AIR NAVIGATION SAFETY IN AFRICA AND MADAGASCAR

SECOND MEETING OF AFI AIM IMPLEMENTATION TASK FORCE
(Nairobi, 12-14 December 2012)

INFORMATION PAPER

(Presented by ASECNA)

ITEM 6: **Review of 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 AFI region**

This information paper has two objectives :
Make a review of transition steps implementation in ASECNA area
Analyze the implementation of ASBU methodology and transition from AIS to AIM roadmap

1- Introduction

The roadmap for the transition from AIS to AIM has three phases:

- Phase 1 : consolidation
- Phase 2 : digitalisation
- Phase 3 : Information management.

ASECNA, operating as Air Navigation Service Provider, particularly for as concern AIM domain, adopted an implementation plan to cover in priority goals related to Phases 1 and 2.

This information paper presents only implementation activities, as far as normalization activities including in the roadmap steps are conducted by ICAO.

2- Transition from AIS to AIM in ASECNA step by step phase by phase

a. Consolidation Phase

Steps	Ref	Actions	Implementation rate
AIRAC monitoring	**P03**	All publication are compliant with AIRAC-	100%
Monitoring differences related to annexes 4 and 15	**P04**	Differences notified by states are published	100%
WGS-84 implementation	**P05**	All international and regional aerodromes are covered	100%
Quality Management System	**P17**	QMS is implemented in 2012 for all AIM activities ; ISO Certification is planned for 2013	80%

b. Digitalisation phase

Steps	Réf	Actions	Implementation rate
Data integrity monitoring	**P02**	Pre-check and post-check procedures are established with four check points An indicator is used to monitor its	100 % Permanent action
Data Quality monitoring	**P01**	Check procedures established to be applied by all actors	50%
Integrated aeronautical information database	**P06**	Static and dynamic database implemented, full operational in June 2013 Database is linked with the automation of AIS Unit, NOF unit and AIP edition THALES solution : NOPIA+ANAIS	60%
Aerodrome mapping	**P15**	Use of GIS and automation of mapping computer application is planned for 2013/2014	0%
Obstacles	**P14**	Survey for eTOD are planned - Data availability : Zone 1 in 2013/2014 Zone 2, Zone 3and Zone 4 : in 2015/2016	0%
Topography	**P13**		
EAIP	**P11**	eAIP is available in PDF format- Migration to AIXM in 2013	70%

3- Transition from AIS to AIM and Aviation Systems Block Update (ASBU) methodology

Eleven modules attached to the four blocks of ASBU concern AIM activities.
All these modules are for Performance Improvement Area (PIA) "Globally interoperable of systems and data"
A quick analysis shows a total coherence between ASBU modules and transition objectives.

The following tables give us the correspondence:

« ASBU » Block	« ASBU » Module	Transition Phase
BLOC 0	**B0-30** : Service improvement through the Digital aeronautical information management	Digitalisation
	B0-25 : Increased interoperability, efficiency and capacity through ground-ground integration	Action to prepare Information Management
	B0-105 : Meteorological information supporting enhanced operational efficiency and safety	Action to prepare Information Management
	B1-30 :	Information

BLOC 1	Service improvement through integration of all digital ATM Information	Management
	B1-31 : Performance improvement through the application of System wide information management (SWIM)	Information Management
	B1-105 : Better operational decisions trough integrated weather information	Information Management
	B1-25 : Increased interoperability, efficiency and capacity through ICE/1 application before departure	Information Management

BLOC 2	**B2-31 :** Enabling airborne participation in collaborative ATM through SWIM	Information Management
	B2-25 : Improved coordination through multi-centre ground-ground integration (FF-ICE et SWIM)	Information Management
BLOC 3	**B3-105 :** Better operational decisions through integrated weather information.	Information Management
	B3-25 : Improved operational performance through the introduction of full FF-ICE.	Information Management

It appears from the preview table:

1) Consolidation phase must be taken as preparation phase to ASBU block 0 and in this way, actors, ICAO, States and ANSP have to take care to a correct implementation of consolidation phase steps;

2) Digitalization phase is supported by Block 1 and with addition of the preparation to integrated meteorological information;

3) Information Management phase is supported by Block 2 and 3

4- <u>Follow up</u>

The meeting is invited to:

a) Take in account what is doing by ASECNA for transition from AIS to AIM ;

b) Analyze relations between ASBU methodology and the roadmap steps in order to achieve successfully AIM target;

c) Note ASECNA wish to develop international partnership for AIM objectives, particularly for Database share and electronic terrain and obstacle data survey.