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English only

FOURTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 26 August to 6 September 2024

Agenda Item 3: Air navigation system performance improvement

3.1: Proposals to improve the efficiency of air navigation services contributing to LTAG

TRANSITION FROM AIS TO AIM

(Presented by the International Air Transport Association (IATA))

EXECUTIVE SUMMARY

This paper presents the airspace user perspective of the transition from aeronautical information service (AIS) to aeronautical information management (AIM) and how this, and current standing deficiencies across regions in aeronautical information impacts the realisation of the *Global Air Navigation Plan* (GANP, Doc 9750) and future transformation in air navigation services (ANS).

1. INTRODUCTION

1.1 Reliable, accurate, timely, high quality aeronautical information is a key enabler of the current and future air navigation system.

1.2 Airspace users rely on this aeronautical information for strategic, pre-tactical and tactical assessment and decision-making.

1.3 The transition from traditional, analog, aeronautical information service (AIS) to modern, digitalized aeronautical information management (AIM) began more the 15 years ago.

2. DISCUSSION

2.1 The transition from AIS to AIM is an important element of the modernization of the air navigation system. In order to balance an increasing demand with finite capacity, air traffic management (ATM) requires faster, more accurate and better-quality aeronautical information across multiple systems and elements of the air navigation system.

2.2 At the same time, airspace users require modern, digital, highly accurate and quality controlled aeronautical information in a timely manner so that the evolution of their flight planning and navigation systems can better support safe and efficient flight operations.

2.3 While many States have transitioned from AIS to AIM, globally, many more are still in process of implementing the required elements to modernise aeronautical information collection, management and provision.

2.4 Additionally, the transition from AIS to AIM has, unfortunately, not brought the intended, desired improvement in accuracy, quality and accessibility required by airspace users and ATM alike and a high number of aeronautical information deficiencies remain across multiple regions.

2.5 Deficiencies in aeronautical information risk the integrity of the transition from AIS to AIM and the ability of States to provide aeronautical information of the required frequency, accuracy, quality, integrity, and format to support current operational requirements. All of which, jeopardizes the safe foundation on which future AIM is built.

3. CONCLUSION

3.1 The Conference is invited to take note of the contents of this information paper, and specifically note that:

- a) the maturity of AIM, in many States, is not at the required level to support current demands, and future improvements in ANS.
- b) enabling safe transition from AIS to AIM in a harmonize and standardize manner is dependent upon investment in training and skills' development for AIS/AIM staff; and
- c) addressing and resolving outstanding aeronautical information deficiencies ensures the effective implementation of the published ICAO Standards and Recommended Practices (SARPs) that form the foundation for AIM.

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