



International Civil Aviation Organization

**The Eleventh Meeting of the FANS Implementation Team for South-East Asia (FIT-SEA/11) and the Eighteenth Meeting of the South-East Asia ATM Coordination Group (SEACG/18)**

Bangkok, Thailand, 3 – 6 May 2011

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**Agenda Item 5: Review of Outcomes of the Related Meetings**

**SUMMARY OF THE DISCUSSION OF THE THIRD MEETING OF AIS-AIMSG  
(NOVEMBER 2010, MONTREAL)**

(Presented by the Secretariat)

**SUMMARY**

This paper briefs the summary of the discussion of the Third Meeting of AIS-AIMSG, which was held at ICAO HQ in Montreal from 9 to 12 November 2010.

**1 INTRODUCTION**

1.1 The Third Meeting of the Aeronautical Information Services-Aeronautical Information Management Study Group (AIS-AIMSG, November 2010) was held at the ICAO headquarters in Montréal, Canada.

**2 DISCUSSION**

Including AIM in Annex 15

Amendments 37 and 38 Development

2.1 The group considered the draft Annex 15 – *Aeronautical Information Services*, Amendments 37 and 38 documents. With regard to draft Annex 15 Amendment 37, the following was agreed:

- a) to add potential revisions relating to electronic terrain and obstacle data (eTOD) and aerodrome mapping data bases (AMDB);
- b) to prioritise development of Standard and Recommended Practices (SARPs);  
and
- c) the need for mature provisions linked to the *AIS to AIM Roadmap*.

2.2 With regard to draft Annex 15, Amendment 38 the following needs were agreed:

- a) the need for a mature draft for presentation to the planned AIS-AIM Divisional Meeting in 2014;

- b) to develop a substantive chapter on digital services that would be expected to expand in the future; and
- c) to incorporate a requirement to enable digital data exchange (AICM/AIXM).

***Action agreed 3/3 — Amendments 37 and 38 development***

- a) *that the ad-hoc group create a timeline incorporating all forthcoming major events and milestones for annex updates; and*
- b) *that the ad-hoc group produce an updated draft Amendment 37 for the next meeting.*

**Possible Development of a PANS-AIM**

2.3 After much discussion, the group was of the opinion that a Procedures for Air Navigation Services – Aeronautical Information Management (PANS-AIM) would provide the following benefits:

- a) provide increased application of the material in the AIS manual related to integrated aeronautical information package (IAIP) where increased harmonisation is desirable and considered of particular importance in fostering interoperability and the transition to AIM;
- b) reduce the provisions in Annex 15 by transferring material that is of a technical or procedural nature. This would allow an Annex 15 more focused on performance requirements;
- c) increased implementation of standard procedures would result from the need to publish differences from PANS (in AIP);
- d) full State review in update process; and
- e) provide a means to promulgate AIM related provisions that may not be suitable for Annex 15 and raise the global awareness of AIM.

2.4 The group concluded that there was support for the development of a PANS-AIM subject to a review of the initial draft to be provided by the Secretariat. The group asked that the initial draft of the document structure have particular emphasis on the content elements intended to be incorporated. Specifically the additional elements which detail AIM processes and procedures should be identified.

***Action agreed 3/7 — PANS-AIM Development draft***

*That the Secretariat provide an initial content outline and document draft to the group by 25 March 2011.*

2.5 The group was informed that under the most optimistic scenario, a PANS-AIM document could not be made applicable earlier than 2015 with 2016 being the most likely target.

### Integrated Briefing

2.6 The group was presented with AIS-AIMSG/3-SN/19 which was prepared in response and at the request of the AIS-AIMSG/1-SN/18 which calls for the development of Guidance Material on Integrated Briefing. The group noted that in many regions of the world, pre-flight activities for the briefing of AIS, NOTAM, MET and flight plan activities can take place over multiple systems and occur in different physical locations. The item for consideration by the group was how this could be consolidated into one complete system giving access to required information and allowing the access to flight planning and whether this needed to be described in a new ICAO Annex or other document. It was considered by the group that while there may be related guidance, it should be investigated as to whether the current provisions need to be updated and/or expanded.

