



**INTERNATIONAL CIVIL AVIATION ORGANIZATION  
WESTERN AND CENTRAL AFRICAN OFFICE  
FOURTH MEETING OF THE AFI REGION AIS/MAP TASK FORCE  
(Dakar, 18– 19 April 2007)**

**Agenda Item 3: Status of Implementation of the Integrated Aeronautical Information Package**

(Presented by the Secretariat)

**Summary**

This paper summarizes ICAO requirements concerning the preparation of the AIP, the origination of NOTAM including the AIRAC cycle, and the Aeronautical Information Circular (AIC). It also examines regional implementation of the provisions governing Summaries and Checklists.

**Reference material**

AIS/MAP/TF/3- Report  
Annex 15 – Aeronautical Information Services  
Doc.8126 – AN/872 – Aeronautical Information Services Manual  
Doc.9702 – AFI/7 RAN meeting report  
APIRG/15 – Report

**1. General Requirements**

1.1 Annex 15 – Aeronautical Information Services specifies that “an aeronautical information service shall collect, collate, edit and publish aeronautical information concerning the entire territory of the State, as well as areas in which the State is responsible for air traffic services outside its territory”. This includes:

- a) the preparation of AIP including amendments and supplements thereto;
- b) the origination of NOTAM
- c) the origination of AIC

**2. Origin of Information to be published**

2.1 The primary purpose of an AIS is to provide information needed to ensure the safety, regularity and efficiency of international air navigation. AIS does not, however, originate the “raw” information which it processes and ultimately issues in suitable form; the information must first be provided to AIS by those responsible for the operation of various air navigational and technical facilities and services.

### **3. Aeronautical information publication - AIP**

3.1 The provisions governing the contents of an AIP are in para 4.1 of Annex 15. The blue pages of the AIS Manual also provide a specimen AIP in order to assist States in the preparation of the national AIP **in three parts**.

3.2 Although the majority of States in the Region have produced an AIP, the amendments have been sporadic or their presentation falls short of the provisions of Annex 15, or is not in conformity with the new format in the AIS Manual (Doc.8126). It should be noted that an obsolete or incomplete AIP is a hazard and that every effort to make available a complete and up-to-date AIP should be made. The status of implementation of AIP is presented in **Appendices A and B** to this working paper.

3.3 The Task Force is invited to note that the ICAO AIP critiques are prepared and circulated to States with the aim of achieving conformity in AIP production and bringing them in line with the new specimen AIP in AIS Manual (Doc 8126 AN/872 Sixth Edition). The critique method represents a detailed examination of the AIP, identifies omissions or errors and shows how the provisions of Annex 15 should be applied. It is aimed at making it as easy as possible for the Member States to align the AIP with international requirements.

3.4 AFI States should note that the ability to view AIP components electronically is becoming increasingly available, especially as the use of the Internet increases. This avoids the necessity to maintain and distribute paper copies. It also allows the user to perform electronic searches for the information of particular interest. In this regard the Task Force should encourage AFI States to endeavour to make every effort to make their AIPs available electronically by the use of CD's or the internet for briefing purposes at the established Aerodrome AIS units.

### **4. NOTAM**

4.1 A significant proportion of AIS information is issued by means of NOTAM by all States concerned. This service, however, is still not implemented on a 24-hour basis at all international scheduled airports, especially in some States where this would appear to be necessary. There is also a need for States to take greater care in the selection of information considered to be of urgent direct operational significance so as to be notified by means of a NOTAM rather than by AIP supplement or AIC.

4.2 Furthermore, many instances are still noticed where States retain a NOTAM for indefinite periods when the information contained therein would be more appropriate for inclusion in the AIP. This is very often due to the absence of trained AIS Officers, who should ascertain whether there is a need for a change in the status of the information.

