First Aeronautical Information Management (AIM), Flight Plan (FPL) Error Management and Air Traffic Services Inter-facility Data Communication (AIDC), Meeting (AIM/FPL/AIDC/1)
Tegucigalpa, Honduras 30 October – 3 November 2017

Agenda Item 8:   **Review of Survey Results Report**

AIM SURVEY RESULTS - IAIP IMPLEMENTATION SURVEY

(Presented by AIM TF Rapporteur)

EXECUTIVE SUMMARY
This paper presents the AIM Survey Results regarding the proper execution of the IAIP products by NACC AIS Units. It illustrates the areas where attention and/or correction required by the State of the AIS Unit, in order to carry out ICAO compliant publications.

Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency

1.   Introduction

1.1   A Survey was created within the AIM TF in order to evaluate the proper execution of the IAIP products by NACC AIS Units. Using an online tool as well as PDF version of the Survey, each participating State, pertaining to the NACC region, filled out this Survey. A total of 11 States participated:

      1.1.A   Antigua and Barbuda
      1.1.B   Aruba
      1.1.C   Bahamas
      1.1.D   Barbados
      1.1.E   Belize
      1.1.F   Canada
      1.1.G   Costa Rica
      1.1.H   Cuba
      1.1.I   Curacao
      1.1.J   Trinidad & Tobago
      1.1.K   U.S.A. (FAA)

1.2   The Survey consisted of 28 questions, covering the areas of NOTAM- usage and dissemination, and AIP, SUP and AIC publication and dissemination, SLA,

2.   Survey Questions

    The following questions and statements were asked in the Survey:

2.1   Q 3 In 2017, how many times has a NOTAM been published with information related to ATFM? Air Traffic Flow Management A Traffic Flow Management System (TFMS) is to provide services that are focused on cooperative planning and delay minimization. The operational benefits of a TFMS are to provide airspace users and Air Traffic Controllers with enhanced services for: -the centralized management and allocation of available capacity; -notice of abnormal capacity situations (e.g. extreme weather conditions); -tools to implement delay programs that limit cost implications to airspace users due to abnormal capacity situations; -relieve Air Traffic Controllers from a significant part of the work load and subsequently reduce stress levels during control operations; -provide aircraft operators with timely and accurate information on any event affecting the flow of air traffic and capacity of the airspace, and to propose effective solutions to minimize delays or to re-route traffic; -improve capacity, sector productivity and support costs; -improve information distribution and coordination with the ATC system and other users, improving 'system-wide' decision making; -expedite airport arrival, departure, taxiway and aircraft turnaround processes; -integrate all airspace users in ATM processes; and -optimize flight profiles and routes during adverse weather conditions affecting airspace operations.

2.2   Q 4 In 2017, how many times has a NOTAM been published with information related to "Suspension of ATS services"?

2.3   Q 5 What does your AIS (AIM) Unit use to publish and disseminate Suspension of ATS Services?

2.4   Q 6 What does your AIS (AIM) Unit use to publish and disseminate 'Trainee Air Traffic Controller on Duty'?

2.5   Q 7 When an emergency situation occurs at an International aerodrome, a NOTAM must be published quickly and accurately. Are there emergency NOTAM Procedures in place at the AIS (AIM) Unit?

2.6   Q 8 In reference to Q7, how often are the NOTAM emergency procedures followed?

2.7   Q 9 When a NOTAM related to aerodrome operations is still valid/in effect; does it ever occur that the published NOTAM is overruled by the aerodrome operations office WITHOUT being cancelled?

2.8   Q 10 Information that should be published as a Supplement is often published as a NOTAM BEFORE it is published as a Supplement, because Aerodrome Data Originators provide late publication requests. This statement is...?

2.9   Q 11 Does your AIS (AIM) Unit comply with AIRAC requirements?

2.10   Q 12 On which AIRAC Cycles does the AIS (AIM) unit publish amendments?

2.11   Q 13 If no amendment was published during an AIRAC Cycle, is "NIL" published to clients to confirm no amendments are applicable?

2.12   Q 14 How does the AIS (AIM) unit guarantee that its clients receive published aeronautical information of the IAIP?

2.13   Q 15 How many International Aerodromes does the AIS (AIM) Unit service? Please include the ICAO? And the State it belongs/they belong to (separate by a backslash /):

2.14   Q 16 How many of these aerodromes (Q15) have an Aerodrome Obstacle Chart published in the State's AIP / eAIP? Please include the ICAO? And the State it belongs/they belong to:

2.15   Q 17 How many of this Aerodrome Obstacles Chart published in the State's AIP / eAIP are up-to-date/current (Q16)?

2.16   Q 18 How many of these aerodromes have an update planned/pending for the Aerodrome Obstacle Chart (Q16)?

2.17   Q 19 When (construction) work is being done at the aerodrome, which would influence the Aerodrome Obstacle Chart, is the AIS (AIM) involved from the start of the project?

2.18   Q 20 When (construction) work is being done at the aerodrome, which would influence the Aerodrome Obstacle Chart, is the relevant Civil Aviation Authority (Inspector) involved from the start of the project?

2.19   Q 21 Is the information to be published (Q20) by to the AIS (AIM) unit, submitted by the Data Originator with sufficient time for proper processing?

2.20   Q 22 How is the (construction) work to be carried out at the aerodrome, which would influence the Aerodrome Obstacle Chart / Parking Docking Chart etc., being published?

2.21   Q 23 Does the aerodrome operations/data originator submit the information on the (construction) work to be carried out at the aerodrome timely to the AIS (AIM) unit, for proper processing?

2.22   Q 24 Does the AIS (AIM) unit have a schedule to update Aerodrome Charts published in the AIP(s) / eAIP(s) (Obstacle, Parking Docking etc.)?

2.23   Q 25 Are clients/users being charged directly for the AIP / eAIP? Please specify how the AIS (AIM) Unit charges for the AIP / eAIP:

2.24   Q 26 Does the AIS (AIM) unit have a SLA with each Data Originator in place?

2.25   Q 27 Does the AIS (AIM) unit have a website?

2.26   Q 28 With regard to the Transition from AIS to AIM?, which of the 21 inter-related steps of the ICAO Roadmap are 100% completed / implemented?

2.27   Q 29 Does the State / AIS (AIM) unit require any assistance from ICAO / AIM TF, for this transition?

2.28   Q 30 Any additional comments for the AIM TF Rapporteur or ICAO NACC - AIM?

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