



INTERNATIONAL CIVIL AVIATION ORGANIZATION
A United Nations Specialized Agency



MID Region – AIM SG/2

AIMS-AIM Study Group

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AIS-AIM Study Group



Active since end 2008

Objectives

- Global strategy/roadmap for the transition from AIS to AIM
- SARPs/Guidance for a standard AICM/AIXM to enable **global digital data exchange**
- Other material required to support **AIM implementation**

Experts* from

- Australia, Brasil, China, France, Ireland, Japan, Kenya, Nigeria, Russia, South-Africa, South-Korea, Sweden, UK, USA, CANSO (Avitech, ITV, Nav Canada, skyguide, ...), IATA/Jeppesen, IFAIMA, IFALPA, EUROCONTROL



Results to date



- **AIS2AIM Roadmap**



- **Anx15 - Amdt 36** – Appl. date 2010

- Automation, quality, eAIP, etod <<\$\$

- **Anx 15 - Amdt 37** – Appl. date 2013

- AIM inclusion, Roles & Responsibilities, Terminology, IM grouping
- Automation>> & Digital Data exchange
- Etod tuning & Airport Mapping Data Bases (AMDBs) inclusion
- Integrity Values out (classifications kept)
- AIP Template, SNOWTAM format enhancements



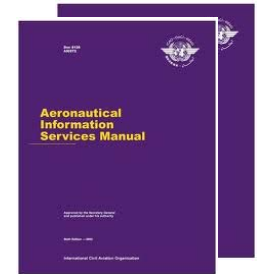
- **Guidance material proposals**



Guidance Material



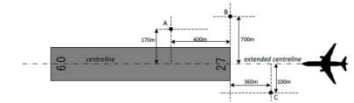
- With secretariat for review
 - AIS Manual – Amdt 3 (Doc 8126)
 - New Quality Manual (Doc 9839)
 - New Training Manual (Doc 9991)
 - Aeronautical Chart manual – Amdt 3 (Doc 8697)
 - Update of WGS84 Manual (Doc 9674)
 - Update of Public Usage of Internet (Doc 9855)
- Under consideration
 - Update of eTOD/AMDB Guidance (Doc 9881)



