



*International Civil Aviation Organization*

**The Sixth Meeting of the Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF/6)**

Bangkok, Thailand, 15 to 17 March 2011

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**Agenda Item 7: Latest Developments in AIS Field**

**EVOLUTION TOWARDS  
AERONAUTICAL INFORMATION MANAGEMENT**

(Presented by the Secretariat)

**SUMMARY**

The 36th Session of the Assembly (September 2007, Montreal) highlighted the need for the strategic evolution towards Aeronautical Information Management (AIM) and recognized the need for an ICAO strategy to transit to AIM in a manner that will ensure the availability of aeronautical information to any ATM user in a globally interoperable and fully digital environment. This paper outlines progress made by ICAO in the transition towards AIM by addressing the recommendations resulting from the 2006 Global Aeronautical Information Services (AIS) Congress and through amendments to Annexes 4 – *Aerodromes* and 15 – *Aeronautical Information Services* that are designed to progress the global framework required for the implementation of AIM.

Action by AAITF/6 is contained in paragraph 5.

**1. INTRODUCTION**

1.1 The transition from the traditional product-centred provision of aeronautical information to a data-centred and systems-oriented information management approach has been identified as a fundamental component and key enabler of a future air traffic management (ATM) system meeting the vision of the ICAO global ATM operational concept. It is recognized that to satisfy new requirements arising from the *Global Air Traffic Management Operational Concept* (Doc 9854), aeronautical information services (AIS) must transit to the broader concept of aeronautical information management (AIM). As part of system wide information management (SWIM), AIM is required to support evolving requirements for collaborative decision making (CDM), performance-based navigation (PBN), ATM system interoperability, network centred information exchange, and to take advantage of improved aircraft capabilities.

**2. PROGRESS ON RECOMMENDATIONS FROM 2006 GLOBAL AIS CONGRESS**

2.1 The Global AIS Congress held in 2006 made 10 recommendations directed at ICAO and States. The Technical Commission of the 36th Assembly recognized the need for the Secretariat to support the recommendations of the congress together with the need for further coordination and transparency. These issues have been pursued by the Secretariat with the assistance of the Aeronautical Information Services-Aeronautical Information Management Study Group

(AIS-AIMSG) which was established in 2008. **Appendix A** to this paper outlines the significant progress that has been made on action called for by these recommendations.

### 3. CHANGES TO ICAO PROVISIONS

3.1 The ICAO Council adopted Amendments 56 and 36 to Annexes 4 and 15, respectively, (*State letters AN 9/1-10/19 and AN 2/2-10-18, refer*). The Amendments conform with the *Roadmap for the Transition from AIS to AIM (Appendix A, Recommendation 2 refers)* and contribute to a basis for AIM through:

- b) further provisions for quality management; to assist implementation, a new QMS Manual under development, expected availability in 2011;
- c) enabling clauses for the use of digital data exchange; to assist implementation, guidance under development, expected availability in 2010;
- d) revised provisions related to the automated pre-flight briefing;
- e) an improved NOTAM format;
- f) an amendment to strengthen aeronautical information regulation and control (AIRAC) adherence, particularly where information is provided in electronic form;
- g) new provisions for the eAIP; to assist implementation, guidance under development for inclusion in the *Aeronautical Information Services Manual*. (Doc 8126), expected availability in 2010; and
- h) provisions related to the use of the Internet for the provision of aeronautical information.

### 4. SUMMARY

4.1 The road from AIS to AIM is challenging in a globally harmonized context. Nevertheless, progress is being made and the challenges to transition to AIM are not seen as insurmountable. The evolution and implementation of AIM strategies, systems, and capabilities is a critical foundation for the development of a globally harmonized and interoperable ATM system. ICAO has assigned priority to this work and is committed to maintaining a leading role in this important transition.

### 5. ACTION BY THE MEETING

5.1 The meeting is invited to:

- a) note the global developments in the field of AIM; and
- b) take these developments into account in defining the regional strategy/work programme.

## **PROGRESS ON RECOMMENDATIONS FROM 2006 GLOBAL AIS CONGRESS**

The Global AIS Congress held in 2006 made 10 recommendations directed at ICAO and States to aid in the development of the AIM concept and the subsequent implementation of change.

