



**GREPECAS Programmes and Projects Committee (PPRC) Third Virtual Meeting  
 (ePPRC/03)  
 Online, 22 – 23 July 2021**

**Agenda Item 2: Follow-up on GREPECAS Programmes and Projects**

2.1 Reviewed GREPECAS Programmes and Projects

**AIS/AIM ACTIVITIES**  
 (Presented by Secretariat)

<b>EXECUTIVE SUMMARY</b>	
This Working Paper refers to activities in the area of Aeronautical Information Services/Aeronautical Information Management (AIS/AIM).	
<i>Action:</i>	Promote recommendation and action planning to accelerate the process of completing the steps of Phase 1 of the AIS to AIM Transition Roadmap and the implementation of the Procedures for Air Navigation Services (PANS) - AIM elements. Likewise, States are urged to keep their information/data updated.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> <li>• Air Navigation Capacity and Efficiency</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• Annex 15 – Aeronautical Information Services</li> <li>• ICAO Document 10066 – PANS AIM</li> <li>• ICAO Document 8126 – AIS Manual (draft)</li> <li>• SAM/AIM 12 and 13 Report</li> <li>• AIM TF 04 Meeting (NACC)</li> </ul>

**1. Introduction**

1.1 Aeronautical Information Management (AIM) is the final objective of the Roadmap for the transition from AIS to AIM.

1.2 Amendment 40 to ICAO Annex 15, and the following (41 and 42) provide the reference framework for this management.

1.3 Document 10066 – *PANS-AIM*, indicates the methodology and procedure that must be applied in order to implement the AIM and manage the information in the electronic environment.

1.4 ICAO has made available to the AIS/AIM community, in a disclaimer version, the draft of Document 8126 - *AIS Manual*, in order to reinforce the AIM processes.

1.5 Most States have provided data and information on progress in the three Phases of the ICAO Roadmap, on each step related (21 steps), as well as the current and total implementation status of those steps for the transition from AIS to AIM.

## 2. Analysis

### CAR Region

2.1 In accordance with the AIM Collaborative Plan for the CAR Region, the 21 steps of the ICAO Roadmap for the transition to AIM, as well as the requirements of Annex 15 and the AIM PANS, will be represented on a Tracking Website, through tables and graphs that express progress by each State, information that is oriented to decision-making both for the States themselves and for ICAO.

2.2 In this sense, an Excel file was created by the Rapporteur of the AIM Task Force and with the active participation of all the States, in updating their information on the status of the transition from AIS to AIM, so that a reflection of each state. All States of the Region must present the required updated information in a timely and accurate manner to the TF Rapporteur each year or whenever a step of the three phases has been implemented.

2.3 Since 2010, ICAO has yet to release and publish the guides that complement some of the most important steps for the Transition to AIM, such as:

- Quality Management, incorporating existing draft Guidance Manual Doc. 9839 (including P-17 and P-18);
- AIM Training, incorporating existing draft Guidance Manual Doc. 9991 (including P-16);
- Aeronautical Information Exchange Model, (including P-08, P-09, P10 and P-19);
- Electronic AIP, (including P-11, incorporating P-15 and P-20)

2.4 As soon as the AIM tracking website is activated, States are expected to upload information through their dashboard, according to the dates established by the ICAO NACC AIM TF. This site will contain guides to support the implementation of the 21 steps to transition to AIM. The “CAR AIM Tracking Website” is expected to be presented at the GREPECAS/19 Meeting.

2.5 With a complete vision of the total progress of the NAM/CAR Regions for the transition to AIM, the implementation towards the System Wide Information Management (SWIM) will be clearer, in terms of the implementation of activation deadlines of the platform.

2.6 Getting from AIS to AIM: The required trip to SWIM. States should use AIM to exchange digital information with other parties involved through SWIM, in order to make it possible to use that information in real time for a much more efficient management of air traffic.

2.7 Standardization is necessary for the exchange of information to be useful at all levels, local, regional and global. However, quality and accuracy must also be ensured by all data provided. Given the large number of data originators and end users, ensuring quality throughout the data chain remains a challenge.