### **5. AIP Supplements**

5.1 Supplements to AIP are issued on a regular basis by most States in the Region. It should be noted, however, that in some cases the ICAO provisions governing the issue of AIP supplements need to be carefully followed. In this respect, the following remarks can be quoted as an example of the most significant deficiencies:

- a) Delay in the issuance of AIP supplements due to lack of qualified personnel or inadequate printing means;
- b) Information appropriate for publication in the AIP is retained in the supplement form for an

extended time because of a deficient AIP amendment service;

- c) Lack of Compliance with Annex 15 Recommendation in para 4.4.6 related to the use of colored pages for the publication of AIP Supplements (preferably in yellow)

## **6. Regulated System (AIRAC)**

6.1 The provisions of Annex 15, para. 6.1 require that the regulated system shall be used for the promulgation of NOTAM relating to circumstances listed in Appendix 4 of Annex 15. These NOTAMs have two major elements ie. common implementation date and adequate prior notice. The implementation date is defined as “basing establishment, withdrawal or significant changes upon a series of common effective dates at intervals of 28 days, including 29/1/1998”. Adequate prior notice means that such NOTAM shall be originated and distributed with the objective of reaching the recipient at least 28 days in advance of the effective date.

6.2 All ESAF and WACAF States have implemented the AIRAC system. The only remaining difficulties seem to be shortage of qualified AIS personnel and lack of coordination between AIS and the technical departments providing the raw material to the AIS for promulgation. Even though AIRAC NOTAMs are being issued, the following deficiencies are have been observed:

- a) lack of adherence to the AIRAC NOTAM procedures;
- b) AIRAC NOTAM were distributed later than the AIRAC date appearing on the NOTAM itself;
- c) Nil notification not being issued when information has not been published at an AIRAC date.

## **7. Aeronautical Information Circulars (AIC)**

7.1 Annex 15 requires that an Aeronautical Information Circular shall be originated whenever it is necessary to promulgate aeronautical information which does not qualify for inclusion in an AIP or for the origination of a NOTAM.

7.2 All States in the AFI region are producing Aeronautical Information Circulars but sometimes the information pertains to the AIP or AIP supplements, mostly the FAL section of the GEN part. This practice must be discouraged.

## **8. Checklists and Summaries**

8.1 NOTAM checklists indicating all NOTAMs which still remain current should be issued periodically in a set format. The need for a checklist is to assist recipients in verifying the current status by ensuring that the right cancellations have been made. A checklist of NOTAMs currently in force should be issued over the AFTN not less than once a month, preferably to a fixed schedule so that recipients would know when to expect it. Normally it would be adequate to issue the checklist for each month on the first day of the following month. The current NOTAMs should be listed by serial number and date to facilitate identification.

8.2 The checklist should also refer to the latest AIP Amendments, AIP supplements and, at least, the internationally distributed AICs. It should also have the same distribution as the actual message series to which it refers and be clearly identified as a “checklist”. It should also be noted that Annex 15 paragraph 7.2.2 requires a check-list of AICs in force to be published at least once a year. Not all States are adhering to this obligation.

8.3 Lastly, a monthly printed plain-language summary of NOTAMs in force, including references to the latest AIP Amendments, checklists of AIP Supplements and AICs issued, is required to be prepared with a minimum of delay and forwarded by the most expeditious means to all recipients of the Integrated Aeronautical Information Package.

## **9. Action Required**

9.1 The Task Force is requested to:

- a) note the status of implementation of the integrated aeronautical information package, in particular the progress achieved in the promulgation of the new AIP format (**Appendices A and B** refer);
- b) take note of the deficiencies which continue to constitute obstacles to the provisions of efficient AIS and identify appropriate measures to eliminate those deficiencies.
- c) Draft Conclusion to ensure that AFI States would endeavour to make every effort to make their AIPs available electronically either in CD's or the internet for briefing purposes at the established Aerodrome AIS units

