



**Agenda Item 3: Performance framework for Regional Air Navigation Planning and
Implementation**
3.4 AIM/SG/12 meeting report

AIM/SG/12 MEETING REPORT

(Presented by the Secretariat)

SUMMARY

This paper presents a summary of the results from the discussions held during the Twelfth Meeting of the AIM Subgroup (AIM/SG/12). The Subgroup prepared Draft Conclusions that require action from the GREPECAS/16 Meeting.

References:

- AIM/SG/12 Meeting Report
(Lima, Peru, 23 to 27 November 2009)
- Doc 8733 – CAR/SAM Regions Air Navigation Plan
- GREPECAS/15 Meeting Report
(Rio de Janeiro, Brazil, 13 to 17 October 2008)
- GREPECAS Procedural Handbook
- *To see the references, please visit the GREPECAS website at
<http://www.lima.icao.int/MeetProg/GREPECAS/>*

Strategic Objectives

This working paper is related to Strategic Objective C.

1. Introduction

1.1 The Twelfth Meeting of the GREPECAS Aeronautical Information Management Subgroup (AIM/SG/12) was held in Lima, Peru, from 23 to 27 November 2009 and it was attended by 43 participants from 10 States members of the Subgroup, 10 Contracting States, located or having territories in the CAR/SAM Regions, as well as observers of 2 International Organizations and 2 service providers. The meeting thanked the presence of Mr. David Lewtas, Chief Aeronautical Information Unit, MET/AIM Section, ICAO Headquarters in Montreal, and highlighted the importance of his participation, since, in addition to his advices, he provided the Meeting the possibility of obtaining first-hand information on the activities carried out and foreseen by the AIS-AIM/SG.

2. Review of the Twelfth Meeting of the AIM Subgroup

2.1 Review of the actions taken by superior bodies regarding the AIM Subgroup

2.1.1 While reviewing the actions taken by the GREPECAS/15 Meeting on the AIM/SG/11 Meeting report, it was indicated that for the valid conclusions of the AIM/SG/12, these would be presented to the GREPECAS/16 Meeting. However, they were approved by the GREPECAS “fast-track” procedure and were followed-up on through State Letters Ref. EMX0956 dated 18 October 2010 and SA604 dated 11 October 2010.

2.1.2 The meeting considered that it was essential for the AIM transition to urge those States who have not done so to prioritize the implementation of standards and recommended practices (SARPs) of Annexes 4 and 15, particularly those related with the world geodetic system – 1984 (WGS84), with the quality management system (QMS), and with aeronautical charts (based on Geographic Information System – GIS).

2.2 Review of the Reports of the AIM Subgroup Contributory Bodies

Review of the AIM QM/TF/4 Report

2.2.1 The meeting reviewed the Fourth Meeting of the Quality Management Task Force (AIM/QM/TF/4), and followed-up on the development of a plan to implement a quality system in AIM services. The results of the work presented by the AIM/QM Rapporteur were also reviewed and updated.

Review of the AIM/TRAIN/TF/10 Report

2.2.2 The meeting approved the 2009 version of the “*Guidance manual for the implementation of a quality management system for the AIS/MAP of AIM, Part 4 – selection, competence, training and requalification of AIS/MAP personnel*”. Furthermore, the meeting made a second review of the proposed AIM Course Instruction Guide and considered updating some aspects. In addition, the meeting considered the need to fit the AIS/MAP personnel training material for the CAR/SAM Regions, in accordance with the knowledge, abilities and aptitudes that are required for the AIS to AIM transition competencies.

2.2.3 The meeting reviewed and updated the results of the work presented by the AIM/TRAIN Task Force Rapporteur.

Review of the AIM e-MAP/TF Report

2.2.4 In light of the progress presented by the Secretary of the AIS-AIM Group from ICAO Headquarters and considering that the e-MAP Task Force has not complied with its assigned tasks, it was agreed to review the Terms of Reference (ToRs) and Tasks assigned to the task force. As a result, it was restructured and a new work programme was defined. The Aeronautical Information Management Electronic Aeronautical Charts Task Force (AIM/e-MAP/TF) changed its name to AIM Geographic Information System Task Force (AIM/GIS/TF) and it will hold its First Meeting in Rio de Janeiro, Brazil, from 21 to 25 March 2011.

