



Ministry of Land, Infrastructure, Transport and Tourism

**CIVIL AVIATION BUREAU, JAPAN**



# Harmonized efforts toward Aeronautical Information Management in Asia/Pacific region

**Presented by Japan**

# Transition from AIS to AIM

## ■ AIS Requirements for global ATM environment

- Quality
- Timeliness



Product-centric  
aeronautical information  
service (AIS)



Need to change

Data-centric  
aeronautical information  
management (AIM)

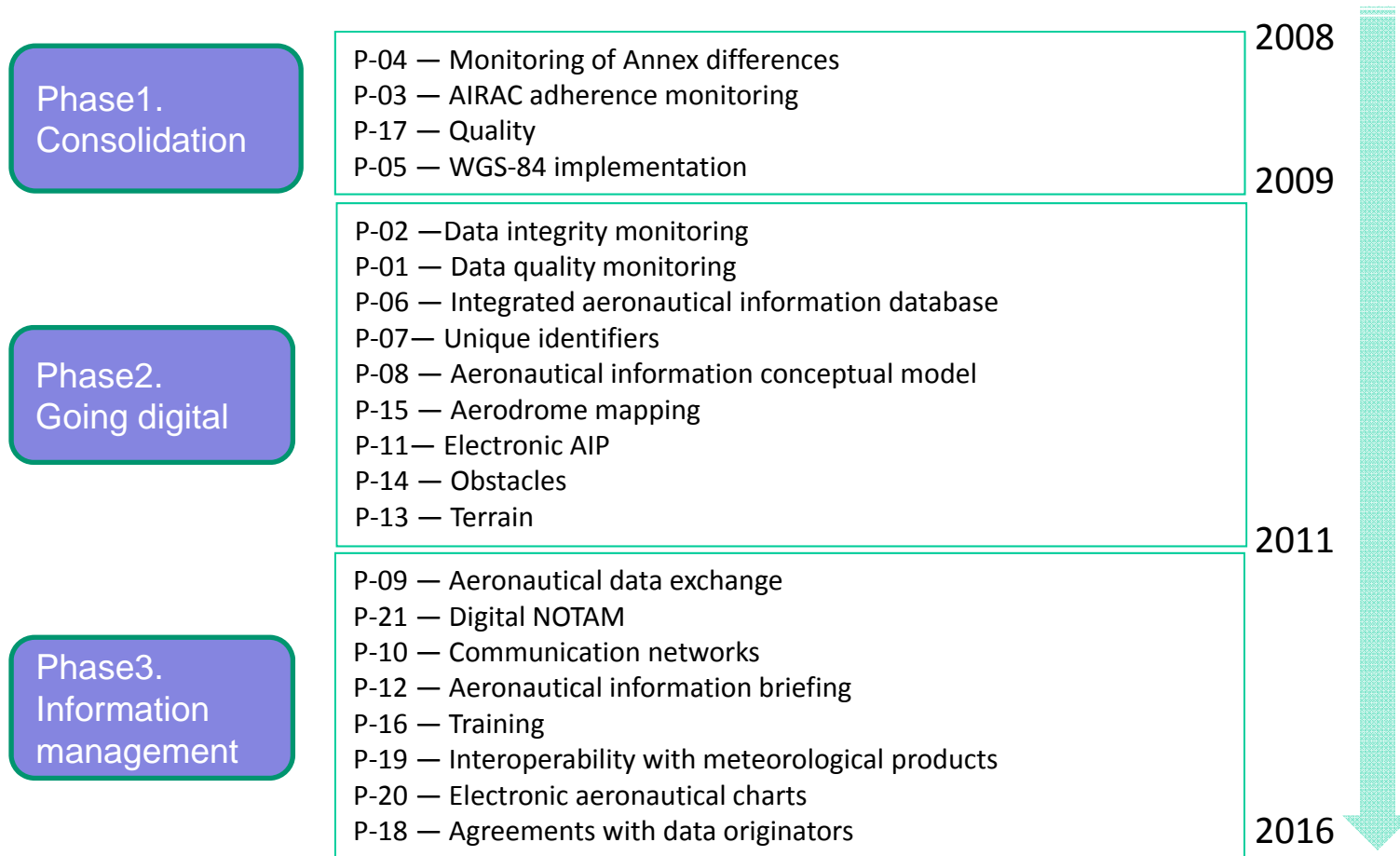
- Quality
- Timely
- Digital
- Secured
- Standardised
- Interoperable
- Shared

AIM =The dynamic, integrated management of aeronautical information through the provision and exchange of **quality-assured digital aeronautical data** in collaboration with all parties.

