



International Civil Aviation Organization

**The Sixth Meeting of the Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF/6)**

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**Agenda Item 8: Any Other Business**

**PHILIPPINES AIS IMPLEMENTATION ROADMAP TO AIM**

(Presented by Philippines)

**SUMMARY**

This Information Paper discusses the Roadmap of Philippines AIS transition to Aeronautical Information Management (AIM). It also provides a summary of activities for 2011 and results of Philippines AIS migration to the European AIS Database (EAD) and lastly, an update on the implementation of the roadmap.

**1. INTRODUCTION**

The Philippines AIS is evolving from “the traditional product-centric process to an enlarged scope of data-centric **Aeronautical Information Management(AIM)**” to meet users requirements of an accurate and timely distribution of quality data, likewise the step is part of Philippine’s commitment to ICAO’s recommendation for the Transition of the State AIS to AIM.

**1.1 ICAO Model:**

The ICAO recommends the revision of the current standards in ANNEX 15 (corresponding amendment to state’s regulations on Aeronautical Information Service-Philippines CARANS Part 15) as “it is centered on products and does not provide specifications required for digital data exchange”. ICAO Roadmap Model defines the three phases of actions for the state AIS to complete for the transition to AIM, namely in the following order, Phase 1-Consolidation, Phase 2- Go Digital and Phase 3- Information Management.

**2. PHILIPPINE AIS ROADMAP TO AIM:**

Anchored on the ICAO Models, The Philippines AIS has centered its strategies on four (4) areas of the service for the transition to AIM, hereunder are the following strategies:

- a. ***Comprehensive Plan on Human Resource Development***, the training of young IT professionals and senior AIS Officers to the new concepts/system in AIM.

- b. ***Comprehensive Plan on Hardware & Software acquisition, Development and Implementation of systems***, maps out the detailed plans of Hardware and software acquisition for the AIM environment, Development /implementation of Safety and Quality Management System in support of the activities of transition to AIM.
- c. ***Implement Business Process Reengineering, Periodic Review/Amendment of the Local Regulations and Operating Procedures (CARANS Part 15 and 4, AIS Manual and Procedures)***. To support the various activities in the transition in terms of financial requirements, new business models should be considered to generate additional revenues for AIS with the involvement of the stakeholders during the process, thus local regulations, manuals and operating procedures needs to be drafted/amended to support the strategy and the requirements of AIM.
- d. ***Organizational Restructuring of Philippines AIS (AIM)***, the integration of the NOTAM Office, Domestic and International Flight Briefing Office into Philippines AIM will reinforce the transition.

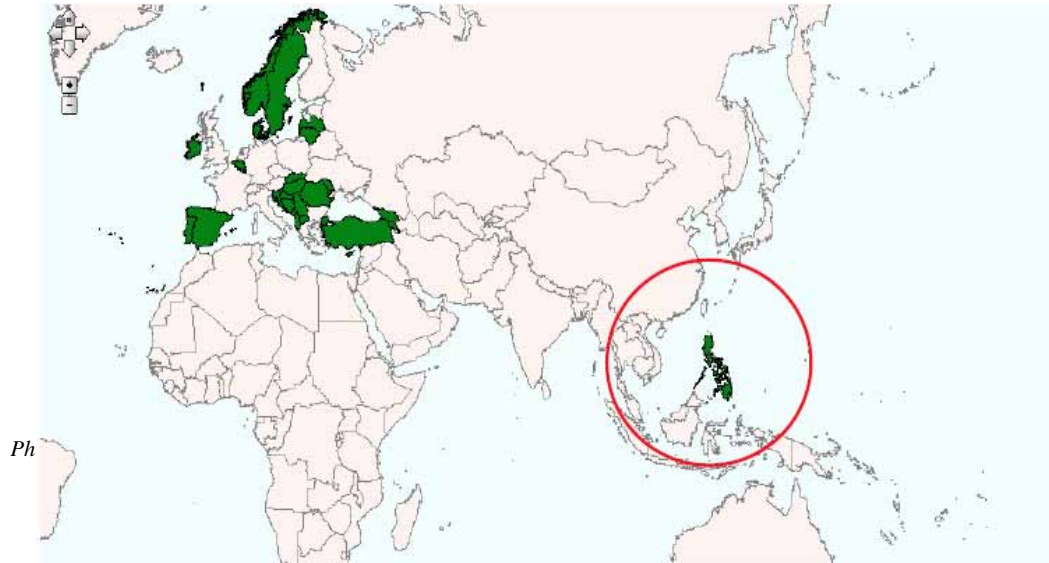
The aforementioned strategies envision Philippines AIM ***“as a service provider of digital, accurate and real-time aeronautical information, manned by multi-skilled personnel in a safe and quality assured environment”***.

