

IFAIMA

International Federation of Aeronautical Information Management Associations

“The Global voice of AIM”

**as a non-partisan and non-profit-making
Federation of AIM Associations**

Since 2008



Second meeting of the MIDANPIRG AIM Sub-Group (AIM SG/2)
Kish Island, Iran, 31 August - 2 September 2015
Ahmed Allam - IFAIMA MID Regional Director

Overview

- **Consitution of IFAIMA Executive Board & RDs**
- **Global Membership**
- **IFAIMA & Global Organization**
- **IFAIMA Training Cooperation**
- **AIS Staff & Human Factors**
- **IFAIMA conference's outcome**
- **IFAIMA Challenges and Approaches**



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IFAIMA Executive Board



Vice-President
Kabir Gusau
(Nigeria)



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IFAIMA Regional Directors



Alexis Amezquita
NACC (Dominican Republic)



Ahmed Allam
MID (Egypt)



Lazarus Chesire
EASF (Kenya)

Fernando Alburqueque
SAM (Peru)



Erdenebaatar Davaasuren
APAC (Mongolia)



Michal Pufř
EUR/NAT (Czech Republic)



Felix Anyanwu
WACAF (Nigeria)



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IFAIMA

Increasing Global Membership

IFAIMA represents:

1850 Persons resulting from:

28 Member Associations

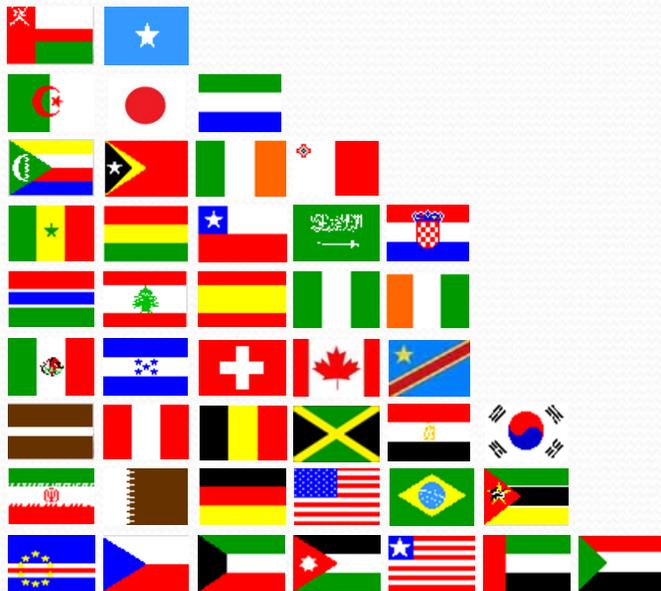
118 Individual Associates

From 69 Countries

+

25 Corporate Members

Individuals from



Member Associations



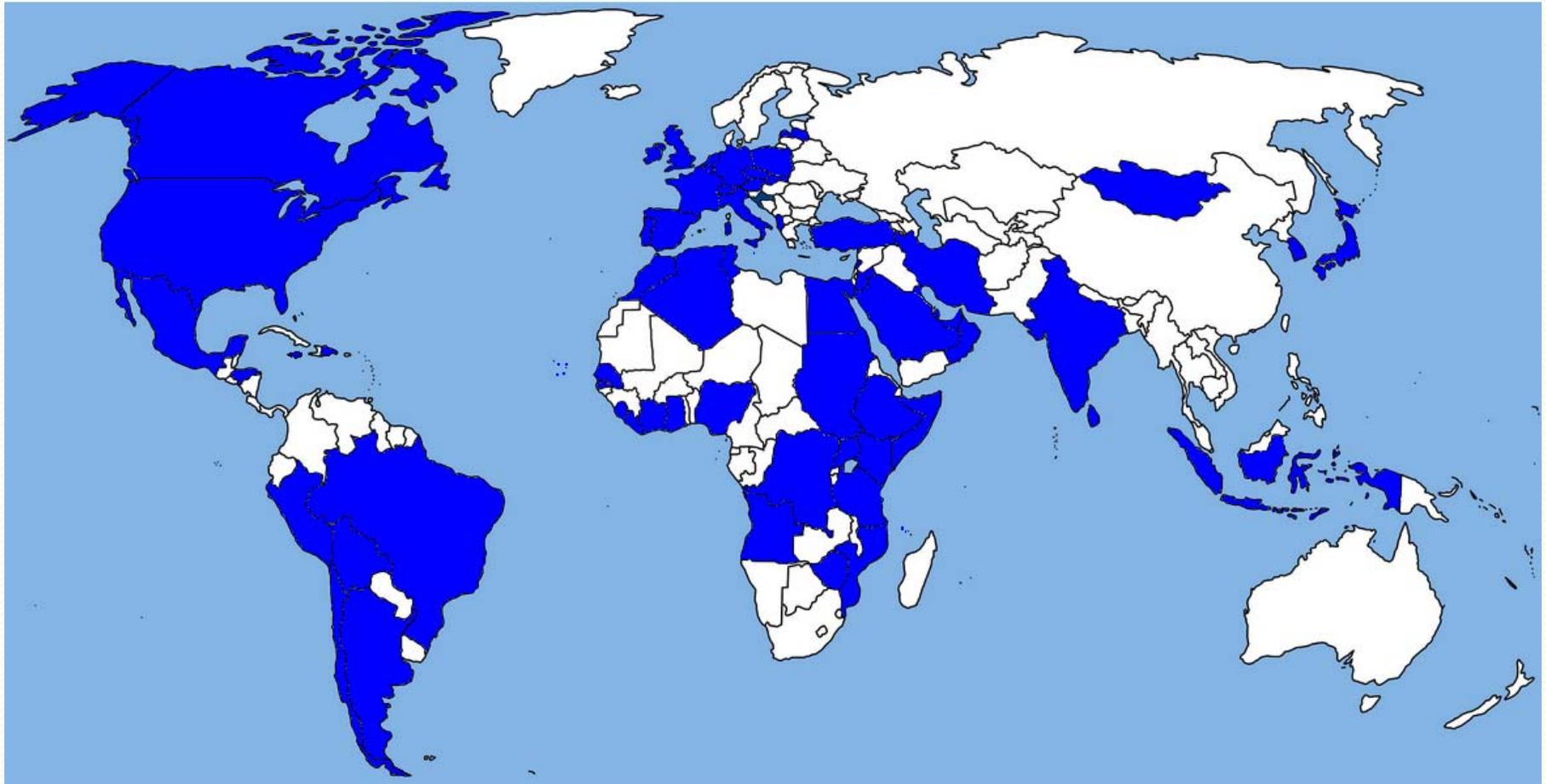
Corporate Members



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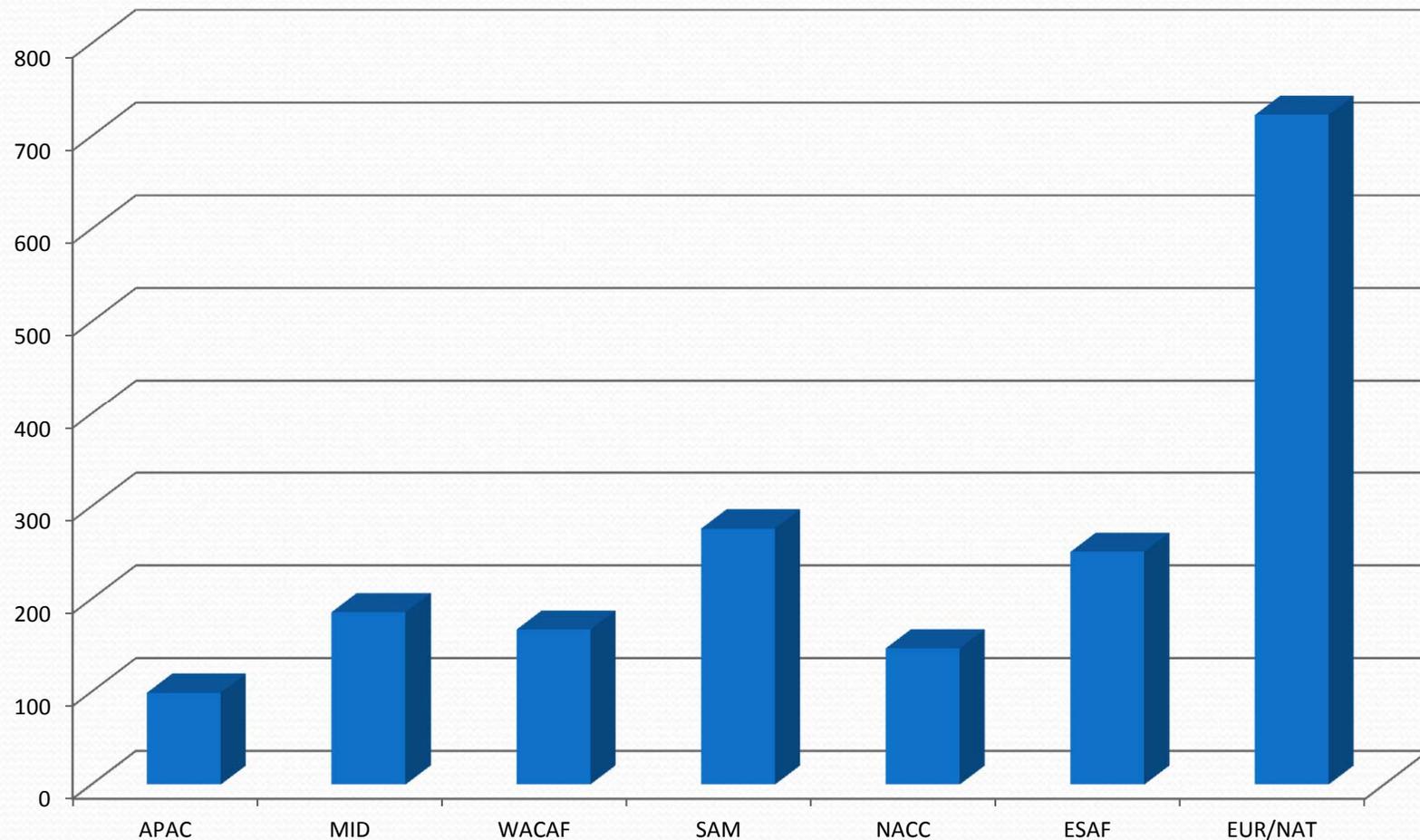
IFAIMA IN THE WORLD