Key enabler for Global ATM



# Transition from AIS to AIM



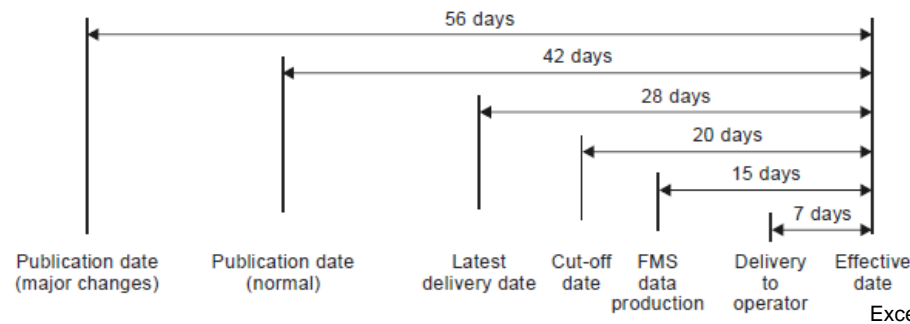
➤ ICAO AIS-AIM SG works to facilitate AIM implementation in a worldwide harmonized manner

➤ AIM activities being progressed worldwide



# AIRAC No-adherence

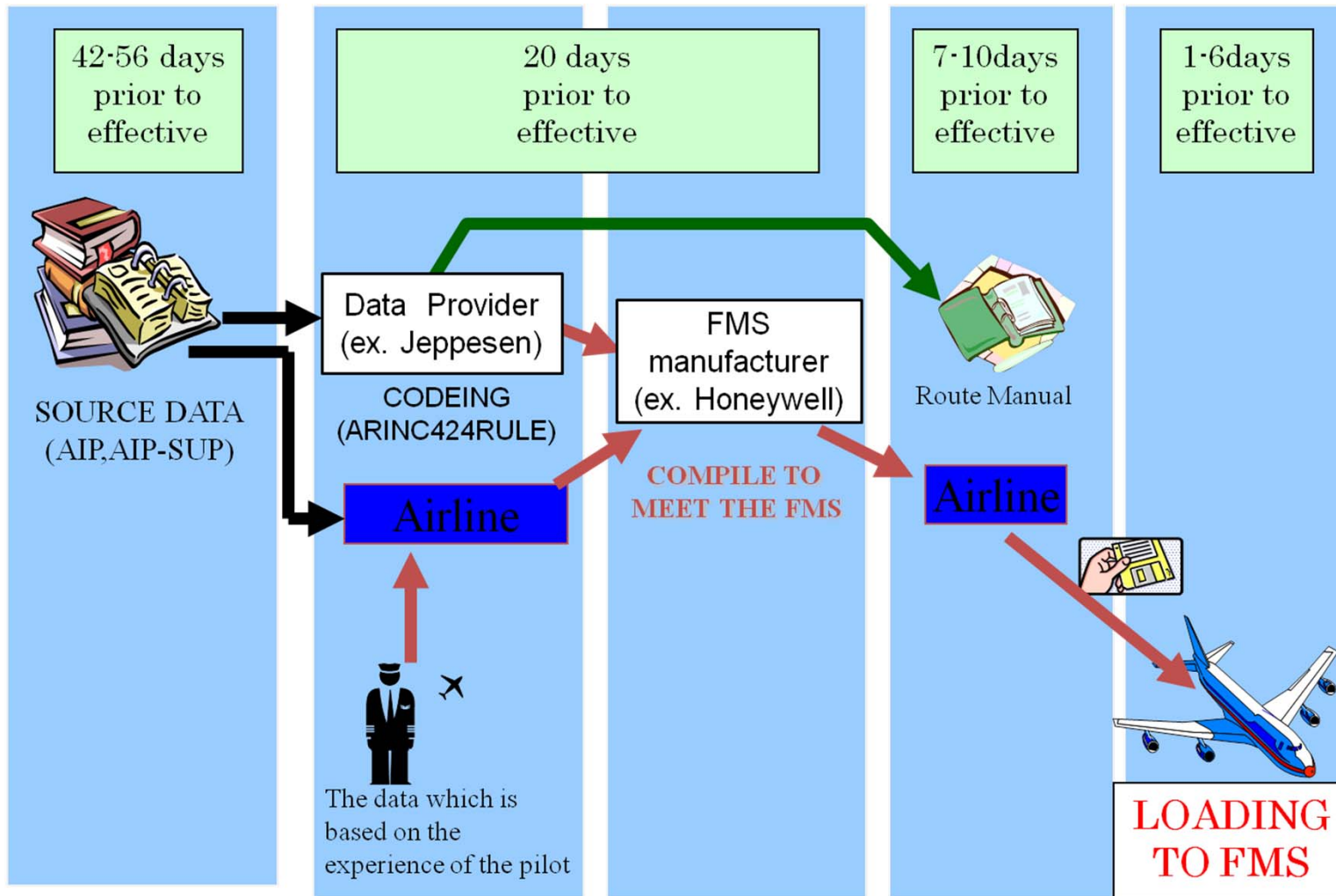
- Nowadays, aircraft operation relies on the accuracy of FMS navigation data compiled from aeronautical information(AI)
- AI of operational significant changes must be notified well in advance
- Short-notice changes of AI or corrupt/erroneous AI have significant impact
- AIRAC (Aeronautical Information Regulation and Control) is a rule to ensure the timeliness of AI promulgation to enable all stakeholders update FMS
- However AIRAC non-adherence reported in the region



