



ICAO

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

WORKING PAPER

IAIM — WP/10
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Integrated Aeronautical Information Management Transition Planning Meeting (IAIM) (AIM Strategy)
Mexico City, Mexico, 29 to 31 October 2018

Agenda Item 4: ICAO NACC Aeronautical Information Management (AIM) Objectives

**VALIDATION ON PROPOSED AMENDMENT TO ANNEX 1 - PERSONNEL LICENSING
RELATED TO AIS/ARO PERSONNEL**

(Presented by Cuba)

EXECUTIVE SUMMARY	
Validation on Proposed amendment to Annex 1 - Personnel Licensing related to AIS/ARO personnel	
Action:	The suggested action is described in section 4
Strategic Objectives:	<ul style="list-style-type: none">• Safety• Environmental Protection
References:	<ul style="list-style-type: none">• Global Air Traffic Management Operational Concept (Doc. 9854)• Annex 1 Personnel Licensing• Fourth NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/4) Draft Report

1. Introduction

1.1 During the Fourth NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/4), two working papers (WP/22 and WP/25) were presented by the Rapporteur of the AIM/TF regarding suggestions and recommendations for the proper evaluation of requesting Aeronautical Information Service/ATS Reporting Office personnel (AIS/ARO) to become in licensed personnel, in order to have adequate, skilled and certified people carrying out the high responsibility activities and tasks. In both working paper, it was requested to amend Annex 1 Personnel Licensing.

1.2 WP/25 presented the proposed amendment regarding the language proficiency level, declaring that AIS/ARO personnel shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements contained in Appendix 1 of Annex 1.

1.3 WP/22 presented the proposed amendment to Annex 1 Chapter 4. Licenses and Ratings for Personnel other than Flight Crew Members. This proposal describes the inclusion of a section 4.9 Aeronautical Information Service/ATS Reporting Officer personnel (AIS/ARO) detailing the requirements for the issue of the license such as age, knowledge, experience, knowledge, education entree level and the privileges of the holder of the license and the conditions to be observed in exercising such privileges.

1.4 In WP / 22 within the knowledge required for such personnel are, among others, the following:

Operational procedures

- b) radiotelephony procedures; phraseology; telecommunication network;
- c) minimum English proficiency level 4;

Telecommunication equipment

- e) principles, use and limitations of telecommunication equipment in an aeronautical station.

1.5 In the ANI/WG/4 report the Secretariat decided to postpone the action requested in terms of following the appropriate ICAO protocols related with a Proposal for Amendment (PfA) to Annex 1 for AIM Licensing. This action will be coordinated with the ICAO NACC Regional Office and the AIM/TF, once the right process is done.

2 Analysis

2.1 Annex 1 Personnel Licensing in Note 2 of 1.2.9 Language proficiency declares the provisions of 1.2.9 refer to Annex 10, Volume II, Chapter 5, whereby the language used for radiotelephony communications may be the language normally used by the station on the ground or English. Which is indicative that everything related to the Language proficiency regulated by Annex 1 includes the personnel that use radiotelephone communications.

2.2 The AIS/ARO personnel do not use radiotelephone communications in the performance of their functions defined in Annex 15 Chapter 2 Responsibilities and functions.

2.3 The steps of the roadmap for the transition from AIS to AIM and the DAIM modules of the different blocks of the ASBU have as main objective the achievement of the interoperability of the systems, the standardization of the data/information based on the greater use that will be made of technology in the management of information, with a greater emphasis on the digital format of data, that will dominate all information management processes.

2.4 With the use of information and communication technologies, the exchange between crews and AIS/ARO is less, in many cases the representatives of the airlines (which almost always speak the language of the country of departure) receive the information and they transfer it to the crew.

2.5 In many States, oral presentation in person will tend to be replaced by more automated methods, so that any requirement of linguistic competence should be left to the discretion of the State concerned.

2.6 The required knowledge described in WP/22 corresponds to the content that generally includes the Aeronautical Information Service course currently stipulated by the States as initial instruction for AIS personnel. Therefore, we consider this initial instruction is sufficient, without the need for it to lead to the establishment of a license for AIS.

3 Conclusions

3.1 We consider that the inclusion in Annex 1 of the proposals described in WP/22 and WP/25 of ANI/WG/4 is not necessary.

4 Suggested actions

4.1 The Meeting is invited to:

- a) take note of the position of Cuba contained in this working paper; and,
- b) consider not including in Annex 1 the proposals described in WP/22 and WP/25 of ANI/WG/4.