



Agenda Item 4 Transition of the AIM Subgroup, its Terms of Reference, Work Programme and Task Forces into the AIM Programme and Projects

REVIEW OF THE AIS AIMSG/4 MEETING SUMMARY OF DISCUSSIONS

(Presented by the United States of America)

SUMMARY	
This paper reviews the summary of the discussion of the fourth meeting of AIS-AIMSG which was held at Service de l'information aéronautique (SIA), Bordeaux, France, from 23 to 27 May 2011.	
References:	
• AIS AIMSG/4 Summary of Discussions, 31 May 2011	
Strategic Objectives	<i>This information paper is related to Strategic Objective C.</i>

1. Introduction

1.1 The fourth meeting of the Aeronautical Information Services-Aeronautical Information Management Study Group (AIS-AIMSG) was held at the Service de L'information aéronautique (SIA), Bordeaux, France, from 23 to 27 May 2011.

1.2 Mr. Paul Bosman, acted as Chairman of the meeting in accordance with his appointment established at AIS AIMSG/2. The meeting was served by the Secretary, Mr. Michael Hohm, Future Aviation Systems and Technology (FAST), ICAO.

1.3 The full Summary of Discussions with follow-up of actions and draft Amendment 37 to Annex 15 and the supporting study notes (SNs) and information papers (IPs) are under the AIS-AIMSG Web page for meetings: <http://www2.icao.int/en/ais-aimsg/Lists/Meetings/AllItems.aspx>

1.4 The Secretary provided a presentation which informed the meeting of how the development of AIM contributed to the progress of the implementation of the Global Air Traffic Management (ATM) Operational Concept. In particular, the presentation outlined the challenges posed by the significant progress made by the Single European Sky Air Traffic Management Research (SESAR), Next Generation Air Transportation System (NextGen), and Collaborative Action for Renovation of Air Transport Systems (CARATS) modernization programs and the need to consider how the implementation of the new capabilities will be accomplished in a harmonised fashion. In this connexion, the group was informed of the formation of a multi-discipline/multi-organizational group that is developing capability improvements known as Aviation System Block Upgrades (ASBU). The group was given a timetable of significant events for AIM development. The group appreciated the role that AIM would have in meeting the need to improve operational capabilities.

1.5 The Secretary also informed the group that the development of ASBUs and implementation plans would also require a roadmap for AIM development. The Global Air Navigation Industry Symposium (GANIS) scheduled for later this year in September will provide the opportunity for industry to communicate their views on the emerging ATM systems and capabilities and draft communications, navigation, and surveillance (CNS)/AIM roadmaps will be required for presentation at that time. The Secretary clarified that the AIM roadmap was not intended to replace the existing AIS to AIM transition roadmap, but rather to augment it and at a high level, express the development and implementation of AIM in connection with other ATM system evolution.

AGENDA ITEM 1: DEVELOPMENT AND IMPLEMENTATION OF AIS-AIM TRANSITION

2. AGENDA ITEM 1.1: DEVELOPMENT OF ANNEX 15 AMENDMENTS 37 AND 38

2.1 The group expressed their view that Amendment 37 work would take precedence over further development of Amendment 38.

2.2 The discussions on the draft Amendment 37 resulted in further revision to text and highlighted the need to clarify the definition of “AIS product” and to develop a definition for “AIS deliverables.” There was also considerable discussion on the use of the terms “static data” and dynamic data” with the result that this would need to be further examined during AIM concept development. The group incorporated all Amendment 37 proposals from other study notes. The aggregated Amendment 37 proposal in its current state is attached as Appendix D to the AIS-AIMSG/4 summary of discussions. It is emphasised that this is still a work in progress.

3. AGENDA ITEM 1.2: PROCEDURES FOR AIR NAVIGATION (PANS)-AIM

3.1 The Secretary outlined the framework of documents currently used to promulgate AIS and AIM provisions, the current work expected from the AIS-AIMSG and the challenges that are emerging in the development of AIM. The gap that exists between the Standards and Recommended Practices (SARPs) contained in Annex 15 and the guidance provided in the Aeronautical Information Services Manual, Doc 8126, was highlighted. As a result, Annex 15 contains a significant amount of procedure and format specifications while the procedures and protocols contained in Doc 8126 are often needed for uniform application.

