



# CURRENT AIS/AIM ENVIRONMENT

Somalia Civil Aviation Authority  
Air Navigation Service Provider  
Aeronautical Information Service  
AIS to AIM Workshop 23-27 SEPT 2019

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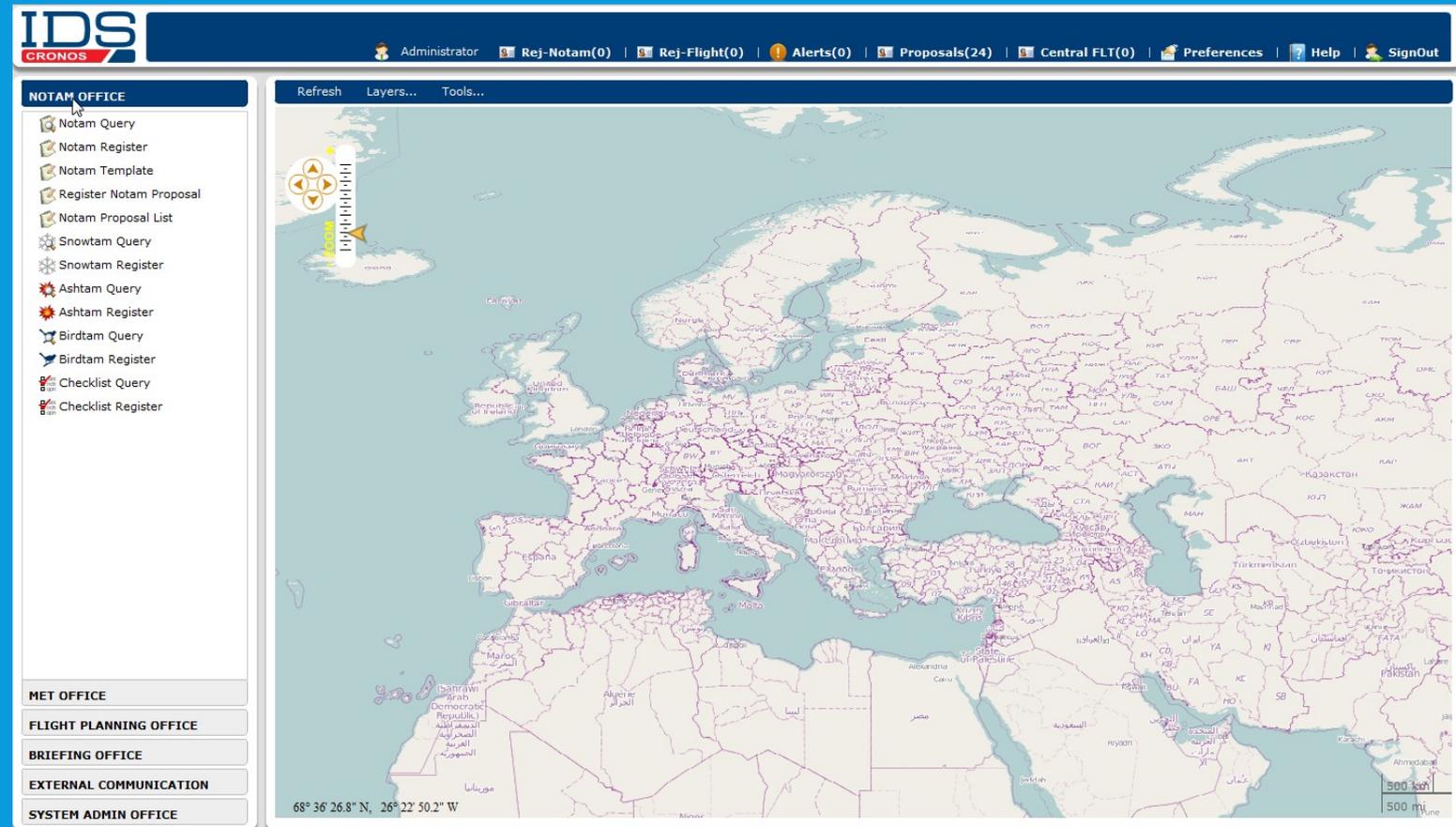
# CURRENT UNITES

