



Agenda Item 3

Air Navigation Matters

3.2 Follow-up on the implementation of the NAM/CAR Regional Performance Based Air Navigation Plan (RPBANIP) in Eastern Caribbean:

- **Progress reports of the AIM, AGA, ATM, CNS, MET and SAR Committees, Ad-hoc Groups and the E/CAR/WG Chairman**

REPORT OF THE AIM AD-HOC GROUP

(Presented by Rapporteur AIM Committee)

SUMMARY

This Discussion Paper presents information resulting from discussions of the Ad-hoc Group on matters which fell within the purview of the AIM Committee of the Eastern Caribbean Working Group at the Thirty-third Meeting, Christ Church, Barbados, 4 to 8 June 2012

References:

- Report of the Thirty-second Eastern Caribbean Working Group Meeting (E/CAR/WG/32),
- Report of the Twenty third Meeting of Directors of Civil Aviation of the Eastern Caribbean (E/CAR/DCA/23),
- Report of the Third Meeting of the North American Central American and Caribbean Working Group (NACC/WG/3)
- Report of the Sixteenth Meeting of the CAR/SAM Planning and Implementation Group (GREPECAS/16)

**Strategic
Objectives**

This Discussion Paper is related to Strategic Objectives A and C.

1. Introduction

1.1 The Ad-hoc group dealing with matters for the AIM Committee consisted of the following States: Antigua & Barbuda, Barbados, Trinidad & Tobago and The United States.

1.2 The AIM Ad-hoc Group reviewed the conclusions from previous NACC, working group, DCAs, PG and GREPECAS meetings as well as action plans, AIM RPOs and relevant material contained in the Working and Information Papers at this meeting.

1.3 The POCs list for AIM was updated and is attached as **Appendix A**

2. Discussion

Centralized Flight Planning System (CFPS) / Missing and Duplicate Of Flight Plans - RPO 4

2.1 At the E/CAR/DCA/23 Meeting a Centralized Flight Planning System was considered as a solution to the missing/duplication of flight plans in the E/CAR region. That meeting called for a more detailed analysis to confirm feasibility and benefits of a Centralized Flight Planning System and indicated that a specific action plan for its implementation should be developed in accordance with Decision E/CAR/DCA/23/5.

2.1.1 The feasibility study required by that decision and resulting circulation of its results were not carried out due to on-going constraints experienced by the ECAR AIM committee. The TTCAA, however, has contracted a new Aeronautical Information Services System (AISS) which will contain a unit for centralized flight planning. A diagram of the elements of the AISS is attached as **Appendix B** to this report. The CFPS solution of centralized flight planning is still being finalized and more information on that module will be disseminated when the final document is received. The committee felt that despite this, the information offered by the contracted company so far could be considered and the key objectives could be used as a guide to the capabilities of the system in the area of improvement in flight planning in the region.

2.1.2 Some of the benefits of the system are the following:

2.1.2.1 The CFPS will receive, analyse and distribute flight plans to the appropriate ATS stations within and out of the ECAR. Details on how this will be done will be supplied as received from the contractor. This will greatly reduce incidences of missing or duplicate flight plans in the region.

2.1.2.2 A gateway can be provided via the internet for ATS stations not connected to the Centralized Flight Planning System via the AFTN however, further discussion must take place regarding internet security before a final decision is made.

2.1.2.3 The CFPS will help to prevent re-transmission of flight plans by ATS stations linked to the Centralized Flight Planning System through Flight Plan Lifecycle Management. It will also reject receipt of multiple flight plans and can automatically transmit a rejection message to the issuing ATS station. In addition, the AIM committee will also develop procedures for use of the CFPS and publish by February 2013. This is because a significant number of flight planning issues are related to incorrect use or absence of well-defined procedures. Meanwhile, States are invited to inform Trinidad and Tobago of any Flight planning issues, as well as expectations of this system by August 2012 so that all configurable issues can be addressed during installation and training in Trinidad and Tobago.

2.1.2.4 The CFPS will perform quality checks on flight plans created by users to verify compliance with ICAO Doc. 4444 requirements, thereby eliminating the incidences of erroneous flight plans.

2.2 It is not expected that the CFPS will immediately solve the problems. The eventual elimination or lessening of flight planning issues will happen through monitoring, re-configuring to suit needs, as well as by insisting on use of ICAO SARPS regarding flight-planning. To this end the ECAR Flight Plan Review Group with member states Antigua, Barbados and Trinidad and Tobago was formed. The United States has offered to support the efforts of the group in this task. The group will commence investigations into the impact of the CFPS on missing and duplicate flight plans after the system is in use by all ECAR States.

