International Civil Aviation Organization
CAR/SAM Regional Planning and Implementation Group (GREPECAS)

WORKING PAPER

Twentieth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/20)
Salvador, Brazil, 16 – 18 November 2022

Agenda Item 2:   Global and Regional Developments
2.3   Programmes and Projects Progress Report

PROGRESS ON THE DEVELOPMENT OF THE AIM WEBSITE

(Presented by the Secretariat)

| EXECUTIVE SUMMARY	
The AIM Task Force (AIM TF) has addressed the issue of the different levels of implementation and the lack of information exchange between States, AIM TF agrees to support ICAO to develop the AIM transition information exchange website. Where the States provide a point of contact to provide the required information and for coordination..	
Action:	Suggested actions are presented in Section 4.
Strategic Objectives:	• Air Navigation Capacity and Efficiency
References:	• ICAO Roadmap for the transition from Aeronautical Information Services (AIS) to Aeronautical Information Management (AIM)

1.   Introduction

1.1   The Global Air Navigation Plan (GANP 6th. Ed) was developed as a strategic document to guide the implementation of ANS systems with respect to the Strategic Objectives of ICAO and the Global Air Traffic Management Operational Concept (Doc 9854).

1.2   The GANP contains near- and medium-term guidance on air navigation system improvements necessary to support a uniform transition to the ATM system envisioned in the Global Air Traffic Management Operational Concept.

1.3   The foreseen changes are such that this development is being referred to as the transition from aeronautical information services (AIS) to aeronautical information management (AIM).

1.4   The subsequent AIS to AIM Roadmap offers practical guidance and advice to regional planning groups and States for the development of the implementation and funding strategies, which will be required for the global plan initiatives related to aeronautical information. It identifies the major milestones recommended for a uniform evolution across all regions of the world, specific steps that need to be achieved, and timelines for implementation.
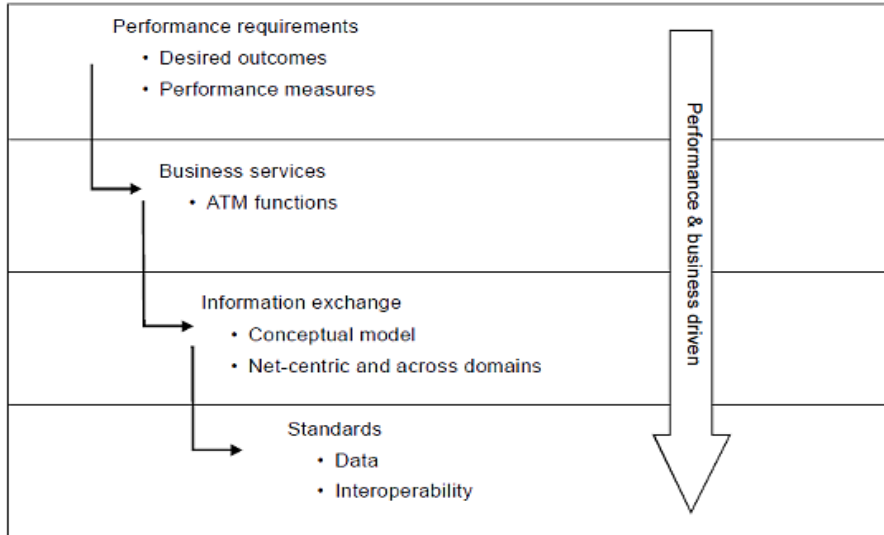
1.5   Purposefully, a development Project for the creation of a CAR AIM Website to monitor and visualize the status of implementation by the States in terms of the transition from the Aeronautical Information Service (AIS) to the Aeronautical Information Management (AIM) in the CAR Region is considered a must in order to control the status of the 21 Steps posed by ICAO AIS to AIM transition Roadmap:

AIS to AIM Roadmap Steps
P-01 — Data quality monitoring
P-02 — Data integrity monitoring
P-03 — AIRAC adherence monitoring
P-04 — Monitoring of States' differences to Annex 4 and Annex 15
P-05 — WGS-84 implementation
P-06 — Integrated aeronautical information database
P-07 — Unique identifiers
P-08 — Aeronautical information conceptual model
P-09 — Aeronautical data exchange
P-10 — Communication networks
P-11 — Electronic AIP
P-12 — Aeronautical information briefing
P-13 — Terrain
P-14 — Obstacles
P-15 — Aerodrome mapping
P-16 —Training
P-17 — Quality
P-18 — Agreements with data originators
P-19 — Interoperability with meteorological products
P-20 — Electronic aeronautical charts
P-21 — Digital NOTAM