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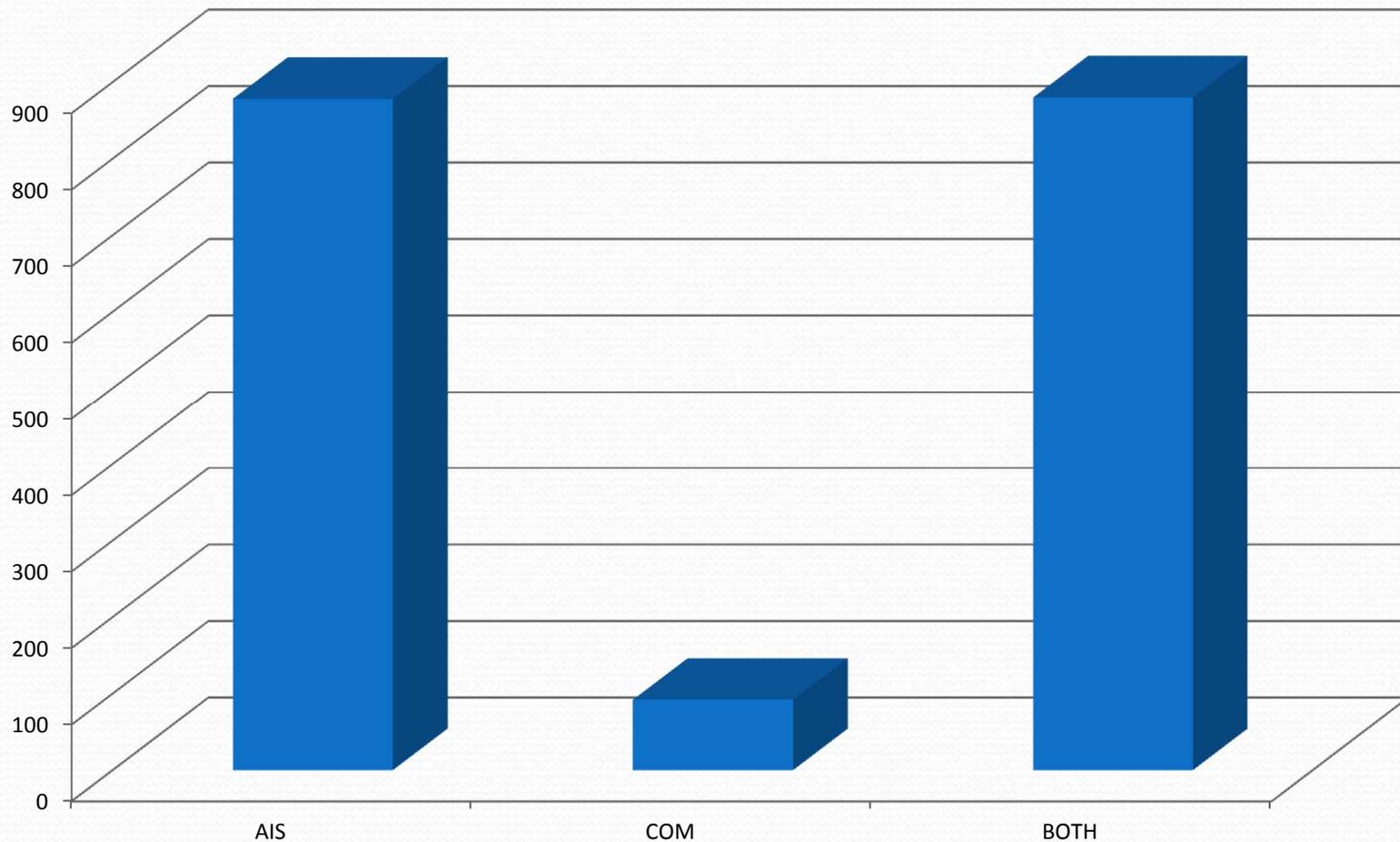
IFAIMA per ICAO Region



