The Global Voice of ATM

AIM Working Group #18 Outcome

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Outline

➤ **Introduction to CANSO Work programmes and WGs**

➤ **CANSO AIM WG – Background**

➤ **Outcome of CANSO WG Meeting #18 ,** Kampala, Uganda, on 21-22 May 2017

➤ **Current CANSO AIM WG Deliverables**

➤ **Recommendations and Next Steps**

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Introduction to CANSO Global Standing Committees, and WGs

CANSO has three standing committees :

- Operations,
- Safety ,and
- Strategy and Integration

With the supporting of the different *workgroups, they deliver policy, publish guidelines, and best practice on behalf of Members.*

They bring together global experts to address issues of common interest; exchange of best practice; and develop policies across a broad spectrum of issues.

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Introduction to CANSO Global Standing Committees, and WGs (Contd)

CANSO Programme Managers are helpfully supporting the region by providing the advice and expertise, and continue to support the regional activities to improve alignment and support Members in their various needs.

CANSO Members contribute by providing resources for the efficient performance of CANSO's activities, in terms of financial and human resources.

CANSO membership entitles members to participate in CANSO workgroups. Where each workgroup focuses on a specific functional area, and provides an objective environment for Members to develop best practice, guidance and policies that drive operational efficiency and solve business problems in an open, timely and predictable manner.

CANSO encourages Members to become involved and influence the future of ATM, by giving them the opportunity to take place among the world's leading companies in one of our industry-related workgroups.

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Benefits for member when joining CANSO workgroups

↗ Access the latest information on industry developments, technologies and procedures;

↗ Participate in external organisations by representing CANSO, thus network with a world-class community of peers, experts and industry leaders ;

↗ Influence outcomes that benefit not only your organisation but the industry as a whole;

↗ Grow your organisation and build your presence among industry thought leaders; and

↗ Make sure that the global programmes are taking into consideration the ME special needs and ME position is reflected.

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OPERATIONS Standing Committee (OSC)

Environment Workgroup (ENVWG)

Performance-based navigation Workgroup (PBNWG)

The Airport Collaborative Decision- Making Subgroup (ACDMSG)

Aeronautical Information Management Workgroup (AIMWG)

 RPAS and Emerging Technologies Workgroup (RPAS/ET WG)

Air Traffic Flow Management Workgroup (ATFM WG)

The Controller Pilot Data Link Communications Task Force (CPDLCTF)

Operational Performance (OPWG)

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CANSO AIM WG Background

- CANSO AIM WG was established in 2008, meets twice per year, and has approximately 40 active members from all regions , including associate members from the industry

- The AIM WG reports to the Operational Standing Committee (OSC), one of CANSO's governance bodies

- Membership open only for CANSO members

- Non members and guests might be invited by AIM WG chair

- More information on CANSO can be found at www.canso.org

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Report on CANSO AIM WG Meeting #18

- **Technological Immaturity in AIM demonstrated in the following areas:**
  - eTOD
  - AIXM
  - AMHS
  - SWIM
  - Digital NOTAM

- **Interoperability issues (in general)**

The Structural and Systemic underlying causes of the above areas of concern were explored

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Report on WG # 18 (continued)

- **Update from ICAO**

    - Annex 15 - Amendment 40

    - The new Data sets

    - Update on AIS/AIM Guidance Material

    - Update on AIM Training (Competency-based Training Framework)

    - ICAO AIM Protocol Questions

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Report on WG # 18 (continued)

- **Joint Brainstorming Session with** AIM Regulator and Oversight Group (AIMROG)
    - Digital Data Exchange: „We are running a Museum."
    - Fixing the Standardisation Framework
    - Variability in implementation – a systemic problem
    - Minimum requirements for interoperability
    - Service level agreements with Originators
    - Onboard and ground-based operational systems (ATM) cannot cope with the new data requirements
    - Unlike other industries (Maritime), it is not possible to replace Airborne and Ground systems that have been shown to be deficient in automation requirements
    - Comm networks are inadequate
    - Provision of raw data (from other annexes) to the AIS must be strengthened
    - How CANSO can support its Members and ICAO

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Report on WG # 18 (continued)

- We are responsible for raising the profile of AIM in the aviation community; our needs, our challenges

- We need to engage stakeholders; there are expectations of AIM in the ASBU and Global Operational Concept

- We need to work together to ensure AIM issues are known, addressed, and resolved in a timely fashion

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Report on WG # 18 (continued)

- **Review CANSO AIM Training Development Guidance Manual**
  - A competency based approach
  - Discussed issues around training, roles, credentials, career
  - Maintaining staff engagement through professional development, role enrichment and enabling advancement

- **SMS Implementation in AIM**
  - SMS is an AIM requirement in some jurisdictions
  - SMS complements, not replaces, the existing QMS
  - QMS remains suitable for AIM, as AIM is essentially a production environment

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Current CANSO AIM WG Deliverables

- AIM Training Development Guidance Manual

- Added value of Digital AIM Data in ATM (Paper)

- AIXM Interoperability Issues (Paper)

- AIM and RPAS/UAS Data Needs (Paper)

- eTOD implementation/deficiencies (Presentation)

- AIS to AIM (APAC Workshop - Singapore)

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Recommendations and Next Steps

- **Closer collaboration with ICAO to address:**
  - Standardisation Framework
  - Support the members to resolve regional issues
  - Reestablishment of an AIM working arrangement on the IMP
  - Variability in implementation (all SARPs)
  - No modern operational concepts are possible without proper standardisation!

- **Follow IATA's request for closer engagement**

- **Emphasize the importance of data, and the pioneering role of AIM, in all aspects of aviation automation**
  - Papers: Added Value of Digital AIM Data in ATM, AIM and UAS

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