



From AIS to AIM

COMSOFT AIS to AIM
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Context and Overview
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is making the link

Context: Challenges to AIS Worldwide

- AIS throughout the world face a number of challenges :
- Air traffic growth
 - More users of AIS information
 - Need for more air traffic capacity
 - More data coming from data originators
- More automation in aircrafts
 - A380 uses aerodrome mapping to calculate more efficient
 - Drones
- Need for interoperability
 - Within ANSPs
 - With other organisations
- Budgetary pressure

Context: Solutions to Address These Challenges

- Improve data quality
- Ensure data integrity
- Exchange data
- More automation
- Manage and control data
- Staff training

Aeronautical Information Management

ATM community expectations:

- The ATM community will depend extensively on the provision of **timely, relevant, accurate, accredited and quality-assured information** to collaborate and make informed decisions.
- Sharing information on a system-wide basis will allow the ATM community to **conduct its business and operations in a safe and efficient manner.**

Global Air Traffic Management Operational Concept (Doc 9854)

From an airspace user perspective

- Greater equity in airspace access, **greater access to timely and meaningful information for decision support**, and more autonomy in decision making, including conflict management,
- will provide the opportunity to **better deliver business and individual outcomes within an appropriate safety framework.**

Global Air Traffic Management Operational Concept (Doc 9854)

From a service provider perspective

- The ability to operate **within an information-rich environment, with real-time data, as well as system trend and predictive data**, fused with a range of automated decision-support or decision-making tools,
- will enable **optimization of services to airspace users**.

Global Air Traffic Management Operational Concept (Doc 9854)

From a regulator perspective

- Safety systems shall **be robust and open, allowing safety not only to be more easily measured and monitored, but also compared and integrated on a global basis**, not for its own sake, but as a platform for continuous improvement.

Global Air Traffic Management Operational Concept (Doc 9854)

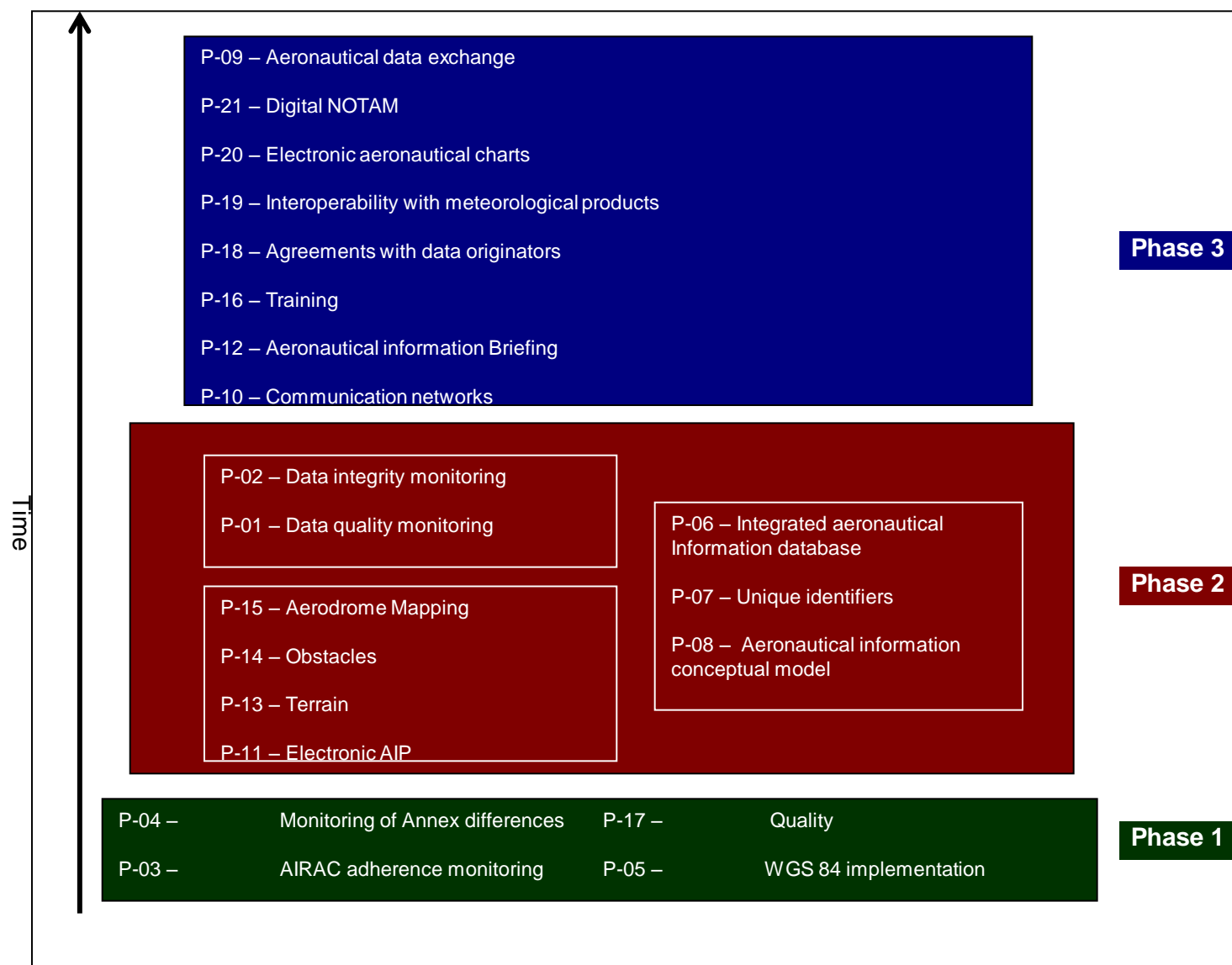
How to meet with the expectations?

