



International Civil Aviation Organization

MIDANPIRG/19 and RASG-MID/9 Meetings

(Riyadh, Saudi Arabia, 14 – 17 February 2022)

Agenda Item 5.4: Aeronautical Information Management (AIM)

AIMING TO ENABLE TOGETHER

(Presented by IATA)

SUMMARY

This paper presents the outcomes of the MID Region AIM activities for 2021, State participation, successes and challenges,

REFERENCES

– MIDANPIRG/19 WP40

1. INTRODUCTION

1.1 Safe, efficient, predictable, flight operations and planning is completely reliant on access to high quality, timely, accurate, fit for purpose, aeronautical information that airspace users can have absolute confidence in.

1.2 Aeronautical information originators, service providers and users must collaborate together to achieve a level of aeronautical information that enables predictable, safe, efficient flight operations, with all stakeholders confident in the content and accuracy of data.

1.3 Planning of, or execution of Flight Operations cannot be undertaken without access to ‘published’ aeronautical information, for example ATM/ATFM requirements, Airspace & Route Availability, Temporary changes, Aerodrome data.

2. DISCUSSION

2.1 The COVID pandemic shone a spotlight on many of the endemic deficiencies within the global and regional aeronautical information as the aviation value chain struggled to find opportunities amongst the extreme constraints.

2.2 Main issues highlighted include:

2.2.1 Multiple interpretations of standards and recommended practices by data originators and publishers creating inconsistencies and uncertainty

2.2.2 Uncoordinated publication of non-standard critical aeronautical information such, as COVID constraints and requirements, that needed to be urgently communicated and updated

2.2.3 Publication of data that cannot be ingested by flight planning and navigation databases because of misalignment between originator and publisher and a lack of understanding of end user system capabilities and requirements

2.2.4 Inadequate, contradictory, non-compliant published aeronautical information which often resulted in conflicting data

2.2.5 Aeronautical information published in the incorrect publication making it difficult to find and thus often missed.

2.2.6 Late or unpublished crucial aeronautical information creating uncertainty and hindering operations and effective operational planning

2.2.7 NOTAM published with immediate effect, rather than published with an effective date, which could not be accommodated by Airspace users / Data houses

2.2.8 Published aeronautical information that is unintentionally unfit for purpose

2.3 It became clear to address these deficiencies it would certainly take open, honest communication and the collaborative effort of all the role players in the aeronautical information data chain

2.4 To this end an alliance with the ICAO MID regional office was created and a multi stakeholder collaborative group, the MID AIM Forum was created. Initially established under the Recovery Planning Task Force, later to be endorsed by the AIM SG.

2.5 The MID AIM Forum has brought together 3 regional and 1 international air carrier to represent the industry, along with 2 data houses and more than 80% of the IATA MENA regions AIM service providers and regulators, and 100% of the ICAO MID Region.



Fig 1 MID States Participating in the MID AIM Forum

2.6 Additionally, ICAO, IATA and AACO together with UAE GCAA have come together to form a regional AIM go-team, focusing primarily on NOTAM improvement, and have engaged with identified States through AIM Panels.

2.7 The MID AIM Forum and AIM Go-Team, have enjoyed the following notable successes realizing actual improvements to aeronautical information to enable flight operations planning and execution

2.7.1 Open collaborative dialog, improving understanding and cooperation amongst the role players

2.7.2 The development, adoption, and implementation of the COVID Aeronautical Information Publication Guidance and NOTAM Templates bringing alignment and standardization to data

2.7.3 Multiple improvements in the quality of NOTAM and other published aeronautical information pertaining to COVID as well as other operational data bringing predictability and enabling planning and flight operations

2.7.4 The reduction of old and very old NOTAM and the correct publication of permanent data

2.8 Further to all these activities and improvements, the first, very successful, regional workshop on Flight Planning System Capability was held with a MID Civil Aviation Authority. The workshop addressed the importance of aeronautical information in a Flight Planning, Flight Dispatch, ATM environments. This activity being a critical cross coordination activity between AIM and AT(F)M that will ensure safe, efficient, predictable, flight operations and planning through clear, timely and fit for purpose NOTAM and other aeronautical information in a format that can be ingested and correctly interpreted by flight planning and navigation databases.

3. CONCLUSION

3.1 Despite the largely negative impact of the COVID pandemic it has identified many opportunities for improvement that the MID region has taken advantage of to realize collaborative improvements in aeronautical information. 2020/21 has set the bar high and created a strong foundation from which the region can further leverage continuous improvement in aeronautical information into the future that will ensure high quality, timely, accurate, fit for purpose, aeronautical information that airspace users can have absolute confidence in.

4. ACTION BY THE MEETING

4.1 The meeting is invited to note the information provided.