



**Agenda Item 7:           Regional Cooperation and Training Matters**  
**7.3     CAR Region Civil Aviation Training; results of the CATC/1 Meeting; and the Regional Symposium on Next Generation of Aviation Professionals (NGAP) and TRAINAIR Plus**

**AIM TRAINING DEVELOPMENT**

(Presented by Secretariat)

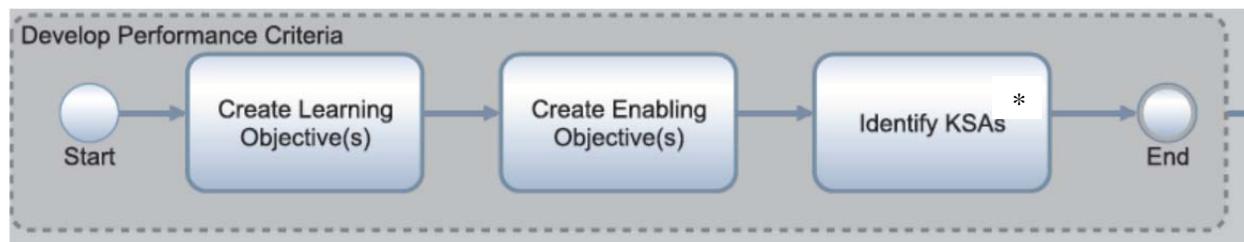
<b>SUMMARY</b>	
<p>This information paper emphasises the importance of training AIM personnel, management, and users of AIM aeronautical data, which will be the key for successful implementation of the new operational concepts of aeronautical data chain and electronic Integrated Aeronautical Information Publication (IAIP), introducing the draft version of the ICAO Doc 9991 - <i>AIM Training Guidance Manual</i> (unedited advance version of an ICAO publication).</p>	
<b>References:</b>	
<ul style="list-style-type: none"> <li>• Annex 15 - <i>Aeronautical Information Services</i></li> <li>• Doc 8126 - <i>Aeronautical Information Services Manual</i></li> <li>• Doc 9991 - <i>AIM Training Guidance Manual</i> (Unedited advance version of an ICAO publication)</li> <li>• ICAO Roadmap for transition from AIS to AIM</li> </ul>	
<b>Strategic Objectives</b>	<p><i>This information paper is related to Strategic Objectives:</i></p> <p><i>A. Safety – Enhance global civil aviation safety</i></p> <p><i>C. Environmental Protection and Sustainable Development of Air Transport</i></p>

**1.           Introduction**

1.1           The NAM and CAR Regions adopted the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP) as a reference for developing their national plans, in which activities such as: training, human factors, planning and the new knowledge, skills, and abilities are key elements for successful AIM implementation. These elements require coordination at all levels in the Civil Aviation Authorities and Service Providers. Therefore, States, through their Civil Aviation Training Centres (CATCs), should also adopt a similar approach for the development and implementation of courses and activities for the achievement of an AIM based on performance.

1.2 Regarding the development of ICAO Doc 9991 - *AIM Training Guidance Manual* (unedited advance version of an ICAO publication) by the AIS-AIM/Study Group for the transition in ICAO Headquarters, some assumptions were made during its preparation, i.e. : AIM organizations require very specific new job descriptions/profiles for staff performing and providing AIM functions, regardless of whether the individuals are employees, contractors, or other providers.