3.2 The group recalled that the possibility of developing a Procedures for Air Navigation document (PANS) to span this gap. The idea of a PANS-AIM document was previously introduced to the group during AIS AIMSG/3.

3.3 The meeting noted that the development of PANS-AIM has been outlined and discussed in a number of forums and there is emerging consensus as to the value and utility of such a document.

3.4 The meeting was informed by the Secretary that the Air Navigation Commission had been briefed informally with the result that the Commission viewed favourably the development of a PANS AIM.

3.5 The meeting noted the utility a proposed PANS-AIM would provide in the development of AIM provisions and the advantage of a complete framework that allowed for provisions aimed more directly at AIS providers to be collected in one document. With this in mind, a future document framework would contain Annex 15, which is addressed to States and will contain functional and performance requirements; PANS-AIM, which would contain procedures, protocols, formats, and processes intended for global application; and Doc 8126 which would provide implementation guidance.

3.6 The meeting agreed that the development of PANS-AIM would provide a core element of provisions to be published concurrently with Annex 15, Amendment 38. The meeting further considered that the document structure proposed in AIS-AIMSG/4-SN/18, Attachment A, could be a basis for the possible structure of PANS-AIM but that it also required further discussion.

3.7 The group agreed to draft a PANS-AIM document as a concurrent activity with Amendment 38 development and, during the development of provisions, consider their appropriate placement in either Annex 15 or the developing PANS-AIM.

3.8 The group further agreed that the Secretary will undertake to amend the terms of reference of the AIS-AIMSG to include the development of PANS-AIM, to revise the frequency of meetings, and to extend the mandate to a date that will accommodate the work of the group, currently envisioned to the adoption of Amendment 38 of Annex 15.

4. *AGENDA ITEM 1.3: GLOBAL AIM OPERATIONAL CONCEPT AND ROADMAP*

4.1 During AIS-AIMSG/3 the study group considered the status of the AIS to AIM transition roadmap and expressed support for the development of an AIM operational concept that would provide a visionary statement for the expected development of AIM and form the basis of an updated roadmap. The group in particular was interested in seeing the current roadmap updated to a formal ICAO guidance document.

4.2 The Secretary informed the group that with the introduction of ASBUs, as well as in recognition of an Assembly resolution that “ICAO develop and maintain a global CNS technology roadmap, to provide guidance to all stakeholders in making their investment decisions for CNS equipment,” the development of a higher level AIM roadmap was a matter of priority. The meeting was informed that the roadmaps for CNS and AIM were now intended for incorporation into the Global Air Navigation Plan (GANP) for global review at the 12th Air Navigation Conference.

4.3 The meeting noted that an AIM roadmap, especially when developed from an AIM operational concept, would be a valuable aid in the global evolution of AIM and especially considering the fundamental role it is meant to play in the evolving global ATM system and noted that this is a priority still open under Action agreed 3/16.

5. *AGENDA ITEM 1.4: IMPLEMENTATION PROGRAMMES AND UPDATES (NEXTGEN/SESAR/CARATS)*

5.1 AIS-AIMSG/4-SN/12 was presented outlining the current activities in Europe related to AIM. The presentation covered Aeronautical Information Exchange Model (AIXM), digital Notice to Airman (NOTAM), AIS, aeronautical information systems, and regulations and standards.

AGENDA ITEM 2: AIM DATA COLLECTION AND REQUIREMENTS**6. AGENDA ITEM 2.1: ELECTRONIC TERRAIN AND OBSTACLE DATA (ETOD)**

6.1 The group was presented a proposal being worked out by the EUROCAE WG44/RTCA SC217 Group. The proposal aims to align Annexes 14 and 15 provisions related to obstacle data, simplify the collection of data, and remove inconsistencies. This may in some cases lead to increased data collection requirements. A significant change proposal is to change the Area 2a definition from the area covered by the runway strip to extending 250 meters from the runway centreline. This was presented as required for harmonization with Annex 14 and will require further clarification. The Secretary reiterated the need to strongly link any changes to Annex 15, chapter 10 to direct operational usage requirements and not only the procedure design usage.

6.2 The group discussed the possibility to merge the eTOD and proposed new aerodrome mapping data bases (AMDB) chapter but considered that this would be best revisited for Amendment 38 with the introduction of 'datasets' while preserving the requirement to ease the implementation of these standards and recommended practices (SARPs).