- AIM Roadmap expands Doc 9750 for the future development of aeronautical information.
- AIM Roadmap offers practical guidance and advice to regional planning groups and States
- **The most efficient way to meet ATM expectations is to implement the 21 steps of ICAO Roadmap from AIS to AIM.**

Required Steps for a Transition from AIS to AIM

- P-01 — Data quality monitoring
- P-02 — Data integrity monitoring
- P-03 — AIRAC adherence monitoring
- P-04 — Monitoring of States' differences to Annex 4 and Annex 15
- P-05 — WGS-84 implementation
- P-06 — Integrated aeronautical information database
- P-07 — Unique identifiers
- P-08 — Aeronautical information conceptual model
- P-09 — Aeronautical data exchange
- P-10 — Communication networks
- P-11 — Electronic AIP
- P-12 — Aeronautical information briefing
- P-13 — Terrain
- P-14 — Obstacles
- P-15 — Aerodrome mapping
- P-16 — Training
- P-17 — Quality
- P-18 — Agreements with data originators
- P-19 — Interoperability with meteorological products
- P-20 — Electronic aeronautical charts
- P-21 — Digital NOTAM

21 Steps in Three Phases



Three Phases for the Transition from AIS to AIM

- Phase 1 — Consolidation
 - Improving existing products
 - Standards compliance

- Phase 2 — Going digital
 - Data driven processes
 - Aeronautical Information Conceptual Model

- Phase 3 — Information management
 - New products
 - Central Aeronautical Database

Carry Out the Transition from AIS to AIM

- To carry out the transition successfully, the states need:
 - A sound understanding of the roadmap and its objectives
 - A sound understanding of each step and their requirements

This is achievable by training all stakeholders involved in the Data Flow, from data originators to AIS office to users

- Human and material resources dedicated to each step

This is achievable only with the firm commitment of the States to be compliant with the international standard

Carry Out the Transition from AIS to AIM (continued)

- To carry out the transition successfully, the states need:
 - A clear implementation plan for each step
 - A well-defined organization of the implementation teams

This is achievable thanks to close collaborations with other States and stakeholders to ensure global compatibility and harmonization via their feedbacks of their experiences

Conclusion

- A global effort is on-going to change AIS into AIM
- AIS to AIM is a change management process
 - Inside ANSPs
 - But also over the whole aeronautical data flow
- AIS offices are key partners in ATM evolution
- The ICAO AIS to AIM roadmap is a clear way forward

Now, it's up to you to drive the road!



Thank you!

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