Excerpt from AIS Manual

Processing cycle for airborne navigation database

# Data flow from Aeronautical Information to FMS



## Discussion on AIS-AIM Implementation Task Force(AAIF)

- The main reasons of non-adherence to AIRAC appeared to be:
  - Poor planning and coordination between originators and AIS units
  - AIS units not being empowered to decline to promulgate information not complying with Annex 15 requirements.



- After discussion, following Draft Conclusion was agreed.

*States should be urged to recognize the importance of Annex 15 compliance in respect of aeronautical data affected by major projects, by*

Establishing formal coordination between change originators and Aeronautical Information Service (AIS) units to ensure appropriate planning and that promulgation requirements were taken into account

empowering AIS personnel to decline requests that did not comply with Annex 15, except for urgent corrections, emergencies, and matters of national security



- Need to recognize the importance of the chain (originator - Aeronautical Information - Nav data)



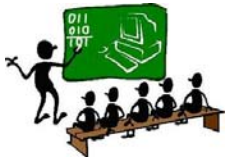
## AIM Implementation status in Asia/Pacific States



- Survey result indicates a large gap between States
- Number of States not yet in Phase 1 (Monitoring of Annex differences, AIRAC adherence monitoring, WGS-84, Quality)
  - Only 10 States completed Phase 1
- Considering slow AIM implementation, AAITF agreed following Draft Conclusion

States should develop a basic plan that identified when all the AIS-AIM Transition elements in the AIS-AIM Roadmap would be completed, and submit these plans to the Asia/Pacific Regional Office prior to 1 January 2013

ICAO should conduct an AIM Quality Assurance Seminar in conjunction with AAITF



## Harmonized efforts in Asia/Pacific Region

- Harmonized efforts are necessary in the region
- Recognize again the need for the transition to AIM



■ Need to accelerate activities for AIM





## Current status of AIM implementation in Japan

### Aeronautical Information Service Center

- Sole integrated AIS unit since 2007
- 42 personnel (39 AI officer)

2007 : Quality Management System (ISO9001:2008)

Specific training system for AIS

2008 : Graphic NOTAM for 19 major airports

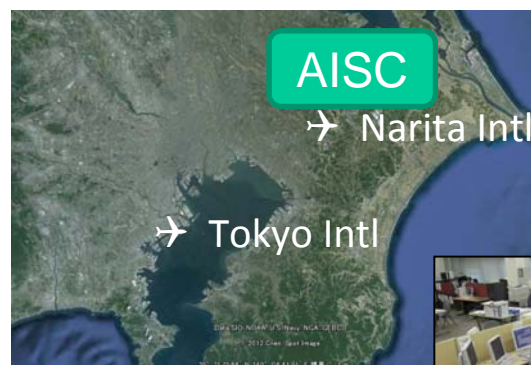
2009 : Static Data management (AIXM4.5)

eAIP (internet, DVD)

Underway to implement

2015 : Electronic terrain and obstacle data (eTOD)

■ Ready to contribute to the region-wide AIM enhancement



Thank you for your attention !