- AIS NOTAM Office
- AIP / SUP Unit
- MAPs and IFP Unit

# NOTAM SYSTEMS

1. SPACIA

2. AMHS



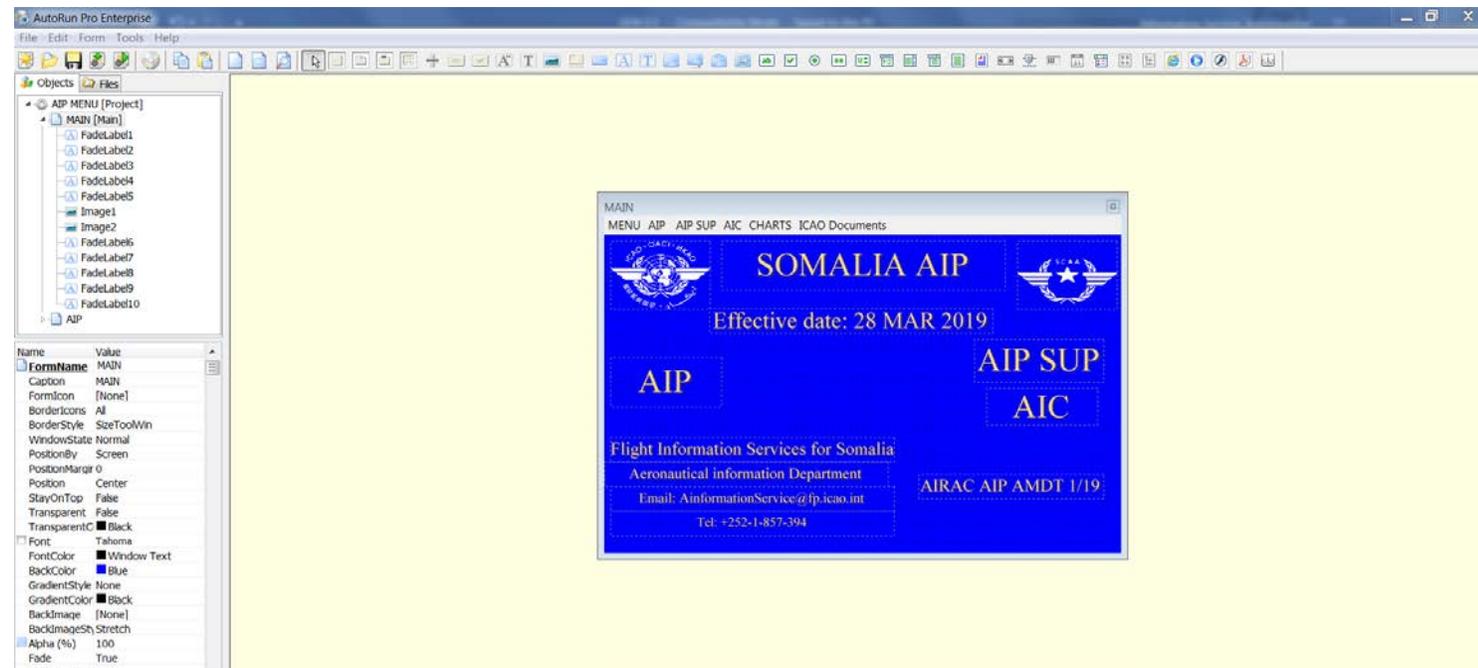
# NOTAM UNIT

With the system the unit is able to provide

1. Preflight information Bulletin
2. Flight Planning
  1. RPL
  2. FPL
