



AIS/AIM Workshop

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ATNS

South Africa



transport
Department
Transport
REPUBLIC OF SOUTH AFRICA



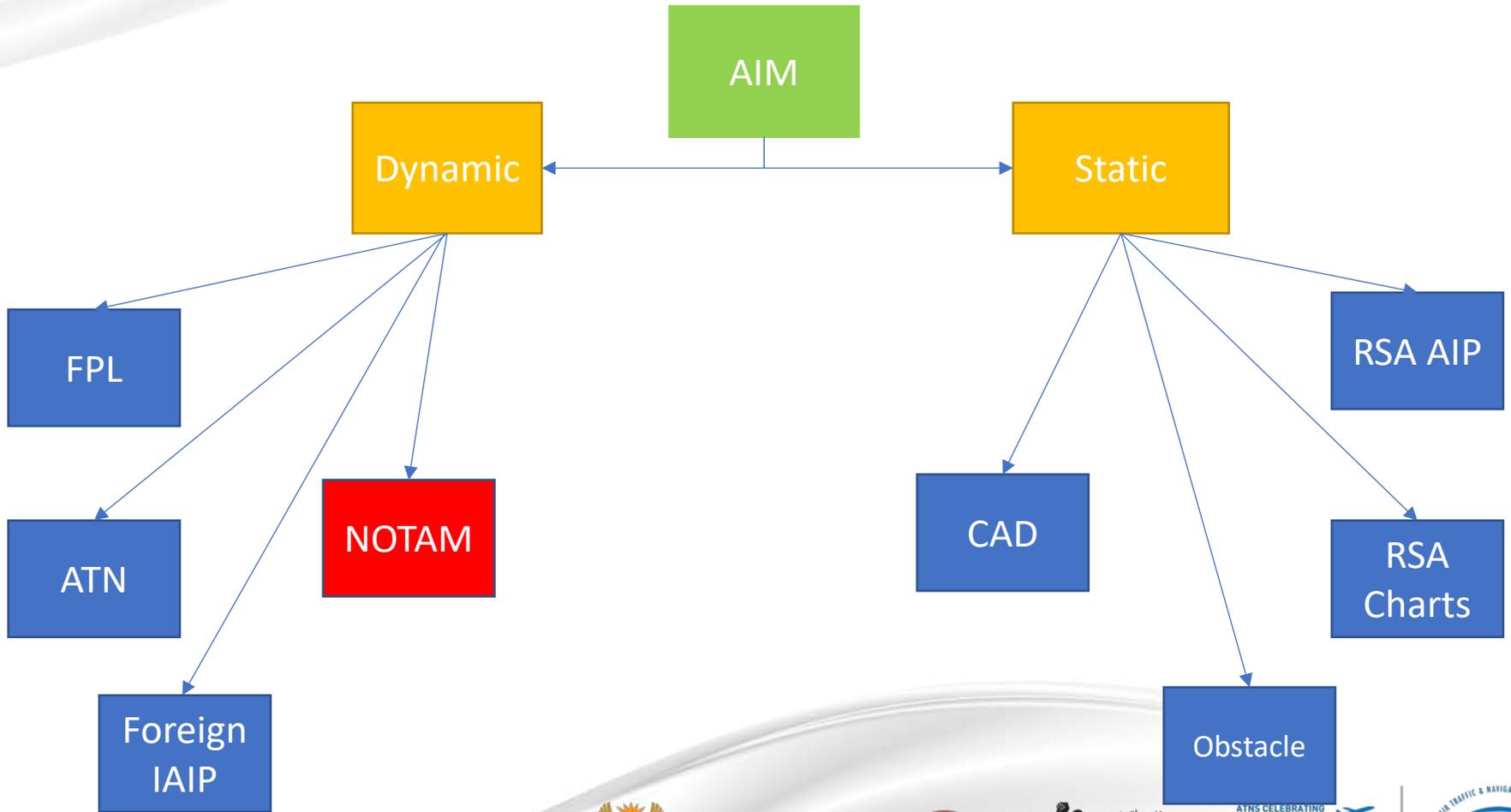
Introduction

AIM Responsibility -

- To ensure the flow of aeronautical data and aeronautical information necessary for global Air Traffic Management (ATM), in a regulated manner that is safety, economical, efficient and environmentally sustainable
- To collect, manage and distribute aeronautical data and content (that is collected, formatted, checked and distributed timeously) as well as manage the technical elements of aeronautical data and information (storage, consistency of data bases, global interfacing, etc.)
- Aeronautical Information Products include:
 - Aeronautical Information Publication (AIP), including amendments and supplements;
 - Aeronautical Information Circulars (AIC);
 - Aeronautical Charts;
 - NOTAM;
 - Digital Data Sets.
- Note: In ATNS, AIM is also responsible for Flight Planning/Briefing and a Regional Communication Centre (ATN Centre)