6.3 It was also observed that the diagrams illustrating the dataset areas and collection requirements would need to be redrafted.

6.4 It was agreed that the Secretary and the AIS-AIMSG review the proposal and provide comments to the group's liaison with EUROCAE/RTCA, by 15 August 2011.

6.5 The group was further informed that the ICAO Secretariat had started to review the draft Terrain and Obstacle Data (TOD) manual with the objective to use it as a basis for updating Doc 9881.

7. AGENDA ITEM 2.2: AMDB

7.1 The meeting was provided a presentation by AIRBUS and was informed of the urgent requirement to have consistent and up-to-date digital airport mapping information (further referred to as Aerodrome Mapping Data Base-AMDB) provided by data originators themselves for safety improvement purposes. It was demonstrated that AMDB information is already operationally used for situational awareness purposes in a range of cockpit display and electronic flight bag (EFB) applications.

7.2 The group further considered AIS-AIMSG/4-SN/19 which informed the group of the history of the AMDB discussions in the AIS-AIMSG and the proposal to include AMDBs into Annex 15 as a recommendation with the further possibility to include also references in Annex 14. The group was also reminded that although roughly 80 percent of the AMDB data are already collected through the current Aeronautical Information Publication (AIP) process, they are not available as a complete structured dataset meeting the demonstrated needs.

7.3 The group was then presented with AIS-AIMSG/4-SN/16 which detailed the reservations expressed by the Aerodrome Operations and Services Working Group (AOSWG) of the Aerodromes Panel on definitions, cost-benefit analysis elements, ICAO Annex referencing, roles and responsibilities, and the need for additional guidance.

7.4 The group was provided with clarification from the Secretary on the meaning and purpose of ICAO Annex provisions. An indepth discussion ensued that queried the percentage of data features of the required AMDB data collection that was actually to be used by airborne applications. It was clarified that the full dataset is not currently being used but that future applications would require the use of the larger dataset. Nevertheless, the safety benefit of having these data available was stressed.

7.5 The group observed that the aircraft applications of AMDB demonstrated by AIRBUS illustrated how information could be assembled and fused for operational and situational awareness purposes and achieve an early demonstration of the application of System Wide Information Management (SWIM). The group concluded that the development and implementation of AMDB would have significant safety benefit and would be a prerequisite to deliver certain operational capabilities being envisioned as a result of the Global ATM Operational Concept.

7.6 After a discussion the group agreed to continue to support the initiative to including AMDB provisions in ICAO material. It considered and discussed the comments submitted by the AOSWG and thought it appropriate to ask the AOSWG to associate Airports Council International (ACI) in the project. It further requested coordination be made with the Aerodrome Panel, AOSWG, and the Aerodrome Design Working Group (ADWG) on AMDB matters while taking into the account the detailed comments mentioned in section 2 of SN/16.

7.7 Following the outcome of these activities, the ICAO Secretariat would seek to further coordinate on AMDB with the Aerodromes, Air Routes and Ground Aids (AGA) section and other relevant ICAO panels, such as the Operations Panel (OPSP) for further consideration of the Annex 14 amendment. The group's liaison will coordinate with the Aerodrome Panel, AOSWG, and ADWG, and report back at the next AIS-AIMSG.

8. *AGENDA ITEM 2.3: NUMERICAL REQUIREMENTS (INCLUDING RESOLUTION)*

8.1 The group was informed during the presentation of AIS-AIMSG/4-SN/5 of the outcome of the Aeronautical Information Measurement and Monitoring (AMMON) activities in the European Civil Aviation Conference (ECAC) area and the consequent amendment proposals to Annexes 4 and 15 and Doc 8126. The group agreed that the Secretary should coordinate the materials further within the ICAO Secretariat and the Instrument Flight Procedures Panel and the Aerodrome Panel.

8.2 The group discussed how the database resolution/accuracy provisions were being improved for incorporation into Annex 15, Amendment 37 and identified a need to strengthen the data quality metadata requirements.

8.3 It was agreed that the Secretary will consider the Annexes 4 and 15 and Doc 8126 amendment proposals; consult within the Secretariat and refine the definition of fix formation; determine the views of the Instrument Flight Procedures Panel and the Aerodrome Panel, and report back at the next meeting.