3. Automated NOTAM.

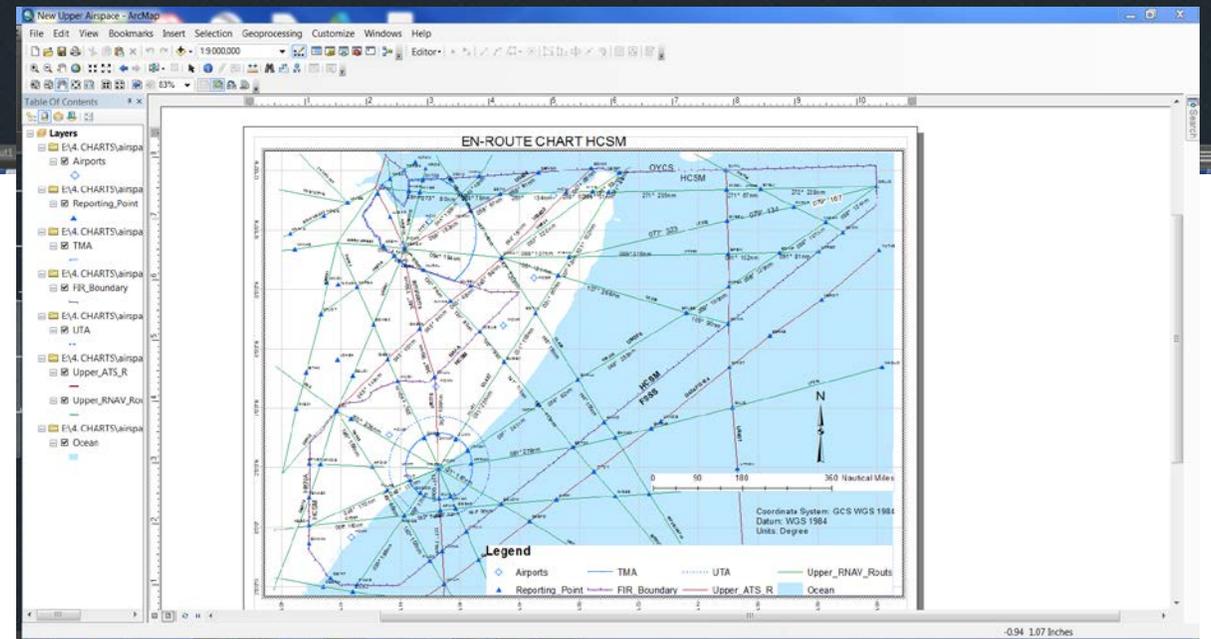
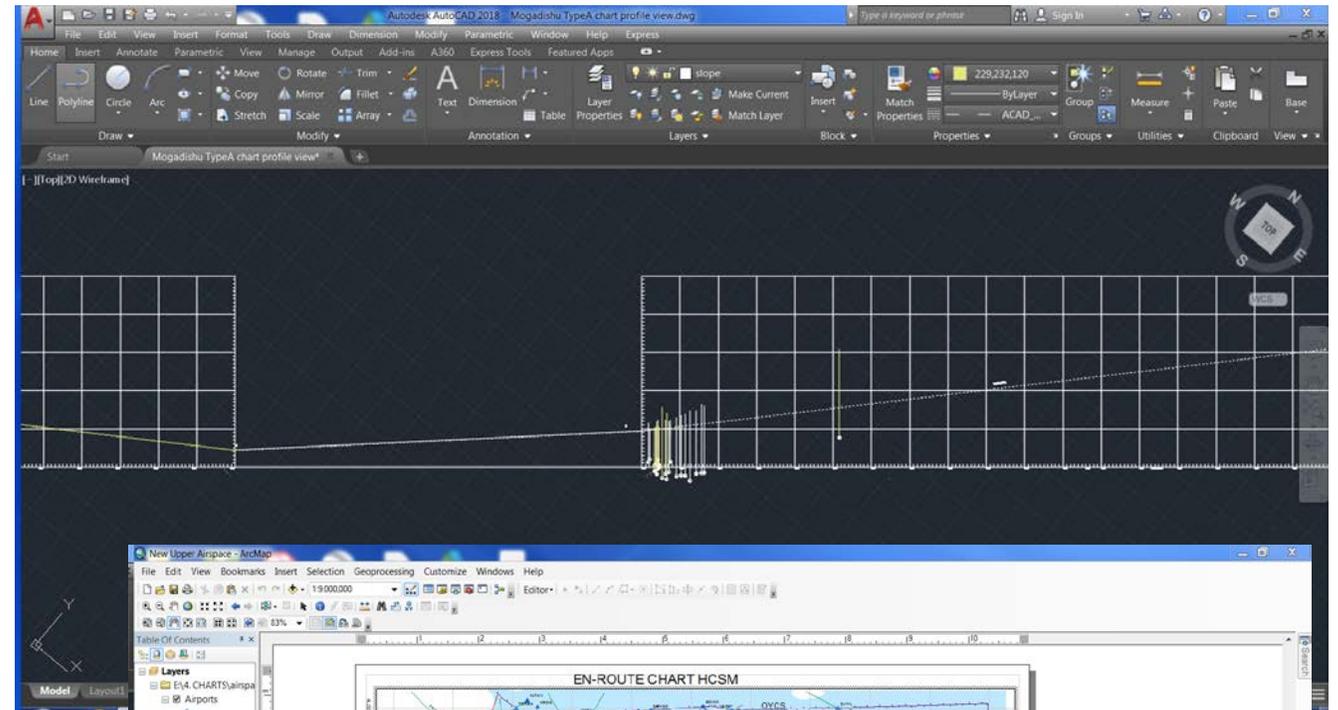
# AIP UNIT SYSTEMS

- Is not Automated
- However the system in use are as follows
- 1. Word and Adobe Reader.
- 2. Adobe Dreamweaver.
- 3. Auto Display for CD format.



