



**Agenda Item 4**

**Air Navigation Matters**

**4.2 Follow-up on the implementation of the NAM/CAR Regional Performance Based Air Navigation Plan (RPBANIP) in Eastern Caribbean:**

- **Progress reports of the AIM, AGA, ATM, CNS, MET and SAR Committees**

**PROGRESS REPORT OF THE AIM COMMITTEE**

(Presented by the AIM Committee Rapporteur/Barbados)

<b>SUMMARY</b>	
This working paper reports on the activities of AIS in the ECAR region as they relate to the Regional Performance Objectives (RPOs) listed in the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP) as well the follow up to the AIM work programme and valid conclusions.	
<b>References:</b>	
<ul style="list-style-type: none"> <li>• Report of the 24th Meeting of Directors of Civil Aviation of the Eastern Caribbean (E/CAR/DCA/24), Martinique, French Antilles 2 to 5 October 2012</li> <li>• Eastern Caribbean (E/CAR/WG/33), Christ Church, Barbados 4 to 8 June 2012</li> </ul>	
<b><i>Strategic Objectives</i></b>	<i>This working paper is related to Strategic Objectives:  A. Safety – Enhance global civil aviation safety  C. Environmental Protection and Sustainable Development of Air Transport</i>

**1. Introduction**

1.1 This report details the activities of the ECAR AIM Committee since the 33rd ECAR WG Meeting, convened in Barbados, 4-8 June 2012. The AIM Committee is comprised of Barbados, France, Trinidad and Tobago, the United States and ECCAA. This Committee did not meet during the intervening period since the 33rd E/CAR Meeting. Nevertheless, efforts were made to address some of the issues identified at that meeting.

1.2 Based on the AIM Action Plan the following tasks are included:

- Implementation of a Quality Management System for the region;
- Development a proposal on a E/CAR plan for the implementation of eTOD for areas 1 to 4;
- Support the preparatory and implementation activities to be carried out for the New Flight format in the E/CAR;
- Elimination of Missing and Duplicate flight plans in the region;
- Development of a proposal for E/CAR plan for the implementation of ICAO Roadmap for the transition from AIS to AIM.

## 2. Discussion

### 2.1 Flight Planning and Related Issues

#### *New ICAO Flight Plan model 2012*

2.1.1 During the period under review, for the first six months, work on preparing for the implementation of the ICAO new FPL format dominated the attention of AIS personnel in the region. Through a number of teleconferences hosted by the ICAO NACC Regional Office, confirmation was received that all States had completed the necessary training for all stakeholders. There was a challenge related to equipment where the AFTN workstations were not replaced ahead of the November 15, 2012 implementation date. This resulted from the late delivery of the replacement systems to Trinidad and Tobago. The new systems were eventually installed in all states by the 1st week of March 2013 and the necessary training was also provided. Trinidad and Tobago was able to provide an interim web-based FPL-2012 compliant solution, SPATIA, for use in the ECAR after it became known that the FPL-2012 compliant workstations would not be available until first quarter of 2013.

2.2 Barbados and Grenada also suffered additional equipment problems since their Flight Data Processor (FDP); ATOM could not be successfully upgraded to FPL 2012 compliance until May 2013. These systems were able to achieve limited function through a converter located in PIARCO. Consequently, as of May 2013 the FDPs are functioning independent of the converter.

2.3 The late delivery of the new systems to Trinidad and Tobago also impacted the following proposed activities

- Letters of Agreement (LOA)  
Until the new systems are fully implemented, Trinidad and Tobago will not be able to complete drafting the amended LOA. This is to ensure that every facet of the equipment and its functions are covered. Consequently, it is now considered that the amended LOA will be ready for circulation by March 31st 2014.
- Familiarization Programme  
Trinidad is still committed to hosting this programme, however, since there are still some aspects of the new equipment are to be finalized, it is considered that the first quarter of 2014 would be a realistic time to schedule for the commencement of this programme.

- **Centralized Flight Planning System (CFPS)**  
Following extensive investigations into the problem of missing and duplicate flight plans carried out by the ECAR AIS Committee, a centralized flight planning system was identified as a possible solution. It was expected that this system would have been installed in Trinidad and Tobago along with FPL-2012-compliant workstations as part of the Aeronautical Information Services (AISS) and Air Traffic Services Message Handling System (AMHS)
- **Elimination of missing, duplicate and FPL with errors**  
The manufacturer (IDS) is still working to deliver the Centralized Flight Planning system with all of the specifications as detailed by Trinidad and Tobago and it is now anticipated that the CFPS will be installed in Trinidad and Tobago during the third quarter of 2013. In addition to reducing/eliminating missing and duplicate flight plans, the system is expected to check for errors related to FPL-2012 format. Provided that the CFPS is installed in the PIARCO AIS by 30 September 2013, Antigua, Barbados and Trinidad and Tobago will undertake to carry out an assessment of this system, to determine its effectiveness in reducing/eliminating missing and duplicate flight plans and identifying errors related to FPL-2012 format, as agreed during the 33rd ECAR WG Meeting.

#### *Quality Management System (QMS)*

2.4 Trinidad and Tobago and Barbados have both establish teams charged with developing a QMS that meets the standards established by ICAO for a QMS in Aeronautical Information Management. Trinidad and Tobago expects to be ready for certification during the last quarter of 2013. In Barbados the Air Traffic Services has a QMS that is ISO9001 2008 certified, however, it has been long accepted that the QMS in the AIS needed to be expanded and refined to meet ICAO standards. It is expected that Barbados will achieve this goal by during the last quarter of 2013.

2.5 Barbados and Trinidad and Tobago will use their respective experiences and documentation in a collaborative effect to assist the rest of the ECAR in developing a certifiable AIS QMS in each state. It is expected that this objective will be achieved by December 2014.

#### *Regional Data Base*

2.6 In order to ensure that each ECAR State is keeping pace with the requirements for the transition to AIM, the ICAO NACC Regional Office is in the process of creating a database outlining each of the three phases according to the ICAO Roadmap for transition from AIS to AIM. The NACC Regional Office will be able to monitor the implementation, so that possible support can be provided as necessary. It is anticipated that during 2013 the ICAO NACC Regional Office will complete a first draft and coordinate the contents of the fields with ICAO Headquarters and other Regions. Data from the database will be used to determine the percentage of implementation in each State.

*Electronic Terrain and Obstacle Data (eTOD)*

2.7 There has been little progress in this area, due largely to a lack of expertise in this field within the Eastern Caribbean. Consequently, following a mission to the ECAR in November 2012, the Regional Officer, Aeronautical Information Management from the ICAO NACC Office, has suggested that this is an area where a technical assistance programme could be developed, such as the CAR PBA project. Additionally, the ICAO NACC is proposing to host a seminar on the implementation of eTOD, 11 to 14 November 2013, in the Regional Office in Mexico City.

*PIARCO NOTAM/AIS Contingency Plan*

2.8 Efforts are on-going to finalize a contingency plan for NOTAM/AIS for the Eastern Caribbean. Discussions have been held with a number of potential partners for a reciprocal agreement and several existing contingency plans have been reviewed. The major hurdle in completing this task is the establishment of the required partnership. This difficulty notwithstanding, the AIM Committee in association with Trinidad and Tobago is now aiming to complete this task by 31st March 2014.

**3. Suggested Action**

3.1 The Meeting is invited to:

- a) note the above ECAR AIS activities outlined above;
- b) urge their respective Administrations to send delegates to the eTOD seminar in Mexico City 11 to 14 November 2013; and
- c) recommend any other action as deem necessary.