

### IFAIMA a new Federation

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Dear AIS and COM staff, we are starting now a new project. The proposed goal of this newsletter is to share information. So, we need your help. Please send us news, meetings etc. On this newsletter we would like to present our Federation to you all.

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For those who don't know what IFAIMA is, I would like to share with you in a few lines the main objects of IFAIMA.

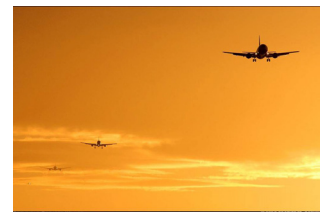
The objects of IFAIMA are and shall be:(a) To operate as a non-political Federation of AIM Associations;(b) To promote safety, efficiency and regularity in International Air Navigation;(c) To assist and advise in the development of AIM, in order to maintain the safe, orderly and expeditious flow of air traffic;(d) To uphold a high standard of knowledge and professional efficiency amongst AIM personnel;(e) To protect and safeguard the collective professional interests of AIM personnel;(f) To make mutual benefit affiliations with other professional organisations;

#### In order to follow the IFAIMA objects we will:

- Closely co-operate with national and international Aviation Authorities and other Institutions or persons concerned with Air Navigation;
- Set up Committees for studying new techniques and facilities necessary and useful for the safety of International Air Navigation;
- Collect and distribute information on professional problems and developments;
- Levy affiliation fees, annual subscriptions and charges upon its member Associations to provide the funds for an effective management of IFAIMA activities;
- Issue an official journal and other publications for the purpose of promulgating and advancing matters of AIM;
- Sponsor and support the passage of legislation and regulations which will increase and protect the safety of air navigation through the improvement of working conditions of AIM personnel;
- Endeavour to carry out the work of IFAIMA in the official language of the International Civil Aviation Organisation (ICAO).



*Before take-off  
they need us*



*This space may be yours!*

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# IFAIMA Newsletter 00/2010

## HARMONIZATION OF AIS, MET AND FPL INFORMATION IN INDONESIA

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### SUMMARY

This article provides a brief overview of Harmonization of AIS, MET and FPL Information which is already implemented in some major International Airports in Indonesia, in line with the spirit of Implementation Strategy for AIS Automation System which is on going process within Asia Pacific region.

### BACKGROUND

According to the progressive implementation of automated AIS systems which is on going process at some major international airports in Indonesia, State should take the necessary measures to enable users to access both AIS and MET Information from a common interface based on the flight plan entry in the near future to support ATM.

In Indonesia, there are currently 2 FIR, these are Jakarta FIR and Ujung Pandang FIR and 2 ACC, these are Jakarta ACC and Ujung Pandang ACC. Both are serving independent ATM systems:

- Jakarta Automated ATC System (JAATS) operated since 1997 which will be enhanced to the higher level of specification and will be integrated with New Aeronautical Data Processing System (ADPS) which already enable users to access both AIS and MET Information, including to process FPL information.
- Makassar ATS Centre (MATSC) fully operated on May 2005 and covering air traffic within Ujung Pandang FIR, supported with ATM system and Aeronautical Information system for AIS, FPL and MET information.

## AIM People

IFAIMA salutes Mr. Mahfouz Moustafa, former Egypt Head of AIS, in his retirement since 08-03-2010. He played an important role on the establishment of EAIMA, the recent Egypt AIM Association, member of our Federation. He also played an important role on the start of the Egyptian transition to AIM.

Mr. Mahfouz Moustafa will be substituted in his duties by Mr. Abd Elstatar Abu Elhasan to whom IFAIMA wishes the best in his new career.



Mr. Mahfouz Moustafa



Mr. Abd Elstatar Abu Elhasan

### HARMONIZATION

#### JAATS

Harmonization between AIS, MET and FPL information already established at JAATS. All ATS messages received by Jakarta Automated Messages Switching Centre (AMSC) are distribute to Flight Data Processing System (FDPS) and to Aeronautical Data Processing System (ADPS) vice versa. All messages (AIS, MET and ATS information) received by AMSC are distribute to ADPS. The existing ADPS is able to access both AIS and MET information, including to process FPL information.