# MAPS AND IFP SYSTEM

- 1. Auto card for
  - Obstacle Assessment charts
- 2. Arc Map



# ROLE PLAYERS

- Before as ICAO-FISS

1. ATS Department
2. MET Department
3. CNS
4. SCAA

- After as SCAA

1. Local Airport Authorities
2. Local Airlines
3. Data providers
  1. RFF
  2. SECURITY DEPARTMENTS
  3. Handling service providers
4. ANSP Departments.
  1. ATM.
  2. MET.
  3. CNS

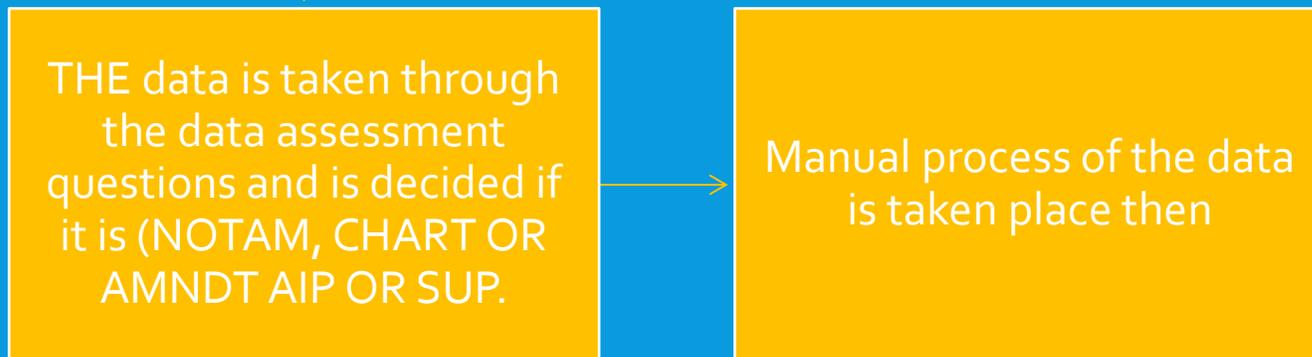
# DATA PROCESS

- Current Somali government uses Federal system which means
  1. Different states
    1. Different local authorities
  2. For such a system each local authority provides it is data through the SCAA

