



*International Civil Aviation Organization*

**The Ninth Meeting of the Asia/Pacific Aeronautical Information Services –  
Aeronautical Information Management Implementation Task Force (AAITF/9)**

Pattaya, Thailand, 24 – 27 June 2014

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**Agenda Item 4: AIS-AIM Updates**

**AIS TO AIM ACTIVITIES IN FIJI**

(Presented by FIJI/AIRPORTS FIJI LIMITED)

**SUMMARY**

This paper presents the role of AIS in Fiji and the work undertaken to progress from AIS to AIM. It also introduces the existence of the Fiji AIM project team to take lead role in ensuring that Fiji is fully compliant by 2016.

**1. INTRODUCTION**

1.1 AIS section forms a part of the Air Traffic Management Division. The unit is responsible for providing aeronautical information services according to the Annex 15 and ICAO Doc 8126 and the production of charts according to Annex 4.

1.2 Currently, AIS has 8 employees and consists of 4 sections which are the International NOTAM Office, the Publication/Documentation Unit, the Cartography/Mapping Unit and Pans/Ops Unit. Three of these four sections are housed into one separate building from the Air Traffic Management Center, which is the AIS Office. The management team includes the General Manager ATM, the Manager ATM and the Controller AIS.

1.3 The Nadi International NOTAM Office is operational 24/7 and is responsible for providing NOTAM and pre-flight information bulletins. The NOF is also responsible for the issue of NOTAM Checklist on the 1<sup>st</sup> of each month and a monthly printed plain-language list of Valid NOTAM on the 2<sup>nd</sup> day. This particular unit of the AIS is housed in the Air Traffic Management Center due to its 24hour service requirement.

1.4 The Publication/Documentation section is responsible for the publication of the Integrated Aeronautical Information Package but excludes the Aeronautical Information Circular (AIC) which is published by the authority. The AIS Office is operational from Monday to Friday, 8am to 5pm (local time) for the provision of the AIP, AIP Amendments and AIP Supplements and aeronautical charts.

1.5 The AIP Review Group which was formed to be solely responsible for the quality check of the AIP, AIP Sup and Aeronautical Charts contains members of the aviation stakeholders, AIS Office and is chaired by the authority

1.6 The Cartography/Mapping Unit which is responsible for the maintenance and design of the aeronautical charts is also operational from Monday to Friday, 8am to 5pm (local time)

1.7 The PANS/OPS Unit is responsible for the design of air navigation procedures and airspace redesign in the Republic of Fiji. It is operational from Monday to Friday, 8am to 5pm (local time)

## **2. DISCUSSION**

### Latest Achievements

2.1 AIS Fiji acquired AIXM 4.5 static database in 2010 to perform the Briefing function.

2.2 AIS Fiji has completed obstacle data collection in 2012 for the four aerodromes in Fiji including the two international airports Nadi and Nausori Airport. It will continue to do so in every two years in order to update its database

2.3 AIS Fiji was approved and certified by the Civil Aviation Authority of Fiji under Regulation 145E as an AIS Service Provider on 5<sup>th</sup> August, 2013.

2.4 For the first time ever in the July 2014 AIRAC Date AIS Fiji will begin producing the Fiji Visual Terminal Chart (1: 500 000) in house, an activity that has been outsourced for a number of years.

2.5 AIS Fiji has managed to establish a project team that will be responsible for the transition of AIS to AIM. The project team consists of members of the AIS office, the Civil Aviation Authority and the Technical Department.

### Discussion of Strategic Plan

#### Project Team

2.6 The Fiji AIM Project team will closely follow the TOR and the work structure being setup to monitor the progress of implementation.

2.7 Regardless of the lack of resources AIS Fiji is working hard to complete Phase 1 & Phase 2 by 2014 which is critical for the automation required in Phase 3.

2.8 The team will continue to analyse the gap and map the way forward to ensure that the ICAO timeline is met.

#### AIM System

2.9 A new system will be required by 2015 to support the automation requirement for Phase 3 as the current system does not have the capability to support these requirements

2.10 The current system is not capable to support digital NOTAM as this will require an upgrade on the system as required for AIMS. The briefing is currently presented in textual format. There is a need to have appropriate high speed network available for exchange of digital data.

2.11 The new system will also be required to support our PBN Implementation Plan.

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2.12 We are finalizing the proposal with a contractor to make the AIP available on the AFL website. This activity is expected to be completed by September, 2014

*Training/Recruitment*

2.13 The current batch of AIS staff has been earmarked to undergo AIM training by September to October this year in Singapore.

2.14 It is also envisaged that an additional staff will be recruited and trained on AIS by the start of 2015.

*P-15-Aerodrome Mapping*

2.15 AIS Fiji requires more clarification on P-15 Aerodrome Mapping. Are the aerodrome charts in the AIP sufficient for small size airports?

*P-16-Training*

2.16 AIS Fiji is seeking the possibility of having an AIM Workshop conducted in Fiji.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss matters as stated in 2.15 and 2.16 as appropriate.

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