



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

DISCUSSION PAPER

E/CAR/CATG/4 — DP/02
07/09/18

Fourth Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/4) Meeting
Saint George's, Grenada, 6 - 7 September 2018

Agenda Item *:

PROGRESS REPORT OF THE AIM COMMITTEE

(Presented by the AIM Committee Rapporteur)

EXECUTIVE SUMMARY	
This Discussion Paper presents a Summary of Discussions that resulted from the AIM Ad hoc Committee discussions taking in consideration the E/CAR/CATG/4	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Security & Facilitation• Economic Development of Air Transport• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• Conclusions/Decisions of NACC/WG/4, GREPECAS/18, NACC/DCA/8, and ANI/WG/4, and the ECAR/CATG/3 Meetings.• Proposal for An Amendment to Annex 1, regarding Licensing of AIM Personnel distributed by the ANI/WG AIM TF Rapporteur

1. Introduction

1.1 Participants of the AIM Committee for the E/CAR/CATG/4 Working Sessions were Antigua and Barbuda, Barbados, Grenada, Trinidad and Tobago, St. Lucia, and the United States (see Appendix A for the list of participants).

1.2 The AIM Committee reviewed conclusions/decisions from ECAR/CATG/3 ANI/WG/4 and NACC/WG/5 Meetings and relevant information contained in Working Papers of this Meeting.

1.3 The Conclusions and Decisions reviewed are at Appendix B, while the PoC list was updated and is provided at Appendix C. In the time allowed the Conclusions and Decisions with higher priority were discussed in detail and a comment placed in the follow-up column for the others. The Ad hoc group commenced deliberations by considering the submission of the ANI/WG TF Rapporteur on a proposed amendment to Annex 1 to include licensing of AIM Personnel

2. Discussion

2.1 The members of the AIM Ad hoc group agreed in principal that there was merit to the proposal of licensing of AIM Personnel and that the probability was high that this would be the global direction of the future. Licencing was seen as supporting the transition from AIS to AIM and possibly establishing a framework for accountability in AIM. The group was unanimous in its conclusion that in its current format it could not be supported by the Eastern Caribbean or the USA. Consequently, the group agreed that:

CONCLUSION E/CAR/CATG/4/XX PROPOSED REVISION TO THE AMENDMENT TO ANNEX 1 REGARDING LICENSING OF AIM PERSONNEL

That,

a) the ECAR AIM Rapporteur in collaboration with the USA develop and circulate a draft amendment to the proposal and circulate to the committee members no later than 31 December 2018;

b) E/CAR States, provide the E/CAR AIM Committee Rapporteur with comments on the draft amendment by 28 February 2019; and

c) the E/CAR AIM Committee Rapporteur forward the proposed amendment to the ANI/WG TF Rapporteur by 31 March 2019.

2.2 The Ad hoc Group acknowledged that in our Region, several States still need to complete the first phase of the ICAO required transition AIS to AIM, which involves four elements: monitoring of differences regarding Annexes 4 and 15 adherence to the AIRAC system, complete WGS-84 implementation, implementation of Quality Management System (QMS). The Representative from Trinidad and Tobago informed that some States have not submitted a single difference to any Annex for publication in the ECAR AIP. The group therefore recommends that:

CONCLUSION E/CAR/CATG/4/XX REQUEST AIS TO AIM TRAINING PHASE 1 ELEMENTS

That,

a) The AIM Committee Rapporteur submitted to the ICAO NACC Office a request for an ICAO mission under the MCAAP to address filing, monitoring and publishing differences to ICAO Annexes; and

b) The AIM Committee Rapporteur submitted to the ICAO NACC Office a request for an ICAO mission under the MCAAP to address training for AIM personnel on the implementation of a QMS certified to ISO 9001: 2015. This supersedes Conclusion ECAR CATG/3/5

2.3 The Ad-hoc group recalled that previous ECAR working group meetings had expressed concern for the lack of dedicated AIS staff in their administrations, as this will negatively impact the implementation of QMS in AIS. The participants further recalled that the requirement for skilled adequate staff for AIS is a requirement as established in Annex 15 and detailed in Doc 8126, 'Resources', "As with any other aeronautical service, adequate resources are essential to AIS. Highly skilled and competent staff should be given suitable accommodation and the necessary equipment for the expeditious provision of accurate aeronautical information".

The group lamented the fact that the safety critical nature of aeronautical information is not acknowledged by the authorities of the Eastern Caribbean region.

<https://drive.google.com/drive/folders/19osPzg55HnAhQt70FG1DdDA3O-pP4jXi>

In this regard States are to ensure that they have and prepare their staff for the transition of AIS to AIM. To this end they must have:

CONCLUSION E/CAR/CATG/4/XX MANAGEMENT SUPPORT AIM DEVELOPMENT

That,

- a) the commitment of their Senior Management;
- b) an AIM Unit with dedicated AIM personnel who are properly trained;
- c) resources such as furnished office space, equipment including computers, internet access; and
- d) access to ICAO documents and continuous and recurrent training.