## 2.1 **PHILIPPINES AIM ROADMAP IMPLEMENTATION:**

### 2.1.1 **Philippines AIS Automation Project(Migration to the EAD System)**

In February 2009, the Civil Aviation Authority of the Philippines (CAAP) implemented the Philippines AIS Automation Project; the contract was awarded to Frequentis thru a local contractor. The project would allow Philippines AIS to get connected to EAD using the EAD Computer Interface Terminal (ECIT), a Frequentis FR-AIS technology.

In November 2009, Philippines AIS started the Static Data Operations (SDO) migration. In March 11, 2010(AIRAC date), AIS has completed the SDO and International NOTAM Operations migration. In June 3, 2010(AIRAC date) AIS has completed the PAMS migration and was declared Philippines as ***“the first non-European State to become full provider/user of the European AIS Database- the unique reference database of aeronautical information”***-Eurocontrol.



### 2.1.2 Lessons learned from the Migration:

During the migration, Philippines AIS have discovered that some of the information/data in the Philippines AIP are not in conformance to ICAO's SARPs, like aerodrome data (threshold coordinates, declared distances and such other). The NOTAM Office has adopted the Eurocontrol- Operating Procedures for AIS Dynamic Data (OPADD 3.0) to complement to the INO System, NOTAM database maintenance has dramatically improved, as some of the existing NOTAM do not follows ICAO SARPs, All these improvements was made possible through a continuous coordination and assistance from the EAD Helpdesk, without which the migration process would have been a daunting task for Philippines AIS.

### 2.1.3. Benefits from the EAD Migration:

The EAD System is a fully integrated with proven checking mechanisms in place, In addition to this features, EAD Staff conducts manual quality checks on quarterly basis on all EAD data. The improved quality and availability of AIS information has positive effects on safety. With EUROCONTROL as one of the front runners in the development of AIXM standards, it is safely assured that the EAD system is in compliance to the standards. The EAD Connection Paradigm has proven to offer operational cost savings through data sharing as well as by sharing the development and maintenance facility between EUROCONTROL member stakes (including Philippines). As for the Philippines Initiative, the capability of migrating to electronic AIP (eAIP) will reduce the operational cost on the printing, postal and paper usage, a cost reduction and environmentally sound approach.

Today, Philippine AIS is now using the Charting and AIP Applications for the production of charts and AIP respectively, both systems uses SDO data for assured coherence and accurate information.

**3. ACTIVITIES FOR 2011:**

Herewith are the following activities scheduled for 2011:

1. Conduct Basic XML Schema Training for AIS Personnel.
2. Attend EAD Training for Structured Framemaker & apsXML eAIP.
3. Develop an online (web-based) submission of raw aeronautical data using a standard input form with data format and publication resolution validation.
4. Conduct study for the adoption of EUROCONTROL CHAIN Guidance Materials for Aeronautical Data Management.
5. Conduct Dialog with the Data Originators (Airport Authorities) to discuss the responsibilities and key roles in the aeronautical data chain (a pre-requisite for the establishment of the Service Level Agreement).
6. Undergo ISO 9001:2008 Certification.

**4. PHILIPPINES AIM MILESTONE:**