



ICAO

International Civil Aviation Organization

**Fifteenth Meeting of the ICAO Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF/15)**

Video Teleconference, 01 – 05 June 2020

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**Agenda Item 5: AIS-AIM Updates**

**AIS TO AIM UPDATE**

(Presented by Philippines)

**SUMMARY**

This paper presents Philippines AIS to AIM roadmap. Completion of some Roadmap steps, progress and challenges in achieving AIM. This paper will also present the achievements and difficulties in transitioning from European AIS Database (EAD) System to Aeronautical Information Service System (AISS) as part of AIS to AIM.

**1. INTRODUCTION**

AIS to AIM Update

1.1 The AIS Philippines Roadmap from AIS to AIM has been very challenging for CAAP since 2013. We have almost completed Phase One (*Consolidation*) P-03,P-04 ,P-05, P-17 81% (Quality Management System) has been placed and implemented and awaiting for our final audit for 100% completion this year.

1.2 On Phase Two (*Going Digital*), P-01,P-02,P-06, P-08 and P-07 have been completed. We are planning to produce by the end of 2020 the Electronic AIP (P-11) since the European AIS Database (EAD) System has the capability to produce both pdf and html output. Since we have 87 airports in the Philippines we are planning to prioritize our 8 International airports to address the P-13 (Terrain), P-14 (Obstacles) and P-15 (Aerodrome Mapping) deficiency on our roadmap.

1.3 On Phase Three (*Information Exchange*) We have completed P-10 (*Communication Networks*) and P-09 (*Aeronautical Data Exchange*), currently Philippine AIS is on AIXM 4.5, budget allocation for AIXM 5.1 training has been placed this year. We plan to complete the by the end of 2020 or early 2021 P-18 50% (*Agreements with Data Originators*), we have already conducted seminars and drafted Service level Agreements and awaiting for their feedback. P-12 80% (*Aeronautical Information Briefing*) we are now using the AISS for flight planning and flight briefing, we are now able store world wide NOTAM, but still have issues on satellite images when retrieving PIB. P-16 50% (*Training*) Since the merging of three facilities (International Flight Operations Briefing Service (IFOBS), Domestic Flight Operations Briefing Service (DFOBS) and Aeronautical Information Service (AIS)) last July 2018, we are now conducting cross trainings for personnel, updating of training manuals and target date for completion is by the end of 2020. P-19 (*Interoperability with meteorological products*), P-20 (*Electronic Aeronautical Charts*) and P-21 (*Digital NOTAM*) though intend to comply, procedures are still to be discussed in the near future and most of them will require AIXM 5.1.

Transition from EAD to AISS

1.4 AIS Philippines are still maintaining two systems right now, the EAD System and AISS. AIP and Charting still have some issues with regards to the layouts required for publication hence we have extended our subscription to EAD system in order to cope with our current publication requirements until we have fully transitioned to the AISS.

1.5 Last 2019 AIS Operations has been able to handle world wide NOTAM and stored it in the AISS database in Manila, however there are still issues on the SDO XS (sync problem). We are now using the AISS for flight planning/briefing processing, for flight plan proposals only selected remote facilities are currently using the Internet Briefing Service (IBS).

1.6 Weekly coordination meeting are in place to address issues, updates and maintenance for AISS.

**2. DISCUSSION**

Heading

2.1 AIS Philippines is committed in achieving AIM, we plan to complete/target two roadmap steps every year. Transitioning from EAD to AISS has been very challenging because of difference in functionality, features and versions. More training is required for the personnel handling the new role as administrator, operator and user.

2.2 Due to COVID-19 pandemic, most of the AIS scheduled plans, projects and amendments will be re-scheduled. Alternative Operations work schedule is being implemented; new procedures have also been drafted and will be refined for the new normal operations of AIS.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to note the information contained in this paper.

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