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WORKING PAPER

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TECHNICAL COMMISSION

Agenda Item 31: Aviation Safety and Air Navigation Standardization

IMPACT OF THE DELAY IN IMPLEMENTING AERONAUTICAL INFORMATION MANAGEMENT

(Presented by Uruguay and co-sponsored by Argentina; Brazil; Bolivia; Chile; Colombia; Dominican Republic, Ecuador; El Salvador Guatemala; Guyana; Panama; Paraguay; Peru; and Venezuela (Bolivarian Republic of))

EXECUTIVE SUMMARY

This working paper describes difficulties and obstacles in the implementation of the processes described in the Roadmap for the transition from aeronautical information service (AIS) to aeronautical information management (AIM) and the delay in integrating aeronautical information into a broader approach to aeronautical information management.

Action: The Assembly is invited to:
a) take note of the information in this working paper; and
b) support States in guaranteeing and reaffirming commitment to the transition from AIS to AIM.

Strategic Objectives:	A. Safety B. Capacity and Efficiency of Air Navigation
Financial implications:	Positive: To ensure the quality of aeronautical information provided in support of air operations and safety.
References:	Annex 15 – *Aeronautical Information Services* Roadmap for the transition from AIS to AIM Doc. 9750,*Global Air Navigation Plan (GANP)*

[1] Spanish version provided by Uruguay.

1. INTRODUCTION

1.1 In order to meet the needs arising from the operational concept of worldwide ATM, aeronautical information services must become part of a broader approach to aeronautical information management, making use of a method that differs from AIS, to deliver and manage data, focusing on products, for the transition to AIM.

1.2 The AIM approach requires that aeronautical information be stored as sets of standardized data that can be accessed by user applications, focusing information management in its entirety on the data.

1.3 The dissemination of data sets has determined the new services that will provide AIM data, and accordingly new products of aeronautical data have come into being:

a) publications containing aeronautical information (AIS), including supplements and amendments;

b) aeronautical information (AIS) circulars;

c) aeronautical letters;

d) NOTAM; and

e) sets of digital data.

2. ANALYSIS

2.1 The plan is for the transition to AIM to be carried out in three phases:

a) consolidation;

b) going digital; and

c) information management.

2.2 The first phase was completed with the implementation of WGS-84 and the AIRAC system, the adaptation of the Annexes and Documents relating to AIS, and the implementation and certification of QMS/AIS. In this regard, the SAM Region did not encounter any major difficulties and managed implementation without major problems, although the pandemic did have an impact on the QMS/AIS recertifications.

2.3 As regards the second phase, the introduction of electronic obstacle and terrain data, aerodrome charts and electronic AIP were aimed at increasing the quality and availability of AIS products. In this phase States in the region encountered significant obstacles, such as the implementation of the electronic AIP, the eFPL Integrated System, the NOTAM databank, the MET databank, and also e-Letters, all elements which are indispensable for the transition, but the implementation of which entailed very high financial outlays. Another obstacle was the delay due to the impact of the SARS-CoV-2 pandemic; as for quality monitoring, traceability control procedures were applied with data originators.

2.4 The third phase consists of information management, new products and an aeronautical database, ensuring that the aeronautical data model is developed throughout the system for exchanging

full data sets. This was a major stumbling block for the States of the region, as it required large outlays for the acquisition of systems and software, maintenance costs and personnel training.

2.5 Another issue that prevented a harmonized and orderly transition was the delay in the publication, translation and updating of the following documents:

a) ICAO Doc 9881 - *Guidelines for Electronic Terrain, Obstacle and Aerodrome Mapping Information*;

b) ICAO Doc. 9839 - *Manual on the Quality Management System for Aeronautical Information Services*;

c) ICAO Doc. 8126 - AIS Manual; and

d) ICAO Doc. 10039 - *Manual on System Wide Information Management (SWIM) Concept*.

2.6 The concern about these documents is that the first two have not been published, and even ICAO has removed them from the Secure Portal. Regarding the other documents, the AIS Manual has been published after five years, but it is available only in English.

2.7 The SAM Region understands that these documents support a standardized implementation of Phase 2 of the Roadmap, and their unavailability creates an obstacle to continuing with the processes leading to the implementation of AIM.

2.8 The SAM Region's concern is that the delay in AIM implementation impacts other ICAO initiatives such as CDM, A-CDM, TBO and SWIM. According to the GANP, SWIM should be initiated in Block 2, but implementation of its enablers in several States of the SAM Region has not yet been completed, and is not expected to be completed within the timeframe of that Block.

3. CONCLUSION

3.1 In the light of the foregoing, the conceptual model of an aeronautical information exchange format managed by SWIM digital structures, and the speed, accuracy and non-duplication of information guarantee the efficiency of aeronautical information services and, in consequence, safety.

3.2 However, given the significant changes in the transition process and the delays caused by the circumstances described above, the Assembly is requested to:

a) support for aviation authorities and ICAO in order to achieve the objectives and goals for the transition from AIS to AIM in the spirit of “No State Left Behind”;

b) accelerate the process of publishing, translating and updating documents that support the standardized implementation of the transition from AIS to AIM; and

c) take the necessary actions as presented in this working paper, having regard to the obstacles faced by States that have not yet been able to make this transition.

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