



ICAO

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Seventeenth Meeting of the ICAO Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF/17)

Video Teleconference, 20 – 24 June 2022

Agenda Item 5: AIS-AIM Updates

AIS TO AIM UPDATES

(Presented by CIVIL AVIATION AUTHORITY OF THE PHILIPPINES)

SUMMARY

This paper presents Philippines AIS to AIM updates. Regional Implementation Status of AIM Performance Expectations steps that have been complied and progress. This paper will also cover the achievements for the past year and the ongoing 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 Regional Implementation Status of AIM has almost completed the steps for Phase 1. Step 1 (*1a – 1d*) and Step 6 (*Established quality management processes for aeronautical information*) has been 100% complied.

1.2 AIS Quality Management System (QMS) has been fully implemented and was audited by our state regulator last June 2021 and it has passed and in compliance with the findings. AICs were also published to provide procedures or guidelines for the data originators for promulgation of aeronautical information and NOTAM.

1.3 The following step of the regional AIM implementation has been complied. (100%).

>Step 4 (*Developed competency requirements for AIS personnel, including English language proficiency requirements, supported by a program of regular performance assessment*);

>Step 8 (*Provided full access to relevant ICAO Annexes and Documents to all personnel having responsibility for the reception, management, publication and/or distribution of aeronautical information and aeronautical data*) and

>Step 9 (*Ensured compliance of all aeronautical products with common reference systems WGS-84, MSL/EGM-96 and UTC*).

1.4 Operations Manual has been revised and Training Manual and Working Instructions has been established and implemented to fully comply regarding the said steps.

1.5 English language proficiency has been established by the organization that all Air Traffic Management Officer and that all AIS Officers are English proficient.

1.6 Step 5 (*Established regular programs of engagement with all stakeholders*) is already in 50%. Internal and external stakeholders' awareness/seminar has been conducted last 2020 and it is one of our targets to conduct regular programs of engagement with all stakeholders this remaining 2022.

1.7 For Step 7 (*Established formal agreements between AIS providers and aeronautical data originators*) is also at 50%. We have already conducted meetings and drafted Service level Agreement between AIS providers and aeronautical data originators and this is another target to comply on the remaining months of 2022. Program of Works has been prepared to address Steps 5 and 7.

1.8 Step 3 (*Established AIS either as a separate entity within, or separated from the civil aviation administration*). Management has been conducting meetings on the requirements needed in order to established AIS as a separate entity.

1.9 Step 2 (*Ensured National ATM Plans include implementation planning for each of the performance expectations of the Regional Plan for Collaborative AIM*) target to comply by 2023.

1.10 On Phase 2, Step 12 (*Implemented and maintained quality management systems encompassing all functions of the AIS*) has been 100% complied through the implementation of the AIS QMS. Step 13 (*Established and maintained digital databases of aeronautical information (PANS-AIM Appendix 1)*) has also been 100% complied through maintaining our Static Database (SDO) both in AISS and EAD Pro system.

1.11 Step 10 (*Adapted policy, primary legislation and supporting regulations to support digital data sets of aeronautical information and associated product*) is on 25% as we have implemented some data requirements stated in PANS-AIM and Manual of Standards for AIS.

1.12 Step 11 (*Adapted training, competency and performance assessment of AIS personnel for digital data sets and eAIP*) is still in 50% as trainings were put on hold during pandemic.

1.13 Step 15 (*Implemented internet-accessible electronic AIP generated from digital database of aeronautical information*) is on 30% as we have established a website that Philippine Subscribers can access in order for them to view in PDF file/format the current publications of our State.

1.14 As for Step 14 (14a – 14c), these are the targets for 2024. We are planning to prioritize our 8 International airports to address and comply this matter.

1.15 On Phase 3, Step 16 (*Adapted policy, primary legislation and supporting regulations to support automated exchange of aeronautical data*) has been 100% complied through implementation of ICAO recommendations to address the automated exchange of aeronautical data.

1.16 As for Steps 17 and 18; currently Philippine AIS is still on AIXM 4.5, budget allocation for AIXM 5.1 training has been placed again this year to provide our personnel the required knowledge to navigate or operate AIXM 5.1.

1.17 In addition to AIS to AIM update, last November 2021, the new ICAO Global Reporting Format (GRF) including the new SNOWTAM format and promulgation was implemented in the Philippines.

Transition from EAD to AISS

1.18 AIS Philippines is still maintaining two systems, the EAD System and AISS. AIP and Charting are still using the EAD system for our publications as it still has some existing AISS system operational issues. AIS Philippines is continuously updating aeronautical information/data and addressing existing issues and concern for the eAIP implementation.

2. DISCUSSION

2.1 AIS Philippines is committed in achieving all the roadmap steps required to achieve AIM. We plan to complete/target two to three roadmap steps every year in order to comply all steps by 2025. Transitioning from EAD to AISS is still very challenging because of differences in functionality, features and versions. Personnel handling the new role as administrator, operator and user for AISS shall be provided proper training in order to fully comprehend the AISS system. With the existing maintaining of two systems, Static Unit is more at par on using the EAD system as it is the one currently used by AIP and Charting for publication.

2.2 As we move on the new normal brought by COVID-19, AIS program of works (plans, projects, schedules) shall be scheduled and be finalized in the remaining months to comply more roadmap steps.

3. ACTION BY THE MEETING

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

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