



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

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Fifth NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/5)
Mexico City, Mexico, 27 to 31 May, 2019

Agenda Item 5: Other Business

ANNEX 1 AMENDMENT PROPOSAL AND AIM TRAINING CURRICULUM STANDARDIZATION

(Presented by AIM Rapporteur/Secretariat)

EXECUTIVE SUMMARY	
Annex 1 amendment regarding the licences and ratings for personnel other than flight crew members [chapter 4], and international standardized training curriculum for AIM (AIS/ARO/FPL) personnel.	
Action:	Described in Section 3
Strategic Objectives:	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
References:	<ul style="list-style-type: none">• Training and (Operational) AIM Manuals• Annex 15 40th Amdt• PANS-AIM Doc 10066• ANI/WG/5 - WP12• AIM TF Telconf. meeting dates 17th April and June 6th '19• AIM/TF/2 meeting 20th August 2018• AIM/AIDC/FPL/1 – Final report 20th November 2017• Port-of-Spain Declaration• ICAO AIS to AIM Transition Roadmap

1. Introduction

1.1 Taking into consideration the meeting ANI/WG/5 and based on the ToRs and the activities of the AIM Task Force work programme, the available information on the implementation continuity of the transition to AIM by States and International Organizations is provided.

1.2 The AIM Task Force indicates as other business to the ANI/WG/5 Meeting the importance of having professional, adequately trained and skilled personnel in the AIM field executing tasks accordingly, efficiently and timely.

2. Proposal and Training Curriculum information.

2.1 *“The object of the aeronautical information service (AIS) is to ensure the flow of aeronautical data and aeronautical information necessary for global air traffic management (ATM) system safety, regularity, economy and efficiency in an environmentally sustainable manner.”* Corrupt, erroneous, late, or missing aeronautical data and aeronautical information can potentially affect the safety of air navigation.

2.2 Proposed changes are aimed to introduce a uniformed method of acquiring, optimal training and specializing AIS/AIM and ARO and/or FPL personnel, for proper execution of the knowledge, tasks and required skills.

2.3 Furthermore, the North American, Central American and Caribbean (NACC) Air Navigation Implementation Working Group (ANI/WG) Aeronautical Information Management Task Force (AIM/TF) is proposing an amendment to ICAO Annex 1- Personnel Licensing to include licensing of AIS/AIM Personnel, due to the evolutionary changes taking place in aviation, in particularly Air Traffic Management, which has mandated complimentary evolutionary changes in the area Aeronautical Information.

2.4 Consequently, there is also a need to ensure that the personnel charged with the responsibility of managing this evolutionary new Aeronautical Information environment has the appropriate and required competencies, training, knowledge and skill sets.

2.5 The AIS/AIM and or ARO or FPL personnel of the paper-based environment of the past must be replaced by/or transformed into technologically competent, detailed accurate and oriented Aeronautical Information Management professionals.

The strategy for the evolution of Air Traffic Management (ATM) relies on the use of computer-based navigation systems, which in turn depend on the availability of high quality, accurate, timely and reliable electronic aeronautical information. Therefore, providing accurate data expertise and understanding the information handled by these officers requires skilled and adequately trained personnel.

2.6 One other major change will be the direct transfer of information from the AIS/AIM Unit to the Cockpit in real time utilizing data links and new interoperable tools. The evolution of AIS to AIM places an increased demand on AIS/AIM staff as it relates to performance and knowledge.

2.7 ICAO has done much research and published several articles under the title of Human Factors. “Human Factors is anything that affects human performance”. Human error continues to be cited as a major factor in the reduction of safety. Successfully addressing human error must consider that error is often a symptom of systemic and organizational issues, with multiple factors involved that affect human performance.

2.8 The ANI/WG and AIM TF reviewed all of the advances in technology in AIM with the corresponding increase in the requirement for high-quality, accuracy, timely and reliable electronic aeronautical information and the required knowledge and skills one would need to execute the tasks accordingly. Therefore, the ICAO NACC AIM/TF considers that there is the need to consider what changes need to be addressed, as it relates to personnel and required training.

3. Suggested actions

3.1. The meeting is invited to:

- a) Review and comment on the “amendment proposal to Annex 1 chapter 4 and the standardized training curriculum for AIM (AIS/ARO/FPL) personnel” by June 4th 2019 by the AIM TF members. AIM rapp. to submit final version by June 15th 2019 to ICAO NACC office.
- b) Present this paper, including the final version of the “amendment proposal to Annex 1 chapter 4 and the standardized training curriculum for AIM (AIS/ARO/FPL) personnel” paper to the Ninth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/9).

Proposed amendment: Annex 1 - CHAPTER 4 - Licences and Ratings for Personnel other than Flight Crew Members;

- I. Review, comment on and add new sub defining “AERONAUTICAL INFORMATION SERVICES / MANAGEMENT PERSONNEL” – Appendix A
- II. Review, comment on and add new sub defining “ATS REPORTING OFFICE and/or FLIGHT PLANNING PERSONNEL” – Appendix B
- III. Review, comment on and adapt or remove Chapter 4.7 Aeronautical station operator licence (adapting or removing any topic or subject relating to numbers 1 and 2 above) – Appendix C
- IV. Comment and approve the Initial and Basic Training Curriculum for AIS/AIM and ARO/FPL personnel – Appendix D, E and F
- V. Review and indicate support for or against the proposed amendment to Annex 1 and reasons for your position.