#### MATSC

Harmonization between AIS, MET and FPL information already established at MATSC. All ATS messages received by Flight Data Management from Makassar Automated Messages Switching Centre (AMSC) are corrected to meet ICAO standard format then distribute to ATM system and Aeronautical Information system vice versa. The existing Aeronautical Information system is already enable to access both AIS and MET Information, including to process FPL information.

### CONSTRAINTS

#### Jakarta Automated ATC System (JAATS)

JAATS operated since 1997 is too old and need to be upgraded to the New JAATS in the near future to be able to handle air traffic which is increasing significantly and to promote Air Safety.

The New ADPS is automatically enable to provide AIS, MET and FPL information needed by controllers and air operators, however, graphic information (Aeronautical Maps/Charts, satellite image, upper wind information, etc.) is still provided manually.

#### Makassar ATS Centre (MATSC)

MATSC operated since May 2005, relatively new and no significant problem arise to provide Air Traffic Services, however its Aeronautical Information system needs to upgrade some of their sub-systems in order to enhance the capability of accessing AIS, MET and FPL information.

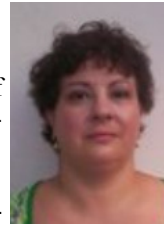
### NEW JAATS AND MATSC INTEGRATION PLAN

As the existing JAATS will be upgraded to the new JAATS, there is an urgent need to integrate new JAATS and MATSC in order to enhance the harmonization of AIS, MET and FPL information throughout Indonesia. It is envisaged that the graphic information (aeronautical Maps/Charts, satellite image, upper wind, etc.) are also needed to be able to be accessed from a common base system.

## IFAIMA Newsletter 00/2010

Dear AIM Professionals,

From IFAIMA SAM Region, with Regional Director located in the Republic of Argentina, we are very pleased to greet all of the Professionals of this Aeronautical Specialty, through this Virtual Bulletin.



Silvia Beatriz Garcia  
IFAIMA SAM  
Regional Director  
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and President  
CPAAAAA-Argentina

As many of you know, our beloved region is characterized by a very large territorial extension and a significant number of countries with a great operational diversity through which our profession is exercised.

To the above scenario, we must add the technical and operational transition at a global level that is being generated over our AIS/AIM Specialty which will be supported by a huge technological improvement.

The Roadmap for the Transition from AIS to AIM - 1st Edition 2009, issued by ICAO, describes the importance of this great change in the AIS.

*"We are in the age of the Internet, satellite navigation and computer networks, yet our approach to aeronautical information distribution is still based on paper charts, paper documentation and telex-based text messages. Systems exist in isolation. Much of the data is entered more than once in different computers using a keyboard rather than by file transfer or database transactions.*

*The Global Air Traffic Management Operational Concept defines seven interdependent concept components that will be integrated to form the future ATM system. They comprise airspace organization and management, aerodrome operations, demand and capacity balancing, traffic synchronization, conflict management, airspace user operations and ATM service delivery management.*

*The future capabilities of transferring digital data between the air and the ground will be used for providing new products such as in-flight information bulletins by uploading aeronautical and meteorological information directly aboard aircraft during all phases of flight."*

We believe from the SAM Region, the changes and challenges are always new opportunities to grow. This is the vision of IFAIMA, which is reflected in the assistance to the authorities, associations and all professionals in this transition from AIS to AIM.

## Global AIM Congress 2010

The fifth Global AIM Congress entitled "Building the Future" will be held at the Beijing International Convention Center (BICC), Beijing, China from 22-24th June 2010 through the kind sponsorship of the Air Traffic Management Bureau of the Civil Aviation Administration of China (ATMB/CAAC)

On Monday 21 June 2010 the Congress will be preceded by several workshops at the same venue. There will be one industry stream workshop and one non-industry stream workshop.

## World AIM day - 15th May 2010

We wish to recall all the AIM community of this important day. We hope everybody take celebrating initiatives in all Countries.

