Overall Update on Information Management Panel (IMP)

Hiroyasu Shirasaki
Special Assistant to the Director, Operations and Flight Inspection Division, ANS Department, Civil Aviation Bureau JAPAN
System-Wide Information Management (SWIM) Vision

- SWIM is an integral part of the *Global Air Navigation Plan (GANP)* *(Doc 9750)* and is covered in a number of the aviation system block upgrades (ASBU) modules.

- The *Manual on Air Traffic Management System Requirements (Doc 9882)* explicitly identifies the implementation of SWIM as a requirement for the future ATM System.

- The *Manual on SWIM Concept (Doc 10039)* provides a vision for interoperable global information management while addresses the transition to a mixed operational environment.
Overview of Status of work

- Work done so far by ATMRPP:
  - SWIM operational concept developed
    (advance copy Doc 10039 available)
  - A/G components to be added to the concept

- Information Management Panel established (ANC 194th session)
  - Building Global SWIM
  - Assisting Secretariat as focal point for integration of all its components

- SWIM enablers being worked out by various Panels
  (Flight and Flow, COM, AIM and MET)

- Initial Workshops, Demonstrations taking place in the Regions
SWIM Programme office

- Develop the long term vision
- Develop intermediate and short term goals
- Establish concrete usage for different scenarios
- Ensure harmonized implementation
  - Mitigate current proliferation
  - Establish RO focal points for coordinated roll-out
SWIM: A multidisciplinary approach

All enablers need to be developed with greater SWIM goal in mind

- SWIM is multidisciplinary effort, needs to be treated like a programme
- ICAO SWIM programme office being established to coordinate efforts
SWIM: A multidisciplinary approach
Overall Update on Information Management Panel
The Scope of SWIM
Approach to Information Service
SWIM Global Interoperability Framework
The expected Scenario for FF-ICE

Pre-Departure Planning

24 ~ 48 hours before the flight

Flight Operations

Tactical Operational Planning

4 ~ 24 hours before the flight

Pre-Tactical Operational Planning

24 ~ 48 hours before the flight

Post Operation

Negotiating 4DT

Agreed 4DT

Executed 4DT

Cruise

Climb

Descent

Approach

Gate to Gate

Takeoff to Landing
The optimized Services for scenario-based (under consideration)

Aeronautical Information Services
1. Aerodrome Information Service
2. Flight Procedure Service
3. Published Navaid Information Service
4. Navaid Status Information Service
5. Published Airspace Schedule Service
6. Airspace Status Service
7. Movement Area Status Service
8. Obstacle Information and Status Service

Flight Information Services
9. Global Unique Flight Identifier Service
10. Flight Intent Service
11. Pre-Departure Flight Information Service
12. Trajectory Evaluation Service
13. Trajectory Update Service
14. Flow Information Service
15. Flow Preference Service

Weather Information Services
16. Surface Weather Information Service
17. Upper Air Weather Information Service
18. Weather Advisory Service
19. Weather SIGMET/Warning Service
The availability of Service components
Discovery of Service components

Key Points for Global Interoperability

Inheritance of Quality
IMP 4 Working Groups to enabling work

Services
Abigail Smith - FAA

Architecture
Paul Bosman - Eurocontrol

Governance
Stephane Dubet - France

Communication And Awareness
Planned deliverables (work in progress!)

- Updated SWIM Concept Manual → SWIM Manual
- Initial Information Management SARPs
- New NOTAM Concept/Replacement proposal
- AIRM Package
- Global registry proposal?

All by November 2018 (handed over to ICAO)
Thank you