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IFAIMA per Area of Expertise



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IFAIMA Activities at ICAO

The ICAO AIS AIM Study Group and its two Ad-Hoc Groups, one on AIM Development and the other on Aeronautical Charting (AIS AIMSG)

Focal ifaima.pr@gmail.com

Group responsible for developing of a global strategy/roadmap for the transition from AIS to AIM. Develop SARPs and guidance material related to the provision of a standard AICM and standard AIXM to enable the global exchange of data in digital format. Develop other SARPs, guidance and training material necessary to support AIM implementation.



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IFAIMA Activities at ICAO

The ICAO SAM Multilateral Meetings for the Transition from AIS to AIM (SAM AIM)

Focal ifaima.sam@gmail.com

The ICAO North Atlantic Aeronautical Communications Sub-Group (NAT ACSG)

Focal batisrui@gmail.com

Group responsible for monitoring and analyzing the efficiency and effectiveness of NAT voice communications facilities and the Aeronautical Fixed Services (AFS).

The ICAO APAC Aeronautical Information Management Implementation Task Force (AAITF)

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The ICAO MID Air Navigation Planning and Implementation Regional Group (MIDANPIRG)

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IFAIMA Activities at EASA

The European Aviation Safety Agency RMT.0477 & 0478 Technical requirements and operational procedures for AIS and AIM
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IFAIMA Activities at EC

The European Commission – Expert group on the Social Dimension of the Single European Sky
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The European Commission Joint Meeting of ATM Partners on Just Culture
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IFAIMA Activities at ETF-ATM

The European Transport Workers' Federation, Air Traffic Management sector (ETF-ATM)
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IFAIMA Activities at CANSO

The CANSO AIM Training Manual group (To start)
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IFAIMA Training Cooperation



Look to it on our website ifaima.org

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ICAO Recognition, 4th of March 2015

ICAO has added IFAIMA to the list of Organizations that may be invited to suitable meetings



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AIS Staff

Do we have any Issues?



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EASA/ECORYS STUDY

Of the 143 safety-related functions, 28 functions have been identified as safety-critical. The following 9 jobs associated to these functions are regarded as safety-critical: Air traffic controller (ATCo), ATSEP (SMC-SUR-NAV-COM-DP),

AIS officer, Navigation data provision officer and the ATM/ANS technical system designer.



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EASA/ECORYS STUDY

| Job | Option – Regulation regarding: | Safety | Environmental | Economic | Social | Regulatory |
|-----------------------------------|--------------------------------|--------|---------------|----------|--------|------------|
| Navigation data provision officer | Competence Training | ++ | 0 | + | + | + |
| Air traffic controller | Human factors | + | 0 | 0 | 0 | + |
| AIS Officer | Competence Training | ++ | 0 | + | + | + |
| ATM/ANS technical system designer | Competence Training | ++ | 0 | + | + | + |
| ATSEP | Competence | + | 0 | + | + | + |



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EASA/ECORYS STUDY

The navigation data provision officer and the **AIS officer** are **safety-critical** jobs as well, especially in the Controlled flight into terrain (CFIT) accident scenario, according to the EUROCONTROL Accident Incident Model.