9. *AGENDA ITEM 2.4: REFERENCE SYSTEMS (E.G., TEMPORAL, VERTICAL, WGS 84)*

9.1 The group considered AIS-AIMSG/4-SN/14 which put forth a proposal for guidance on the use of coordinate transformation. The group noted the development of the EUROCONTROL specification for the origination of aeronautical data and the proposed geodetic height issues guidance material. It also noted that the specification identifies a number of methods by which the geodetic height requirements of ICAO Annex 15 can be met and that no single method is appropriate to all States and that regional reference systems will always exist. It requested the ICAO Secretariat to consider the provided material for updating Doc 9674 and to report back at the next meeting.

AGENDA ITEM 3: AIM INFORMATION AND DATA ASSEMBLY, EXCHANGE, AND PROMULGATION*10. AGENDA ITEM 3.1: AIXM AND AGENDA ITEM 3.2: DIGITAL NOTAM*

10.1 The group considered AIS-AIMSG/4-SN/9 which presented proposed SARPs for the use of automation, the specification of digital data exchange model performance requirements and reference to guidance on Digital NOTAM in Doc 8126.

10.2 The group was reminded of the definition of Digital NOTAM currently used by the FAA and EUROCONTROL: “Digital Aeronautical Information Update (Digital NOTAM) – a data set made available through digital services containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to systems and automated equipment used by personnel concerned with flight operations.” See: http://www.eurocontrol.int/aim/public/standard_page/xnotam.html

10.3 With the overall objective of improved timeliness, quality, efficiency and cost-effectiveness, it was agreed to propose standards for the automation and digital data exchange based on performance requirements throughout the data chain. It was also agreed to include a standard ensuring consistent data delivery through printed, electronic and printed media. A recommendation was agreed on to enable the availability of the whole integrated aeronautical information package (IAIP) in electronic format.

10.4 Furthermore, it was agreed to postpone any references to digital NOTAM until Annex 15, Amendment 38.

10.5 The group reviewed AIS-AIMSG/4-SN/15 concerning the proposed way forward for the establishment of the AIXM Change Control Board (CCB) and the revisions made in the Change Management Process paper based on the comments made at the last SG meeting. Also, details were provided on the Air Transportation Information Exchange Conference featuring AIXM/Flight Information Exchange Model (FIXM)/Weather Information Exchange Model (WXXM) planned for 30 August to 1 September 2011 to be held in Silver Spring, Maryland, USA.

10.6 It was suggested that the CCB could also look at how to compile an inventory of AIXM implementations around the globe.

10.7 It was discussed that the CCB Secretariat nominations should avoid conflicts of interest and to reword the nomination/delegation of members. While noting its limited existence in time, the members of the AIS-AIMSG agreed to act as a consultative body/sounding board for the CCB setup and proceedings.

11. AGENDA ITEM 3.3: NOTAM/SNOWTAM/ASHTAM

11.1 The Secretary informed the group of the ongoing investigations on the NOTAM Selection Criteria tables in Doc 8126. In the discussion, the point was made that the existing tables do not provide an exclusive view as to how to use the Scope letters in association with the 2nd/3rd and 4th/5th letters. This has been highlighted by the number of requests received by ICAO for an explanation as to how to apply the codes in automated systems. The group also made reference to the existing European Operational AIS Procedures Dynamic Data (OPADD) guidance material.

11.2 The group agreed to share best practices/lessons learned and suggestions with the ICAO Secretariat on NOTAM selection criteria (NSC) by the end of July. The Secretary will report on the review of NOTAM guidance in Doc 8126 at the next meeting.

11.3 The group was informed of the recent Aerodrome Panel work to develop a new SNOWTAM proposal and of the forthcoming activities on identifying the operational requirements for a global reporting format. The Secretary will provide a status report on the global reporting format at the next meeting.

11.4 The group considered AIS-AIMSG/4-SN/5 which presented a status report of the first draft of the volcanic ash-related NOTAM templates, ICAO VOLCEX 11/01, outstanding issues and 2003-2010 ASHTAM publication statistics. It was agreed that an ad hoc group will continue development, taking into account any feedback received from the rest of the group by 6 June 2011, and report back at the next meeting.

12. *AGENDA ITEM 3.4: INTEGRATED BRIEFING*

12.1 The group recalled that Action agreed 3/12 required a review of Annex 15 and Docs 8126 and 9377 to survey the level of provisions relating to integrated briefing. The Secretariat provided AIS AIMSG/4-SN/11 in response and summarised a number of existing provisions.

