



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

IAIM — WP/04
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Integrated Aeronautical Information Management Transition Planning Meeting (IAIM) (AIM Strategy)
Mexico City, Mexico, 29 to 31 October 2018

Agenda Item 4: ICAO NACC Aeronautical Information Management (AIM) Objectives
4.1 AIM short Term Objectives

SHORT TERM AIM OBJECTIVES

(Presented by the Secretariat)

| EXECUTIVE SUMMARY | |
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| This working paper, which also includes two Appendices (A and B) , should serve the Meeting for a preliminary analysis, but also during the entire development of Agenda Item 4, on the subject of short-term objectives, medium and long term. | |
| Action: | Described in section 4 |
| Strategic Objectives: | <ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency |
| References: | <ul style="list-style-type: none">• Document "Draft strategy for the transition to aeronautical information management (AIM) in the CAR/SAM region" - 2008• Roadmap for the transition from AIS to AIM-2009 |

1. Introduction

1.1 In 2008, the document "Project of a strategy for the transition to aeronautical information management (AIM) in the CAR / SAM region" was published, in that document strategic objectives were proposed, which are listed in Appendix A of this WP

1.2 One year later, in 2009; ICAO published the first edition of the "Roadmap for the transition from AIS to AIM", in its preface the document states the following: "This roadmap aims specifically to address, and in greater detail, the guidelines contained in Doc 9750, on the future development of aeronautical information. The planned changes are of such magnitude that when referring to this evolution there is already talk of a transition from the aeronautical information services (AIS) to the management of aeronautical information (AIM). "

1.3 Another paragraph of that preface also states that: "The road map establishes a starting point for the establishment of strategies and for other initiatives aimed at achieving the objectives of aeronautical information management (AIM) worldwide, and should place the future AIM to the extent that it can offer airspace users and the ATM services that are more in line with their information management needs."

1.4 Practically 10 years after the disclosure of both documents, it is time to evaluate the way in which the States, Territories and International Organizations of the Region have used them, or have been able to follow them up for the fulfilment of objectives to that transition from AIS to AIM.

2. Analysis.-Guiding principles for the AIM transition

2.1 The roadmap for the transition from AIS to AIM of the ICAO, enunciates eight principles of orientation, which can be recalled in the reading of Appendix B of this working paper.

2.2 For the establishment and determination of short, medium and long term objectives in AIM, it is always important to take into account additional aspects that involve the particular situation of each State, Territory or International Organizations in this Area. However, all planning can not be directly individualized, but it is closely related to regional and global planning.

3. Short-term objectives

3.1 The definition of a short-term purpose or objective does not refer to a specific period of time, but they are the closest to the present. In other words, a short-term objective can be achieved (or not achieved) in a day, week, month, year, etc. Quoting as an example; "Assess the regional situation regarding the AIM transition", Planners usually define short-term goals in relation to long-term objectives, without forgetting that short-term goals are the first ones that must be met.

3.2 With the above, in the transition from AIS to AIM we can consider the following examples as short-term objectives:

- a) Understand that the concept of AIM is the essential and basic step for the ATM;
- b) Study (not elaborate) the new specifications to originate, maintain and exchange aeronautical electronic information, including data information on the ground and obstacles with the precision, integrity, security and confidentiality necessary given its impact on flight safety.
- c) Define the training needs of the AIM Staff;

4. Suggested action for the Meeting

4.1 The Meeting is invited to consider the Working Paper to carry out an analysis of what under its best criteria and experience, have to be the new short-term Regional AIM objectives.

APPENDIX A

STRATEGIC OBJECTIVES

(From the document "Draft strategy for the transition to aeronautical information management (AIM) in the CAR / SAM region" - 2008)

To achieve efficient and uniform management of aeronautical information and a comprehensive information management system that includes all phases of the flight, compliance with the following strategic objectives is required:

- a) Establish the AIM as the central ATM process**
This includes that the concept of AIM be fully understood and accepted by all as the essential and basic step for the ATM, as well as taking actions to extend this concept to other neighboring regions, including the proposal for the preparation of new ICAO procedures (SARPs).
- b) Ensure the provision of updated and quality aeronautical information for all phases of the flight**
New specifications will be established to originate, maintain and exchange aeronautical electronic information, including information of field data and obstacles with the accuracy, integrity, security and confidentiality necessary given its impact on flight safety.
- c) Ensure accessibility to aeronautical information during all phases of the flight**
Although there is currently a large volume of information available, most of it is concentrated in the pre-flight information service, it is necessary to have flexible access to this information in any of the phases of the flight.
- d) Moving from the publication of Aeronautical Information products to the supply of each individual data of each element of the aeronautical information in electronic format**
Currently the provision of aeronautical information is based on a group of elements of the integrated AIS documentation, from which users manually extract the aspects that interest them. In the AIM strategy, users will be able to extract their own parameters independently of the element where it is published and access by automated means the material that is relevant for their purposes, the main reference information together with the temporary changes will be maintained electronically and updated within the own element where it is published which will minimize the potential for errors, even when the information is maintained digitally, printed information can be provided when the client requires it.
- e) Adopt procedures, structures and contents of harmonized databases on a global basis in a fully digitized aeronautical information environment**
To achieve this, ICAO must adopt standard database models that guarantee the exchange of information globally.

f) Define the human resources activities necessary to ensure the future AIM environment

The specialty must provide the AIS / MAP personnel in training with the necessary training to guarantee the exchange of aeronautical electronic information with the required quality.

c) Resolve the intellectual, financial, legal, organizational, and institutional property aspects associated with the management of the AIM.

d) Harmonize and integrate all civil-military aeronautical information.

APPENDIX B
EIGHT GUIDING PRINCIPLES FOR THE AIM TRANSITION
(Roadmap for the transition from AIS to AIM-2009)

- a) comply with the process for the introduction of amendments in the Annexes to the Chicago Convention;
- b) support or facilitate the generation and dissemination of aeronautical information that serves to improve the accessibility, safe and economical, of air traffic services in the world;
- c) provide a basis for measuring performance and results related to the dissemination of aeronautical information of guaranteed quality and for a better understanding of the determinants of ATM, safety and effectiveness, not related to the dissemination of information;
- d) assist the States so that they can make sound decisions regarding their aeronautical information services and the future of the AIM;
- e) move forward according to the evolution that takes place in the States, international organizations and industry and recognize that the transition to AIM is a logical evolution and not a revolution;
- f) provide general and mature standards, applicable to a wide range of aeronautical information products, services and technologies;
- g) follow the guidelines of the Global Air Navigation Plan (Doc 9750) and ensure that any change is directed towards achieving the AIM system envisioned in the Global Air Traffic Management Operational Concept (Doc 9854); and
- h) ensure, as far as possible, that the solutions are harmonized and integrated at an international level and that they do not unnecessarily impose multiple requirements regarding the transport of equipment on board aircraft or the use of systems on the ground.

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