



International Civil Aviation Organization

NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE

**Twenty First Meeting of Directors of Civil Aviation of the Eastern Caribbean
(21st E/CAR DCA)**

Tortola, British Virgin Islands, 11 to 14 February 2008

E/CAR DCA/21 - WP/20

31/01/08

Agenda Item 3: Air Navigation Issues
3.6 Other Air Navigation Issues

AIS/MAP DEVELOPMENTS AND FOLLOW-UP IN THE EASTERN CARIBBEAN

(Presented by the Secretariat)

SUMMARY

This working paper urges Eastern Caribbean States/Territories to consider the importance of developing a Technical Cooperation Project for main AIS/MAP requirements and the actions that must be taken to implement those requirements in the transition into the new Aeronautical Information Management (AIM) Concept in support of future Air Traffic Management (ATM) needs.

References:

- Annex 4, Annex 15, Doc 8168, Doc 9674, Doc. 9881.
- GREPECAS/14 Meeting (San Jose, Costa Rica)

1. Introduction

1.1 In order to implement an effective Aeronautical Information System in the E/CAR Region, States/Territories should take the necessary actions regarding quality-assured aeronautical information and, simultaneously, a fully integrated Aeronautical Information Services (AIS) solution according to Annex 15 ICAO SARPs, which could be to establish a Technical Cooperation Project for all E/CAR States/Territories.

1.2 As a result of slow implementation and delays in updated information and available data to share with the user community of CAR Region, some users will not cover all areas of the E/CAR due to incomplete data, which should form the core of the system through AIP and Chart production or NOTAM operations, all underpinned with a focus on data quality.

1.3 As indicated by international service provider experience, in the near future ATM will depend extensively on the provision of timely, relevant, accurate, and quality assured information that allows the ATM community to make informed decisions, these decisions will need to be taken on the basis of Collaborative Decision Making (CDM) rather than in isolation. When shared on a system-wide basis and using advances in corresponding technologies, information will allow the ATM community members world-wide to conduct their operations in an efficient and cost effective way.

1.4 The traditional provision of aeronautical information must be replaced by a data and systems oriented solution, one in which timely and reliable data is made available permanently and dynamically for use in applications that perform the required tasks whether it be flight planning, flight management, navigation, separation assurance, CDM or any other strategic or tactical ATM activity.

2. Discussion

2.1 The objective for the new role of AIS will be to achieve a uniform and efficient management structure, in order to develop and provide a harmonized, coordinated service that delivers quality assured up-to-date information for all phases of flight and all users to serve future ATM needs.

2.2 The ATM 2000+ Strategy also identifies the exchange of information between civil and military air navigation service providers as essential, clearly stating that this can only be achieved if civil and military systems are interoperable.

2.3 It is clear that a Technical Cooperation Project is warranted to provide assistance to the civil aviation authorities of participating States and organizations to assist with the development of global air navigation plan initiatives that will contribute to the implementation of a CAR Regional air traffic management system, taking into account the global ATM operational concept and the corresponding CNS technology support, including the necessary aeronautical information services (AIS), aerodrome and ground aids (AGA) and meteorological services (MET) elements, the exchange of experiences concerning the processes, and the training of personnel in the topics involved. It is recognized that a strategy must be developed to meet CAR needs, which transcends all national and regional boundaries. In consequence, every effort has been made to accommodate the need for global interoperability.

3. Suggested Action

3.1 The Directors of Civil Aviation of the Eastern Caribbean States/Territories are invited to:

- a) note the information contained in this working paper;
- b) send the ICAO NACC Regional Office a complete report on the status of AIS/MAP implementation projects no later than **10 October 2008**;
- c) analyze the option to promote an ICAO Technical Cooperation Project that the Meeting may consider convenient in order to resolve implementation of the systems mentioned in this working paper.