International Civil Aviation Organization

The Seventh Meeting of the Asia/Pacific Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF/7)

Ha Noi, Viet Nam, 13 – 16 March 2012

Agenda Item 5: Any Other Business

PROPOSALS REGARDING THE TRANSITION FROM AIS TO AIM

(Presented by Viet Nam)

SUMMARY

This paper presents some difficulties of Viet Nam for the transition from
Aeronautical Information Services (AIS) to Aeronautical Information Management (AIM)

This paper relates to –

Strategic Objectives:
    A: *Safety* – *Enhance global civil aviation safety*

Global Plan Initiatives:
GPI-12 Functional integration of ground systems with airborne systems
GPI-18 Aeronautical information

1. **INTRODUCTION**

In the progress towards AIM transition, Viet Nam is facing some deficiencies that need to be shared by other States and to be advised by ICAO.

2. **ITEMS DISCUSSED**

2.1 **Incorporating meteorological data within the scope of AIM**

Alongside traditional AIS, the other main product base service is aeronautical meteorology (MET). MET products include reports on actual conditions and forecasts, specifically customized for en-route, terminal and aerodrome use. This will not change in the future while at the same time, with the fine tuning of the ATM system, the influence of weather on ATM capacity is fast becoming an important consideration. The meteorological data products of the future will be combined with the AIM data products to form the future flight briefings and the new services provided to all ATM components.

For instance, climatologic data and statistics have an increasing relevance to ATM and digital exchange of information SWIM/CDM (System Wide Information Management/ Collaborative Decision Making) concepts. Therefore, it shall be much more convenient if AIS shall be integrated into MET. In fact, this issue has been raised in AAITF/5 and APANPIRG/20 Meetings. According to those final reports, MET is proposed to come under ATM/AIS/SAR/SG, otherwise AIS and MET shall form a new Sub-Group (AIS/MET/SG). However, further discussion and conclusion about this integration has not been finalized yet.

Concerning this matter, we need more guidance from ICAO to facilitate the establishment of AIM database and reorganization of our organization as at the time being ATS and MET in Viet Nam are belong to different organizations.

2.2   AIM staff training guidance

Up to now, the "AIS Training Manual" that shall be used as an official document to give training for AIS staffs has not been issued by ICAO yet.

As defined in P-16, Phase 3 (ICAO roadmap), a new training manual will be developed to reflect the new competencies required by the transition to AIM. This issue was also addressed in the Report of AAITF/5 Meeting (Action 2/25: Guidance Material on AIS Training). According to the report, an AIS training manual shall be developed and amended to include AIM elements at a later stage. The material shall be referred to as the AIM Training Development Manual and the best way to proceed would be to first address existing AIS training issues. This document needs fully supporting the transition to AIM by identifying the required competencies that are distinct from the traditional provision of AIS. And even this document may not meet the details desired by certain organizations for specific guidance, it should include guidance on AIM development and implementation. However, this document has not been finalized yet.

The matter of AIM training materials was of imperative interest to a number of States, especially, when such countries as Australia, China, Fiji, Singapore and Viet Nam are already in the matter defined in P-16 (as mentioned in State AIS-AIM Transition Table updated by June 13th 2011). In Viet Nam, for instance, the materials to be used while training AIS staffs are just the combination of traditional provision of AIS and the technological issues concerning the Automated AIS system. We really need a training manual to reflect the new competencies required by the transition to AIM. Therefore the publishing the document concerned by ICAO should be very highly appreciated.

2.3   Bilateral Agreement form proposed by ICAO

The global transition from AIS to AIM forms product-based AIS to data-centric AIM and the data is sometimes out of the State boundary. Therefore, it is essential to motivate the cooperation between states especially those who are the neighbors. The adjacent countries need to have bilateral agreements in exchanging aeronautical data/information. For instance, Viet Nam has signed an agreement with Cambodia "Procedure for exchange of Aeronautical Information/Data between Viet Nam Aeronautical Information Center – VATM and Department of Flight Operations and Air Safety

– State Secretariat of Civil Aviation of Kingdom of Cambodia". However, this procedure is just based on the form agreed by two sides. To facilitate the corporations between States as mentioned in ICAO roadmap (P-18) "Agreements with data originators", should ICAO propose a common form for Bilateral Agreement between adjacent States in the coming time.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

   a)   note the information contained in this paper; and

   b)   discuss any relevant matters as appropriate.

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