2.3 Familiarization visits by ECAR states to the main database facility in Trinidad and Tobago is also advised so that operational staff can see how their input is processed and how it affects the database. This can be done through a structured visit taking the visitors from the end terminals to the database to the resulting message. This can be accomplished by the second half of 2013. Appendix B contains a diagram of the AISS elements.

2.4 At the NACC/WG/3 meeting, conclusion 3/3 included publishing in the AIP the corresponding procedures in accordance with ICAO SARPs for the coordination, validity and update of changes in flight plans. The ECAR, CAR/SAM/NAM and Barbados AIPs already contain this information in ENR1.10 and 1.11 however, the information regarding procedures as mentioned in paragraph 2.1.2.3 will be added as either an AIP amendment or an AIC.

2.5 The AIM committee also considered that the local handling agents need to be monitored to ensure that their staff is adequately qualified to do correct flight planning.

2.6 The committee then drafted the following Conclusion

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- a) That Trinidad and Tobago consider hosting a familiarization programme for AIS operational staff who will be interfacing with the new systems within the first half of 2013
- b) That Piarco AIS in conjunction with the AIM Committee circulate draft requirements and procedures for the submission of flight plans to the Piarco Centralized Flight Planning System, to the member states of the ECAR for comment by November 30, 2012 and then to publish these procedures by February 2013.
- c) That states be urged to ensure that approved aircraft handling agents have staff that are adequately trained to do flight planning.

3. IMPLEMENTATION OF THE NEW ICAO FLIGHT PLAN FORM. - RPO 5

3.1 The committee considered that the new format flight plan will affect especially ANSPs with automated flight plan processing systems. The ANSPs with those systems in the ECAR namely Barbados the French Antilles and Trinidad and Tobago have indicated that they will be ready for flight plan 2012 both regarding their systems as well as with respect to educating their staff.

3.2 The committee also noted that most states which do not have such systems have indicated that they are also ensuring that their staff is thoroughly familiar with the changes so that they can manually compile the flight plans in readiness for November 2015.

3.3 Those States which have not done so need to prepare and execute training sessions for relevant staff as well as educational measures for aircraft handling agencies which offer flight planning services.

3.4 This resulted in the following draft conclusion:

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- a) That States ensure that all relevant persons, inclusive of aircraft operating agencies, in their respective countries, be provided with the requisite training for the new format flight plan by 15th October 2012.
- b) That States which compile the new format flight plan manually as well as those states with automated systems conduct new flight plan format tests with test beds in Europe and the United States as well as with Piarco when its system becomes available.

4. Transition to AIM – RPO 11

4.1 The committee members considered WP06 presented by the secretariat describing the need for Quality Managements Systems (QMS) and Safety Management Systems (SMS) to work together to enable safe and efficient Air Traffic Management. WP/27 stated that many states have not started implementing their QMS within AIS. In addition they also considered that establishment of a QMS is within phase 1 of the transition from AIS to AIM. Committee members expressed concern that the new AISS that extends its service to the states will contain a database populated with data from units with no Quality system in place. They agreed that it has become urgent for these states to establish AIS Quality Management Systems. Moreover the committee gave some consideration to the most urgent training needs of AIM Specialists in the ECAR and these are reflected in the list below.

- Quality management system (QMS)
- Geographic Information Systems (GIS)
- eAIP Aeronautical Information Publication
- Aeronautical Information exchange Model
- Electronic Aeronautical Charts
- Electronic Terrain obstacle data (eTOD)

4.2 All of these are essential to the transition from AIS to AIM as contained in the Roadmap to AIM published by ICAO.

4.3 In addition, the committee looked at WP/05 which contributed information on a proposed guide for the preparation of an e-TOD action plan and noted the difficulty in understanding the steps involved. They agreed that states should make use of the guide found on the ICAO website www.mexico.icao.int/AIM.html . It was also noted that EUROCONTROL has made available a Terrain and Obstacle Data (TOD) manual which provides assistance for implementing electronic terrain and obstacle data. It provides guidance for a range of stakeholders: from those defining the project and undertaking budgetary costing, to those who are responsible for the capture of the data.. This can be found on the website <http://www.eurocontrol.int/documents/terrain-and-obstacle-data-tod-manual> Consequently, the committee drafted the following conclusion.

