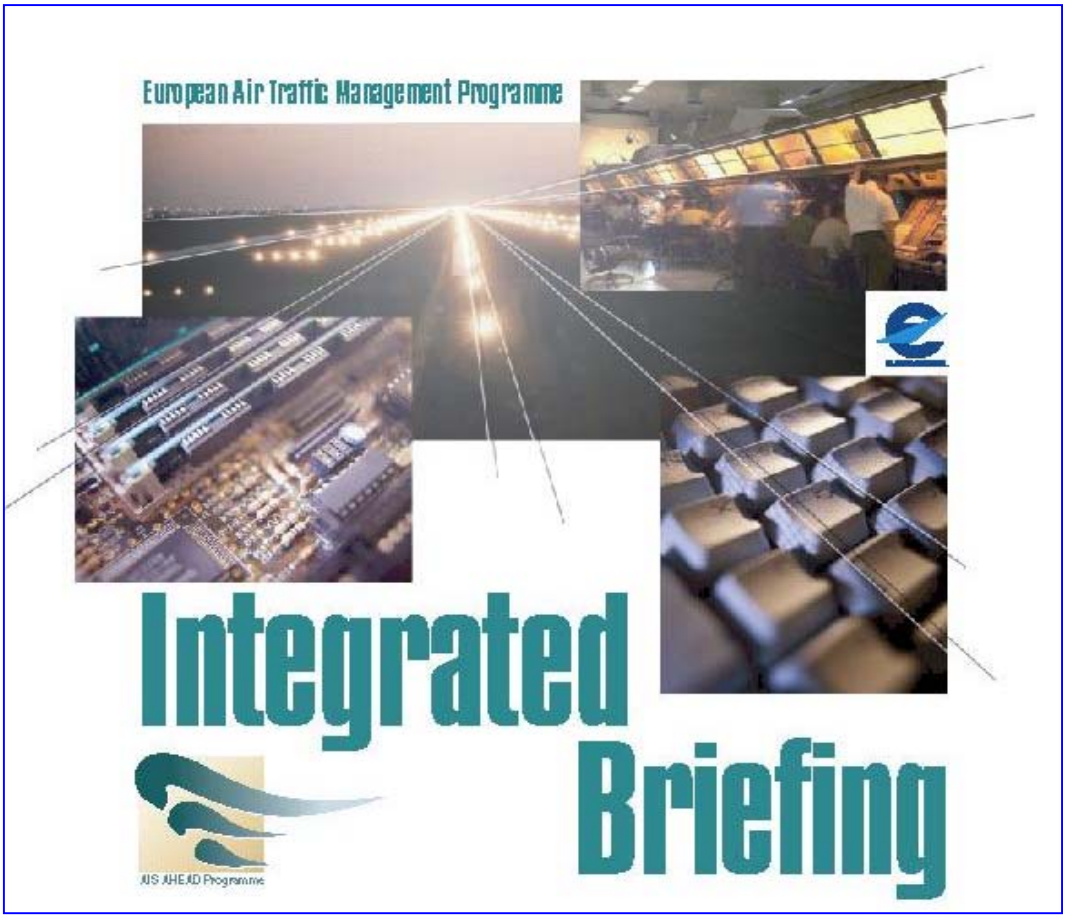

In a Nut-shell

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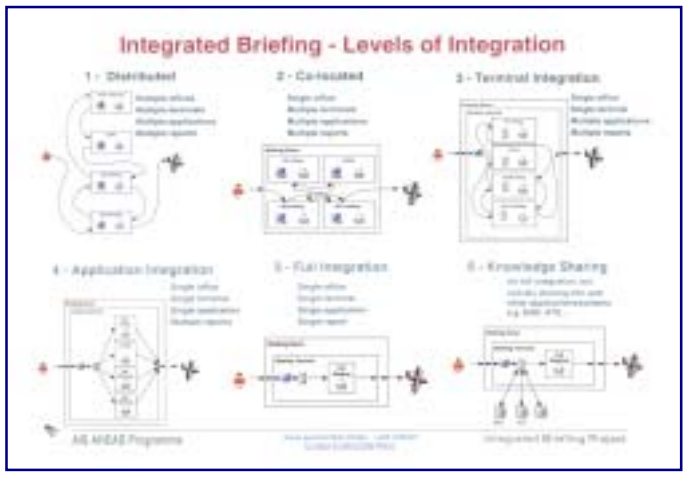
Integrated Briefing in a nut-shell

Project objective:
The objective of the Integrated Briefing project (part of the AIS AHEAD programme) is to assist in the future development of briefing facilities to improve the accessibility during the pre-flight phase to all relevant aeronautical data, irrespective of their source, that are required for the planning and execution of a flight. The project is based upon the longstanding User requirements that are not yet met. One of the foundations is also the ICAO EUR DOC010 "Harmonised access to AIS and MET Services relating to pre-flight planning".