In an event of insufficient performance of the job, quality of aeronautical products is affected, which subsequently would increase the probability on a CFIT accidents.

Introducing regulation relating to competence and training of navigation data provision officers and **AIS officers** is considered to increase safety within the ATM/ANS system and lead to overall net impacts.



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EASA/ECORYS STUDY

The job of the **AIS officer** is partially covered by ICAO Annex 15.

Rules laid down in these standards, require that the ICAO Member States should ensure that personnel possess the skills and competencies required to perform specific assigned functions in the aeronautical information services.

Incorrect provision of aeronautical data would increase the safety risk.



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EASA/ECORYS STUDY

The **AIS officer** is qualified as a safety-critical job as functions she/he performs are qualified as safety-critical. According to the AIM model, mistakes of the AIS officer might lead to incorrect obstacle and terrain data, which could have a negative impact on safety.

Also other Aeronautical Information provided by the **AIS officer**, such as for instance routes and procedures, may contribute to an increased safety risk once these data are not correct.



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EASA/ECORYS STUDY – Summary

In summary the following impacts are likely to occur when regulation related to training and competence is adopted:

- A positive safety impact stemming from improved qualifications of AIS officers.
- An overall positive economic impact. Positive impacts from increased efficiency of the job and safety benefits are likely to outweigh the costs from implementing the regulation.
- A positive social impact stemming from increased qualifications of AIS officers and additional job creation.
- A positive impact on regulatory harmonization stemming from the introduction of common rules regarding competence and training requirement for AIS officers that apply throughout all EASA Member states.



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Human Factors Training



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IFAIMA Proposals on Training



IFAIMA AIM Training Manual
AIM AB-Initio - AIM-AI
Course Description

Version: 1
Page 1 of 101

AB-Initio (AI)

COURSE DESCRIPTION

OBJECTIVES

Generically know the Aeronautical infra-structures, facilities, services and Aeronautical organizations that have a direct relationship with the normal performance of the AIS and COM services, namely, their organization, objectives, functions and applicable general regulation. At the end of the course, participants should demonstrate Knowledge that allows them to initiate the proper specializations of the AIS and COM services.
Note: This course shall be complemented with the specializations/qualifications AIS and COM that will allow the trainees, after the on-job-training, to the performing of the AIM functions.

TARGET AUDIENCE

Candidates to AIM Staff.

PRE-REQUISITES

To have successfully completed the recruiting process to enter the AIM professional career.

UNITS

| | | |
|------|---|------|
| I | INTRODUCTION | INT |
| II | AERONAUTICAL LEGISLATION AND REGULATION | LEG |
| III | AERONAUTICAL INFORMATION MANAGEMENT | AIM |
| IV | COMMUNICATIONS | COM |
| V | AIR TRAFFIC MANAGEMENT | ATM |
| VI | AERODROMES AND HELIPORTS | AGA |
| VII | AIRCRAFT | ACFT |
| VIII | METEOROLOGY | MEI |
| IX | NAVIGATION | NAV |
| X | QUALITY MANAGEMENT SYSTEM | QMS |
| XI | SAFETY AND SECURITY | SS |
| XII | HUMAN FACTORS | HUM |
| XIII | EQUIPMENTS AND SYSTEMS | EQPT |
| XIV | AERONAUTICAL ENGLISH | ENG |

RG AIM Sub-Group (AIM SG/2)

Kish Island, Iran, 31 August - 2 September 2015

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Human Factors

- Annex 15 - Human Factors principles.

Principles which apply to aeronautical design, certification, **training**, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.



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- Annex 15 - Human Factors considerations

3.8.1 The organization of the aeronautical information services as well as the design, contents, processing and distribution of aeronautical data and **aeronautical information shall take into consideration Human Factors principles which facilitate their optimum utilization.**



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Annex 15

3.7.4 Within the context of the established **quality management system**, the **competencies and the associated knowledge, skills and abilities required for each function shall be identified, and personnel assigned to perform those functions shall be appropriately trained**. Processes shall be in place to ensure that personnel possess the competencies required to perform specific assigned functions. Appropriate records shall be maintained so that the qualifications of personnel can be confirmed. Initial and periodic assessments shall be established that require personnel to demonstrate the required competencies. Periodic assessments of personnel shall be used as a means to detect and correct shortfalls.



