



**Twenty-first Meeting of the CAR/SAM Regional Planning and Implementation Group  
 (GREPECAS/21)**

Santo Domingo, Dominican Republic, 15 to 17 November 2023

**Agenda Item 3: Global and Regional Developments**  
**3.3 CAR/SAM Air Navigation Services (ANS) Implementation Level**

**RELEVANCE OF LICENCING AIM PERSONNEL**

(Presented by the Dominican Republic)

<b>EXECUTIVE SUMMARY</b>	
<p>This Working Paper highlights the regulatory commitment of ICAO with respect to the AIM personnel licensing implementation, which will contribute to ensuring an improved service provision for the benefit of safety. Furthermore, it details the actions carried out by the Dominican Republic.</p>	
<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> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• Annex 1 Personnel Licencing</li> <li>• Annex 15 Aeronautical Information Services</li> <li>• Doc 8126 Aeronautical Information Services Manual</li> <li>• Doc. 10066 PANS-AIM</li> <li>• AIM/TF/6 Meeting</li> </ul>

**1. Introduction**

1.1 Annex 15 Aeronautical Information Services, through Amendment 32, raised to a standard the regulation on the use of the English language, which came into force on 28 February 2003.

1.2 The referred standard states in Section 1.3.1.: “Aeronautical information products intended for international distribution shall include English text for those parts expressed in plain language.”

1.3 The referred aeronautical information products in the standard are:

- a) Aeronautical Information Publications (AIP), Supplements and Amendments included;
- b) Aeronautical information Circulars (AIC);
- c) Aeronautical charts;
- d) NOTAM; and

- e) Digital data sets

1.4 Moreover, the aeronautical information services are defined as follows:

- a) Distribution services
- b) Pre-flight information services, and
- c) Post-flight information services

1.5 Furthermore, Annex 1, Personnel licensing, adopts Amendment 164, effective 27 November 2023, establishing as standard new provisions requiring linguistic competence for airplanes and helicopter pilots, navigators that use radiotelephony, air traffic controllers, and aeronautic station operators.

## **2. Discussion**

2.1 Even though AIM personnel do not use radiotelephony means, they have to interact face-to-face with flight crew during the provision of the pre-flight information service and are also in charge of compiling, processing, elaborating, issuing, and distributing the above-mentioned aeronautical information products. These services and products, which constitute primary inputs in air operations, are key elements in safety because wrong information and lack of syntaxis can lead to misinterpretations and consequently, be a contributing factor to air incidents and accidents.

2.2 Using the previous syllogism and analyzing the premises presented here, it can be deduced that AIM personnel qualify to be recipients of a license; since it can be subject to evaluation in one of the regulated parameters of Annex 1 (linguistic competence) and also Annex 15, and that, in addition, the results of their performance has an impact on safety.

2.3 For these reasons, the Dominican Republic, like other States of the Region, supports the implementation of the requirement of a license for the AIM personnel. In this regard, while appropriate documentation is elaborated and adopted for the implementation of the requirement of a license, we are committed to implementing Level 4 of linguistic competence of ICAO Annex 1 as a requirement for new aeronautical information services personnel.

## **3. Suggested actions**

3.1 The Meeting is invited to:

- a) note the abovementioned considerations; and
- b) assess the need to implement the AIM personnel licensing requirement to increase safety.