2.   Discussion

2.1   Development of a CAR Website to monitor the progress of the transition from the Aeronautical Information Service (AIS) to the Aeronautical Information Management (AIM) Project, indicating the progress in the implementation of each of the 21 steps considered in a roadmap for the transition of the CAR States.
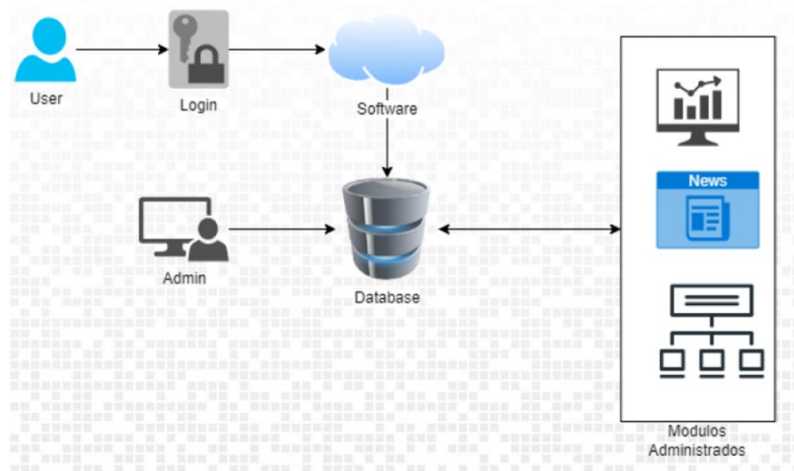
2.2   AIM Website Objectives:

- **The Website will be a feedback to States to identify their own developments or delays for the Transition to AIM implementation**

2.3   AIM Website technical characteristics

- The software will be developed with Open Source technology, aligned to development standards with SOLID principles that help in future integrations and scalability of the final product
- It must be available on a WEB platform, centralized on a server and allowing user connectivity through a WEB interface
- In the design part, prototypes (Layout) will be developed with online tools, for prior authorization of the designs by the ICAO project coordinators
- For development, the appropriate programming language and MySQL database will be used

2.4   The development of the interface in English and Spanish shall be considered for the following basic structure:

Background	Information	Introduction and implementation detail information.
Implementation Table	Dashboard	Dynamic Dashboard, with filters for precise searches.
21 ICAO Steps for AIS-AIM Transition	Roadmap	It will statically show the steps from lowest to highest level; at the same time it will be possible to access the details of the information through this section.
News	News	View detail of the note, with the possibility of attaching images that illustrate the news.
ICAO Materials	Repository	Provide users with the consultation and download of help and support files, administrators must allow them to upload and manage the documents to be shared.
	Videos	View and download videos, keep categorized by Forums, Events, Webinar, etc.
Contacts	Directory	Directory of contacts, managed by users with an administrator profile.

3.   **Conclusions**

3.1   CAR States must provide all required information including textual information explaining the current status of the 21 steps of the AIS to AIM Transition Roadmap, including the implementation process and challenges faced in detail. The AIM Task Force (AIM TF) has identified the problem of the different levels of implementation and the importance of the lack of information exchange between States.

3.2   The Technical Cooperation Bureau (TCB) of the International Civil Aviation Organization, approved the funds for the Project and it is in the implementation process. Some details were provided to TCB, in order to select and assign to a provider in accordance with ICAO Protocols.

3.3   The following deliverables are expected from the Project:

a) A preliminary evaluation report and preliminary presentation to ICAO representatives
b) Site prototype or proof of concept
c) Work plan and its corresponding schedule that adjusts to the agreed times
d) The final version that will contain the publication of the Site, operation manual, recommendations and description of the WEB site to ICAO representatives.
e) Application files and documentation corresponding to the access and passwords of the web hosting of the application.

	PHASE 1				PHASE 2									PHASE 3								AVG
	P-03	P-04	P-05	P-17	P-01	P-02	P-06	P-07	P-08	P-11	P-13	P-14	P-15	P-09	P-10	P-12	P-16	P-18	P-19	P-20	P-21	AVG
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LIST OF CAR STATES

CAR States AIM Implementation Table (Example)

3.4   In order for the website to serve its purpose, active participation from the States is crucial. Currently, some CAR States have provided all of the required information which includes textual information explaining the current status of 21 steps, process of implementation and challenges faced in detail.

3.5   We propose to add to the website an online forum, one similar to "AIS Agora" that plans to prepare a simple lesson in the subject of electronic AIP and post it on the AIM tracking website. We propose these lessons be provided as a series of lessons and request the assistance of States in this regard. AIM Task force is invited to discuss the possibility of forming a small working group that will:

   o Enrich the **guidance information** in the website
   o Perform **analysis** of information
   o Prepare **report** for next task force
   o Develop **proposal** for the AIM Task Force for future regional actions.

4.   Suggested Actions

4.1   The Meeting is invited to:

a) take note of the information contained in this Working Paper;

b) consider the importance of the Project for a CAR AIM Website to monitor and visualize the status of implementation by the CAR States for the transition from AIS to AIM;

c) urge States to provide detailed implementation information or point of contact information requested by AIM/TF related with implementing the Steps of the 3 Phases of the Roadmap; and

d) consider other actions as necessary.

— END —