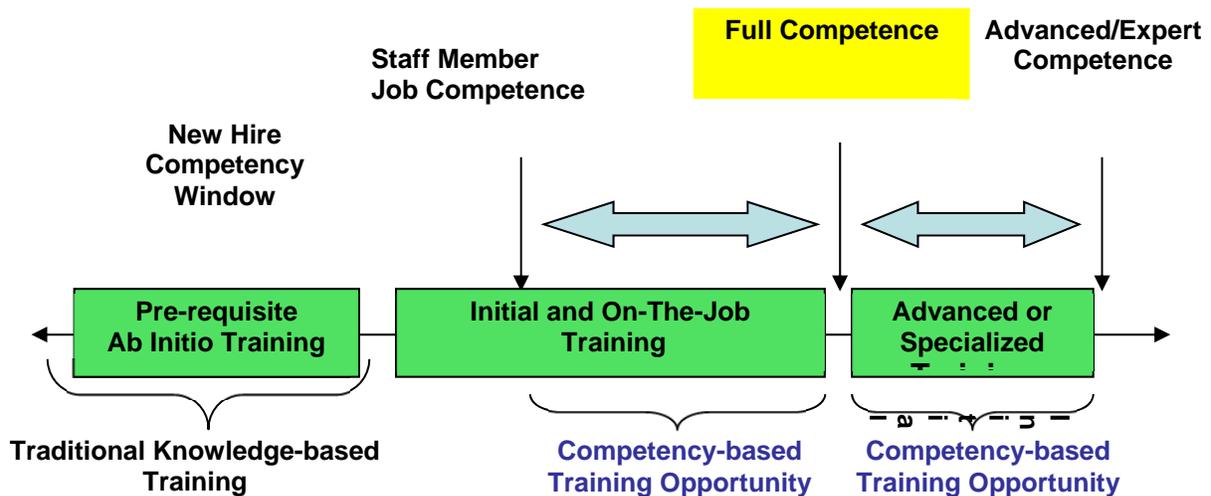
1.3 In addition, the AIS-AIM/Study Group concluded that it is important to clearly define who, person or organization, provides each of the required services; that they take place within their AIM organization in order to include appropriate technology; and that specialized support is needed to deliver the AIM training. In that sense, the following diagram presents the development performance criteria based on knowledge, skills, and abilities:



\*KSA – knowledge, skills, and abilities

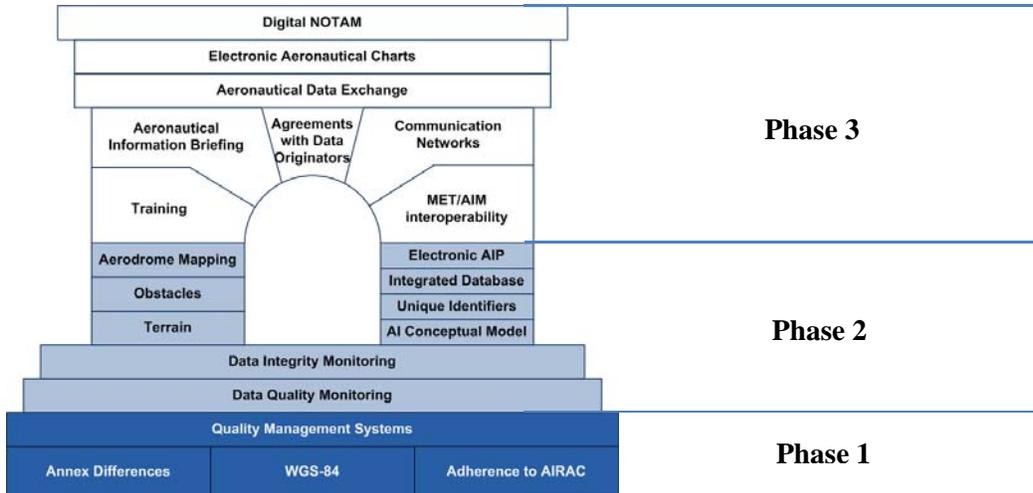
## 2. Discussion

2.1 A basic aspect is to have an AIM Quality Management System (QMS) implemented that includes standard operating procedures and documented work instructions, which should be available through an organization-wide training programme that would include: specified training courses, assessments, and the associated records with important access to the services for competency-based course developers and competent instructors.



2.2 Likewise, the Information Management (IM) concept will become a key enabler for the future ATM System; as result of that, the urgent need for ICAO development of common definitions, processes, and scope of AIM, IM and in System Wide Information Management (SWIM), in accordance with the Aviation System Block Upgrades (ASBU) methodology is indicated.

2.3 Finally, it is important to consider that new profiles identified and the consideration given to IT professionals and cartographers must be integrated into AIM to support all Phases, but especially Phase 3 of the transition to AIM. It was also noted, that there is a need for ICAO to provide more extensive guidance material in support of the transition.



### 3. Conclusion

3.1 The Meeting is invited to take note of the ICAO Doc 9991 - *AIM Training Guidance Manual* (Unedited advance version of an ICAO publication), which will be published on ICAO-NET when available, for the establishment of initial priorities and targets consistent with the ICAO Roadmap for the transition from AIS to AIM and the ASBU methodology.