More guidance - OPADD v4

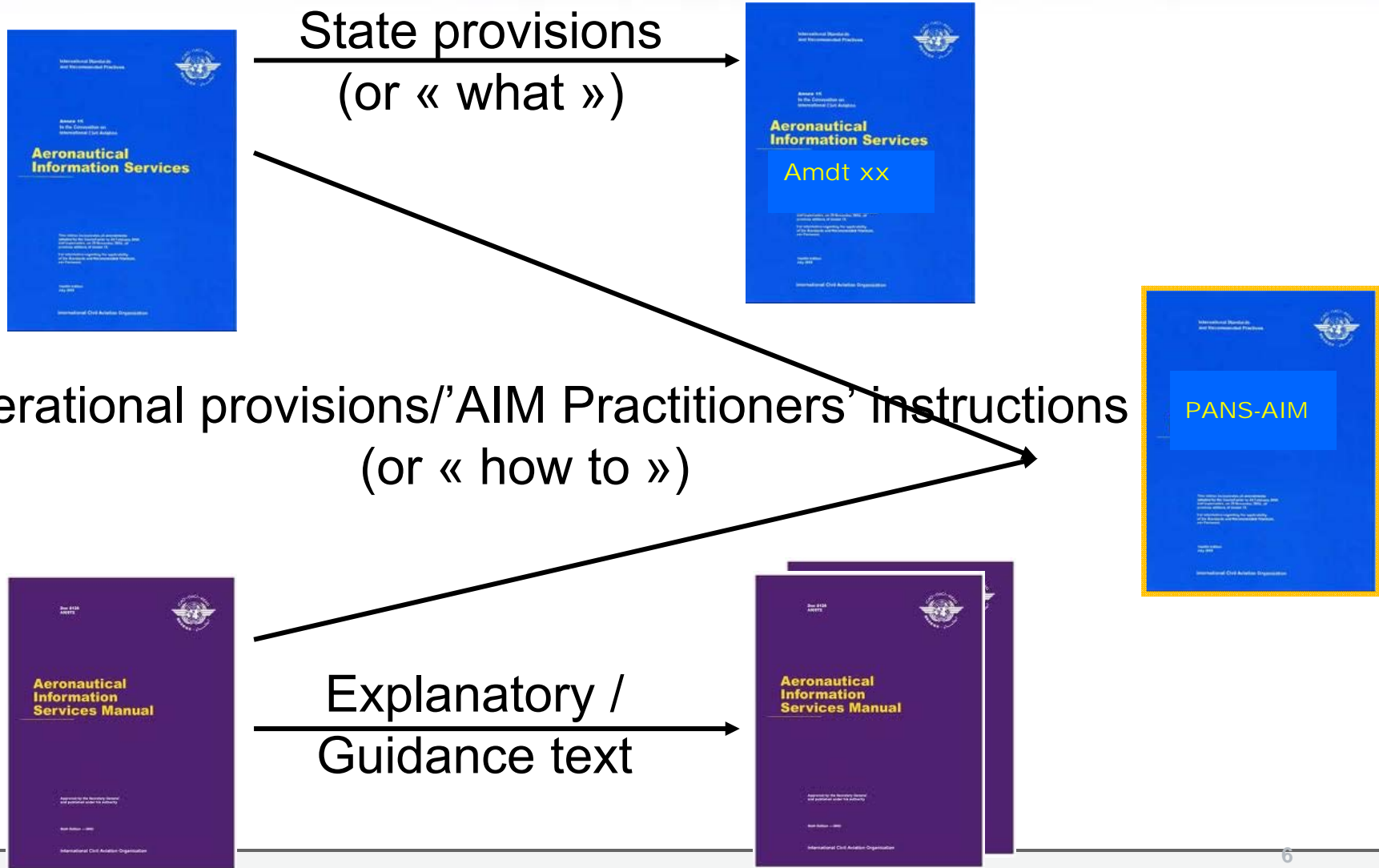


- Operating Procedures for AIS Dynamic Data
- Existing since 2000 (v1)
- The world's NOTAM expertise written down
- What's new with V4
 - 154 pages !
 - Aligned with latest ICAO SARPs
 - Incorporating Digital NOTAM Structuring concepts
 - Graphics, examples, ...
- Download for free from www.eurocontrol.int/ais



Obstacle A: '400M BEYOND THR 27, 170M NORTH OF CENTERLINE.'
Obstacle B: 'ABEAM THR 27, 700M NORTH OF CENTERLINE.'
Obstacle C: '350M BEFORE THR 27, 100M SOUTH OF EXTENDED CENTERLINE.'

The road to AIM



Annex 15 / PANS-AIM - I



- **Split** Data collection/provision – From **Product to Data Centric**
- **Digital Data services**
 - **Several** Datasets : Aeronautical (AIP), Terrain, Obstacles, Aerodrome Mapping, Instrument Flight Procedure Design
 - *"**progressive** introduction of the requirements for digital data publication"*
 - *"**incentive** - allowed to remove certain AIP tables, if data is made available digitally"*
 - Short-term operational sign. update - [implicit – **Digital NOTAM**]
- But also
 - **English Language**
 - **Safety Management** provisions
 - **Data quality** separated from Quality/Safety **Management**
 - **I-AIP** replaced by **Aeronautical Information Products**

