



From AIS To AIM


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Agenda


1. Introduction to MDA
2. What is AIS to AIM?
3. FAA Approach to AIM
4. AIM Transition Planning
5. Next Steps

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Information Systems

Overview

- Mission-critical operational focus
- Strong backlog, stable customers
- Capability foundation for the Company
- Worldwide customer base

Space Missions

Integrated Information Solutions

Geospatial Services

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Corporate Background

- Founded in 1969
- Major projects and businesses around the world
- Over 2,200 employees
- Revenues FY10 CAD\$ 689M

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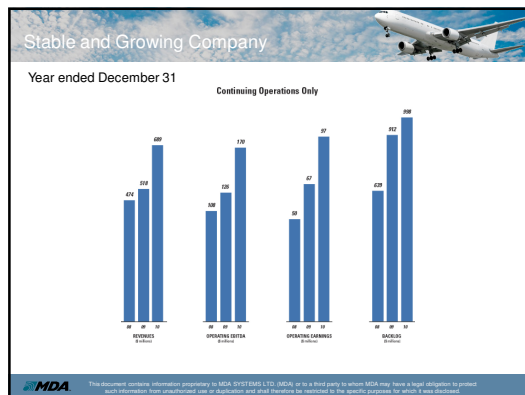
Global and North American Presence

Revenues by Geography (3 Year Average)

Employees by Geography As at January 3, 2011 Total: 2,217

■ Corporate and subsidiary offices
 ▲ Information Systems Customers
 ● Geospatial Services Customers

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In Aviation For Over 30 Years

- We have over 100 staff dedicated to aviation systems development
- MDA's experience and capabilities include:
 - Air Traffic Control Systems
 - Flight Briefing Systems
 - NOTAM Systems
 - Flight Procedure Design Systems
 - Aeronautical Information Management Systems
 - Engine-out procedure design and take-off performance
 - Airport Surveys (through MDA GSI)
 - Aviation Business Solution Analysis (BSA)
- We work extensively with the FAA and US Air Force

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Icon Legend

- Aeronautical Assets (eg. Navaids)
- Obstacles
- Terrain
- Flight Procedures
- Charts
- NOTAMs

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The AIS World Is Product-Centric

- Focus on Products (product/paper-centric)
- Often duplication of data. No single "truth"
- Data often varies in accuracy and precision
- Similar data often lives in silos/compartments



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The AIM World is Data-Centric

- Focus on Digital Data and Products
- One "truth" – correct and consistent
- One owner for each data type
- Data is shared

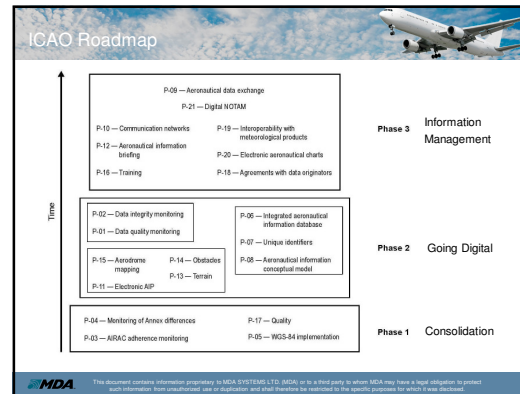
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Key Driver: Satellite Based Navigation





- PBN/RNP/RNAV requires greater accuracy and integrity than ever in Aeronautical Information
- Benefits Implementing PBN
 - Enhanced safety
 - Increased System capacity
 - Reduced fuel consumption
 - More efficient use of airspace
 - Environmental benefits
 - Reduction in cancellations



