International Civil Aviation Organization
North American, Central American and Caribbean Office
Twenty First Meeting of Directors of Civil Aviation of the Eastern Caribbean (21st E/CAR DCA)
Tortola, British Virgin Islands 11 to 14 February 2008

Agenda Item 3   Air Navigation Issues
3.2   E/CAR AIS Committee Report

(Presented by the Rapporteur of the E/CAR AIS Committee)

SUMMARY
This working paper reviews the status of AIS in the E/CAR and highlights the major deficiencies that hinder the implementation of new AIS concepts in the region.

References:
- Report of the 1st Meeting of the Caribbean Working Group   - Report of the 20th Meeting of Directors of Civil Aviation   - Report of the 30th Meeting of the E/CAR WG

1.   Introduction

1.1   The 1st Meeting of the CAR WG convened in Port of Spain, Trinidad and Tobago, 21 to 23 June 2007, at Agenda Item 5, paragraph 5.9 acknowledged the growing importance of AIS worldwide and that the growth in the E/CAR has not been able to keep pace with ICAO'S recommended forward movement in this area. In general terms, this point was made and formed part of the discussion at the 30th Meeting of the E/CAR WG and the 20th Meeting of Directors of Civil Aviation. Consequently, it was recognized that some action was needed to evaluate the status of AIS in the E/CAR region.

2.   Discussion

2.1   The Report of the 20th Meeting of Directors of Civil Aviation at Appendix A to Item 3 conclusion 30/03 (c) supported the recommendation of a visit by the Chief Technical Officer AIS of Piarco for the purpose of assessing the status of AIS in E/CAR States. The visit was accomplished during the month of August 2007 and focused on the following areas:

- Level of training and number of AIS staff
- Organization and efficiency of AIS office
- Level of available documentation available in the AIS
- Degree of computerization
- Availability or access to the internet
- Status of implementation of a quality program

2.2   Although the visit revealed major deficiencies in each of the areas outlined above, of major concern were the issues pertaining to staffing, training and organization of the AIS Offices. In several cases the AIS did not have dedicated staff and was manned by persons who were not trained to the level of proficiency required by ICAO for AIS staff. It was also noted that the focus of AIS functions was the filing of Flight Plans and NOTAM. The fact that progress as it relates to the implementation of new AIS systems in the E/CAR has been slow must in large measure be linked to the status of development of AIS offices and the availability of appropriately trained personnel.

2.3   Certainly, in the E/CAR the ideal situation would be the uniform implementation of concepts such as Electronic Terrain and Obstacle Data (e-TOD), Quality Management Systems (QMS), and the transition to Aeronautical Information Management (AIM) which deals with the exchange and delivery of digital Aeronautical Information in the context of gate-to-gate flight operations. However, such an ideal cannot be pursued, until the more basic issues confronting AIS in the E/CAR region are resolved.

2.4   This situation should be addressed as a matter of urgency at the highest level in each state.

3.   Action Required

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)   take the action necessary to establish and/or support appropriate development of AIS Offices; and

c)   request the assistance of ICAO in the formulation and execution of a strategy aimed at ensuring that the development of AIS in the E/CAR region is in keeping with the requirements outlined in the global plan.

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