



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

C/CAR/DCA/14 — WP/08
17/04/15

Fourteenth Directors of Civil Aviation of the Central Caribbean Meeting (C/CAR/DCA/14)
Kingston, Jamaica, 11 to 13 May 2015

- Agenda Item 4: Air Navigation Matters**
- 4.2 Review of the Implementation of Air Navigation under the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (RPBANIP) and the Aviation System Block Upgrades (ASBU) Methodology**
- 4.2.2 Results and Progress of the North American, Central American and Caribbean Air Navigation Implementation Working Group (NAM/CAR ANI/WG)**

**IMPLEMENTATION OF THE AERONAUTICAL INFORMATION MANAGEMENT (AIM)
QUALITY MANAGEMENT SYSTEM (QMS)**

(Presented by the Secretariat)

EXECUTIVE SUMMARY

The objective of this working paper is to present to the Meeting the need of the performance monitoring related to Aeronautical Information Management (AIM) implementation, especially the AIM objectives set forth in the *Port-of-Spain Declaration*, the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (RPBANIP), and the regional dashboards and methodology improvements by of the Aviation System Block Upgrades (ASBU). Also, this working paper presents the progress of the CAR/SAM Regional Planning and Implementation Group (GREPECAS) G2 CAR Project on the implementation of the Quality Management System (QMS) and the progress of the transition to the AIM.

Action:	The suggested action is presented in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• Annex 15 — <i>Aeronautical Information Services</i>• Doc 9839 — <i>Quality Management System (QMS) for AIM Manual</i> (Unedited Advance Version)• <i>Port-of-Spain Declaration</i>• NAM/CAR Regional Plan for the Implementation of Air Navigation Based on the Performance (RPBANIP)

1. Introduction

1.1 The operational improvement strategies are reflected as Regional Performance Objectives (RPO) in the NAM/CAR RPBANIP. The RPO maintain a systemic approach to dynamic implementation in the short and medium terms, identifying operational improvements in the Air Navigation Services (ANS). In particular, in the AIM field QMS implementation should be considered as critical to achieve the agreed operational improvements in the ANS.

1.2 QMS is also the fundamental for the transition from AIS to AIM concerning the development of all the information processes and data that must be documented and oriented in a completely electronic and digital environment that will only be achieved with the implementation of the QMS in the AIM in the Central Caribbean States.

1.3 The States/Territories in the Central Caribbean that have 100% implementation of QMS are: Cuba, Dominican Republic, Mexico and United States. On the other hand, Haiti and Jamaica require to submit their QMS implementation action plans as soon as they become available, monitoring regional agreements and commitments signed by the States/Territories aeronautical authorities and Territories. See the following table:

State/Territory	% implemented	% Progress in 2014 up to date	Tentative Implementation date
ABW			
BHS (Commonwealth Realm)	0	Need to report during the Meeting	Need to report during the Meeting
BES (Bonaire)			
CYM (British Overseas Territory)	N/A	--	--
CUB	100	--	--
CUW			
DOM	100	--	--
HTI	0	Need to report during the Meeting	Need to report during the Meeting
JAM (Commonwealth Realm)	0	Need to report during the Meeting	Need to report during the Meeting
MEX	100	--	--
TCA (British Overseas Territory)	N/A	--	--
USA	100	--	--
<i>Note: The information in the table was updated for the last time in 2014, for the GREPECAS/17 Meeting, see suggested action item b)</i>			

1.4 Currently the GREPECAS G2 CAR Project Coordinator, Mr. Enrique Echarri, Cuba, is developing a survey that will be circulated to determine the QMS implementation progress degree in the CAR Region. This survey will be conducted during June 2015. With the results of this survey, more specific supportive actions will be determined to support States/Territories that present a problem to develop a implement such system.

2. Discussion

2.1 One of the Standards and Recommended Practices (SARPs) in Annex 15, applicable as of 6 November 1997, sets forth that the AIS (now AIM) QMS must ensure to users that the aeronautical information and data (especially in digital and electronic formats) meet the quality requirements in terms of precision, resolution and integrity for their validation and reliability in each production stage and/or data and information updating processes. The QMS must also guarantee the period of application of the information and data, as well as the required distribution dates by users in accordance with the Regulation system and control of aeronautical information (AIRAC).

2.2 States that have not been able to complete on time the ICAO requirement of the QMS implementation in the AIM, are reminded that that non-compliance could lead to important consequences for AIM services and products, mainly affecting the Air Traffic Management (ATM). Therefore, the following actions are recommended:

- a) it is required that States keep the ICAO NACC Regional Office informed on the ability to comply with the AIM QMS SARPS of ICAO Annex 15, in accordance with air navigation regional agreements as the *Port-of-Spain Declaration*; and
- b) seek support in the corresponding Ministry to complete with mandatory Annex 15 requirement and report to ICAO as soon as possible on the progress of implementation

2.3 In accordance with the ICAO roadmap for the transition from AIS to AIM, such transition has been identified as one of the main steps of the phase 1 (QMS P-17). This has been included in the ICAO Annual Global Air Navigation Report.

2.4 This working paper aims to encourage States that have not yet done so to develop the necessary actions for the presentation of reports on the progress made in the AIM QMS implementation in the context of the transition from AIS to AIM, based on the corresponding ICAO roadmap, as well as on the commitments signed by the representatives of the States in various international fora including the Convention on International Civil Aviation (Doc 7300).

3. Conclusion

3.1 In the CAR Region the foreseen progress on QMS implementation is in accordance with what is proposed and accepted in the *Port-of-Spain Declaration* by the Civil Aviation Directors of the NAM and CAR Regions, 100% implemented by 31 December 2016.

3.2 In the CAR Region, the progress of implementation projects is monitored in accordance with the G2 CAR Project, aforementioned, and its delay has a negative impact, in particular to ATM developments and projects as the introduction of the Performance Based Navigation (PBN) and with the ASBU methodology deadlines for the exchange of high quality aeronautical information required by the System Wide Information Management (SWIM).

4. Suggested Action

4.1 The Central Caribbean States are invited to:

- a) take note of the information presented in this working paper;
- b) update the information on QMS implementation in their respective administrations presented in the table in paragraph 1.2, indicating the date of the complete QMS implementation in the AIM; and
- c) take the required actions for the QMS implementation in the AIM and if possible, the QMS certification by **31 December 2016**.

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