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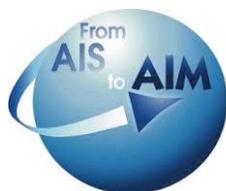
Introduction

In the aviation industry information has always been central. In the course of time, the sharing of this information has become increasingly essential. As a result, the importance of AIS/ARO department has been and is increasing. Therefore it is significant for the AIS/ARO department to stay well informed. One way to achieve this is to periodically publish a bulletin with the latest developments. Just like the previous AIM bulletins, compiled by AIS/ARO colleagues, this AIM bulletin has different topics which are key for the AIS/ARO department and our readers. Many thanks to all colleagues for their input for this edition. Enjoy this release and keep well informed!

By C. Cijntje

Transition: AIS to AIM

To make the transition from AIS to AIM possible, one must comply with the 21-interrelated steps of the 3 phases.



Phase 1

Quality Management Systems		
Annex differences	WGS-84	Adherence to AIRAC

- To comply with this phase, the 4 steps mentioned above must be implemented and adhered to.
- The objective of this phase is to improve dissemination of aeronautical information through enhanced communication and co-ordination among all aeronautical information stakeholders.

Changes during the transition:

DATA*
 PRODUCTS
 STATIC VERSUS DYNAMIC INFORMATION
 AIRAC CYCLE

* will be explained

DATA

1. The shift from standardizing products to standardizing data will enable more freedom in the definition of future products while maintaining a high degree of quality, integrity and coherency of the information contained in these new products.



2. The biggest change in the transition to AIM will be the increased use of computer technology in the management of information, with an increased emphasis on the digital form of data that will drive all processes for the management of information.
3. Both graphical and text products will be based on the same underlying, standard definition of geo-referenced atomic data. The definition of a Standard for an aeronautical data exchange model will ensure standardized interfaces between the computers of both providers and users of data. This will enable the definition of new products where both text and graphics will be presented in a more readable form. This will enable the definition of new services where the same information will be made available in the decision support tools for all ATM components.
4. The current Standard in Annex 15 — Aeronautical Information Services is centered on products and does not provide specifications required for digital data exchange. A central element in the transition to AIM will be the precise standardization of atomic data elements in terms of field names, field types and field definitions. This will be provided in the form of an aeronautical data dictionary (also called metadata registry). Furthermore, the definition of standard structured groupings of fields by features, attributes and associations is necessary. This will be provided in the form of a Standard for an aeronautical information conceptual model. Finally, the mechanisms to maintain an up-to-date data set across different components would need to be agreed upon; this will be provided in the form of a Standard for an aeronautical data exchange model. The evolution of these models will be organized at the global level to ensure continuity in the services in a way that allows innovation and new requirements to be taken into account.
5. By using this approach, the definition of the data products is decoupled from the definition of the end-products. The end-user applications, which make use of the information transferred in the form of data sets, do not rely exclusively on the structure and format of the messages but are free to transform the data and combine it with other data to construct the final view appropriate for the end-user.

Next Bulletin issue will include the remaining changes.

By N. Leonora-Belefanti

Flight Plans ARO

As a follow-up on Flight Plan submission, the next step is to comply with the ICAO AIS to AIM transition. This means that creating the FPL in the SPATIA web-based program, program used for creating NOTAM as well, will take place in the end of Q1 of 2016

The information below is a FPL Error Report for 2015. This report reflects amount and type of errors made in a flight plan either by the client or ARO Officer.

Total FPLs with Errors 2015	2272
Total FPLs in 2015	22783
Total Errors in % 2015	9.97%

The purpose of the FPL Error Report serves to comply with the SMS system within the company. Aiming for better service to our clients and knowledge enhancement for ourselves.



By N. Leonora-Belefanti & J. Nicolaas

Human Factors

There are 12 topics in the Human Factor's Dirty Dozen. In this issue we take a look at #3 → Lack of Resources.

Lack of resources can affect your mental state & physical state. No company is perfect, hereby it is practically impossible for any company to have every possible resource available to do all of the tasks its personnel are expected to perform. Here are some factors that can lead to lack of resources:

- Personnel
- Time
- Data
- Tools
- Skill

- Experience and knowledge

A lack of any of these resources can interfere with one's ability to complete a task. It may be that the resources



available, are of a low quality or inadequate for the task.

When the proper resources are available, and to hand, there is a greater chance that we will complete a task more

effectively, correctly and efficiently. It is necessary to properly maintain the resources that are available. An adequate workplace is necessary in our work field.

Anything from poor lighting or too much lighting can cause discomfort. Temperature can play a role as well, is it too cold or too hot. Noise can cause fatigue and hearing loss, it also directly interrupts communications. Team management skills and knowledge are also a resource factor that may affect communication and effectiveness. Even the smallest thing such as not having a pen at hand or enough paper can interfere with our performance.