Annex 15 / PANS-AIM - II



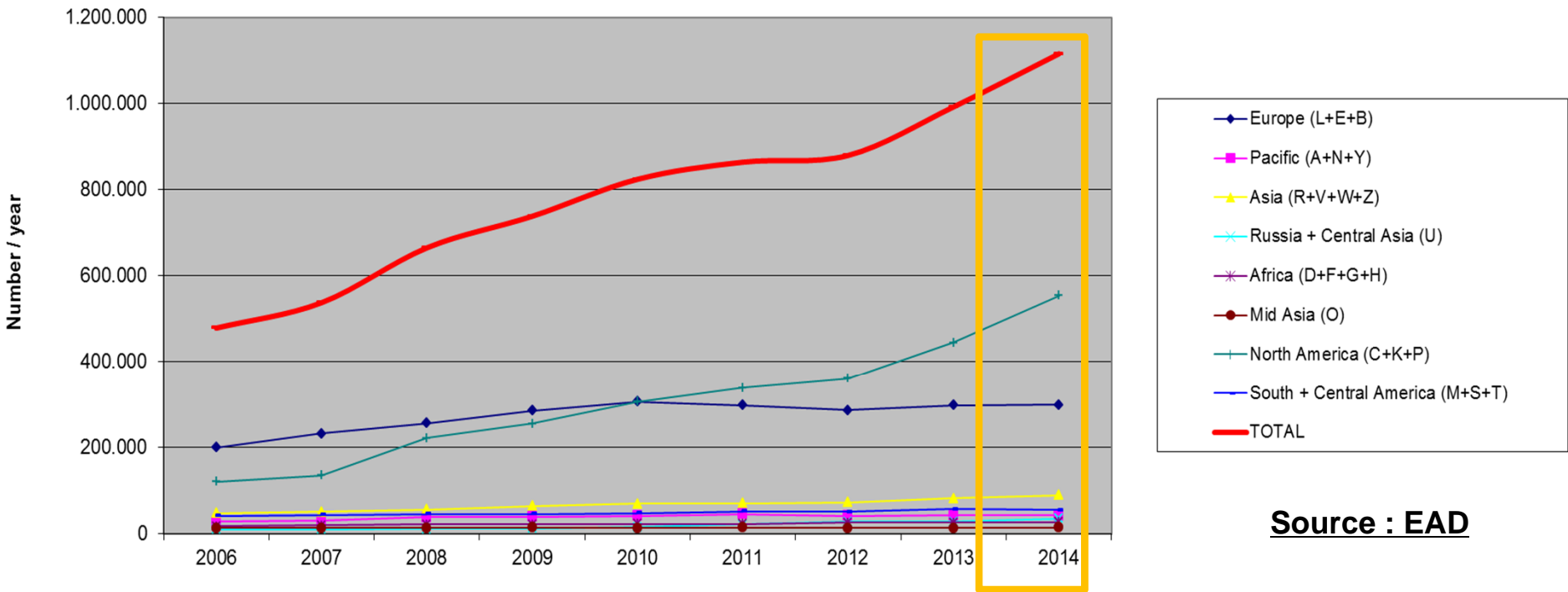
- Further cleaning up of '**Terms**' (collect/provide/promulgate/...,)
- Strengthening '**Formal arrangements**' (DO↔AIS)
- **Data protection** provisions updated (CRC one option + ED76/DO200A)

- Some **Doc8126 AIP text** (multiple volumes, page numbering, formatting, ...) lifted to PANS-AIM level
- **Paper vs Electronic (AIP/eAIP)** clean-up
- Improved consistency with **industry standards** (definitions, provisions)

- Restructured Annex 15 (+- **30** pages) + New PANS-AIM (+- **100** pages)

NOTAM Proliferation

(International) NOTAM Trends



Source : EAD

Several NOTAM Proliferation mitigation & general NOTAM quality improvement proposals

Planning



NOW
 LATER

- **Other pending Annex 15 amendments**
 - Amdt 38 - PBN related changes (Appl Date – Nov 2014)
 - Amdt 39 – RESA (being processed)
 - FTF/Runway Condition Reporting (State letter process started)
 - SATCOM (in the pipe)
- **2015**
 - Study Group #11 – April 2015 – Closure on all content
 - Study Group #12 – October 2015 – Handover of files (incl justifications)
 - **Completion** of Work Programme AIS-AIMSG
- **2016-2018**
 - ANC review, State letter process, Applicable Nov 2018 (?)
- **Future considerations (IMP/...)**
 - E-charts, Anx 4 review (AIM product specifications)
 - Further strengthening digitisation provisions

Conclusions



- It is considered that significant progress has been made
- ICAO AIM material fully updated to support evolving ATM needs
- Harmonised implementation the next challenge
- AIS-AIMSG nearing end of its mandate