



*International Civil Aviation Organization*

**MIDANPIRG ATM/SAR/AIS Sub-Group**

**Thirteenth Meeting (ATM/AIM/SAR SG/13)**  
*(Cairo, Egypt, 30 September – 3 October 2013)*

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**Agenda Item 6:      AIM Issues**

**AIM-SWIM SEMINAR**

*(Presented by the Secretariat)*

**SUMMARY**

This paper presents the outcome of the IFAIMA Global AIM 2013 & ICAO EUR/MID AIM/SWIM Seminar held in Istanbul, Turkey, 14-17 May 2013.

Action by the meeting is at paragraph 3.

**REFERENCES**

- <http://www.ifaima.org/GAIMConference2013.html>

**1.      INTRODUCTION**

1.1            The IFAIMA Global AIM 2013 & ICAO EUR/MID AIM/SWIM Seminar was successfully held in Istanbul from 14 to 17 May 2013. 289 participants from 53 States, 5 International Organizations and 17 Industry Exhibitors were of attendance. The event was organized jointly by IFAIMA, ICAO and EUROCONTROL and hosted by the Turkish Air Navigation Service Provider (DHMI) and the Turkish AIM Association (TAIMA).

1.2            The theme of the event was “Aeronautical Information Management (AIM) support to seamless Air Traffic Management (ATM) in a System Wide Information Management (SWIM) environment”.

1.3            The 60<sup>th</sup> Anniversary of AIS - “AIS Jubilee” was celebrated on the second day of the event, 15 May 2013.

**2.      DISCUSSION**

2.1            The main objectives of the Seminar were to:

- a) provide States with a better understanding of the planning and implementation issues related to the transition from AIS to AIM;
- b) provide briefings related to AIM and SWIM global developments and regional/national AIM-related activities and experiences; and

- c) address the AIM/SWIM challenges/opportunities and Users' requirements/ views.

2.2 The seminar provided a balance between Concepts, technical developments and "institutional and training" issues. All the presentations are available at: <http://www.ifaima.org/GAIMConference2013.html>.

2.3 The seminar was apprised of the outcome of the twelfth Air Navigation Conference (AN-Conf/12) related to AIM and SWIM and associated Recommendations (Global attention).

2.4 The work achieved so far by the AIS-AIMSG was noted with appreciation, and the challenges for the achievement of its future work programme (Amendment 38 and 39 to Annex 15, PANS-AIM, etc.) were recognized.

2.5 The progress achieved for the transition from AIS to AIM in the different ICAO Regions was noted with appreciation, through interesting presentations from/about:

- EUR Region (Eurocontrol AIM/SWIM Team, ICAO COG/AIM TF, Turkey, EAD, etc.)
- MID Region (MIDANPIRG AIM TF (including MIDAD), Bahrain, Iran, Jordan and UAE)
- AFI Region (APIRG AIM TF (including AFI-CAD))
- APAC (Australia and Mongolia)
- South America (Dominican Republic).

2.6 Latest technologies, products and capabilities related to AIM and SWIM were demonstrated by the Companies/Industry participating in the Exhibition set-up concurrently with the Seminar, which was highly appreciated by all participants.

2.7 The Conclusions of the Seminar were grouped into 6 categories:

- 1) Working Together
- 2) Global Support
- 3) State Programs
- 4) Transition Considerations
- 5) Transition Planning and Management
- 6) SWIM

### ***Working Together***

- a. Collaboration, cooperation and sharing of experience and best practices are of utmost importance.
- b. Success will require not only a new paradigm, but also new partnerships across nations and across sectors.
- c. Formal arrangements with data originators are critical to ensure information quality and integrity.
- d. Active engagement (interactions) with supply chain partners is key.
- e. Integration between AIM services and the ATM operations processes is a key enabler for achieving a seamless ATM data chain.

- f. EAD provides an example of successful regional cooperation, to be taken into consideration when developing similar projects in other Regions (i.e.: AFI-CAD, MIDAD, etc.).

### ***Global Support***

- a. Need to take necessary follow-up actions on the AN-Conf/12 Recommendations related to AIM and SWIM.
- b. Need for a standardized methodology to assess and report progress in the transition from AIS to AIM to be included in the Regional ANPs and to be used for the Global Air Navigation Report and Regional Dashboards.
- c. Need to further develop and update guidance material to support and expedite the transition from AIS to AIM
- d. Continue the work on harmonization of aeronautical data for a better common understanding as well as for increasing the interoperability. The need for guidelines and harmonization of procedures related to flight procedure encoding (ARINC 424) was particularly underlined.

### ***State Programs***

- a. The need to improve States' AIM safety oversight capabilities was reiterated.
- b. A State-coordinated programme, involving regulator, ANSP, Aerodromes and Geodetic Authorities (Civil and/or Military) is necessary for successful eTOD implementation (eTOD project management).
- c. Applications using authoritative and quality-assured aerodrome mapping data accessed through AIS/AIM will enhance safety and efficiency.

### ***Transition Considerations***

- a. User requirements drive the implementation of capabilities.
- b. The timely availability of high quality aeronautical information is a fundamental to achieving success and for subsequent implementations.
- c. Senior management involvement and support is pre-requisite for a successful transition to AIM.
- d. The importance of human factors, training and English Language Proficiency (ELP) of AIM staff was highlighted.

### ***Transition Planning and Management***

- a. Change should be evolutionary with clear identification and prioritization of the objectives based on assessment of needs and capabilities.
- b. Service Oriented Architecture and service delivery for AIM should be the focus.
- c. Planning should be based on an enterprise architecture methodology.

- d. Technology is part of the solution but not the only answer.

**SWIM**

- a. SWIM will require the development of new skills and competencies.
- b. Global interoperability and standards are key requirements for SWIM.
- c. Participation in the EUROCONTROL 2013 SWIM Master Class was strongly encouraged.
- d. Data exchange models represent an essential pre-requisite for SWIM.
- e. Liability, copy right, charging, security issues, etc., represent challenges for SWIM but not blockers.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) urge States to take necessary follow-up actions on the outcome of the ICAO EUR/MID AIM/SWIM Seminar.

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