2.4 The Ad hoc group considered NACC/WG 4/7 AIM ACTION PLANS FOR THE AIS TO AIM TRANSITION.

Under this item the Ad hoc group recalled the required target of 100% implementation of Phase 1 of the transition of AIS to AIM by December 2016 set by the Port of Spain Declaration was to date still out of the reach of the Eastern Caribbean based on the current status of AIS in the Region

2.5 The States represented in the Ad Hoc Group reiterated their Countries' commitment to developing AIS in line with the requirements of Annex15 but that they had not yet accomplished this goal. St. Lucia indicated that between their two Airports they had a total of three trained AIS Officers assisted by five clerical Officers. Grenada has two trained dedicated AIS Officers. Based on this sample and the knowledge that AIS staffing around this region is much the same, the group concluded that the matter of Action Plans should be approached as a collaborative effort and therefore:

CONCLUSION E/CAR/CATG/4/XX CIRCULATION OF MODEL AIS TO AIM ACTION PLAN

That,

- a) The Committee would seek to identify or develop a model Action Plan that States could follow and circulate said model to all ECAR States no later 31 December 31.

Training needs for AIM in the Eastern Caribbean

2.6 Notwithstanding the earlier assertion that there was a need to address certain basic elements of AIM, the group also concluded that there is a need for an advance AIM Course for senior AIM Officials in the region. Only basic AIS training that addresses entry-level needs is available. Further the group recommends that Civil Aviation Training Centres in this region acquire/develop the competencies to provide training in the areas of QMS, eTOD, Aerodrome Mapping, ASBU, SWIM, among others. If the response to and participation during the AIM Familiarization Workshop convened in

Trinidad and Tobago September/October 2014 and the second workshop in Antigua and Barbuda is any indication, there is a tremendous thirst for knowledge among AIS Personnel.

3. Suggested Action

3.1 The meeting is asked to take note of:

- a) the contents of this discussion paper; and
- b) take any other action as deem necessary.

APPENDIX A
Participants in the AIM Ad hoc Committee

STATE	MEMBER
Antigua and Barbuda	Luana Isaac
Barbados	Shirley Ford
Grenada	Sheldon Thomas
St. Lucia	Ricardo Charles
Trinidad and Tobago	Salima Mohamdally
USA	Scott Leis

DECISIONS AND CONCLUSIONS REVIEWED AT ECAR/CATG/4

Meeting	Title of C/D	Text of C/D	Responsibility/Deliverable	Status V/S/C
NACC/WG4	AIM ACTION PLANS FOR THE AIS TO AIM TRANSITION	That CAR States that have not yet done so: a) develop/update and execute the Action Plans for transition from AIS to AIM taking into consideration the latest AIM developments and AIM Task Force work until AIM is completed according to the RPBANIP AIM RPO b) inform the ICAO NACC Regional Office of all AIM progress to be presented at the upcoming GREPECAS/17 Meeting	Development/update Valid and execution of the Action Plans for transition from AIS to AIM Information on AIM progress to ICAO NACC	valid
E/CAR/CATG/3	DRAFT CONCLUSION E/CAR/CATG/3/5 QMS TRAINING FOR EASTERN CARIBBEAN SINGLE INTEGRATED QMS	That, in order to complete the single Integrated QMS for the Piarco FIR: a) Trinidad and Tobago inform about the cost per E/CAR State/Territory for participating in the AIM QMS Certification Training to be held in Trinidad and Tobago by December 2016; and b) E/CAR States participate in the AIM QMS Certification training to be provided in Trinidad and Tobago in July 2017	See	superseded
E/CAR/CATG/3	DRAFT CONCLUSION E/CAR/CATG/3/6 IMPLEMENTATION OF A SINGLE QMS CERTIFICATION FOR THE EASTERN CARIBBEAN	That, in order to implement the single QMS certification for the Eastern Caribbean: a) Anguilla, British Virgin Islands, Dominica, Grenada, and Saint Kitts and Nevis submit updated LoAs to Trinidad and Tobago by 30 November 2016; b) Grenada identify the person who will perform the roles of QMS Representative and Process Owner in order to produce the necessary documentation for the QMS procedures by 30 November 2016; and c) Saint Lucia submits the necessary documentation for the QMS procedures by 30 November 2016.		valid
E/CAR/CATG/3	DRAFT CONCLUSION E/CAR/CATG/3/7 NOTAM CONTINGENCY PLAN BETWEEN CURACAO AND TRINIDAD AND	That, in order to implement the NOTAM Contingency Plan between Curacao and Trinidad, Dutch Caribbean, Curacao and Trinidad and Tobago develop an operational working instruction per each E/CAR State, Territory by 28 February 2017.	Revised deadline February 2018	valid

APPENDIX C
AIM Committee Membership
Rapporteur: Shirley Ford, (Barbados)
Antigua and Barbuda, France, Grenada, Netherlands, Montserrat, Saint Lucia, Trinidad and Tobago, United States and ECCAA.

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