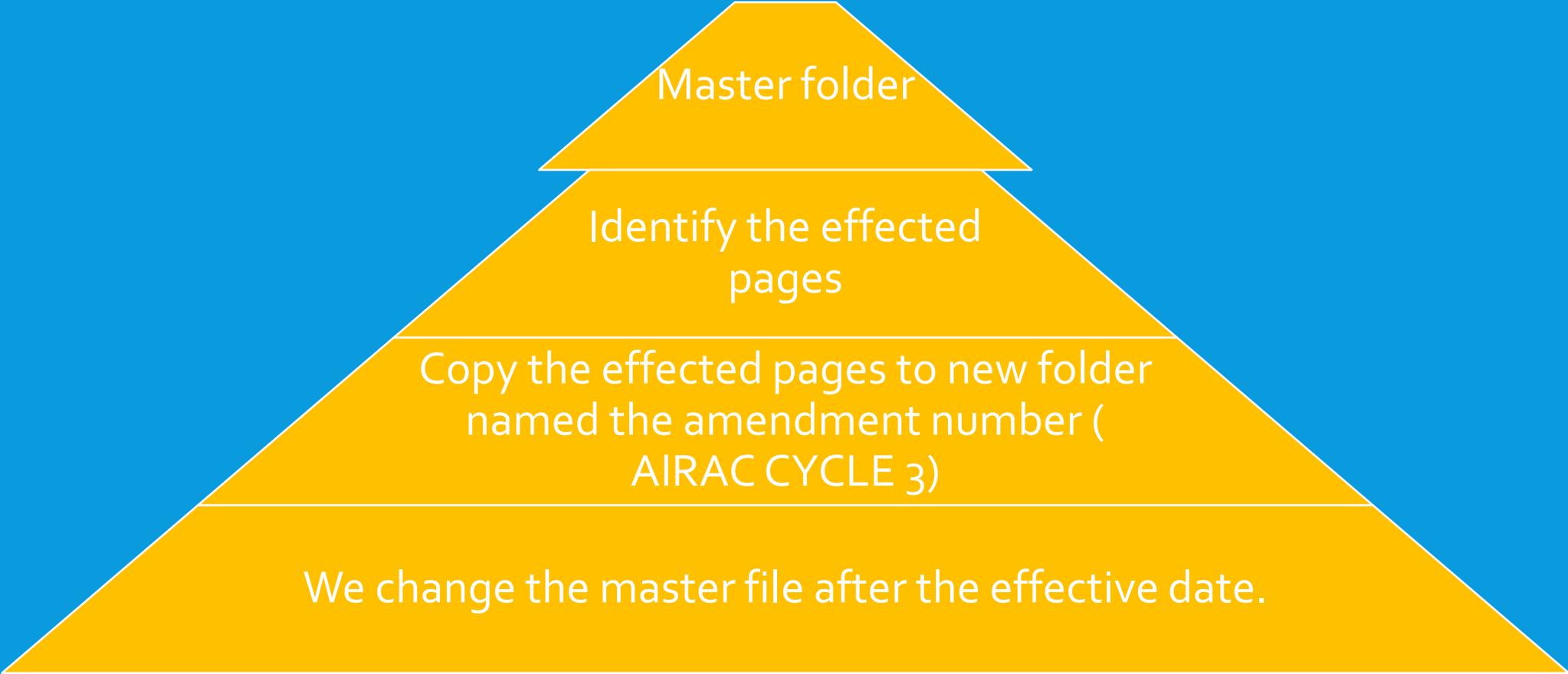


# CURRENT DATA CHAIN





though part



Master folder

Identify the effected  
pages

Copy the effected pages to new folder  
named the amendment number (  
AIRAC CYCLE 3)

We change the master file after the effective date.

# DISADVANTAGES OF THE CURRENT SYSTEM

- Problems with the current data chain,
  1. The data reaches the AIS late
  2. Data does not have the required attributes
  3. It is hard to reach the data originator incase data correction is required.

# MITIGATION ACTIONS

1. P-18 — Agreements with data Originators

2. P-03: AIRAC adherence monitoring

AIRAC CYCLE :	LATEST DATE FOR DATA TO REACH AIS HQ:
LATEST PUBLICATION DATE :	EFFECTIVE DATE:
CUT-DATE :	DATA RECEIVED/ NIL DATA RECEIVED
<b>Procédures AIRAC Adh�rence monitoring.</b>	
<p>1. At list oneweek (five working days) before the latest date of data to reach AIS HQ.</p> <p><b>1.1</b>send email to the Data originator as follows.</p> <p>(Dear data Originators</p> <p>AIRAC Cycle "....." Of which the latestfor Aeronautical data to reach AISHQ is "... " and the latest data of publication is "... " with the effective date of "....." any significant data kindly submit to this email before "Date of the latest data to reach AIS HQ" no data available or publication replyNIL Data to this email.)</p> <p>2. Aeronautical data</p> <p><b>2.1</b> No Data received from the originators ..... Send NIL notification to the NOF office</p> <p><b>2.2</b> Data Received from the originators .....</p> <p>3. Send data to their respective functions</p> <p><b>3.1</b> Charts <input type="text"/></p> <p><b>3.2</b> AIP Amendment <input type="text"/></p> <p><b>3.3</b>AIP Supplement <input type="text"/></p> <p>4. Identify the cutoff date (20 days before the effective date)</p> <p><b>4.1</b>send email to the data originators week before the cutoff date</p> <p>(Dear Originators</p> <p>From "Cut-off date" no change will be accepted. )</p> <p>5. Postponement of AIRAC</p> <p>At list 28 days before the effective date send NOTAM postponedinformation published</p> <p>Quoting (CNL Information notified by AIRAC Part <del>if</del> <i>multiple information published in the AIRAC</i> and reinstate previously valid information.</p>	

THANK YOU FOR YOUR ATTENTION