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IFAIMA Activities at ICAO

The ICAO AIS AIM Study Group
Study Note on Proficiency in the English Language for AIM staff

Language proficiency

“ An Aeronautical Information Service provider shall ensure that AIS staff have an English language proficiency level 4 on the ICAO rating scale. “

| | |
|----------|-----------------|
| Level 6: | Expert |
| Level 5: | Extended |
| Level 4: | Operational |
| Level 3: | Pre-operational |
| Level 2: | Elementary |
| Level 1: | Pre-elementary |



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IFAIMA Activities at ILO

➤ AIS Staff Profession Designation

- ✓ At the Global AIM Dubai 2014, IFAIMA was challenged to start a discussion in order to get a proper name for AIM Profession
- ✓ (AIO - Aeronautical Information Officer, AIT - Aeronautical Information Technician, AIMS Aeronautical Information Specialist)
- ✓ IM Panel has recently been constituted and IFAIMA is proposing its participation in it. We are waiting ICAO response to our letter with that request.
- ✓ It is time we should apply in order to be included AIMS designation all relevant documents (ICAO Annex-15, Doc 8126, ILO ISCO 88, Esarr 5 ATM Services personnel, European ATM Master Plan, OPADD, ICAO AIM Training Manual (draft) etc.)



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IFAIMA conference's outcome

BEST PRACTICES & LESSONS LEARNED

➤ **Communicate, Collaborate, Cooperate**

- ✓ Importance of partnerships BTN (Users, Other ATM Actors, Regulators, Other States and AIS/AIM providers, and Solution Vendors)
- ✓ Importance of implementing the foundation of the AIS –AIM roadmap
- ✓ Importance of Program Implementation, Plans, Preparing, Processing Control, Progressing, Implementation follow-up

➤ **Regulation and QMS**

- ✓ **Data and Information Quality**
- ✓ **Quality assurance is critical for positive safety outcomes**
- ✓ **Formal arrangements with originators**
- ✓ **ISO 9000 is recommended but other options are available for QMS implementation**

➤ **SLA**

Necessary and a Commitment ,Time and Money ,One SLA will not fit all States , Supporting regulatory framework & policies essential



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IFAIMA conference's outcome

Global AIM Conference 2015- Hanoi, Vietnam

WGS 84 and TOD

- Metadata is essential to manage information in the AIM domain
- WGS 84 implementation requires ongoing surveillance
 - Data quality assurance
 - Datum and reference frame awareness
- TOD data acquisition benefits from a practical approach

Terrain and Obstacle Data - Conclusions

➤ **TOD benefits confirmed**

- ✓ Safety of air navigation
 - ✓ Efficiency of operations (PBN, ATM)
 - ✓ Supports automation
 - ✓ Useful for airport planning
- ### ➤ **TOD main challenges**
- ✓ **Costs**
 - ✓ **No or few training or supporting material**
 - ✓ **No clear allocation of responsibilities**



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IFAIMA conference's outcome

➤ **Costs**

- ✓ Incremental approach
- ✓ Split / share the costs between stakeholders per area of responsibility
- ✓ Competitive procurement process and negotiation

➤ **No / few training or supporting material**

- ✓ Set regional workshops to get expert presentations on TOD (including from other regions), exchange experience and have data providers present their offers + sample / real data
- ✓ Clarify status of ICAO Doc 9881 and usability of Eurocontrol TOD Manual as a reference – these documents should be as dynamic as the technology they address

➤ **No clear assignment of responsibilities**

- ✓ CAA to provoke discussions, incentives being the regional monitoring of progress (workshop, questionnaire) and the expression of user needs
- ✓ Specific Task Force between regulators to address this point

➤ **Other suggestions**

- ✓ Qualification standards for data providers
- ✓ National regulation may be necessary to engage into implementation



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IFAIMA Challenges and Approaches

- ✓ AIS Staff Designation
- ✓ AIS Staff English language proficiency
- ✓ AIS Training documentation & facilitations
- ✓ AIS Staff Job as a Safety concern for Air Navigation with EASA
- ✓ Collaboration with the whole stockholders to achieve the Transition from AIS/AIM
- ✓ AIS Certification / Rating



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Next IFAIMA Conference

Global AIM Conference 17-19 May 2016, Rio De Janeiro, Brazil



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IFAIMA on the Web

IFAIMA Website has all summary of all recommendation and PPTs presented during the last Global AIM Conferences

www.ifaima.org

LinkedIn Groups

<http://www.linkedin.com/pub/ifaima-eb/12/b80/62b>

E-mail

ifaima@gmail.com



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Top Organizations



IFAIMA



YOU



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