Since it is not likely to have the perfect working environment with everything we need and all of it in perfect condition, we must be aware of how the lack of resources is affecting, or could affect, our work. In the aviation world we live in every decision must be taken in our top performance since we know it can have horrible consequences. So next time your at your workplace look around and if resources becomes a concern, we must be assertive and communicate that concern.

By C. Galue

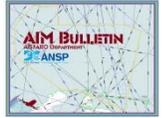




Quiz #2

ICAO Doc 8126:

Do you know your NOTAM codes?????



Quiz #1

Annex 15 – Do you know your Annex?

- How many parts are there in the new AIP?
 - 2
 - 3
 - 4
 - 5
- What types of Notams are there?
 - NOTAM N/R/C
 - NOTAM A/B/C
 - NOTAM K/L/M
 - NOTAM X/Y/Z
- Which of these are used, when cancelling a Notam?
 - CC / CN
 - LT / LC
 - AD /AN
 - CL / CM
- A frequently used second and third code is WM, what is the subject of this code?
 - Aerodrome control Tower
 - VOR/DME
 - Missile, gun and rocket firing
 - Parking area
- For a long time, there were only 18 annexes. Since a few years, there is a 19th annex. What is the title of this annex?
 - Air Traffic Services
 - Aerodromes
 - Rules of the Air
 - Safety Management
- In what ICAO document can I find the NOTAM Selection Criteria?
 - Doc 4444
 - Doc 8126
 - Doc 6920
 - Doc 7910
- Which of these is the correct coordinates for the TNCC
 - 12°11'W068'57N
 - 18°02'N063'06W
 - 12°07'N068'16W
 - 12°11'N068'57W



- Which of the following fourth and fifth letters are not in de NSC
 - AK
 - TT
 - HD
 - LC
- In how many languages is the annex 15 adopted
 - 5
 - 8
 - 7
 - 6
- Which NOTAM information will be incorporated in the AIP
 - NOTAM EST
 - NOTAM PERM
 - NOTAM CA
- Which second and third letter must never be selected for a trigger NOTAM
 - PA
 - CC
 - XX
 - FA
- What is the distance in meters for the ASDA of TNCB RWY 10
 - 3000m
 - 3050m
 - 3057m
 - 2880m
- What is the frequency of the VOR/DME PJB
 - 118.5 MHZ CH98x
 - 113.5 MHZ CH97x
 - 118.7 MHZ CH99x
 - 115.0 MHZ CH97x
- What is the specification for a AIP SUPPLEMENT
 - temporary changes of short duration two months or shorter and information with short text and no graphics
 - temporary changes of long duration three months or longer and information of short duration with extensive text and or graphics
 - permanent changes of long duration three months or longer with extensive text and or graphics
 - permanent changes with extensive text and no graphics
- What is the taxiway width and strength of the TNCC
 - 24M and PCN 56 /F/A/W/T
 - 25M and PCN 62 /F/B/W/T
 - 23M and PCN 60 /F/A/W/T
 - 23M and PCN 59 /D/B/W/T

By S. Niciatia

By R. Anasagasti

Answers: 1: B / 2: A / 3: A / 4: C / 5: D / 6: B / 7: D

Answers: 1c 2d 3b 4c 5c 6d 7b 8c

Humor moment



...AND IN THE EVENT OF AN EMERGENCY, SWIPE YOUR CREDIT CARD AND FOR A \$10 FEE AN OXYGEN MASK WILL DROP.

The "Chillen op de Antillen" Attitude

Pilot: Good morning, Curacao ground, KLM 242 request start up and push back, please.

Tower: KLM 242 expect start up in two hours.

Pilot: Please confirm: two hours delay?

Tower: Affirmative.

Pilot: In that case, cancel the good morning!

By T. Virginie

Lesson Learned: Importance of Communication



A story to consider.

At the ARO office, working as usual with the incoming flight plans and NOTAMs, an urgent phone call was received.

The person at the other end of the call wanted a fast action of the ARO officer. A representative of the aerodrome operations told the officer that a light aircraft just crashed a few minutes ago on the runway.

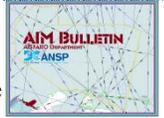
The representative of the aerodrome operations briefed the officer about issuing a NOTAM with the info that the aerodrome is closed for all traffic.

At the end of the briefing the representative of the aerodrome operations told the officer to issue a NOTAM where the runway will be reopened, with different distances.

The ARO officer replied that this was not possible! Namely, for such NOTAMs the authorization of the Directorate of Civil Aviation is needed!

Knowing these type of details to NOTAMs issuance is vital. Always read the NOTAM requested to be issued and make professional decisions at all time. Consult with your Supervisor/Manager!

By J. Chundro



Quote

in this room,
we don't do
easy
we make
easy happen
through
**hard
work**
& learning

Source RAWPL.com

By N. Leonora-Belefanti

Important dates/events

- 1. Upcoming department meetings:**
- **February 24th 2016**
 - **Department Team Building & Get-together – July 2016.**

*Participate in our Department Meetings!!!
Your opinion and input is what makes the
our department on-going and strong!*

Contact us



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