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AIS to AIM

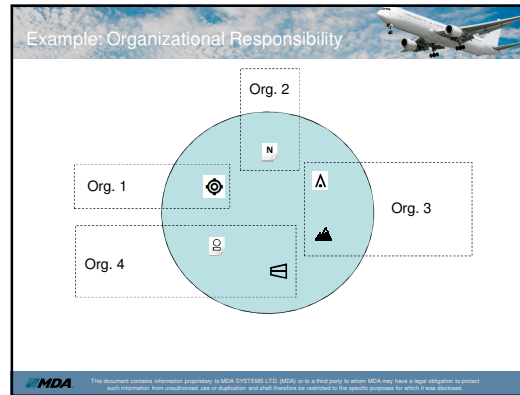
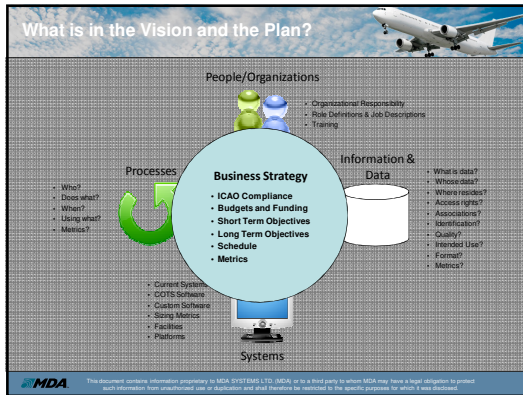


Moving from AIS to AIM is a business change
Not (just) a technology change

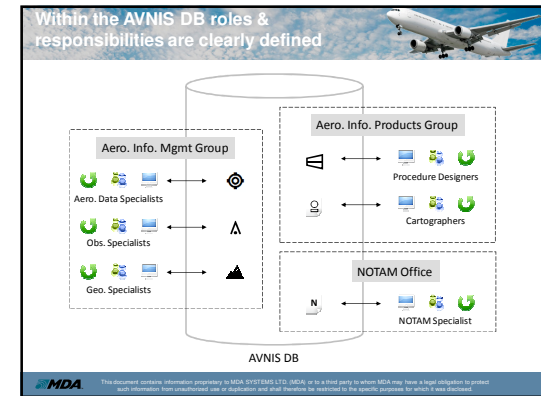
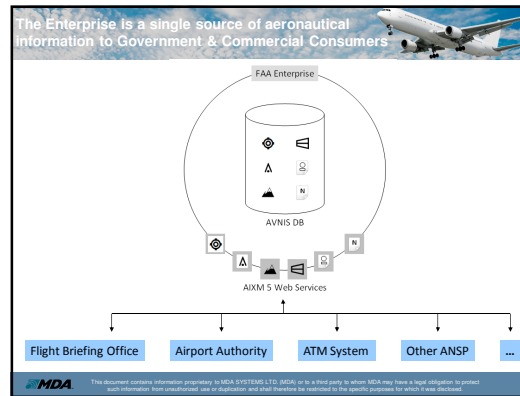
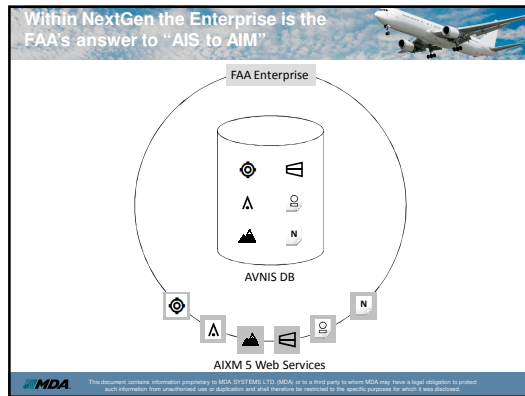