#### ***Action agreed 3/12 — Review of provisions related to Integrated Briefing***

*That an ad-hoc group and the Secretariat undertake to review Annex 15, and Docs 8126 and 9377 with a view to determine the level of provisions and guidance applicable to the provision of integrated briefings as envisioned in the study note and report back to the group whether existing provisions and guidance should be updated.*

### AIM Operational Concept

2.7 The group was presented with a briefing and presentation by the Secretary concerning the events and processes leading up to the current work on AIM. The presentation further outlined the role of the ATM Operational Concept and how it provided the stimulus and direction for a number of developments, including the focus of the current work of the Air Traffic Management Requirements and Performance Panel (ATMRPP), the development of the flight and flow information for a collaborative environment (FF-ICE) concept. It was further explained to the group that since the FF-ICE concept dealt with a complimentary ATM information domain, it was an appropriate model to use to envision what an AIM operational concept could achieve and how it could be used to outline the acquisition, validation, collection, aggregation, and delivery of aeronautical information in a future system developed to meet the vision of the ATM Operational Concept. The presentation concluded with a proposal that the group consider developing an AIM Operational Concept as an opening adjunct a revised and updated AIS to AIM Roadmap document which could be presented to be published as an ICAO document.

2.8 The group agreed that the development of an operational concept and revised roadmap was worthwhile and necessary. The group was further of the opinion that such a concept should, among other elements, include the link to SWIM, a clear link between the roadmap and Annex 15 amendments, a clarification of some of the roadmap projects and a review of the associated project dates.

#### ***Action agreed 3/16 — AIM Operational Concept and Roadmap Development***

*That an ad-hoc group develop and propose a draft to the group.*

### Guidance Material on Digital Data Exchange

2.9 The group considered AIS-AIMSG/3-SN/8 which presented a proposal for a change to SARPs and guidance material concerning the SNOWTAM format. The proposal resulted from European experience with a digital SNOWTAM trial with input from Stakeholders. The need for the proposal resulted from the observation that the guidance on the application of the SNOWTAM could be improved in the interests of greater harmonisation and improving the usability of the information.

2.10 The group was informed that the SNOWTAM format was also being reviewed by the Runway Friction Task Force and the Aerodromes Panel. As a consequence it was suggested that it would not be useful at this time to conduct a detailed review of the proposal within the group since similar provision may be under study by other groups.

2.11 Accordingly, the group agreed that the proposal should be coordinated with the Aerodrome and Ground Aids (AGA) Section in ICAO for consideration by the Aerodromes Panel and the Runway Friction Task Force in the hope that it could be reviewed and considered in conjunction with other initiatives.

***Action agreed 3/17 — Coordination of Changes to SNOWTAM SARPs***

*That the Secretariat should:*

- a) *undertake to forward the proposal in AIS-AIMSG/3-SN/8 for consideration by the AGA Section and the Aerodromes Panel and Runway Friction Task Force; and*
- b) *report back to the group.*

**Data Processes and Procedures**

2.12 The group noted that the FAA and EUROCONTROL would continue to develop the specification, and validate it through trials and pioneer implementations with initial operational availability from 2012. The group agreed that comments on the specification and its application should be sent through the AIXM Forum.

***Action agreed 3/18 — Relationship of AIXM versions to Digital NOTAM***

*That the assigned member clarify the relationship of AIXM versions to Digital NOTAM requirements.*

**Electronic AIP (eAIP)**

2.13 The Secretary noted that “the Sample eAIP” was in the review and editing process for inclusion in Amendment 3 to the AIS Manual. The amendment was expected to be available in mid-2011. A member requested that a minor update to the document could be provided and the Secretary confirmed that this could be accommodated.

***Action agreed 3/20 — Electronic AIP (eAIP)***

*That the assigned member provides the updated Sample eAIP to the Secretariat for review and inclusion in the AIS manual by 15 January 2011.*

**World Geodetic System — 1984 (WGS-84) Manual (Doc 9674)**

2.14 The Secretariat informed that in accordance with Action agreed 2/15 the proposed text related to the use of coordinates transformation for inclusion in Amendment No. 1 to Doc 9674 had been reviewed and was incorporated into a draft amendment of Doc 9674. The document was in the editorial queue pending the development of guidance material on height reference systems in accordance with Action agreed 2/14.