12.2 The group noted that integrated briefing would be an important component of further service delivery and agreed that it should be considered in the development of the AIM operational concept and in particular its relationship to SWIM. In this context, the group was informed that SESAR has a project on digital briefing and the group could expect a briefing on this subject at the next meeting.

12.3 The group noted that there was still a gap in determining the user requirement from the perspective of what the AIS/AIM service role should be as compared to what is expected to be provided by third party service providers. This information is considered extremely relevant to consider how to deal with the preflight information bulletin (PIB) component of the IAIP. It was agreed that an ad hoc group will consider the future utility and need of the IAIP and in particular, the PIB, in developing the AIM operational concept and AIM roadmap.

13. *AGENDA ITEM 3.5: USE OF THE PUBLIC INTERNET*

13.1 The Secretary had under Action agreed 3/32 undertook to consider how to update the Guidelines for the Use of the Public Internet for Aeronautical Applications, Doc 9855 and the meeting noted that work on this action is still ongoing. The Secretary informed the meeting that this document was originally developed by a different section and focused on the use of the public Internet as an alternative to other communication channels.

13.2 Although the public Internet is currently used for only non-safety or security-critical applications, and despite the work being undertaken to develop new communication channels and eventual replacement of the AFTN, the meeting noted that the Internet would play an increasingly important role with the move toward increased automation and the desirability to transmit information electronically with the fewest possible human transfers.

13.3 The group agreed to continue to acquire information on, and share experiences with, Internet communication developments in the context of AIM and forward findings to the Secretary.

14. *AGENDA ITEM 3.6: AIP TEMPLATE*

14.1 Through SN/7, the group was informed of a list of change proposals following the outcome of the AIP template harmonisation activity in the ECAC area to be considered for amending ICAO SARPs Annex 15 and Doc 8126 AIS Manual.

14.2 The group was further informed that the Action agreed 3/20 (electronic AIP (eAIP) guidance material provision to ICAO Secretariat) had been performed and could be closed.

14.3 There was overall support for the proposals in the SN/7. It was agreed that the use of the abbreviations FUA, OAT/GAT and AMC needed clarification and that the Secretary consider the proposals outlined in SN/7 for inclusion in Amendment 37 of Annex 15 and Amendment 4 of Doc 8126.

15. *AGENDA ITEM 3.7: CHARTING*

15.1 The meeting was presented with AIS-AIMSG/4-SN/8 which provided a list of proposed changes to be considered for the amendment of Annex 4 and the Aeronautical Chart Manual, Doc 8697. The meeting was informed that these proposals were developed following the outcome of the ICAO Aeronautical Chart 1:500 000 harmonisation activity in the ECAC States.

15.2 The group expressed its satisfaction with the proposals. It was determined that they could be passed to the Secretary for action and that before action by the ICAO Secretariat, the proposals should undergo further review by the ad hoc group on aeronautical charting for comment to the Secretary by the end of June 2011.

AGENDA ITEM 4: INTEGRATION WITH OTHER SERVICES

16. *AGENDA ITEM 4.1: SWIM*

16.1 The group was presented with AIS-AIMSG/4-SN/13 which informed them of the SESAR SWIM developments including information management, SWIM infrastructure, ATM Information Reference Model, the Information Service Reference Model, and the registry. The group was informed that a high level agreement had been reached between the FAA and the European Union on a closer cooperation on NEXTGEN/SESAR activities including SWIM.

16.2 It was discussed that it would be good to stay aware of the SWIM developments and the possible impact on AIM especially in consideration of developing revised provisions earmarked for Amendment 38.

16.3 With respect to Action agreed 3/8, the Secretary reported that SWIM was still being discussed within the secretariat and that no clear consensus had emerged on how to coordinate the SWIM concept and provision development other than what was being considered by the Technical Team for consideration for inclusion in the ASBUs. The meeting voiced its concern that this was now an area that should be treated with urgency. Furthermore, for meaningful consensus on a SWIM definition, SWIM regional activities, and desired outcomes to be reached at ANC 12, a coordinated SWIM concept would be needed as a matter of priority. Further it was discussed if this was best initiated as a States initiative or an ICAO initiative but without a conclusion reached.

