



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

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**Fifth Eastern Caribbean Civil Aviation Technical Group Meeting (E/CAR/CATG/5)**  
Online, 8 to 10 September 2021

**Agenda Item 3:**

**Air Navigation Matters**

- 3.2 Development of the e-ANP Volume I, II and III  
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>	
This working paper details the activities of the AIM Committee since E/CAR/CATG/4.	
<b>Action:</b>	Suggested actions are presented in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li><li>• Economic Development of Air Transport</li><li>• Environmental Protection</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Fourth Eastern Caribbean Civil Aviation Technical Group Meeting (E/CAR/CATG/4), Saint George's, Grenada, September 2018</li></ul>

**1. Introduction**

1 This report details the activities of the E/CAR AIM Committee since the E/CAR/CATG/4 Meeting, convened in Saint George's, Grenada, September 2018. 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 addressing and continuously implementing measures to reduce 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 Saint George's, Grenada, September 2018, the Ad Hoc group has met in Lima, Peru during the period April 16-20, 2018 as well as in Mexico City, Mexico, from 8 to 11 April 2019. These meetings included representation from several states of the NAM and SAM regions and also the major air transport carriers and IATA.

2.3 The discussions and presentations from the airline representatives, software system providers as well as ANSPs representatives were very informative and provided a greater understanding of the various challenges being faced with regards to erroneous flight plans.

2.4 All parties involved are working assiduously in a collaborative effort in mitigating against erroneous FPLs within all the regions involved.

2.5 It was also recognised that various ANSPs were using Flight Data Processing (FDP) systems that were not regularly updated. This resulted in flight plans being rejected in the context of being erroneous. It was agreed that ANPs would make every effort to update their FDP systems as regular and necessary as possible. The Piarco FIR has recently completed and ATM upgrade which included a new FDP system. Every effort is being made to ensure that the data on the FDP system is current and updated as far as practical. Since the upgrade, there has been a noticeable reduction of flights plans being rejected.

2.6 As an effort to provide assistance, ICAO hosted an On-line Workshop on the Mitigation of Flight Plan Errors in the NAM/CAR Regions during the period June 15-17, 2021. This provided a forum for an unlimited attendance of aviation users to participate on the workshop where various aviation experts made presentations which provided valuable information and guidance in treating with erroneous flight plans.

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

2.7 Trinidad and Tobago had acquired a Centralized Flight Planning System as a possible remedy to the problem of missing and duplicate flight plans in the PIARCO FIR. The system was installed in Trinidad and Tobago and had been successfully tested. However, the CFPS system was not implemented with the E/CAR states due to the pending upgrade of the AIS CRONOS system. this system is yet to be implemented within the region.

#### *Upgrade of the AIS package – CRONOS system*

2.8 Trinidad and Tobago has completed a software upgrade of the CRONOS system on July 28, 2021. Training was conducted within the region at the end of the year 2019, as well as refresher training during the second quarter of the year 2021, prior to the cut over to the new upgraded CRONOS system. The new CRONOS software provides a new interface as well as the capabilities and compliance to facilitate the AIXM, FIXM and iWIXXM data format. Digital NOTAM is yet to be developed and implemented. Since the upgrade, various operational issues have been identified and these are currently being addressed with the software provider IDS AirNav.

2.9 The new CRONOS system also has the capability of providing multiple meteorological (MET) access accounts. The ability to facilitate MET access to the various E/CAR states should be explored as this would provide the capability of the E/CAR states using the CRONOS system for providing their MET products and shall also facilitate the availability and access of MET data within the all states of the E/CAR region.

#### *NOTAM Contingency Plan*

2.10 The arrangement between Trinidad and Tobago and Curacao to establish a NOTAM contingency plan for the Eastern Caribbean States and Curacao is on-going. The system will be achieved using the services of IDS AirNav CRONOS system.

2.11 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 and approvals to be completed by both Parties.

2.12 IDS AirNav has recently completed the document which outlines System Design Description for the NOTAM Contingency System for DC-ANSP and TTCAA. This document is currently under review by Trinidad and Tobago after which feedback will be provided to the system provider.

#### *Implementation of AMHS in the PIARCO FIR/FAA and the PIARCO FIR/Venezuela*

2.13 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. The AMHS and CADAS systems are still operating in dual mode (AMHS/AFTN) within the E/CAR region as some states are still operating on AFTN mode due to their Flight Data Processing systems being AFTN format capable only.

2.14 The cut over to AMHS with Venezuela was completed in October 2020. At present the communication and exchange of data with Venezuela is fully AMHS compliant. The Piarco FIR is now fully AMHS capable with both communication links of the FAA and Venezuela.

#### *Geomatics Unit*

2.15 Trinidad and Tobago has established a Geomatics Unit within the Aeronautical Information Management Department. The Geomatics Unit is a highly technical and specialized Unit, which deals with data acquisition as well as management of spatial database and the production of aeronautical charts in accordance with ICAO requirements.

2.16 Thus far, the Geomatics Unit has begun developing the Spatial Dataset and has had continuous stakeholder engagement with local Governmental organizations for acquisition of spatial data. To date, the spatial dataset developed has been used for the facilitation of Instrument Flight Procedures.

*Quality Management System (QMS)*

2.17 Trinidad and Tobago has continued to maintain certification of its QMS and is currently certified to the ISO 9001:2015 Standard. An ISO 9001:2015 Annual Audit is scheduled for January 2022.

2.18 The integrated E/CAR QMS is dependent on maintenance of ISO 9001 certification by Trinidad and Tobago as well as the E/CAR States, Anguilla, and the British Virgin Islands being at a similar level of development in this project. Setbacks were encountered due to States being at varying levels of development.

2.19 In the interim, Trinidad and Tobago would have been heavily invested in activities associated with the maintenance of ISO 9001 certification, including annual audits by the ISO 9001 Certification Body. However, Trinidad and Tobago expended all possible efforts to assist as much as possible without compromising the maintenance of ISO 9001 certification on which the Integrated E/CAR AIM QMS depends.

*The Transition of AIS – AIM*

2.20 To facilitate the transition from AIS to AIM, as well as to address difficulties encountered by States, ICAO has completed and is working on the following documents as indicated below;

2.21 Documents on which work continues:

- i) The AIS Manual (ICAO Doc. 8126) has been expanded into four parts as outlined below (The Unedited Seventh Edition has been published by ICAO):
  - Part I – Regulatory Framework for Aeronautical Services;
    - o Guidance on the organizational development of AIS including the transition to AIM.
  - Part II – Processing Aeronautical Data
    - o Guidance on the processing of aeronautical data and information in a data centric environment.
  - Part III – Aeronautical Information in a standardized presentation and Related Services
    - o Guidance on the of provision of aeronautical information in a standardized presentation.
  - Part IV – Digital Aeronautical Information Products and Related Services
    - o Guidance on the provision of digital products and services.
- ii) AIM Training Manual (ICAO Document 9991)

*Publications Unit*

2.22 Aeronautical Information Products published by the Publications Unit on behalf of States are produced by extracting data directly from an AIXM aeronautical database. This support product centric aeronautical information products which provide quality and timely aeronautical information used for computer-based navigation systems, area navigation (RNAV), required navigation performance (RNP) and ATM systems.

2.23 The Publication Unit produces up to date aeronautical information products which are available exclusively on the Trinidad and Tobago Civil Aviation Authority's website.

**3. Suggested actions**

3.1 The Meeting is invited to:

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