What is Integrated Briefing (BRIEF)?
Briefing is the process during which a user, depending on a flight intent or an ad-hoc need, is supplied or supplies himself with all relevant aeronautical information (AI) in order to plan or to execute a flight, or to obtain generic information related to flights. The process shall provide knowledge to support the decision-making if a flight or flight related action can be safely and efficiently performed.
Integrated Briefing is a system and/or service enabling the generic Briefing process by enhancing and the access to and provision of additional data elements such as AIS, ARO (flightplan and related), MET, Flow information or other information, as required.

What is the problem?
In order to obtain the required pre-flight information, the user has to address different services (e.g. AIS, MET, ARO) using various data/information sources (e.g. AIP, NOTAM, MET, ARO, ATFM) through distinct systems with various, detached functions. The process cannot, to a certain extent, be tailored to specific needs of the flight nor are the relationships of data elements covered. As a consequence, each briefing output has to be screened individually by data source and repetitively if flight conditions change. This is neither user friendly nor efficient. The vital need of a pilot is: "**Can I fly or not?**"

What is the main barrier and how to overcome it?
The main limiting factor is the institutional. In most States many "little kingdoms" such as AIS, ARO, MET, ATFM (in whatever combinations) do not "allow" (or find it too difficult) to provide an integration layer for the process of briefing. This risk was identified very early in this project and the only mitigation was to introduce a new European Convergence and Implementation Plan (ECIP) objective INF04. This has been endorsed by the respective EUROCONTROL decision making bodies mid 2002 and is published in ECIP Level 1&2.

What does BRIEF propose?
- A "one-stop-shop" (or virtually single access facility).
- A common interface to provide the user with his/her briefing information. It does not address the integration of services standing behind. It is integration at the interface layer!
- Integration of AIS information (NOTAM, SNOWTAM incl. static data), MET (METAR, TAF, SIGMET etc.) and even more important, the provision and handling of flightplans and related messages encompassing flight related Flow messages (ATFM messages).
- Harmonisation of the interfaces for complete, consistent, user friendly, customised, flexible and easy accessible AI (Aeronautical Information).

What are the Deliverables?

- Survey Phase Report.
- High-level User Requirement Document (BRIEF/URD).
- Concept Documents.
  1. High-level Concept document: Business facts - The Why & What in overview.
  2. Technical Concept document: Technical & operational aspects – The What.
- *i*PIB – Guidelines for presentation.
- European Convergence and Implementation Plan (ECIP) objective INF04.

What are the benefits?

As stated in High-level Concept Document. Potential benefits would be achieved through:

Economic:

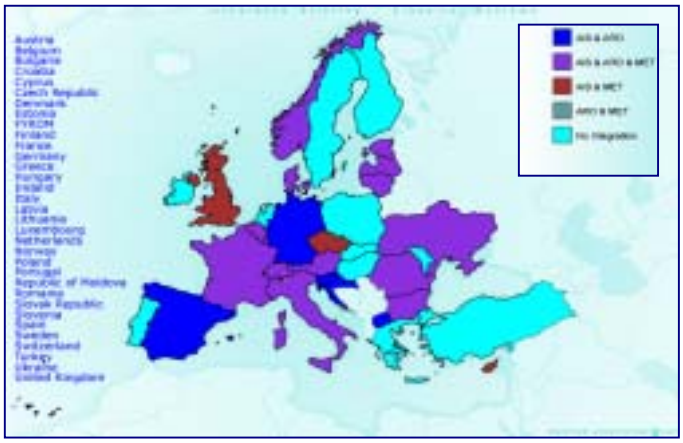
- Reduction of resource duplication (offices, equipment, human resources etc.) while the service for clients will be maintained and, in most cases, be increased.
- User time saving where it is assumed that approximately 50% of the time required to obtain a briefing will be saved.
- A high level of customisation and flexibility significantly simplifies the interpretation of the briefing information for all users.
- Establishing a cornerstone for future service expansion for a variety of clients.

Safety Benefits:

- By providing accurate, timely, complete and relevant information, Integrated Briefing will contribute to the overall flight safety by assisting pilots to avoid potentially dangerous situations.
- Customised briefing will positively influence stress factors appearing in specific situations.

Who has been consulted?

- AIS Team / AHEAD PSG.
- Stakeholder groups encompassing experts of AIS, ARO, MET, Industry and ICAO.
  2 Stakeholder meetings were held: May 2001 (user requirement validation); June 2002 (concept validation).
- The current status of BRIEF provided with classical systems is shown on the image.



INF04 and the EAD?

Subject/functionality according INF04 is out of scope of classical AIS. EAD does not cover BRIEF with its current scope. However, INF04 prepares the ground for later EAD enhancement in regard to Integrated Briefing.

What will come next in the project?

The main deliverables have been produced by EUROCONTROL.

Most important was the introduction of the ECIP implementation objective INF04 which is now published in ECIP Level 1 and 2 (version 2003-2007). It is supported by highest decision making bodies in EUROCONTROL. Stepwise implementation is proposed in a modification which should be published in due course.

Next steps are the follow-up in States and Industry to develop and/or adopt States' systems or services.

The Awareness campaign by EUROCONTROL will be continued through presentations to various fora. Material will be integrated in courses for AIM (Aeronautical Information management) held in IANS Luxembourg. Best practice will be promoted through the website.

More information can be found on: www.eurocontrol.int/ais
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