### **Recommendation 1**

*ICAO should adopt the AICM/AIXM as the standard aeronautical information conceptual model and the standard aeronautical information exchange model; and develop appropriate means of compliance and global mechanisms to manage and develop the AICM/AIXM.*

Amendment 36 to Annex 15 included a provision enabling digital data exchange. Guidance material based on the aeronautical information conceptual model (AICM) and the aeronautical information exchange model (AIXM) is being developed for inclusion in the *Aeronautical Information Services Manual* (Doc 8126).

### **Recommendation 2**

*ICAO should evolve the AIM Concept and associated performance requirements and develop a road map to plan, manage and facilitate, on a worldwide basis, the transition from AIS to AIM.*

*The Roadmap for the Transition from AIS to AIM* has been developed by the Secretariat with the assistance of the AIS-AIMSG. It addresses in greater detail, the direction given in the *Global Air Navigation Plan* (Doc 9750) for the transition from AIS to AIM. Further work on the evolving AIM concept is being undertaken.

### **Recommendation 3**

*ICAO should initiate an urgent review of Annex 4 and Annex 15 in accordance with the recommendation of the 11th Air Navigation Conference.*

ICAO has developed provisions for Annex 15 enabling digital data exchange, electronic aeronautical information publications (eAIP), and electronic terrain and obstacle data (eTOD). ICAO is working on an update of provisions relating to electronic chart display in Annex 4.

### **Recommendation 4**

*ICAO should incorporate transition activities into the Global Air Navigation Plan in order to ensure broad-based development of AIS/AIM capabilities across all ICAO Regions.*

The Global Air Navigation Plan has been amended to incorporate a global plan initiative (GPI) relating to the provision of aeronautical information and the development of AIM capabilities.

## **Recommendation 5**

*ICAO should, as a matter of urgency, address the legal and institutional issues, including those associated with an expansion of service from AIS to AIM that could constrain the adoption and implementation of AIM.*

ICAO held the Worldwide Symposium on Enabling the Net Centric Information Environment (June 2008). The objective of the Symposium was to address the institutional and legal issues encompassing organizational, financial and intellectual property aspects associated with SWIM. It has been noted that many of the issues, particularly with respect to copyright and liability lie within the individual jurisdictions of States. However, issues with respect to cost recovery and relationships with third-party data providers are being examined.

## **Recommendation 6**

*States, working in close coordination with international organizations, should support ICAO in any activity to accommodate the transition from AIS to AIM.*

The Secretariat has received direct support in the form of an expert seconded to work at the ICAO Air Navigation Bureau (ANB) for two years. Additionally, numerous States and international organizations are contributing to the work by supporting the participation of experts on the AIS-AIMSG.

## **Recommendation 7**

*Recognising the critical nature of aeronautical information in the present and future ATM systems, States should give high priority to the implementation of existing Standards, such as WGS-84, and Quality Management Systems and should, if necessary, request assistance from ICAO or from appropriate international organizations to do so.*

ICAO has identified in the *Roadmap for the Transition from AIS to AIM* that a critical first phase of the transition is the compliance with existing SARP and amendments as they become applicable. In this connexion, ICAO regional offices have been active in determining areas of non-compliance and outlining the need for States to prepare for the implementation of automation to allow for the transition to AIM.

## **Recommendation 8**

*Recognising the social dimension associated with change, ICAO, working with States and international organizations, should determine the required staff profile(s) for AIM, determine appropriate skills and competencies, amend existing guidance material and develop new guidance and training material to assist States and other AIS organizations in the transition process.*

The Secretariat is developing an AIS training manual that will align the competency framework of the *Procedures for Air Navigation Services — Training* (PANS-TRG, Doc 9868) to EUROCONTROL's Common AIS Staff Profiling (CASP) and AIS Training Development Guidelines. The first draft is expected to be completed in 2010.

**Recommendation 9**

*ICAO should promote open access to information.*

The Secretariat has engaged in a dialogue with States, industry stakeholders to examine the issues related to copyright and trademark with a view of reducing barriers to open access to information.

**Recommendation 10**

*ICAO should consider, as a matter of priority, how a global forum could be established.*

ICAO is in the process of planning a divisional meeting which will address issues relating to the evolution and implementation of AIM.

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