



ATNS ASBU Block 0- DATM Implementation Status

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Specialist Airspace Modeling and Simulation

ATNS

BO-DATM

Performance Improvement Area:

Globally Interoperable
Systems and Data

Module Description	ATNS Implementation Elements
The initial introduction of digital processing and management of information through, aeronautical information service (AIS)/aeronautical information management (AIM) implementation, use of aeronautical exchange model (AIXM), migration to electronic aeronautical information publication (AIP and better quality and availability of data.	<ol style="list-style-type: none">1) Com_2007_030 - AFTN/AMHS/ATNS CAD review and AIS replacement2) Com_2009_106 - Migration of AIS services (Digital NOTAM)3) CHAIN implemented within ATNS 20114) New ICAO FPL formatted implemented in 20125) CAD Implemented in 20126) AIP Services transferred from SACAA to ATNS7) Data Exchanges between CAD and IDS system in AIXM format

AFTN/AMHS/ATNS CAD Conversion

The AFTN / AIS system (Motseta) underwent a major upgrade in 2009/2010. Taking the developments in the field of AMHS and the progressive enhancements on the AIM system into consideration, it is not foreseen that a full replacement of the current AFTN / AIS system (Motseta) will take place. In line with the ASBU timelines and the AMHS implementation schedule an update on the AMHS system is required. Interoperability with legacy AFTN connections will be maintained through appropriate gateways.

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Migration of AIS services (Digital NOTAM) ¶

ICAO developments with regard to digital NOTAM and flight plans will require enhancements on the AIS system. This is in line with a possible mid-life upgrade on the Motseta system, however decision regarding the migration of AIS to the ATNS CAD will determine on which system the activity is performed. The introduction of the new AIM system (ATNS CAD) was initiated in 2009/2010 and completed in 2011/2012. As the system is mainly software driven it is foreseen to have a major software intervention after 7 years (2017). This provides ATNS with the option to expand the system to include a world-wide NOTAM database, cater for developments in the fields of MET and NOTAM (X-Notam) etc. as well as the option to incorporate further software applications such as flight plan management. ¶

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In alignment of the global concept transitioning AIS to AIM ATNS has adopted the principles of Controlled and Harmonised Aeronautical Information Network. CHAIN dictates to the ATM community and all users the standard to be adopted when integrating data into the aeronautical information databases. CHAIN was implemented within ATNS during 2011.

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The new ICAO flight plan format was successfully implemented in 2012. This initiative includes the introduction of digital NOTAM distribution in which ATNS has been part of the pre-implementation trials.

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ATNS has established a Centralised Aeronautical Database linking all ATNS operational systems. It is envisaged that the database will be synchronised with established Eurocontrol and NavCanada databases. Future development will see the ATNS CAD being synchronised with all other international databases. The ATNS CAD was implemented in 2012.

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BO-DATM Challenges

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1. State Differences from ICAO SARP's
2. Adoption of Standardized exchange mechanisms for information (AIXM, FIXM, WXXM)
3. Quality and Integrity of AIP Data
4. Service Level Agreements with Data Originators
5. Regulations to support implementation

Questions?





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Thank you