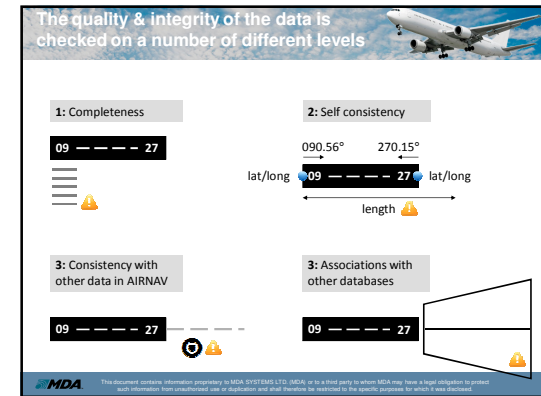
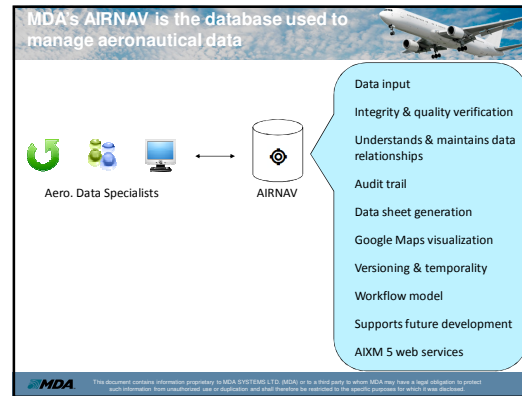
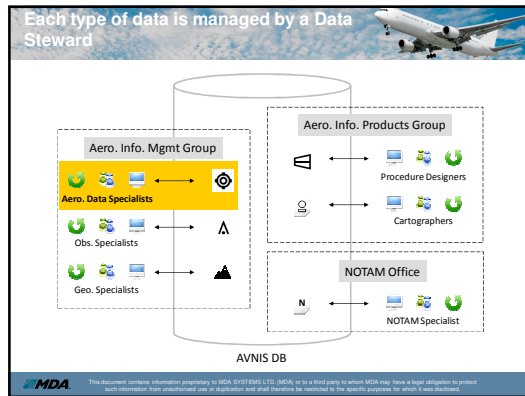
Step 1 – Vision and Plan

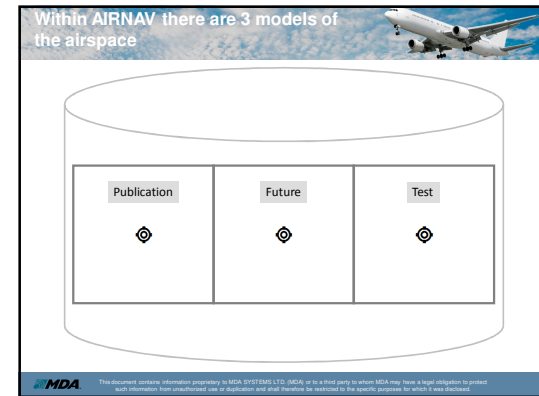
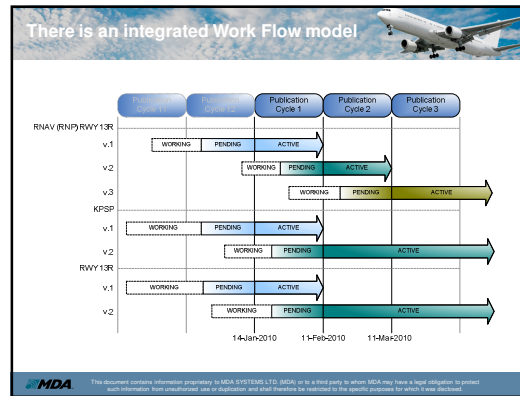
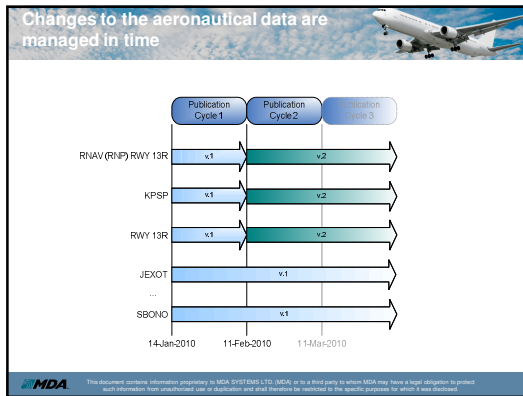
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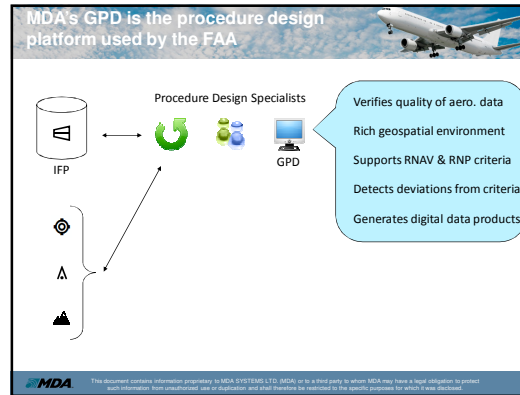
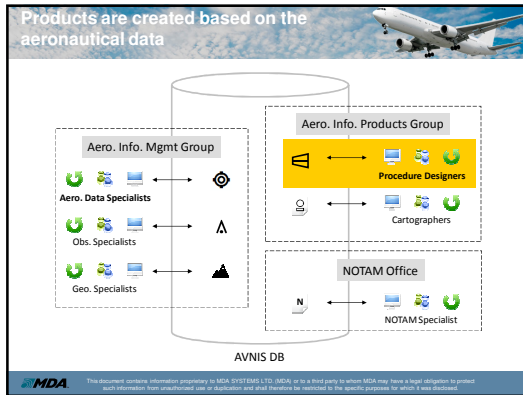


