



# 8th Global AIM Consortium Meeting

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Brief description on the AIM  
Subgroup activities in ICAO  
CAR/SAM Regions.

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# ICAO background



- Navigation systems and Air Traffic Management (ATM) systems are data dependant (electronic formats)
- All require access to global broad-based aeronautical information
  - Provision of aeronautical information in Higher quality and timeliness is a core process of new requirements from the ATM operational concept
  - **Transition from AIS to AIM, is urgent**

# ICAO framework



- **11<sup>th</sup>. Air Navigation Conference (AN-Conf/11) Montreal 2003**
  - Operational Concept
    - the global ATM system environment envisioned by the operational concept, **AIS would become one of the most valuable and important enabling services.**
    - As the global ATM system foreseen in the operational concept was based on a collaborative decision-making (CDM) environment
    - The timely availability from authorized sources of high-quality electronic aeronautical
    - meteorological (MET), airspace and flow management information would be necessary.
- **Recommendation 1/8:**
  - Define requirements for safe and efficient global aeronautical information management
  - Adopt a common aeronautical information exchange model
  - Develop new specifications for Annex 4 (*Aeronautical Charts*) and Annex 15 (*Aeronautical Information Services*) that would govern the electronic availability of aeronautical information and charts.



## GREPECAS AIM/SG

- States have to do:
  - Give high priority to the implementation of existing Standards and Recommended Practices (SARPs) in Annex 15
- Full WGS84 implementation, e-MAP TF
  - Quality Management System (QMS) QM TF
  - Automation AUTO TF (proposed change to IT TF next AIM SG 12)
  - New AIM personnel profile and qualifications TRAIN TF.
  - **GREPECAS CONCLUSION 15/28**
    - **PRIORITY IN THE APPLICATION OF MEASURES FOR THE MIGRATION FROM AIS/MAP TO AIM**
  - That civil aviation authorities of CAR/SAM States, Territories, and International Organizations assign high priority to the implementation of the Standards and Recommended Practices (SARPs) contained in Annex 4 and Annex 15 ...



# 10<sup>TH</sup>. AIS/MAP SUBGROUP MEETING

MARCH 2007

# REPORT OF THE TENTH MEETING OF THE AERONAUTICAL INFORMATION SERVICES AND AERONAUTICAL CHARTS SUBGROUP (AIS/MAP/SG/10) March 2007



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# REPORT OF THE FOURTEENTH MEETING OF THE CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS/14)

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# 11<sup>TH</sup>. AIS/MAP SUBGROUP MEETING

JUNE 2008

**REPORT OF THE  
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**October 2008**



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# ICAO CAR/SAM activities



- AAA Seminar (QMS work frame)
    - Promote the implementation of the AIP Audit Assistant tool developed by EUROCONTROL
  - e-TOD Seminar (SAM 2006) (CAR 2007)
  - AIXM Seminar (SAM 2006) (CAR/SAM 2008)
  - GIS Seminar/Workshop (CAR/SAM 2010)
  - QMS Seminar (CAR 2007) (SAM and CAR 2009)
  - AIM Seminar (CAR 2007)
- 
- Quality Management guidelines AIM/SG QM-TF:
    - Part I
    - Part II
    - Part III
    - Part IV
    - Part V (Human factors) (2005-2008)
  - AIS to AIM transition guidelines (AIM/SG QM-TF) (2008)
  - GIS for AIM guidelines AIM/SG Secretary (in progress) (2009 AIM/SG 12)
  - e-Aeronautical Charts symbols guidelines AIM/SG e-MAP-TF
  - New AIM Training guidelines AIM/SG TRAIN-TF (2008-2009)

# Strategic Project for the transition to the Aeronautical Information Management (AIM) in the Region (CAR/SAM)



ORGANIZACIÓN DE AVIACIÓN CIVIL INTERNACIONAL

## PROYECTO DE ESTRATEGIA PARA LA TRANSICIÓN A LA GESTIÓN DE INFORMACIÓN AERONÁUTICA (AIM) EN LA REGIÓN CAR/SAM

*Versión 1.0 / oct-2008*

GRUPO REGIONAL CAR/SAM DE PLANIFICACIÓN Y EJECUCIÓN  
(GREPECAS)



# restricting access



- To ensure that States provide to international and national users safety essential and critical information/data (AIS/MAP and NOTAM)  
restricting access

## GREPECAS CONCLUSION 15/31:

- **RESTRICTED ACCESS IN AREAS WHERE AERONAUTICAL INFORMATION/DATA IS MANAGED IN WEB SERVERS AND NOTAM AND GIS DATA BASES**
  - That CAR/SAM States/Territories/International Territories take the following steps to protect the security of essential and critical information in the AIS/MAP and NOTAM areas by establishing:
    - restricted access in spaces reserved for communications, data base servers and any other essential and critical information exchange equipment; and
    - sufficient information technology firewalls in system data bases, network accesses and any other means that could permit alteration of sensitive information, which could turn into a safety risk.





# Thank you

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