Current working Environment



NOTAM

- Raw data is received from the Data Originator (ATSU, CAA, CAMU, ACSA, SAAF)
- Evaluate the Raw data
- Submit Raw data for approval if necessary (to CAA)
- Does the information qualify to be issued as a NOTAM?
- If NOT, does the information qualify to be issued as an AIP Supplement or AIC or incorporated into the AIP?
- If the information is to be issued as a NOTAM, then:



NOTAM (cont.)

- Check the summary/AIP SUP for any duplication or conflict with another NOTAM.
- Data is verified (using Annex 15, OPADD, ICAO Doc 8400, AIP, Supplements, AIC's, etc.)
- Coordinates are verified using Google Earth/ SDO Graphical Validation to ensure integrity and accuracy of data
- The airspace that the NOTAM affects would also be identified
- and a NOTAM Series is allocated (A to F)

NOTAM (cont.)

- NOTAM Series:

- A – : NOTAM containing information affecting long-haul international flights, facilities, aerodromes and navigational warnings
- B – NOTAM containing information affecting regional international flights, facilities, aerodromes and navigational warnings.
- C – NOTAM containing information affecting domestic flights, facilities, aerodromes and navigational warnings
- D – NOTAM containing information of concern for military airports only and given selected international distribution.
- E – NOTAM containing information of concern for heliports and given international distribution for adjacent states only.
- F - NOTAM containing information of an administrative nature (e.g. hand amendments, publications, trigger NOTAM) and *given selected international distribution.*

NOTAM (cont.)

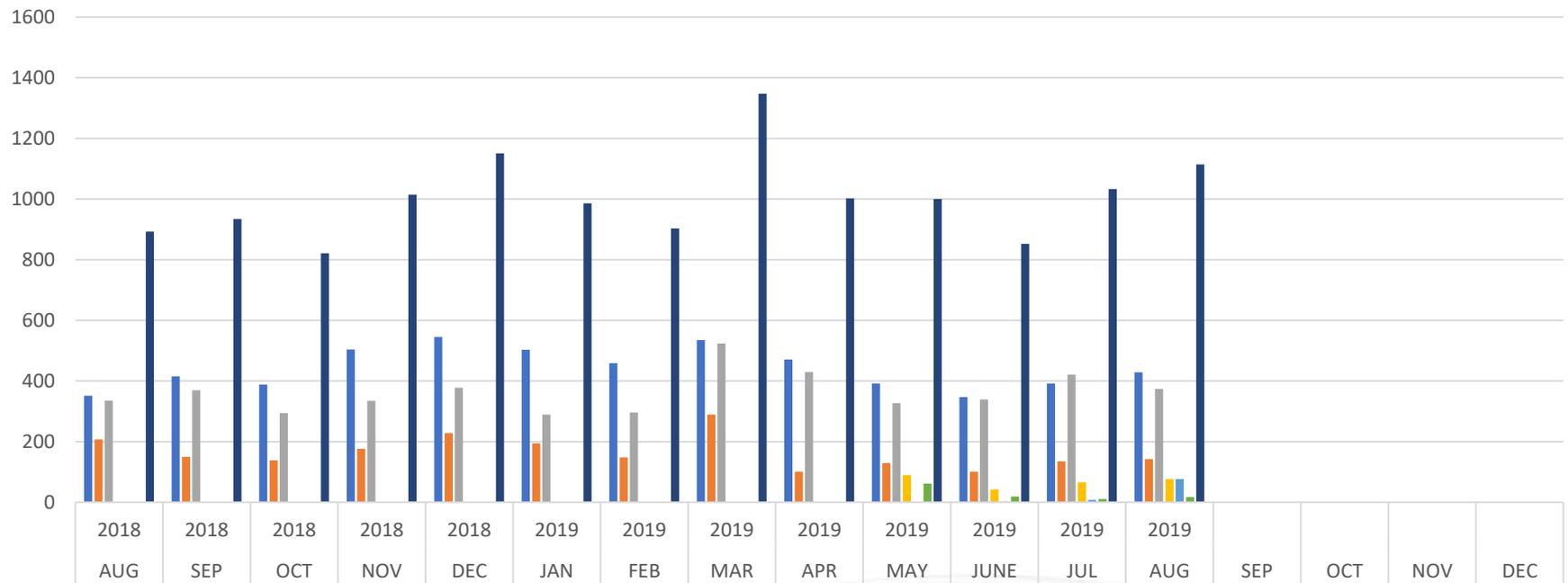
- NOTAM is then sent to the Aviation Industry, via:
 - AFTN
 - AMHS
 - Pilots receive the information in the form of a PIB