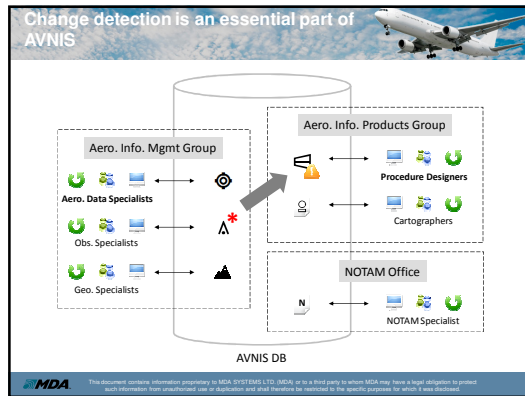
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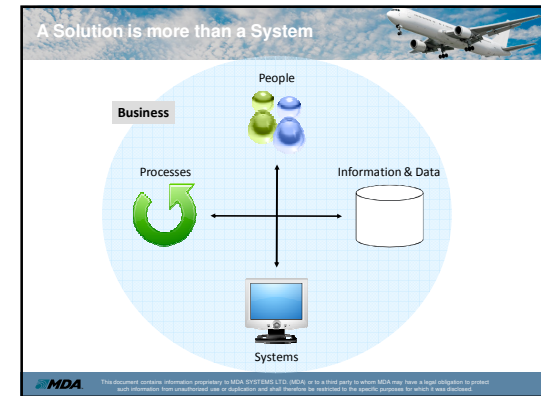


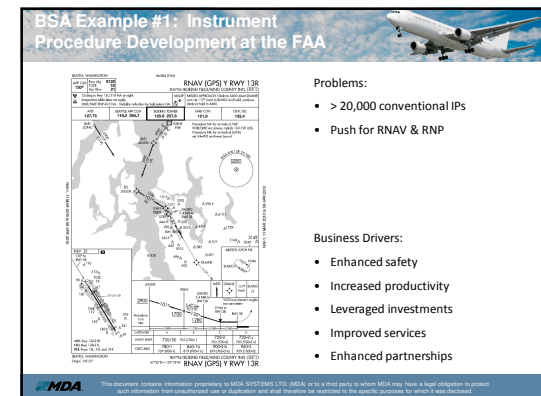
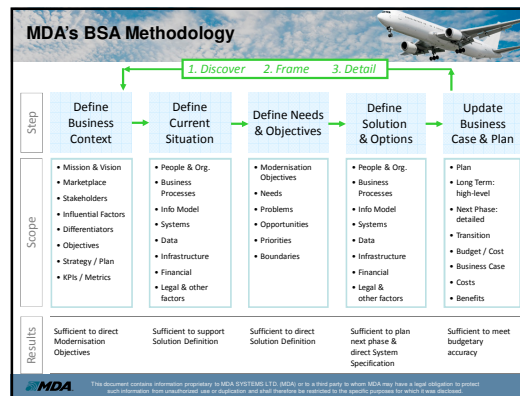
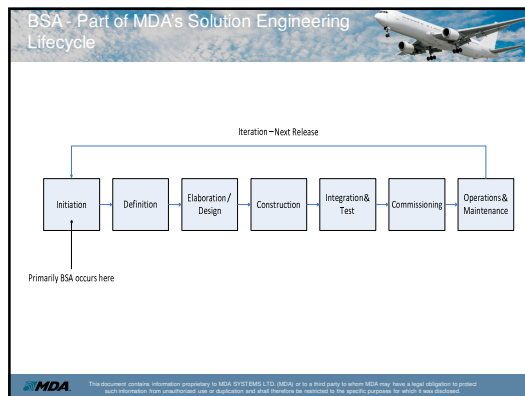






