E/CAR/CATG/7 — WP/09
27/07/23

Seventh Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/7) Meeting
Miami, United States, 26-28 July 2023

Agenda Item 4: **Follow-up of the Activities of the NACC/WG Task Forces**
4.1 **Progress reports of the AIM, AGA, ATM, CNS, MET and SAR Committees**

REPORT OF E/CAR/CATG AIM COMMITTEE

(Presented by AIM Representative)

EXECUTIVE SUMMARY	
This working paper gives an overview of the progress made by the ECAR states as it relates to AIM activities since E/CAR/CATG 5.	
Action:	The suggested action is presented in Section 3.
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency • Security & Facilitation • Economic Development of Air Transport
References:	• Safety • Air Navigation Capacity and Efficiency • Security & Facilitation • Economic Development of Air Transport

1. **Introduction**

1.1   This report details the activities of the E/CAR AIM Committee since the E/CAR/CATG/5 meeting that was held virtually in September 2021. The AIM Committee held virtual meetings with the states to discuss any issues or challenges they were having. The Committee also updated the POC for all states. The AIM Rapporteur communicated with the states via email, WhatsApp as well as workshops.

2. **Discussion**

Flight Planning

2.1   The Committee was informed that Trinidad and Tobago was experiencing an issue of unnecessary (Flight Plan) FPLs being sent to their Flight Data Processor (FDP). It was indicated that this problem would be resolved in stages. Data was collected to determine the extent of the issue.

Addressing of Flight Plans

2.2   It was also noted that some states had issues with missing FPLs and mailboxes were created that duplicated all FPLs entering the FDP and resent the FPLs mainly to the mailboxes of the Grenada, the French West Indies and Barbados.

2.3   To resolve this issue, it was suggested that all FPLs going to the Piarco system be addressed solely to TTZPZQZX allowing them to go directly to the FDP. Departing flights transiting the Piarco FIR should also be addressed to the Control Centre.

NOTAM

2.4   Generally, most states have no issues with the promulgation of NOTAM, however, the CRONOS still has an issue with the SNOWTAM application. An upgrade of the CRONOS System addressed the specific issue of the transmission of SNOWTAM and the System is being tested for to confirm functionality. Nevertheless, the SNOWTAM functionality continues to be operational since October 2021 and can process and transmit in the appropriate format.

Training

2.5   Most states in preparation for the transition to AIM have already sent staff on AIM training, however training in others areas such as QMS, charting among others are lacking in some states. Checks with educational institute has shown that educational offers are available: The University of the West Indies offers an undergraduate degree in Geographic Information Systems (GIS).

2.6   States are continuing to provide training where necessary and when approved. For Barbados, AIS Officers have done training in AIXM, SMS, AIS/MAP Publication Specialist, Data-Centric Aeronautical Information System Operations, AIQM, QMS, Internal Auditor. Two officers will be proceeding on charting training in September.

GRF SNOWTAM

2.7   All states and airport stakeholders were exposed to the Global Reporting Format (GRF) SNOWTAM workshop. States will continue to provide GRF data when the conditions for reporting exist. The TTCAA AIM Department service provider for GRF SNOWTAM has released a CRONOS System update for GRF SNOWTAM proposals.

Quality Management Systems

2.8   States have asked the AIM Rapporteur for assistance in developing a QMS. They would like to have workshops to help them understand what is necessary to develop a QMS.

2.9   The Trinidad and Tobago Civil Aviation Authority (TTCAA) AIM Department's Quality Management System (QMS) was audited to determine its effectiveness and for continued certification. The re-certification audit which is conducted once every three years, was conducted by the external agency Lloyds Register Quality Assurance (LRQA) in the second quarter 2023. The TTCAA AIM Department passed the audit and continues to have a certified QMS.

Human Resources

2.10   Across the Eastern Caribbean there is a repeated occurrence of the lack of human resources. Most, if not all the AIS Offices are under staffed and would therefore be unable to address all of the individual state's responsibilities including to develop all the necessary areas required to make a full transition to AIM.

Transition from AIS to AIM

2.11   Some members have stated that their management were informed on the requirements for the Transition from AIS to AIM, but the lack of required funding is hampering their developmental movement. States have continued to individually directly report on their status of the Transition from AIS to AIM.

2.12   Barbados has reorganised its AIS office to create sections for Supervisor AIM, Charting and Publications, Training and Development, Quality Management and Operations. This repurposing will focus, advance and rationalise the specialised work for The Transition to AIM. Procurement is ongoing for equipment to develop electronic documents.

Access to ICAO documents

2.13   Some states do not have direct access to either the ICAO portal or the ICAO documents. In some instances, the documents are kept at the Ministry responsible the Air Traffic Services. This situation needs to be addressed so that responsible operational officers including Air Traffic Controllers (ATCOs) and Aeronautical Information Service officers (AISOs) should be able to access the documents when necessary in order to perform their functions efficiently.

2.14   The new Manual on Aeronautical Information Services Training (ICAO Document 9991) was received and is being reviewed for implementation in E/CAR States.

Formal Agreements

2.15   Annex 15 – Aeronautical Information Services requires formal arrangements to be established between the parties providing aeronautical data and aeronautical information on behalf of the States and their users. The AIS Manual (ICAO Document 8126 Appendix A), provides a new template for the structuring of agreements for data originators.

2.16   There are agreements between E/CAR States and the TTCAA's AIM Department for AIS products and services. These agreements have been in effect for varied periods some being more than ten years. These agreements are being reviewed and a scheduled for updating is to be determined by the relevant E/CAR states in discussion with TTCAA's AIM Department.

eANP Tables

2.17   The AIM Rapporteur provided all states with the eANP tables and guidance for completion of the tables. This session was held virtually.

2.18   All states successfully completed the tables, however some states required clarity in some areas and were given the required assistance.

3.   Suggested Actions

3.1   The Meeting is invited to:

   a)   Note the ECAR AIS activities outlined above; and

   b)   Recommend any other action as deemed necessary.

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