



# ICAO

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

WORKING PAPER

E/CAR/CATG/4 — WP/10  
24/08/18

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

**Agenda Item 3: Air Navigation Matters**

**3.2 Follow-up on the implementation of the NAM/CAR Regional Performance Based Air Navigation Plan (RPBANIP) Air Navigation Targets and Block-0 status in the Eastern Caribbean**

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

**REPORT OF E/CAR/CATG AIM COMMITTEE**

(Presented by the Rapporteur)

| <b>EXECUTIVE SUMMARY</b>   |  |
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| This working paper details the activities of the AIM Committee since E/CAR/CATG/3. |  |
| <b>Action:</b>   | The Meeting is invited to note the information contained in this working paper.  |
| <i>Strategic Objectives:</i>   | <ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li><li>• Environmental Protection</li></ul>                                 |
| <i>References:</i>   | <ul style="list-style-type: none"><li>• Third Eastern Caribbean Civil Aviation Technical Group Meeting (E/CAR/CATG/3), St. Kitts and Nevis, October 2016</li><li>•</li></ul> |

**1. Introduction**

1.1 This report details the activities of the E/CAR AIM Committee since E/CAR/CATG/3 Meeting, convened in St. Kitts and Nevis October 2016. In the interim the AIM Committee advanced its work programme by way of email and teleconferences. The AIM Committee is comprised of Barbados, France, Trinidad and Tobago, the United States and the States of the OECS.

## **2. Discussion**

### *Flight Planning and Related Issues*

2.1 The Flight Plan Ad hoc group has continued the work of finding solutions to eradicate and/or mitigate the incidence of erroneous/missing /duplicate flight plans, in the NACC Region.

2.2 Since the last E/CAR CATG meeting convened in St. Kitts and Nevis in October of 2016, the Ad Hoc group met in Tegucigalpa, Honduras 30 October – 2 November 2017. This meeting included representation from several of the major air transport carriers and IATA. The discussions and presentations from the airline representatives were very intense and very passionate. This is an issue that this region has been battling with for the last decade and the airlines suggested that they are at the stage where they want to take command of the situation.

2.3 The Ad hoc group also met in Peru in April 2018 which included the NAM/CAR and SAM regions. At this meeting it was decided to work towards a collaborative effort in mitigating against erroneous FPLs within all the regions involved.

### *Centralized Flight Planning System (CFPS)*

2.4 For several years now Trinidad and Tobago has been working to implement a Centralized Flight Planning System as a possible remedy to the problem of missing and duplicate flight plans in the PIARCO FIR. The system which is installed in Trinidad and Tobago has now been successfully tested. It should be implemented by the last quarter of 2018 pending the assistance of the software providers with some configuration technicalities.

### *Quality Management System (QMS)*

2.5 Trinidad and Tobago attained ISO 9001:2008 certification for the AIM QMS in May 2017 and thereafter had to immediately commence working on the upgrade to the ISO 9001:2015 Standard. The audit relating to this upgrade was successfully completed on 10th August 2018.

2.6 The implementation of the integrated ECAR QMS hinged on the successful ISO 9001 certification of the PIARCO AIM QMS, consequently the ECAR QMS had to be delayed due to the above activities and efforts can now be focussed on forging ahead with the regional project. States are requested to be ready to move swiftly when called upon to reactivate this project.

### *NOTAM Contingency Plan*

2.7 The arrangement between Trinidad and Tobago and Curacao to develop a NOTAM contingency plan for the Eastern Caribbean States and Curacao is nearing completion. The Plan will be achieved using the services of IDS North America.

2.8 Both Parties have been granted approvals for the implementation of the NOTAM Contingency Plan by their individual Civil Aviation Authority. Meetings and visits have been conducted with the final Letters of Agreement being developed and to be approved by both Parties during the last quarter of 2018.

2.9 Once signage of all the agreements has taken place, then the placement, testing and implementation of the system will take place; this phase will also include training. Finally, guidance material on the use and activation of the system will be developed and disseminated to all the States that will be impacted.

*Implementation of AMHS in the PIARCO FIR/FAA*

2.10 The cut over to AMHS with the FAA in Atlanta was completed during the month of February 2017. The cut over with the CADAS end User Agents was completed during October 2017. Some states are still operating on AFTN mode due to their Flight Data Processing systems being AFTN format capable only.

2.11 Venezuela installed a new Comsoft AMHS switch during the year 2017. Testing to implement AMHS is now being discussed with both Venezuela and the TTCAA.

The Transition of AIS – AIM

2.12 Barbados and Antigua and Barbuda attended the International Federation of Aeronautical Information Management Associations (IFAIMA) Global AIM Meeting convened in Santo Domingo 22 – 24 May 2018. Attendance proved to be informative and very beneficial. During the meeting it was acknowledged that the transition of AIS to AIM has proven to be challenging for many states including those of the Eastern Caribbean. ICAO in recognizing this fact is moving to provide additional and expanded guidance materials. To this end ICAO is working on the AIS framework documents as follows.

2.13 The AIS Manual ICAO Doc. 8126 is being expanded to four volumes as outlined below:

- Volume I – AIM Organizational Development;
  - Guidance on the organizational development of AIS including the transition to AIM.
- Volume II – The Aeronautical Data Process;
  - Guidance on the processing of aeronautical data and information in a data centric environment.
- Volume III – Aeronautical Information in a standardized presentation;
  - Guidance on the of provision of aeronautical information in a standardized presentation.
- Volume IV – Digital Products and Services;
  - Guidance on the provision of digital products and services.

2.14 The AIS Manual is at a very advanced stage but still incomplete. On the other hand the 16th Ed. of Annex 15 and the 1st Ed. of the PANS - Aeronautical Information Management Doc. 10066 become applicable in November 2018.

**3. Suggested Action**

3.1 The Meeting is invited to:

- a) note the ECAR AIS activities outlined above; and
- b) recommend any other action as deem necessary.

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