**APPENDIX A**

<b>STATUS OF IMPLEMENTATION – AIP (ANNEX 15, 4.1.1)</b>						
	<b>EDITION</b>	<b>GEN</b>	<b>ENR</b>	<b>AD</b>	<b>LAST AMENDMENT (NO/YEAR)</b>	<b>REMARKS</b>
Angola	2001	√	√	√	-	AIP NEW FORMAT
Botswana	1998	√	√	√	2/99	“
Burundi	2001	√	√	√	-	“
Comoros	-	X	X	X	-	AIP NOT PUBLISHED
Djibouti	1996	X	X	X	2/87	OUTDATED AIP
Eritrea	1996	√	√	√	2/00	AIP NEW FORMAT
Ethiopia	1996	√	√	√	1/00	“
Kenya	2002	√	√	√	-	“
Lesotho	1987	X	X	X	3/88	OUTDATED AIP
Madagascar	-	√	√	√	-	AIP NEW FORMAT
Malawi	1977	X	X	X	69/89	OUTDATED AIP
Mauritius	1997	√	√	√	2/00	AIP NEW FORMAT
Mozambique	1987	X	X	X	104/88	OUTDATED AIP
Namibia	1999	√	√	√	-	AIP NEW FORMAT
Réunion (France)	-	√	√	√	-	AIP NEW FORMAT
Rwanda	1982	X	X	X	5/89	OUTDATED AIP
Seychelles	1996	√	√	√	1/00	AIP NEW FORMAT
Somalia	1978	X	X	X	3/86	OUTDATED AIP

<b>STATUS OF IMPLEMENTATION – AIP (ANNEX 15, 4.1.1)</b>						
	<b>EDITION</b>	<b>GEN</b>	<b>ENR</b>	<b>AD</b>	<b>LAST AMENDMENT (NO/YEAR)</b>	<b>REMARKS</b>
South Africa	-	√	√	√	-	AIP NEW FORMAT
Swaziland	2000	√	√	√	-	“
Tanzania	2002	√	√	√	7/02	“
Uganda	1997	√	√	√	2/00	“
Zambia	1996	X	X	X	41/86	OUTDATED AIP
Zimbabwe	1999	√	√	√	1/02	AIP NEW FORMAT

**Note:** √ means available  
X means not available

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State/Territory Etat/ Territoire	AIP	AIP AMENDMENT			AIP SUPPLEMENT			AIC	NOTAM				AIRAC		REMARKS OBSERVACIONES
		REG	AIRAC	NIL	REG	AIRAC	NIL		REG	TRIGGER DECLENCHEU R	CHKLIST LISTE DE CONTRÔLE	SUMMARY SOMMAIRE	REG	NIL	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
BURKINA FASO	X	X	X	N	X	X	N	X	X	X	X	X	X	X	
CAMEROON	X	X	X	N	X	X	N	X	X	X	X	X	X	X	
CAPE VERDE	X	X	X	N	X	X	N	X	X	X	X	X	X	X	
CENTRAL AFRICAN REPUBLIC	X	X	X	N	X	X	N	X	X	X	X	X	X	X	
CHAD	X	X	X	N	X	X	N	X	X	X	X	X	X	X	
COMOROS	X	X	X	N	X	X	N	X	X	X	X	X	X	X	
CONGO	X	X	X	N	X	X	N	X	X	X	X	X	X	X	
CONGO (RDC)	X	N	N	N	N	N	N	X	X	X	X	X	X	X	
COTE D'IVOIRE	X	X	X	N	X	X	N	X	X	X	X	X	X	X	
EQUATORIAL GUINEA	X	X	X	N	X	X	N	X	X	X	X	X	X	X	
GABON	X	X	X	N	X	X	N	X	X	X	X	X	X	X	
GAMBIA	X	X	X	N	X	N	N	X	X	X	X	X	X	X	
GHANA	X	N	X	N	X	N	N	X	X	X	X	X	X	X	
GUINEA	X	N	X	N	X	N	N	X	X	X	X	X	X	X	
GUINEA-BISSAU	N	N	N	N	X	N	N	X	X	X	X	X	X	X	
LIBERIA	X	N	N	N	X	N	N	X	X	X	X	X	X	X	
MALI	X	X	X	N	X	X	N	X	X	X	X	X	X	X	
MAURITANIA	X	X	X	N	X	X	N	X	X	X	X	X	X	X	
NIGER	X	X	X	N	X	X	N	X	X	X	X	X	X	X	
NIGERIA	X	N	N	X	X	X	X	X	X	X	X	X	X	X	
SAO TOME & PRINCIPE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
SENEGAL	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
SIERRA LEONE	X	N	N	X	X	X	X	X	X	X	X	X	X	X	
TOGO	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

