paramount for the transition to AIM - e.g. the attributes of terrain and obstacle data need clear definitions and explanations – including examples of obstacles together with attributes.
Eritrea	
Ethiopia	
Gabon	x ICAO Doc 9881 is only a draft, but the content is paramount for the transition to AIM - e.g. the attributes of terrain and obstacle data need clear definitions and explanations – including examples of obstacles together with attributes.
Gambia	
Ghana	
Guinea	The entire AIS-AIM document that has been developed by the AIMSG should be adopted by APIRG and release to States as a guidance material for implementation.
Guinea Bissau	x ICAO Doc 9881 is only a draft, but the content is paramount for the transition to AIM - e.g. the attributes of terrain and obstacle data need clear definitions and explanations – including examples of obstacles together with attributes.
Kenya	1. Key AIM related documents such as Training manual, QMS and eTOD manual, And aerodrome mapping database manual already developed by AIS-Aim study group should be adopted and released to states for guidance 2. Extend the AIS-AIM SG period which expires in 2013 to ensure developments of all standards required to guide AIM. The SG work should coincide with the implementation period of 2016 to ensure review of SARPS.
Lesotho	
Liberia	The entire AIS-AIM document that has been developed by the AIMSG should be adopted by APIRG and release to States as a guidance material for implementation.
Libya	
Madagascar	x ICAO Doc 9881 is only a draft, but the content is paramount for the transition to AIM - e.g. the attributes of terrain and obstacle data need clear definitions and explanations – including examples of obstacles together with attributes.
Malawi	
Mali	x ICAO Doc 9881 is only a draft, but the content is paramount for the transition to AIM - e.g. the attributes of terrain and obstacle data need clear definitions and explanations – including examples of obstacles together with attributes.
Mauritania	x ICAO Doc 9881 is only a draft, but the content is paramount for the transition to AIM - e.g. the attributes of terrain and obstacle data need clear definitions and explanations – including examples of obstacles together with attributes.
Mauritius	ICAO Doc 9881 is only a draft, but the content is paramount for the transition to AIM - e.g. the attributes of terrain and obstacle data need clear definitions and explanations – including examples of obstacles together with attributes.
Morocco	
Mozambique	
Namibia	
Niger	x ICAO Doc 9881 is only a draft, but the content is paramount for the transition to AIM - e.g. the attributes of terrain and obstacle data need clear definitions and explanations – including examples of obstacles together with attributes.
Nigeria	
Rwanda	
Sao Tome and Principe	
Senegal	x ICAO Doc 9881 is only a draft, but the content is paramount for the transition to AIM - e.g. the attributes of terrain and obstacle data need clear definitions and explanations – including examples of obstacles together with attributes.
Seychelles	
Sierra Leone	The entire AIS-AIM document that has been developed by the AIMSG should be adopted by APIRG and release to States as a guidance material for implementation.
Somalia	None
South Africa	• ICAO to incorporate AICM and AIXM specifications within new ICAO doc or Doc 8126. • Incorporate use GIS systems like google earth within AIM briefing specifications. • ICAO to invest in development of tools/add-ons like google earth to support AIM operations.

	• ICAO to develop standardize forms for Data Quality assurance/tracking. (If different states implement different processes/procedures, the outcome of the integrity and quality of the data will vary.
South Sudan	
Sudan	
Swaziland	
Tunisia	No
Togo	x ICAO Doc 9881 is only a draft, but the content is paramount for the transition to AIM - e.g. the attributes of terrain and obstacle data need clear definitions and explanations – including examples of obstacles together with attributes.
Uganda	More clarification is required regarding UUIDs, Aeronautical Information Briefing
United Republic of Tanzania	
Zambia	
Zimbabwe	

– END –