



International Civil Aviation Organization

NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE

Twenty-Eighth Eastern Caribbean Working Group Meeting (28 E/CAR WG)

Montserrat, 26 to 30 April 2004

28 E/CAR WG – WP/18

05/04/04

Agenda Item 3: Specific Air Navigation Activities and Developments
3.2 Aeronautical Information Services (AIS)

AIS /MAP AUTOMATION AND ESTABLISHMENT OF A REGIONAL AIS DATA BANK

(Presented by Trinidad and Tobago)

SUMMARY

The aim of this working paper is to inform the meeting about the progress made towards the establishment of an automated AIS Data Bank for the Eastern Caribbean States and Territories, and to suggest actions for maximizing its use.

References:

- Report of the 27th Informal E/CAR IWG Meeting
- Report of the Eighth Meeting of the Aeronautical Information Service and Aeronautical Charts Subgroup (AIS/MAP/SG/8) held in Lima, Peru 24th – 28th March 2003.

1. Introduction

1.1 At the eighth meeting of the AIS/MAP subgroup, agenda item three considered the progress in the implementation of the automated AIS/MAP systems in the CAR/SAM Regions. Conclusion 8/11 stated that in order to implement their automated AIS Systems, the CAR/SAM States/Territories must apply the contents of the coordinated plan for the implementation of National Databanks and the Common Operational Procedures Manual for the Integrated Automated AIS System in the CAR/SAM region.

2. Discussions

2.1 In harmony with the above, Trinidad and Tobago presents for the consideration of the meeting, information regarding the implementation of its new AIS Database, enhanced services available and suggested actions for maximizing its use by concerned States.

2.2 *Updated E/CAR AIS System*

2.2.1 Trinidad and Tobago has embarked on the project of updating its present AIS System. This system meets the requirements with respect to the common procedures for interrogating NOTAM databases as contained in the Common Operating Procedures Manual for an Integrated AIS System in the CAR/SAM Region (COPM CAR/SAM). The installation is due to begin in July/August and completion will be in September/October this year which is in harmony with the deadline date of November 2004 as mandated by conclusion 8/13 in the Report of the Eighth Meeting of The Aeronautical Information Services and Aeronautical Charts Subgroup (AIS/MAP/SG/8).

2.3 *Enhanced Service Available*

2.3.1 This new system will now be able to store a virtually unlimited number of NOTAM and MET information which can be accessed via AFTN by means of pre-formatted interrogation procedures. These procedures can be used to satisfy a number of needs including P.I.B. production with a coverage zone from Departure to Destination as specified in the AIS manual. Users of this database can also have available to them Checklist and Summary reports using similar interrogation procedures. The requirement for high reliability of this system is satisfied through provision of a dual system which automatically switches from one to the other when a significant software failure or error is detected. This switchover should take place in about twelve minutes. If the software error can be corrected by automatic restart, this should be accomplished in thirty seconds and if by manual restart, this should be completed in sixty seconds.

2.3.2 This system does not rely on the message switch for functionality so that, if the switch fails, the AIS system remains available through means other than AFTN (eg e-mail or fax) with operator intervention.

3. **Suggested Actions**

3.1 In order to improve the accessibility of the Piarco AIS Database by their AIS services, that States implement Conclusion 27/07 of the last E/CAR IWG meeting and make e-mail service available to their AIS Offices. This will take us a step closer to implementing conclusion 8/15 of the AIS/MAP/SG/8 meeting on use of Internet technology for the exchange of aeronautical information.

3.2 That States review the present system of processing of NOTAM from outside of the E/CAR in view of the increased storage capacity of the database and come up with new processes tailored to their needs. At present chosen locations are reissued to all E/CAR States with a new series and number. States may consider instead having all NOTAM for specified locations automatically transmitted to their AIS offices with the original NOTAM series and number from the originating NOF or, rather than automatic transmission, States may elect to request NOTAM as the need arises.

3.3 In order to effect accurate and timely P.I.B. production, that States consult with their aerodrome users to determine what types of P.I.B. would be needed and when. This will enable Piarco to predefine P.I.B so that this information is disseminated according to a schedule or by request.

3.4 Letters of Agreement and other relevant agreements with all E/CAR States be revised again to encompass the new query procedures for NOTAM, MET and P.I.B., as well as redefine rules for use of the system.

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3.5 That Trinidad and Tobago make available to all user States the various interrogation procedures for the AIS Database by means of an AIC no later than August 2004 in harmony with conclusion 8/13 c) of the AIS/MAP/SG/8 meeting.

3.6 The meeting is invited to take note of these developments within Piarco for the E/CAR AIS Database and to consider the suggested actions.

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