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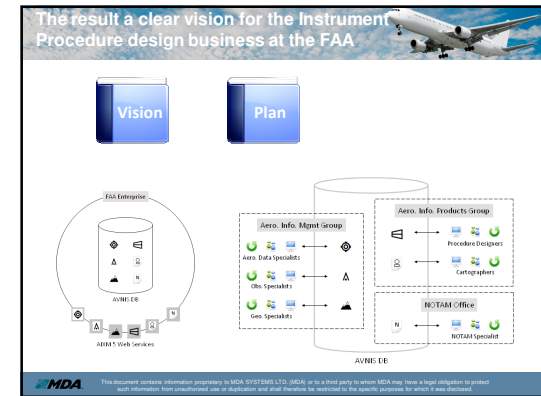
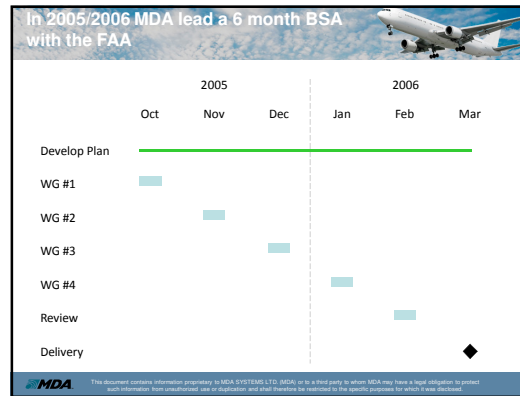


A wide range of stakeholders contributed to the Working Groups

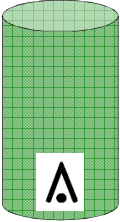


- Aviation System Standards
- Flight Standards Agency
- Flight Procedures Group
- Flight Procedures Mgmt Team
- Flight Inspection Operations Group
- National Aeronautical Charting Group
- RNP Office
- IT Development Team
- Flight Standards Agency
- Flight Procedures Group

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BSA Example #2: Obstacle Evaluation at the FAA



Problems:

- Increased demand
- Inconsistent responses to proponents
- Adverse affect on IPs

Business Drivers:

- Replace current tool
- Cope with increased demand
- Improved quality & accuracy
- Respond in a timely manner
- Leveraged investments

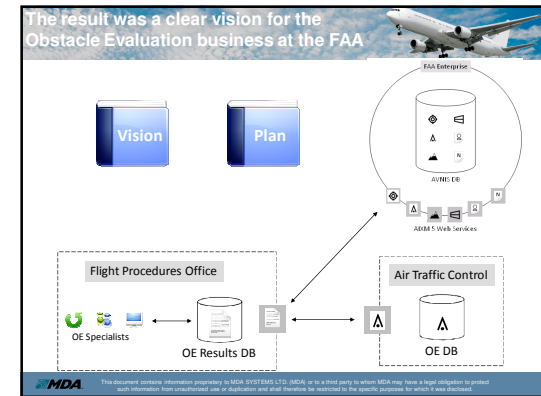
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A range of stakeholders contributed to the Working Groups



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The Next Steps

•MDA has extensive experience in planning business change in the **Aviation** domain

•MDA is supporting the FAA in their AIS to AIM transition

•Time is short. ICAO is pushing AIS to AIM transition through SARPS. Annex 15 Amendment 36 is applicable now. Annex 15 Amendment 37 is applicable 2013.

•MDA can support or lead the development of an AIS to AIM Plan involving stakeholders from all aviation agencies

•The plan can be incrementally developed and funded

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