



International Civil Aviation Organization

North American, Central American and Caribbean Office

Second Meeting of North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/2)

Tegucigalpa, Honduras, 11 – 14 October 2005

NACC/DCA/2-WP/36

26/09/05

Agenda Item 3:

Air Navigation Services

3.2 Air Navigation Deficiencies

NEED FOR AN AIS/MAP TECHNICAL COOPERATION PROJECT

(Presented by COCESNA)

SUMMARY

This working paper is presented for the Meeting's consideration aimed at promoting a project under the ICAO Technical Cooperation Programme in the CAR/SAM Regions, taking into account the need to strengthen the Aeronautical Information Services and Aeronautical Charts AIS/MAP and to promote necessary planning to correct deficiencies attributed to these services in the civil aviation institutions.

References:

- WP/17 - CAR/DCA/1 – Regional Technical Cooperation Projects, October 2002.
- Report of the AIS/MAP/SG/9, June 2005.

1. Introduction

1.1 During the First Meeting of Directors of North America, Central America and Caribbean, Conclusions 1/16 and 1/24 referring to AIS development and tools for an efficient implementation of the new civil aviation systems, respectively, were approved and are presented in **Appendix A** to this working paper.

1.2 As the Meeting is aware, some deficiencies encountered in most of the States in the CAR/SAM Regions, attributed to AIS/MAP fields, are related with the lack of updated cartographic information and with the necessary databases necessary for the adequate use of aeronautical information in agreement with the new technology integrated in the air operators' modern fleets.

2. **Discussion**

2.1 Some of the instruments to support the new air navigation systems within Civil Aviation Administrations are technical cooperation projects for a uniform development. Additional support can come from as well, bilateral or multilateral agreements of International Cooperation among States.

2.2 It is true that current ICAO technical cooperation projects that are still in force in the CAR/SAM Regions have encouraged planning and definition of joint policies through support and assistance for the strengthening of civil aviation institutional and the implementation of the Air Navigation Regional Plan, there is still a need to encourage the development of the Aeronautical Information Services in accordance with the progress required by the new technology serving air navigation.

2.3 On the other hand, the need for having updated aeronautical and cartographical information that complies with the requirements of the SARPS contained in Annex 4, in such a way that this information is available for visual or instrument navigation. This implies the development of required databases for digital cartography and the availability of WGS-84 referred aeronautical charts.

2.4 During the Ninth Meeting of AIS/MAP Subgroup, these items were discussed for submission to the GREPECAS/13 through draft conclusions, with the main purpose of promoting regional planning of Aeronautical Information Management, with the implementation of automated, integrated and harmonized databases (among others NOTAM, FPL, MET) and the study of a technical cooperation project to be carried out specially by the Panamerican Institute of Geography and History (PAIGH), to carry out the production of the aeronautical charts required in the ANP.

2.5 Significant progress in automation matters developed by COCESNA are presented to this Meeting through Information Papers.

3. **Conclusion**

3.1 Aeronautical cartography must be properly planned and coordinated at the regional level, likewise, the automated aeronautical information management that air navigation system requires goes beyond boundaries, therefore, it must be a joint effort that allows the optimization of resources and the significant reduction of costs implied when carried out through individual initiatives.

3.2 Based on the above, the following is presented to the Meeting's consideration.

4. **Suggested Action**

4.1 The Meeting is invited to:

- a) consider the information provided in this working paper;
- b) support the development of the Aeronautical Information Services in the Region when evolving to AIM and the production of air navigation charts required by the ANP.

- c) study the possibility in each Administration for determining its contribution and participation in this project; and
- d) request ICAO to study the convenience of developing an AIS/MAP Regional Technical Cooperation Project through the following draft conclusion.

CONCLUSION 2/XX**AIS/MAP TECHNICAL COOPERATION PROJECT**

That, the ICAO NACC Regional Office considers the need of the States in the Region to develop AIS/MAP in accordance with the current navigation requirements and aimed at eliminating deficiencies attributed to the lack of updated aeronautical information by performing the following actions:

- a) that ICAO promoted a Regional Technical Cooperation Project for developing AIS/MAP as follow-up of Conclusion 1/16 of the First Meeting of Directors of North America, Central America and Caribbean;
- b) promote the regional Aeronautical Information Management (AIM) in the project specifications;
- c) take into account the proposal of including the PAIGH, the National Cartography Institutes and different specialized Agencies within the participating organizations in the development of regional aeronautical cartography to delete existing deficiencies; and
- d) consult States/Territories/International Organizations on their interest and availability in supporting the financing and development of this regional project.

APPENDIX

CONCLUSIONS 1/16 AND 1/24 OF THE CAR/DCA/1

CONCLUSION 1/16 AIS DEVELOPMENTS

That, Civil Aviation Administrations in the CAR Region commit to taking the available measures to implement AIS/MAP Automation Systems, AIS/MAP Quality Control Systems and WGS-84 Implementation through Bilateral or Multilateral Co-operation Programmes of ICAO Technical Co-operation or of other International Organizations and in this manner, accomplish and follow-up implementation plans of these AIS/MAP matters.

**CONCLUSION 1/24 INSTRUMENTS FOR THE EFFECTIVE IMPLEMENTATION
OF NEW CIVIL AVIATION SYSTEMS**

That, recognizing the urgent need to take effective measures for the efficient implementation of the new civil aviation systems, States/Territories/International Organizations consider taking the following actions:

- a) dedicate financial resources to provide the necessary support to the implementation of the new civil aviation systems, taking into account that infrastructure and services are high cost items and that it is necessary to plan and develop a national plan;
- b) analyse the feasibility of developing regional technical cooperation projects, involving several States/Territories/International Organizations;
- c) consider the convenience of promoting international co-operation and bilateral/multilateral agreements that facilitate mutual assistance among States/Territories/International Organizations;
- d) undertake major efforts to join and actively participate in the Regional Technical Co-operation projects, currently executed in the CAR/SAM Regions; and
- e) propose new projects as deemed necessary.

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