### 3rd General Assembly IFAIMA

will be held in  
Beijing  
22nd June 17h00

Agenda and location will  
come out soon on our website

**Registrations are open  
until 15th May**

Please send us an e-mail with  
your Name, Passport number,  
Phone number, Country  
National Association and  
e-mail

to

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This event will take place  
along with the:



## AIM and COM staff join us!

If you are AIM and/or COM staff it's time to join us. Our Federation is here to help you and we need your presence amongst us. A Country with a National Association may join us. But, if you don't have a National Association we can help you to establish one in your Country. In the other hand, if at the moment it is difficult to create an Association but you are part of a Union (even a Company Union), you also may join us. Only the members of such Union working on AIM and/or COM can be members of IFAIMA. You may also join IFAIMA as Individual. Any question that you may have, please contact us, for sure we have an answer for your question. Or visit [www.ifaima.org](http://www.ifaima.org).

### AIS/AIM Training and Licensing

*"It is therefore appropriate that States place emphasis on the human component in their quality management program for the provision of aeronautical information services. In considering that the human component in the quality system plays an extremely important role, it is appropriate that corresponding emphasis be placed on the development of an ICAO training program by establishing uniform standards for the qualifications and scope of knowledge which must be met by aeronautical information services/aeronautical charts (AIS/MAP) technical officers world-wide."*

#### ICAO DOC. 7192 - TRAINING MANUAL Part E-3 AERONAUTICAL INFORMATION SERVICES PERSONNEL Egyptian plan for training

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We have 3 types of training in NANSC for AIS staff:

- 1 - Internal Training;
- 2 - External Training;
- 3 - Train the Trainers.

#### Internal Training

- In coordination with the Egyptian Aviation Academy (EAA), all courses have been developed according to the ICAO training courses specifications.
- All those courses have been officially approved by ICAO office and the Egyptian Civil Aviation Authority ECAA.



- Trainees are trained on 3 Essential Courses:

- 1 - Basic AIS course;
  - 2 - Advanced AIS course;
  - 3 - Specialist AIS course.
- After each course, the trainees have a physical training on the AIS field On-Job Training (OJT), with five 5 rating or qualifying courses (from A to E) for a period of time not less than 3 months after each main course.
  - Those 5 rating courses are as follows:
    - 1 - Basic AIS course followed by A - Flight Data officer rating course;
    - 2 - Advanced AIS course followed by B - NOTAM officer rating course and C - Briefing officer rating course;
    - 3 - Specialist AIS course followed by D - Specialist officer rating course and E - Supervisor officer rating course.
  - We have a plan now to review all this 5 OJT rating to be developed according to the transition from AIS to AIM requirements.

#### External Training

- On 2008/2009 training plan, 48 AIS staff traveled in a training mission to various training centers all over the world.
- On 2009/2010, we decided to send another 40 AIS staff for the same mission and will attend the course AIM-I (AIM The Inside) provided by IANS (Eurocontrol), Luxembourg.
- We have decided also to give another 45 AIS staff, the chance for training on the CFMU program, Eurocontrol, and EAD studies.

#### Train the Trainers

- According to Annex 15, a special program for assessment has been established.
- We have adopted qualified trainer and assessment persons for all staff working at the AIS center.
- All operating procedures are evaluated daily to reach the highest ratio of attitude and safety in the frame of quality assurance and during the course of achieving the ISO 9001/2000 Certificate.
- Highly specialized courses and training programs have been provided to the trainers themselves and assessment persons in the field of training and attitude assessment in order to be compatible with ICAO requirements.

#### Licensing

- In order to attempt the accuracy and safety during the work day and with the course of IFAIMA objectives, a proposal for licensing AIM staff will be provided to the Egyptian authority.
- The grantee of this license will give safety to the work flow and will determine the responsibilities of each person, as well as, it will give the momentum to all AIM staff to work hardly within the legality.
- We in Egypt are proposing a model of license similar to the U.S. Private Pilot License.

#### Common AIS Staff Profiling (CASP)

Eurocontrol had the initiative of launching the CASP project. The purpose of that project is to provide Common AIS Staff Profiling guidelines and the aid to the implementation of harmonized competency management processes in AIS/MAP and associated ARO functions. CASP direct benefits are:

- For AIS Staff
  - Ability to demonstrate competencies;
  - Clarity and transparency of AIS activities.
- For AIS Managers
  - Framework for HRM in AIS, e.g. resource planning.

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