



Agenda Item 3: Activities for the development of the air navigation systems/services
3.1 Aeronautical Information Services (AIS/MAP)

NEED FOR EFFECTIVE ACTIONS IN THE AIS/MAP ASPECTS

(Presented by the Secretariat)

SUMMARY

This Working Paper is presented so that the Aeronautical Administrations consider taking the actions required by the GREPECAS/12 Meeting as well as the need to foster bilateral AIS/MAP technical assistance projects.

References:

- Report of the GREPECAS/12 Meeting (Havana, Cuba, 7-11 June 2004)
- Report of the Eleventh Air Navigation Conference (Montreal, 22 September - 3 October 2003) (Doc 9828)
- NI/11 of the C/CAR WG/4 Meeting (*available only in Spanish*)

1. Introduction

1.1 During the GREPECAS/12 Meeting, some AIS/MAP Conclusions were adopted, requiring action by the States/Territories in order to make progress in the implementation and development of the CNS/ATM systems. The actions required by these Conclusions are essential to materialize the future automated integrated AIS system in the CAR/SAM Regions. Some of the deadlines set in those Conclusions have already expired, and it is therefore necessary that the Administrations take action thereupon.

1.2 The relevant Conclusions are the following: 12/87, 12/93, 12/97, 12/98 and 12/100, which text is transcribed in the **Appendix** to this paper for ease of reference.

2. Discussion

2.1 Bearing in mind that, in general, civil servants responsible for Aeronautical Information Services of their respective Administrations have participated in the Working Groups, in this Working Paper attention is drawn to the Authorities so that they give more importance to the AIS/MAP matters contained in the aforementioned Conclusions.

2.2 The Global Air Navigation Plan for CNS/ATM Systems sets forth that, in order to support and facilitate the transition towards these systems, the development of high quality Aeronautical Information Services is specifically required, more oriented towards the global needs, apart from fulfilling the national and regional needs concerning safety and efficiency. The more global nature of the AIS systems, their trend towards regional integration and the technological progress are elements to be considered in the development plans of each State/Territory to reach the Global Plan objective of establishing a continuous and seamless aeronautical information exchange system ensuring inter-functionality.

2.3 Likewise, the Eleventh Air Navigation Conference, when considering AIS as one of the elements of the operational concept, made the following remarks: “in the global ATM system environment envisioned by the operational concept, aeronautical information service (AIS) would become one of the most valuable and important enabling services. As the global ATM system foreseen in the operational concept was based on a collaborative decision-making (CDM) environment, the timely availability from authorized sources of high quality electronic aeronautical, meteorological, airspace and flow management information would be necessary.”

2.4 In this context, and taking into account the need of the C/CAR area for making progress in AIS matters, it is important to stress out that during the C/CAR WG/4 Meeting (Dominican Republic, February 2004) the Cuban delegation presented Information Paper NI/11, informing on the progress attained by this State with regard to the implementation of the WGS-84 system, electronic AIP, digital cartography and quality management and AIS/MAP automation. This State has offered in several fora its willingness to provide technical assistance to other States/Territories to transmit its positive experience and to make progress in this matter in the Central Caribbean.

2.5 When considering that Conclusion 7/2 of the C/CAR DCA/7 Meeting, concerning the development of a Technical Co-operation Project in the AIS/MAP field, has not materialized, it is necessary that States assess the convenience of fostering bilateral co-operation, taking advantage of the progress obtained by other States of the CAR Region.

3. Suggested Action:

3.1 The Meeting is invited to:

- a) note the contents of this WP; and
- b) consider urging the Administrations on the need of fostering technical assistance projects in a bilateral basis between the States/Territories in order to make progress on AIS matters.

APPENDIX

GREPECAS/12 CONCLUSIONS CONCERNING AIS REQUIRING ACTIONS BY THE STATES/TERRITORIES/INTERNATIONAL ORGANIZATIONS

CONCLUSION 12/87 PROVISION OF DETAILED INFORMATION ON WGS-84 DATA

That the CAR/SAM States/Territories/International Organizations, in order to ensure the availability of information on WGS-84 data on a regional basis, take the necessary measures to:

- a) keep the historical information resulting from the WGS-84 surveys carried out by the aeronautical authority or any other responsible State body updated, using a database information structure for the aerodrome, heliport and other geodetic surveys stipulated in the technical requirements of ICAO Annex 15 and Doc. 9674;
- b) provide the ICAO NACC and SAM Regional Offices, no later than 31 January 2005, with all of the detailed and reliable information on the WGS-84 data published and/or to be published; and,
- c) fill out and send the Model Questionnaire contained in Appendix G to ICAO Doc. 9674-AN/946 duly validated.

CONCLUSION 12/93 IMPLEMENTATION OF COMMON QUERY PROTOCOLS

That the CAR/SAM States/Territories/International Organizations that:

- a) have NOTAM Data Banks and that do not comply with the common query protocol provided for in the GREPECAS COPM (Chapter 7), take the necessary measures to review and adjust their systems in order to fulfil this technical requirement no later than **March 2005**;
- b) are in the process of acquiring and/or developing NOTAM Data Banks, proceed to design their systems in such a way as to effectively comply with the requirements of the common query protocol contained in the COPM (Chapter 7); and
- c) have not yet published the technical requirements applicable to the common query protocols of their NOTAM Data Banks and/or have done so before the year 2002, proceed to do so no later than **August 2004** through an Aeronautical Information Circular (AIC).

**CONCLUSION 12/97 PLAN FOR THE IMPLEMENTATION OF THE AIS/MAP
QUALITY MANAGEMENT SYSTEM IN THE CAR/SAM
REGIONS**

That the CAR/SAM States/Territories/International Organizations develop and/or complete the Plan for the Implementation of the AIS/MAP Quality Management System, based on the requirements contained in ICAO Annex 15 and taking into consideration the Guidelines for the Implementation of an AIS/MAP Quality System of the AIS/MAP/SG/8 included in the Appendix AM to this part of the report, and inform on the status of implementation to the NACC and SAM Regional Offices no later than **31 March 2005**.

**CONCLUSION 12/98 AMENDMENT TO PART VIII – AIS/MAP OF THE CAR/SAM
BASIC ANP AND FASID TABLES**

That CAR/SAM States/Territories/International Organizations review the AIS/MAP sections of the CAR/SAM Plan and FASID document and send no later than **30 November 2004** their comments to the corresponding Regional Offices for relevant action.

CONCLUSION 12/100 EFFECTIVE IMPLEMENTATION OF THE AIRAC SYSTEM

That the CAR/SAM States/Territories/International Organizations,

- a) take the relevant measures to enable an effective coordination between the AIS and similar aeronautical services, for an effective AIRAC System implementation;
- b) develop a procedural manual, establishing the responsibilities and tasks involved in the preparation of the information to be distributed by the AIRAC system, as well as the responsibilities of the AIS regarding the publication of such information;
- c) request their AIS departments to publish once a year a national AIC with the effective AIRAC dates and stressing the important impact of the system for air navigation safety;
- d) inform the ICAO NACC and SAM Regional Offices of the measures adopted in relation to the implementation of the AIRAC system no later than **15 December 2004**, and
- e) publish, to the extent possible, aeronautical information introducing changes of great impact to air navigation systems, over 56 days in advance of the date of application; and
- f) take relevant measures in order to publish on an annual basis an AIC including the application details on the AIRAC system, using the sample provided in the **Appendix AN** to this part of the report, in support to the effective use of the system.