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CAR/SAM Regional Planning and Implementation Group (GREPECAS)

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Agenda Item 3: Performance framework for Regional Air Navigation Planning and Implementation

3.1 Global, inter-regional and intra-regional activities concerning air navigation systems in the CAR/SAM Regions

MIGRATION FROM AIS TO AIM IN BRAZIL

(Note presented by Brazil)

SUMMARY

This information paper aims to present the strategy adopted by Brazil to make the transition from AIS to AIM, in accordance with the ICAO Transition Guidelines.

References:

- ICAO Guidelines for Transition from AIS to AIM, first edition, 2009.

1 INTRODUCTION

1.1 The increment of the air traffic movement in the last years and the use of new technologies on board of aircraft have been causing a growing demand to the aeronautical information system, what took to the beginning of studies for a solution that allowed that those information would be easily accessible, interoperate, consistent and precise.

1.2 The studies aiming at the transition of the current process, based on products that contain aeronautical information, for a process that prioritizes the management of those information took to the beginning of the Aeronautical Information Management Project (AIM-BR) applied to the Brazilian airspace looking for quality, safety, efficiency and readiness of the aeronautical information in the correct format and in the right time.

1.3 In order that planning, execution, monitor and control of all the necessary works to establish the modern Aeronautical Information Services were aligned with actions of other States, it was taken in consideration the content of the Transition Guide from AIS to AIM, ICAO, first edition, 2009,

2 AIM-BR Project

2.1 Scope Project

The Aeronautical Information Management project contemplates:

2.1.1 **The Human Resources Qualification** comprises the determination of functions, competences and respective qualifications that comply with the AIM requirements;

2.1.2 **Organizational Structure** comprises the adequacy of organizations that make part of the production, storage and distribution of the aeronautical information, with the objective of propitiating the necessary conditions for the transition to AIM;

2.1.3 **Regulation** comprises the alterations in the rules and procedures related to the involved Agencies, to the production and the applicable doctrines to the employment of the aeronautical information considering the concepts AIM;

2.1.4 **Quality Management** comprises the study and establishment of processes and procedures that guarantee the needed level of information quality from its origin to its distribution;

2.1.5 **Financial Structure** comprises the establishment of the enterprise costs and the determination of the recovery methodology of costs involved in the implementation and continuity of providing the AIM service; and

2.1.6 **Automated systems** comprise the definition of technical and logistical requirements, the contracting, integration, implementation, approval and trainings related to the new automated systems based on the information technology that will interact with the aeronautical information.

2.2 Implementation schedule and results

The AIM-BR implementation considers the works distribution, in time, as follows:

2.2.1 Short Period—up to 2010:

- Task: Checking of the current state of the aeronautical information production;
- Product: Consolidated Report of the current situation of the Aeronautical Information Service;

2.2.2 Medium Period—from 2011 to 2015:

- Task: Implementation of new systems of the Aeronautical Information Production;
- Product: Implementation of new production systems, new processes and associated procedures and the human resources training in the AIM context;

2.2.3 Long Period—from 2016 to 2020

- Tasks: Continuity to the establishment of the necessary systems to the new AIM concepts.
- Goal: Final Establishment of AIM-BR according to the concepts recommended by ICAO.

2.3 Systems of Static Aeronautical Information and Air Navigation Procedures Making

2.3.1 Systems Description

2.3.1.1 All systems associated to the aeronautical information services shall be interoperated and work integrated. Thus, the systems of static information and procedures production also follow the mentioned requirements.

2.3.1.2 The main components of the system herein mentioned can be functionally grouped in the following classes:

2.3.1.2.1 Basic Services – Group of applicable functionalities in the systems audit in the tasks management, in the changes control, in the systems safety and in the system access management.

2.3.1.2.2 Data Management – Group of applicable functionalities in the data flow management and respective manipulations, from the changes request to the formal modernization and respective storage of them.

2.3.1.2.3 Air Navigation Procedures Production and Validation – Group of functionalities and applicable tools to the procedures production and respective validations.

2.3.1.2.4 Publications and Data Report – Group of applicable functionalities in the generation of charts, static aeronautical information publications and report containing data for use by other systems;

2.3.1.2.5 Web Portal Environment – Group of applicable functionalities in the remotely located users' interconnection aiming at the information changes or corrections and data report and aeronautical publications dissemination.

2.4 Current situation

2.4.1 Checking the current state of the aeronautical information production: Concluded

2.4.2 Specification and Contracting the Aeronautical Information and Procedure Production Systems: Concluded

2.4.3 The System Implementation: beginning on January 2nd, 2011, and expected ending on June 12, 2012.

2.5 Future situation

2.5.1 Organizations structures adaptations, processes and documentation associated to the production and distribution of aeronautical information – Beginning: June 1st, 2011, End: June 12, 2012

2.5.2 Specification and Contracting the Dynamic Information System - Beginning: March 1st, 2011, End: December 7, 2011

3 Conclusion

3.1 The migration of the Aeronautical Information Service centred in the aeronautical publication for the philosophy of information management in Brazil is considering the periods and orientation guidelines issued by ICAO and GREPECAS, in order to guarantee an implementation in harmony with other States.

3.2 The implementation of functionalities and the respective tools will demand adaptations and modifications in different disciplines involved in the Aeronautical Information Service in Brazil, such as, regulation, training of the human resources, processes and restructuring of the involved organizations.

3.3 As the implementation of similar systems in different States of the CAR/SAM Regions is being materialized it is highly advisable that be planned interconnections of the respective systems, in

order to guarantee a quick and reliable change of the aeronautical information of common interest. The interconnection with the Statics Aeronautical Information System in Brazil can be considered viable starting from the second Semester of 2012.

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