16.4 The group was also reminded that the forthcoming Air Transportation Information Exchange Conference featuring AIXM/WXXM/FIXM would already have a lot of SWIM-related elements on its agenda.

17. *AGENDA ITEM 4.2: METEOROLOGY (MET) INTEGRATION*

17.1 The group was informed of the ongoing initiatives to change Annex 3 along the lines of the recent Annex 15 Amendment 37 and 38 changes and the proposal to develop a PANS-MET document.

17.2 Further the group recalled the earlier discussions in AIS-AIMSG/1 where the group considered that members should ensure that appropriate MET expertise was available to them. It was noted that, at this stage of AIM development, World Meteorological Organization (WMO) experts and MET experts acting as advisors to members would not necessarily have to attend AIS-AIMSG meetings, but should be included in the group with a view to maintaining an open dialog. Members of the group were asked to raise any issues and provide any information available on meteorological developments impacting AIM.

17.3 The group was briefed on the activities underway by RTCA to develop an AIS and MET data link concept of operations (CONOPS) and concept of use (CONUSE). In addition the group was informed that similar SESAR activities would soon start. It was agreed that the group's liaison on these matters would provide further updates as the information becomes available.

AGENDA ITEM 5: AIM QUALITY SYSTEM

18. *AGENDA ITEM 5.1: AIM QUALITY MANUAL*

18.1 The group considered AIS-AIMSG/4-SN/4 which contained a proposal for a section to be incorporated in the AIM Quality Manual giving guidance as to how Safety Management System (SMS) elements could be included in a Quality Management System (QMS).

18.2 The group approved the inclusion of the text in the AIM Quality Manual. Furthermore, the group was informed that the AIM Quality Manual had entered the ICAO editorial process and the expectation was that the manual would be available for publication in the second half of the year.

19. *AGENDA ITEM 5.2: DATA INTEGRITY*

19.1 The group recalled the earlier agreement during AIS-AIMSG/3 that in the development of Amendment 37, the numerical values should be removed from SARPS material and consequential changes to other annexes identified (Annex 11 and Annex 14 and potentially the World Geodetic System – 1984 (WGS-84) Manual).

19.2 The meeting recalled that it was agreed during AIS-AIMSG/3 that the integrity classifications would remain as introductory text explaining the relationship to the numerical values and the use of integrity classifications would be prepared by the Secretariat. Discussion in the group resulted in the agreement for an ad hoc group to try to paraphrase existing EUROCAE ED76/RTCA DO200A material to come up with definitions for critical/essential/routine classifications.

19.3 It was also noted that during AIS-AIMSG/3 the group had expressed the need to relate integrity categories to appropriate data handling processes which would need to be articulated in the AIM Quality Manual and possibly form the basis for ICAO provisions. In a further discussion, it was decided to postpone this until a later version of the AIM Quality Manual.

AGENDA ITEM 6: AIM STAFF TRAINING GUIDANCE

20.1 The group considered the progress on the development of training guidance material with the presentation of AIS-AIMSG/4-SN/10. The group agreed with the proposed structure and content of the draft document and the proposal that the material be referred to as the AIM Training Development Manual.

20.2 It further requested the ad hoc group to continue the work and to plan to finish the work by the next AIS-AIMSG meeting while considering seeking the expertise input from some aviation training institutes.

20.3 The group also studied a suggestion provided to the group in AIS-AIMSG/4-SN/3 that standard AIM knowledge (basic and advanced) courses be developed and further proposed that those courses be offered to international aviation training institutes. It was discussed that the definition of courses was not in the mandate of the study group or the ICAO Secretariat.

20.4 It was observed, however, that the matter of AIM training was of imperative interest to a number of States and regions and that the evolving AIM Training Development Manual may not meet the detail desired by certain organizations for specific guidance. It was noted by the group that guidance in the form of a document may not be sufficient to meet those more specific needs which may also include guidance on AIM development and implementation.

20.5 The meeting agreed that once the AIM Training Development Manual was finalized, it should be provided to all ICAO Regional Offices and discussed with the people in charge of the ICAO TrainAir programme.

AGENDA ITEM 7: LEGAL AND INSTITUTIONAL ISSUES

21.1 The group was presented with flimsy 1 which proposed a communication text to create more awareness on the achievements to date on the legal and institutional issues.