2.8 Standardization in AIS and AIM is primarily focused on ensuring data quality with an emphasis on the Quality Management System (QMS). This is key for the exchange of information and data in support of Air Traffic Management (ATM), using the Aeronautical Information Exchange Model (AIXM) through SWIM.

### **SAM Region**

2.9 The Secretariat conducted two teleconferences, during the first quarter of 2021. The first, in March 2021 to plan the participation of the SAM Region in the Global Campaign for NOTAM Improvements, and the second, in June 2021, to plan activities for 2022.

2.10 Regarding the follow-up, from the eCRPP/2, the Secretariat reports the following:

#### **AIP in electronic format (e-AIP)**

2.11 Progress is observed in Argentina, Chile, Paraguay, and Peru, which are added to Brazil, Panama and Venezuela. States should be urged to implement the Data Catalogs and complete the construction of the Digital Data Sets to accelerate the e-AIP implementation process. The DDS are described in Annex 15, Chapter 5, 5.3.1.1, and they include:

- a) AIP data sets;
- b) terrain data sets;
- c) obstacle data sets;
- d) aerodrome mapping data sets; and
- e) instrument flight procedure data sets.

#### **Terrain and Obstacle Data Sets (TOD)**

2.12 No progress has been observed in any State since eCRPP/2. It is important that the States promote the preparation of the Digital Terrain and Obstacle Data Sets in order to complete the steps of the roadmap phase and implement the Annex 15 requirements.

#### **Quality Management System QMS/AIM**

2.13 Progress is observed in Bolivia (AASANA) concerning the States that have not yet completed the implementation. Two States have not achieved re-certification in 2020 (Paraguay and Panama), but Paraguay has recovered it in December. Panama is in the process and will probably get it back again by the end of this year. Argentina is still working on re-certification with the requirements of the 2015 version of ISO 9001

#### **Training at the AIM**

2.14 The SAM Region, with the support of the Regional Project, has promoted a training course in the AIM, in order to gradually create capacities in the States for Aeronautical Information Management. The courses contracted for this year are:

- AIXM 5.1 Course: Designed for 22 delegates, delivered with the support of Project RLA/06/901
- QMS Lead Auditors Course: Designed for 22 delegates, with the support of Project RLA/06/901

- Indicator Formulation Workshop: Three workshops have been developed. It was not exclusive to AIM professionals, but delegates from this area have participated in these Workshops.

2.15 Additionally, the SAM Region is preparing a Training Guide for the AIM area, with the support of the Regional Project RLA/06/901.

*SNOWTAM New Format and NOTAM Improvement Global Campaign*

2.16 In relation to these two points, they are developed in other study notes.

**3. Conclusion**

3.1 Progress in the implementation of Digital Data Sets, the Data Catalog, and the Standard Information Exchange Model should be accelerated to achieve the information management in an electronic environment and the availability of the AIP in electronic format (e- AIP). This procedure is essential to build the SWIM (System-wide Information Management).

3.2 The Secretariat urges the States to complete Phase 1 of the Roadmap, specifically the implementation and certification of the QMS/AIM, for those that have not yet completed it, and establish a procedure that allows maintaining the certifications of the implemented system..

3.3 Considering that the delay in the implementation of phase 2 of the AIS Roadmap to AIM directly impacts the implementation of SWIM, the meeting could consider issuing the following draft conclusion:

<b>DRAFT CONCLUSION</b>	
<b>eCRPP/03/XX</b>	<b>IMPLEMENTATION OF DIGITAL DATA SETS (DDS), THE DATACATALOGUE, THE STANDARD AERONAUTICAL INFORMATION EXCHANGE MODEL, AND THE e-AIP</b>
<b>What:</b> The States, as far as possible, accelerate the implementation of the Digital Data Sets, the Data Catalogue, and the Standard Information Exchange Models, in all their domains, to make possible the management of information in an electronic environment.	<b>Expected impact:</b> <input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<b>Why:</b> To comply with the requirements of ICAO Annex 15 and build the basis for SWIM.	
<b>When:</b> Complete implantations by 2023 at the latest.	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:	States

**4. Suggested Actions**

4.1 The Meeting is invited to:

- a) take note of the content of this study note;
- b) approve issuing the draft conclusion, as proposed in Section 3.3; and
- c) consider other actions that they deem necessary

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