NOTAM Statistics

	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	JUL	AUG
	2018	2018	2018	2018	2018	2019	2019	2019	2019	2019	2019	2019	2019
A	351	415	388	504	545	503	459	535	471	392	347	392	429
B	207	150	139	176	228	194	148	289	101	129	101	135	142
C	335	369	294	334	378	289	296	524	430	327	339	421	374
D										90	43	66	76
E										1	3	8	76
F										61	19	11	17
Total	893	934	821	1014	1151	986	903	1348	1002	1000	852	1033	1114

NOTAM Statistics

NOTAM Accuracy



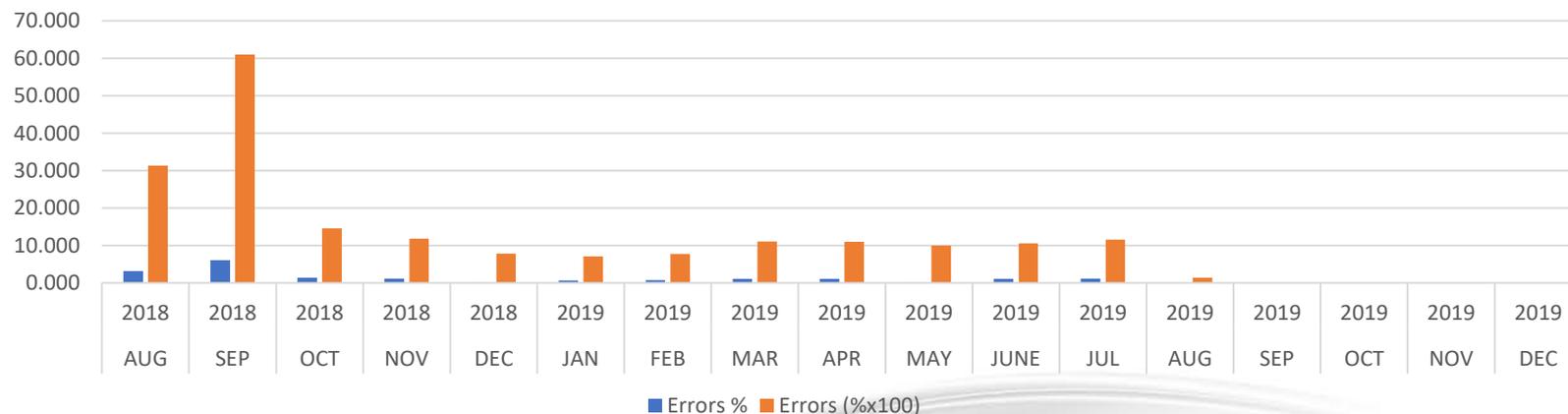
■ A ■ B ■ C ■ D ■ E ■ F ■ Total
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NOTAM Error Stats

	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	JUL	AUG	SEP	OCT	NOV	DEC
	2018	2018	2018	2018	2018	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019
Errors %	3,136	6,103	1,462	1,183	0,078	0,709	0,775	1,113	1,098	0,1	1,056	1,162	0,14				
Errors (%x100)	31,36	61,03	14,62	11,83	7,82	7,09	7,75	11,13	10,98	10	10,56	11,62	1,4				

NOTAM ERROR



Staffing:

- NOTAM Office is staffed by 22 officers
- NOTAM positions are covered 24 hours a day

Service Level Agreements (SLA)

- The AIMU is in the process of drawing up SLA's with:
 - Data Originators
 - Data Providers
 - Civil Aviation Authority
 - South African Airforce
 - Airports Company South Africa
 - Air Traffic Service Units

Conclusion

- Since 2002, ATNS been maintaining an international NOTAM data base.
- This has given us the ability to issue PIB's to Pilots based on the intended route flown in the FPL
- ATNS has since 2017 integrated this database with the Static data system which allows us to further integrate SDO data and dynamic data in an effort to achieve SWIM.



Thank you



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