21.2 In reviewing the proposed communiqué, it was agreed that references to the AIS to AIM Transition Roadmap would be removed and that readers of the letters should be invited to share best practices and lessons learned on AIM legal and institutional issues.

21.3 Discussions on applying the text revealed that the eTOD provisions had changed from Amendment 33 to Amendment 36. Amendment 33 had a provision to make eTOD data available which was interpreted at the time to indicate to potential eTOD users where the data could be found without having to enter into any intellectual property rights issues and associated charging matters. However, with Amendment 36, the text had changed to provide eTOD data which is generally considered to include the costs of the collection and compiling of the data in the cost basis for the airport and air navigation services charges.

21.4 The group agreed that the secretary would investigate the reasons behind the eTOD provisions and report back to the next meeting. Additionally, the ad hoc group on legal and institutional factors would update the communiqué and communicate it through civil air navigation services organization (CANSO) channels. The group as a whole will consequently distribute the communication to appropriate persons.

AGENDA ITEM 8: WORK PROGRAMME

22.1 The group reviewed its work program and identified the deliverables to be accomplished leading up to and including Amendment 38 of Annex 15.

22.2 The group noted that there was a significant amount of work to be done and, in particular, that specific deliverables would need to be accomplished in relationship to events on the ICAO calendar. The group consequently identified the sequence of work items itemised with the appropriate events or deadlines as set out in the following table.

Dates(s)/Timeframe		Event/ milestone	Work Deliverables
2011	20-23 September 2011	GANIS (Montreal)	<ul style="list-style-type: none"> ○ Draft AIM concept ○ Draft AIM roadmap (later part of GANP) ○ Annex 15 and PANS-AIM/guidance framework
	7-11 November 2011	AIS-AIMSG/5 (Montreal)	Finalised Amendment 37
	Q3/Q4 2011		<ul style="list-style-type: none"> ○ Training Manual ○ Quality Manual ○ AIS Manual version 3 ○ WGS-84 Manual (accuracy & geodetic height) ○ Manual on Public Usage of the Internet update? ○ Terrain and Obstacle Data (TOD) Manual
2012	1 April 2012		Final ANC-12 papers including final AIM concept and final AIM roadmap
	21 – 25 May 2012	AIS-AIMSG/6 (Montreal)	
	Q2/2012		Charting Manual update
	19-30 November 2012	ANC-12	
2013	14-18 January 2013	AIS-AIMSG/7 (location TBD)	
	2013		Updated AIS to AIM transition roadmap?
	November 2013	Annex 15 Amendment 37 applicable	
2014	June 2014	AIM/MET Divisional Meeting	
	November 2014		Finalised Amendment 38
2016	November 2016	Annex 15 Amendment 38 applicable & PANS-AIM introduced	

AGENDA ITEM 9: ANY OTHER BUSINESS

23.1 An update was provided on the work being undertaken by SESAR to develop a concept for AIM data and information uplink to aircraft. Additionally, the following information concerning access to AIS and MET data link deliverables was provided.

* EUROCAE ED151 / RTCA DO-308, Operational Services and Environment Definition (OSED) for Aeronautical Information Services (AIS) and Meteorological (MET) Data Link Services

* EUROCAE ED175 / RTCA DO-324, Safety and Performance Requirements (SPR) for Aeronautical Information Services (AIS) and Meteorological (MET) Data Link Services

Available from: RTCA, Incorporated – 1828 L Street NW, Suite 805 – Washington, DC 20036 – USA
www.rtca.org

and/or

EUROCAE – 102 rue Etienne Dolet – 92240 Malakoff – France
www.eurocae.net

23.2 The group noted that the existing terms of reference envisioned completion of the work of the Study Group in 2012. In recognition of the ANC 12, the time to develop Amendment 38 and the new work on PANS-AIM, the AIM operational Concept and the AIM Roadmap it was considered that this date is no longer realistic. Consequently, the group requested the Secretary to have the terms of reference amended to include the deliverables planned up to Amendment 38, a meeting frequency of twice a year, and a planned completion date in 2016.

NEXT MEETINGS

24.1 The next meeting is scheduled to be in Montreal 7 to 11 November 2011. The meeting discussed the timing and location of the following meeting and decided on 21 to 25 May 2012 in Montreal, to be confirmed by the Secretary based on the availability of meeting space.