



*International Civil Aviation Organization*

**The Tenth Meeting of the Asia/Pacific Aeronautical Information Services –  
Aeronautical Information Management Implementation Task Force  
(AAITF/10)**

Bangkok, Thailand, 27-30 April 2015

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

**NEED FOR COOPERATION IN AIM TRAINING**

(Presented by MONGOLIA)

**SUMMARY**

This paper highlights the need for cooperation among Contracting States in the Asia and Pacific region regarding AIM implementation, in particular training for static and dynamic data management in AIXM environment, eAIP and quality management system.

**1. INTRODUCTION**

1.1 According to the ongoing structure changes within the civil aviation system in Mongolia, Aeronautical Information Services Division now forms a part of new air traffic management corporation which is a separate entity responsible for providing air navigation services for Mongolia. The new, improved structure allows separation of regulator and air navigation and airport service provider functions.

1.2 With 40 Administrations and 49 FIRs, the Asia Pacific region is the most diverse region in terms of cultural and political differences. Regional harmonization is challenging as opposed to US or Europe, where this responsibility would fall to the Federal Aviation Administration (FAA) or EUROCONTROL. The APAC Regional Office has successfully taken the lead in implementing AIM in the region but their resources are limited. AIM related meetings, training or seminars are occasionally held in the region as opposed to airspace, air traffic flow management or Performance Based Navigation activities.

**2. DISCUSSION**

Lack of AIM training

2.1 Since 2008, AIS of Mongolia has carefully studied the regional process to transition from AIS to AIM and for the last few years, actively involved in the process by sharing our experience, initiating discussions and offering solutions. We had opportunity to visit and meet with AIS personnel from many different States during meetings such as Global AIM Congress. Some States are well on their way to successful implementation while others are struggling. Based on our observations, there are number of States with deficiency in terms of administrative organization, size and working arrangements of AIS organization. In some, AIS is not established as a separate unit but as part of Air Traffic Services or Communication, Navigation and Surveillance organization.

2.2 In many cases, ATC staff work as AIS officers or take turn working for both AIS and ATS. Therefore, AIS organizations face with lack of qualified staff with consistent technical proficiency and enough experience which in turn affects successful implementation of AIM requirements. Regional cooperation in AIM training is important to ensure harmonized implementation throughout the region. Vendors or training organizations such as Singapore Aviation Academy offer AIM training but the cost can be high to send several staff members at the same time. Seminar, workshop, on-the-job training or on-site consulting approach which would put all members in a same room may be more cost efficient and effective.

2.3 In-depth knowledge and extensive understanding of ATM/CNS system, System-Wide Information Management (SWIM) and Collaborative Decision Making (CDM) environment prior to introducing AIS automation is crucial. The AIM systems we introduce must be interoperable with other systems in SWIM environment. In Mongolia's case, we currently don't have the capability to make our own systems like other developing countries. That's why we have to purchase expensive systems from European or North American companies. The problem waiting in future is our ATC, ATFM, CNS and AIS will have various systems manufactured by different vendors with different formats. We are certain we will have to pay sizeable amount for upgrades or extensions for integration.

2.4 In terms of AIM, Mongolia started early. In some ways, it was a disadvantage and sharing the experience we accumulated and challenges we faced with other States has always been a priority for us. We are currently working on developing Standard AIS Training Package (STP) in cooperation with Civil Aviation Training Center of Mongolia who is a TRAINAIR PLUS member. In future, we are always open to opportunities for collaboration and technical assistance in AIM transition.

#### COSCAP Cooperative Activities

2.5 COSCAP (Continuing Development of Operational Safety and Continuing Airworthiness Program) has sought our concurrence in providing technical assistance to some States in their AIM transition efforts. We worked with COSCAP North Asia on several ATM projects, most of them in aeronautical information management. These projects have been very successful thanks to dedicated effort of our staff and effective coordination of COSCAP North Asia, in particular Mr. Wayne Chapin, Chief Technical Advisor.

2.6 In January of 2013, COSCAP and AIS of Mongolia co-organized Basic AIS training for Asia Pacific region. COSCAP coordinated with Boeing and Airbus to solve financial matters and the training was attended by participants from Malaysia, DPRK and Mongolia. After the training, General Administration of Civil Aviation (GACA) of DPRK identified the need for advanced training for their AIS personnel which would involve AIS Mongolia developing a curriculum based on ICAO Roadmap and Amendment 37 to Annex 15. In addition, GACA needed assistance implementing quality management system and possibly, obtaining ISO certification. The training was held in Ulaanbaatar city from 06 February 2014 to 14 February 2014. During this training, DPRK participants were provided with knowledge of roadmap phases and steps, Amendment 37 of Annex 15, quality management system and other new SARPs related to AIM.

2.7 Based on our experience with COSCAP North Asia, we suggest States to establish close cooperation with their regional COSCAP for training and other possibilities.

Avitech Cooperative Activities

2.8 We were approached by Avitech for consulting services in terms of introduction of AIM automation system and quality management system for Malaysia. Malaysia is introducing Avitech systems and Avitech has decided to outsource our AIS staff for their database, AIP and chart migration, automation training and Quality Management System development. A review of quality management system implemented by Malaysian AIS was carried out in March, 2014 and detailed report including recommendations on improvement of this system was delivered. Training in static database management, production of AIP, AIP amendment, AIP Supplement and AIC in Framemaker based structured document type system and training in quality management system were delivered as part of contract between DCA of Malaysia and Avitech.

2.9 We have signed a contract with Avitech to do the same migration, training and consulting for Bahrain. The work is expected to commence this summer.

IFAIMA

2.10 Mongolian Aeronautical Information Management Association (MAIMA) has been a member of IFAIMA since 2009. IFAIMA is International Federation of Aeronautical Information Management Associations with 28 member associations throughout the world. It was founded in August 2008 and in less than 7 years, has been recognized by the European Commission, EASA, CANSO, ETF and most recently, during its last meeting on the 4th March 2015, the ICAO Council recognized and has added IFAIMA to the list of Organizations that may be invited to suitable meetings of ICAO.

2.11 IFAIMA organizes Global AIM Congresses every year. The next one is very close to us this year, in Hanoi, Vietnam from 9-11 Jun 2015. Please attend this congress and become a member of IFAIMA. It is a very good initiative to get better understanding of AIS to AIM transition, get involved in AIM related activities and developments and enjoy training opportunities.

2.12 IFAIMA has training cooperation with several organizations which include 50% discount for IFAIMA members for Group EAD courses and fellowship from United ATS.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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