***Action agreed 3/22 — Guidance on the use of coordinates transformation***

*That an ad-hoc group provides guidance material on height reference systems for inclusion in Doc 9674 by 1 March.*

**Data Integrity Requirements**

2.15 The group observed that the current integrity values cannot be measured and there is debate as to the use of the values. It was surmised that the values could represent targets to be achieved or outline the need for defined data handling processes to be in place. Based on the observation that the integrity values could not be measured and thus there was no method of demonstrating compliance the group formed the position that the only use for the values was to categorise data into groups requiring specific requirements for processes involved with data handling.

2.16 The group agreed that in the development of Amendment 37, the numerical values should be removed from SARP material and consequential changes to other annexes identified. The integrity classifications would remain and introductory text explaining the relationship to the numerical values and the use of integrity classifications would be prepared by the Secretariat. The group understood that these actions will need to be coordinated within the Secretariat and that the views of other groups may need to be sought prior to completing this action.

***Action agreed 3/24 — Data integrity requirements***

*That the Secretariat, in coordination with the group, prepare a proposed amendment for inclusion in Amendment 37 along with consequential amendments to other annexes, following coordination with other ICAO sections.*

**Inclusion, In the AIS Quality Manual, of QMS/SMS Models**

2.17 It was noted that safety management system (SMS) and quality management system (QMS) are complementary. SMS in many applications is implemented as an overarching process which is applied on an enterprise level throughout an organization. QMS is often applied at a lower level to achieve specific business outcomes. While it was understood that SMS focuses on the safety, human and organizational aspects of an organization, QMS focuses on the products/services of an organization and predominately takes into account the satisfaction of the customer/end user.

2.18 The group noted that both QMS and SMS are subject to achieve the overall organization goals, however, once AIS organization intends to implement SMS, there are overlaps and potential conflicts with QMS. The group expressed its difficulty understanding SMS as a process that would be applied in full and uniquely on an AIS unit (as opposed to an organization wide implementation). With this in mind, the group considered it premature to develop SMS related material for inclusion in Amendment 37 to Annex 15.

***Action Agreed 3/25 — Inclusion of Appropriate SMS Elements in Quality Manual***

*That the ad-hoc group on the AIS quality manual develop draft material concerning the relationship of SMS and QMS for integration into the quality manual to be forwarded to the Secretariat by 15 January 2011.*

Electronic Terrain and Obstacle Data (eTOD)

2.19 A summary of issues identified by the EUROCONTROL TOD Working Group were:

- a) the SARPs currently place the responsibility for determining which obstacles are hazards to air navigation on the State as the provider of the data, rather than on the users of the data. This is considered to have significant liability issues as it is only the end user that understands the context in which they will use the data and the impact of obstacles on their operations;
- b) the SARPs use the term “regularly used by international civil aviation” however, no definitive definition of this term is provided by ICAO. It is believed that a common definition would assist as this same phrase is used in several ICAO Annexes;
- c) it is unclear what terrain is to be surveyed to the Area 2 numerical requirements. The terrain requirements described in 10.1.5 refer to the obstacle data collection surfaces, whilst Figure A8-1 describes a different requirement. The Area 2 terrain data collected in accordance with paragraph 10.1.5 does not appear to serve any operational purpose;
- d) there is uncertainty about the surfaces to be applied for obstacle data collection in Area 2;
- e) Area 3 results in islands of data being collected which is of little operational use; and
- f) it is believed that Area 2 data is insufficient, in most cases, to meet the obstacle data requirements for Area 4 and that the note will result in a States not preparing the Area 4 obstacle datasets needed to replace the Precision Approach Terrain Chart.

AIM Staff Training Guidance

2.20 The group noted that the scope of the training manual would reflect the current provisions of Annex 15. There was concern expressed that an AIS Training Manual would be historical and not be focused on the needs connected with the move from AIS to AIM. It was considered by the group that regardless of title, AIM related components would be incorporated insofar as they related to meeting the provisions in the Annexes and guidance documents. It was further observed that the move to a competency based framework itself was evolutionary and fully supported the transition to AIM by identifying the required competencies that are distinct from the traditional provision of AIS.

***Action agreed 3/29 — NGAPS outcome coordination***

*That the Secretariat undertake:*

- a) *to find out the outcomes of the NGAPS task force; and*
- b) *transmit then to the ad-hoc group.*

***Action agreed 3/31 — AIS Training Manual development***

*That the ad hoc group will develop the manual further and report back to the Study Group at the next meeting.*

**3. ACTION BY THE MEETING**

- 3.1 The meeting is invited to note the information.

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