*International Civil Aviation Organization*
NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE
**Twentieth Meeting of Directors of Civil Aviation of the Eastern Caribbean (20<sup>th</sup> E/CAR DCA)**
Miami, Florida, United States 4 to 7 December 2006

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**Agenda Item 3**        Air Navigation Matters
                3.6        Other Air Navigation issues


**AIS/MAP DEVELOPMENTS IN THE EASTERN CARIBBEAN**


(Presented by the Secretariat)

**SUMMARY**

This working paper requests important actions on the main AIS/MAP developments such as: WGS-84, Automation System, Quality Assurance System of the Eastern Caribbean States/Territories, as well as on the action taken by States/Territories when implementing the aforementioned developments.
In Addition, the Meeting should take note of the transition towards the new Aeronautical Information Management (AIM) Concept.

**References**:

- GREPECAS/13 Meeting (Santiago, Chile 14 to 18 November 2005)
- Annex 4, Annex 15, Doc 8168, Doc 9674.


**1.        Introduction**

1.1        In the E/CAR area each State/Territory should take the necessary actions regarding the ICAO SARPs of Annex 15 and Annex 4, GREPECAS 13 conclusions, previous E/CAR/ DCAs and E/CAR WG meeting conclusions, which urge for a review on the implementation status according CAR/SAM Regional Air Navigation Plan, with a view to determining and evaluating leading progress in the AIS/MAP field within the CAR Region.

1.2        In this regard, and following the action plan task list for the E/CAR States/Territories, the main AIS issues require special attention as follows:

**LIST OF MAIN AIS ITEMS**

1) Level of training and number of AIS Staff
2) Organization and efficiency of the AIS office
3) Level of available documentation in the AIS office
4) Degree of computerization
5) Availability or access to the Internet
6) Implementation status of a quality assurance programme
7) Organizational structure of the AIS

1.3        Taking into account that AIS is changing towards the new AIM (Aeronautical Information Management) concept encompasses the control of the origination, storage, retrieval, exchange and delivery of digital Aeronautical Information in the context of gate-to-gate flight operations, from the strategic flight-planning phase to the post-flight phase.  Moreover, it is one enabler for the development of future Collaborative Decision Making (CDM) tools that will make available relevant, context-based aeronautical information to all Air Traffic Management (ATM) community.  AIM is one component of the future Air Traffic Management/Communications, Navigation, Surveillance (ATM/CNS) Overall Target Architecture that includes architecture information and introduces the concept of SWIM (System Wide Information Management).  AIM will support the fusion of Aeronautical Information handled in the current Aeronautical Information Services/Charting (AIS/MAP), Meteorology (MET), Military (MIL) and Air Traffic Flow Management (ATFM) domains.

1.4        The AIS Committee must urgently work to define the Integrated Automated AIS and draft an action plan for its implementation in accordance with the ICAO concepts recommended by the 11th Air Navigation Conference; draft an action plan to resolve E/CAR AIS deficiencies; and draft an action plan for the full implementation of E/CAR AIS Quality Assurance Systems using ICAO guidelines.

2.        **Discussion**

2.1        The Meeting is invited to take note on the importance of activity of the E/CAR AIS Committee since its inception at the 24th E/CAR WG in San Juan, Puerto Rico.  With the growing role of AIS in the global concepts for ATM/CNS systems, and its impact on aviation safety in terms of providing critical information ($1 \times 10^{-8}$), it is essential to support the activities of the AIS Committee.  Further stressing the AIS resources of the E/CAR is the upcoming 2007 Cricket World Cup, being hosted by several States/Territories of the Eastern Caribbean and neighbouring areas.  AIS facilities will play a significant role in disseminating validated and official aeronautical information leading up to and during this extensive event.  To this aim, the 30th E/CAR Working Group Meeting formulated Draft Conclusion 30/02 - *Action Plan to Improve AIS in the E/CAR*, Draft Conclusion 30/03 - *AIS Technical Visits*, Draft Conclusion 30/04 - *Meeting of the AIS Committee* and Draft Conclusion 30/05 - *Status of Implementation of the E/CAR AIS/MAP Systems*.

2.2        With regard to WGS-84 system implementation within the E/CAR, the Meeting may note that not all the E/CAR States/Territories have informed the ICAO NACC Regional Office on the Action Plans developed to finish the complete implementation, and that almost all coordinates are now correctly published in accordance with WGS-84 standards.  Piarco AIS noted a few questionable coordinates and will notify the respective Civil Aviation Authorities.  Additionally, the FIR boundary coordinates between Maiquetia and Piarco have not yet been resolved.  To correct this, the 30th E/CAR Working Group Meeting agreed on Draft Conclusion **30/06 -** *Harmonization of the WGS-84 Boundary Coordinates of the Maiquetia and Piarco FIR.*

**3.**          **Suggested action**

3.1          The Directors of Civil Aviation of the Eastern Caribbean States/Territories are invited to:

a)          note the information contained in this Working Paper;

b)          send the ICAO NACC Regional Office a complete report of the status of the AIS/MAP implementation projects, no later than **29 December 2006**;

c)          discuss and comment on the progress and difficulties with regard to the AIS/MAP implementation projects in the E/CAR States/Territories; and

d)          analyze and suggest any other action that the Meeting may consider convenient in order to contribute to the implementation of the systems mentioned in this WP.


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