2.3 *AIS to AIM Transition Planning*

2.3.1 Regarding the Report of the First and Second Meetings of the AIS to AIM Transition Study Group held in ICAO Headquarters, the Secretariat presented additional updated information regarding the work carried out by this Study Group (AIS-AIMSG). The Meeting took note of the summary of discussions on these items; and, also acknowledged the numerous activities carried out by the AIS-AIMSG in order to develop new SARPs for Annexes 4 and 15, in addition to global guidance material to support the transition to AIM. The Secretariat committed to provide the AIS services quality management guidance material prepared by the GREPECAS AIM/SG to the AIS-AIMSG in order to support the works carried out by this Study Group and for its possible inclusion in the global guidance material.

2.4 *AIS to AIM Transition Roadmap*

2.4.1 As a complement to the “*AIS to AIM Transition Roadmap*”, the Secretariat presented additional information on this issue. The Meeting took note of the functions of the roadmap and the crucial importance that AIM has in the Global Air Navigation Plan (Doc 9750) and for the future air traffic management system in Doc 9854 – *Global Air Traffic Management Operational Concept*.

2.4.2 The Roadmap is a practical guide that provides advice to the regional planning groups and States to develop the implementation and financial strategies that will be necessary for the global plan initiatives that are related with aeronautical information. It also identifies the most important points that are recommended for a uniform evolution in all global regions, as well as the specific steps to comply with and the calendar for its implementation.

2.5 *Review of the AIM Implementation Processes*

2.5.1 In this part of the agenda, the Meeting referred to Annex 15, Chapter 3, paragraph 3.6.1, which indicates that “*Each element of the Integrated Aeronautical Information Package for international distribution shall include English text for those parts expressed in plain language.*” and, recalling the discussions held by the AIM/SG/11 Meeting, the meeting concluded that an English version of the IAIP should be included for its publication, and that the preparation of the action plans had to be started as soon as possible for those States who still do not comply with this ICAO specification.

2.5.2 The Meeting examined the documentation prepared by the GREPECAS regarding the procedures for the classification of GREPECAS “U” deficiencies. Regarding this issue, the participants and the Secretariat agreed that these risk assessment procedures contribute to the implementation of the Uniform Methodology for the identification, assessment and Reporting of Air Navigation Deficiencies approved by the ICAO Council, which contains the criteria to determine a “U” deficiency. As a result, the Meeting considered the importance of the SMS and its methodology to classify new deficiencies and reclassify the existing ones.

2.6 *Guidance for the Implementation of the NOTAM Contingency Plan*

2.6.1 In the analysis of the guidance for the implementation of the NOTAM Contingency Plan, the Meeting insisted on the need to have States/Territories/International Organizations develop “NOTAM Contingency Plans” in order to support air traffic services contingency plans and ensure an efficient exchange of NOTAM information both domestically and internationally, and, if possible, to sign bilateral or multilateral agreements with those States/Territories and International Organizations who are responsible for neighbouring airspaces.

2.7 *Review of the Administrative Aspects of the AIM Subgroup*

2.7.1 The Meeting analyzed the scope of the current organizational structure of the AIM Subgroup in order to improve the functioning of the Subgroup. As mentioned in paragraph 2.2.4, the AIM/e-MAP/TF was renamed AIM/GIS/TF, which provides a broader development and support to the AIM/SG by using the Geographic Information Systems (GIS) technology. Furthermore, regarding the replacement of the Automation Task Force (AUTO/TF) with the new Information Technology Task Force (AIM/IT/TF), it was agreed that this replacement would be considered and discussed by the AIM/SG/13 Meeting, due to the need to mature the main objective to link all the latest information technologies and aeronautical data within the new AIM concept, in accordance with the guidance that ICAO has to provide.

2.8 *AIM/SG Terms of Reference and Work Programmes*

2.8.1 The Meeting reviewed and updated the Terms of Reference and Work Programmes of the AIM/SG, as well as the TRAIN/TF, QM/TF and AIM/GIS/TF (formerly e-MAP/TF) Task Forces.

3. Suggested Action

3.1 The Meeting is invited to take note of the information presented in this working paper.