

**54th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Ulaanbaatar, Mongolia
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AGENDA ITEM 6: TECHNICAL AND REGIONAL
 COOPERATION

**REGIONAL COOPERATION TOWARD AERONAUTICAL
INFORMATION MANAGEMENT**

(Presented by Mongolia)

SUMMARY

This paper signifies collaboration among States as a successful tool in implementing Aeronautical Information Management (AIM) in order to achieve harmonized, safe, secure and green Asia Pacific Sky.

This paper is in compliance with No Country Left Behind initiative and the following areas of focus as specified in Global Aviation Safety Plan and Global Aviation Safety Roadmap of ICAO:

1. GSI – 1 – Consistent Implementation of International Standards and Industry Best Practices
2. GSI – 5 – Consistent Coordination of Regional Programmes
3. GSI – 9 – Consistent Adoption of Industry Best Practices

REGIONAL COOPERATION TOWARD AERONAUTICAL INFORMATION MANAGEMENT

1. INTRODUCTION

1.1 Global Aviation Safety Plan and Global Aviation Safety Roadmap, which constitutes the basis for Global Aviation Safety Plan signifies the consistent implementation of international standards and highlights the need for partnership among all relevant stakeholders in implementing activities aimed at improving safety under focus areas. Furthermore, Asia Pacific Regional Aviation Safety Priority No. 2 Improvements to Safety Oversight and Compliance states:

“Recognizing that the APAC Region has one of the fastest air traffic growth rates action should be taken to resolve Significant Safety Concerns (SSC) in the following manner:

“States should accord the utmost priority to the resolution of any SSCs identified by the ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach programme. States with SSCs should draw on the necessary resources available, including technical assistance from other States and regional programmes such as COSCAPs, where necessary, to resolve the SSCs promptly.”

1.2 With 38 States, 2 special administrative regions and 50 FIRs, the Asia Pacific region is the most diverse region in terms of cultural, political and social differences. Regional harmonization is challenging as opposed to other parts of the world. The ICAO APAC Regional Office has a key guidance and coordination role, but their resources are limited.

2. DISCUSSION

2.1 APANPIRG/27 reviewed the progress of AIM implementation in the APAC region and concluded that regional implementation was not seamless and the pace was too slow.

2.2 In APAC region, each State’s situation is unique. For an AIM implementation project to be successful, solutions must be based on individual State situation. Sharing experience is more effective because it's easier for states to learn from experience not from concepts. ICAO wants results, the AIM roadmap phase 1 and 2 are priorities but States cannot be successful in implementation unless the main issues are resolved

2.3 Main issues can be divided into 3 categories:

- Human resource;
- Organizational structure;
- Organizational culture.

Issues regarding human resources

- Understaffed. Some AIS organizations have as few as 2 people.
- AIS resources are divided into AIP, NOTAM and flight plan functions and are provided by different entities. In some cases, regulators are providing AIP services.
- Usually the AIS is a subsidiary work unit of other ANS services and accommodate personnel relocated from other departments such as ATC. This affects the motivation and commitment of staff responsible for implementing AIM project or even legacy AIS duties.

Issues regarding organizational structure

- Some AIS services are provided by private entities and it's difficult for them to establish Service Level Agreement (SLAs) with data originators.
- Regulator/ANS/AIS service providers don't work closely together.
- In some cases, there is a lack of support from upper level management.
- Some regulators are behind on AIM progress and slow to provide support for AIM implementation which requires significant funding.

Issues regarding organizational culture

- In some States, AIS is considered somewhat of an information distributor and is not assigned all the responsibilities and empowerment normally associated with AIS and required by Annex 15 to the Convention on International Civil Aviation.
- AIS established as separate units are still relatively new compared to other ANS services and AIS staff are not treated as aviation safety professionals within the aviation community.
- Not enough support from upper level management. More than anyone else in ANS, AIS needs support of regulator/ANS because aeronautical information/aeronautical data quality is dependent upon originators.

2.4 It is difficult for those States faced with one or more of the above mentioned to take on a large scale project such as AIM transition which requires a large investment in human resources and capital and obtain support for implementation of QMS, eAIP and agreements with data originators.

2.5 First and foremost, support is needed from regulator/ANS bodies and other authorities. Entities providing AIS services must work together when introducing QMS, eAIP or SLA (agreement team is a good way to get all stakeholders involved) and approach AIM project as a whole. Also, regulator/ANS need to understand that AIS can't do this alone. For example: when reviewing and improving AIP information for migrating into eAIP, a collaborative effort from everyone providing AIP data is necessary.

2.6 However, there are things as AIS personnel that need to be accomplished. They include:

- Promote the increasing importance of aeronautical data, importance of data quality and AIRAC and the need for future digital information within the aviation community;
- Raise action items in DGCA conference and APANPIRG level through AIS-AIM task force meetings and sub-group meetings;
- Ensure the implementation of regional seamless ATM plan and AIM plan (under development);
- The ICAO universal safety audit programme contains protocol questions regarding AIS/AIM. However, more questions could be included to ensure AIM has the support from upper management and the regulators pay more attention to AIS as part of their oversight programme.

3. CONCLUSION

3.1 The States with low AIM implementation need hands on technical assistance specific to their needs but the technical assistance must be delivered on site by experts. It must be delivered effectively and in the most cost effective manner and we must move away from concepts and move towards actual practical knowledge. Sharing the best practices employed in existing AIS and during AIM implementation by other States have been proven to be most successful to help speed up the implementation process.

3.2 Gap among States in terms of AIM implementation still exists as they embark on transition to the new framework based on the ICAO Roadmap for Transition from AIS to AIM. Significant progress has been made by Mongolia and currently, we are one of only 2 States in the region to have completed both Phase 1 and 2 of the roadmap. Mongolia had the opportunity to work with COSCAP on many projects including several training in the AIM field. Most recently, AIM instructors of CAA of Mongolia were sent to the AIM seminar for APAC region for the purpose of sharing the best practices employed by Mongolia. The seminar was organized from 01-05 June 2017 by ICAO APAC and COSCAPs and sponsored by Airbus.

3.3 As specified in Global Aviation Safety Plan, we need to start with gap analysis at State level and tailor assistance based on the specific need of the State. In some cases it can be group needs. During this stage, key stakeholders and existing and emerging risks will be identified and recommended actions will be prioritized. As a result, we can develop action plans for State or a group of States with similar needs and recommend means to ensure continuous improvement.

4. ACTION BY THE CONFERENCE

4.1 The Conference is invited to:

- a) Urge States to ensure that the necessary organizational direction, support and resources are applied to the necessary strengthening States' AIS capability and the transition to AIM;
- b) Note the need for collaboration among APAC States in terms of AIM implementation.
- c) Note the Mongolia's initiative to provide technical assistance in the field of AIM.

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