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- a) That ECAR States arrange for training in quality management for key members of staff by 15th December 2012, and that these members be mandated to establish a quality system in either their AIS Units, or their ATM Units responsible for performing AIS tasks.
- b) That ECAR States be strongly urged to send appropriate staff to participate in the ICAO AIS to AIM workshop to be held in Jamaica 23-27 July 2012
- c) That ECAR states take positive steps toward implementing e-TOD by availing themselves of guidance documents like the TOD manual produced by EUROCONTROL and
- d) That ECAR states prepare e-TOD action plans using the guide proposed by the GREPECAS G1 Project e-TOD AIM

4.4 The action plan for AIM activities is attached as **Appendix C** to this working paper.

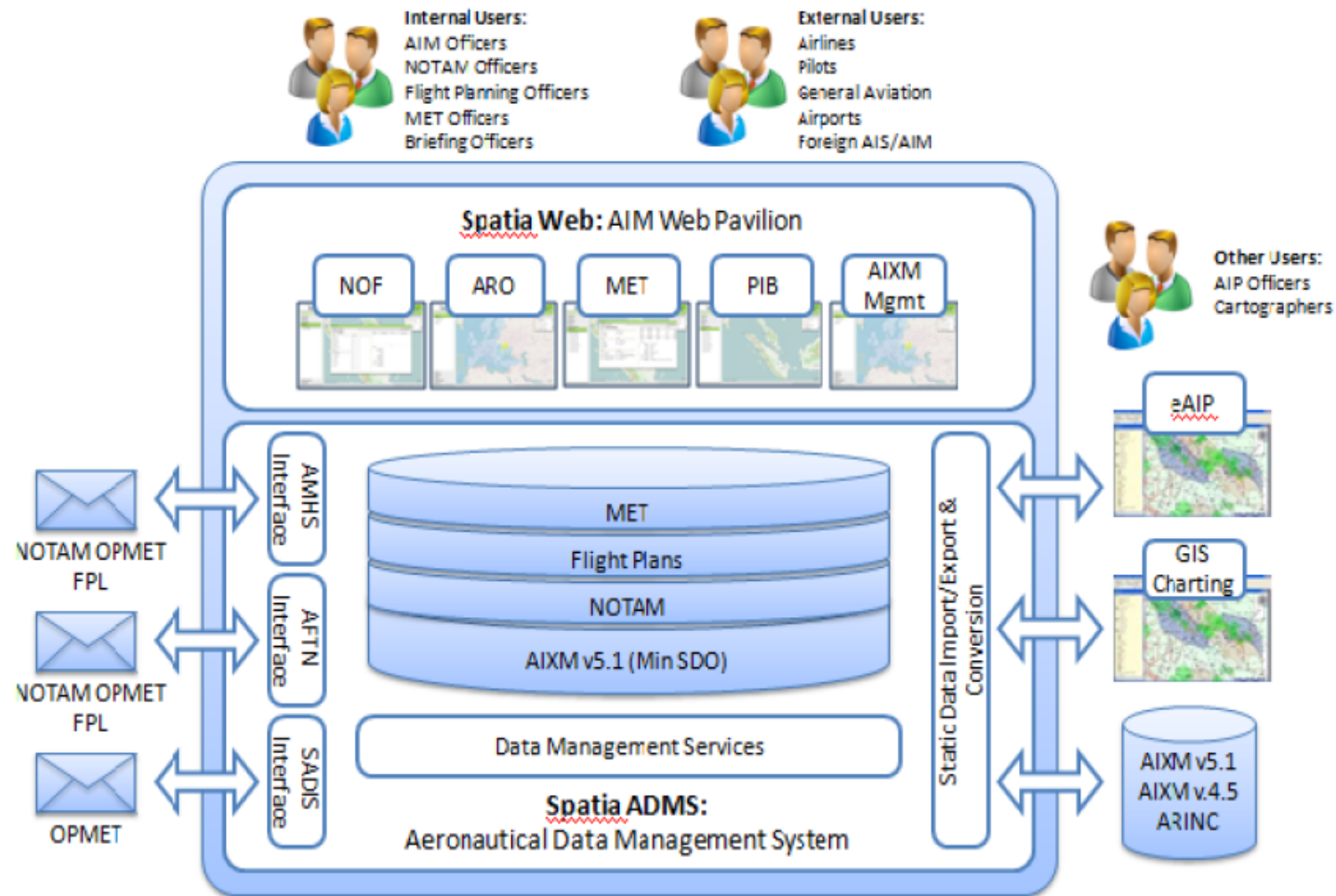
APPENDIX A

Updated PoC List for AIM

Country	Name	Position	Contact
Antigua and Barbuda	Eloise. D. Silston	Quality Assurance Office	1 268 764 6694 denisestilston@yahoo.com
Barbados	Shirley Ford	Chief Aeronautical Information Service Officer	1 246 428-0952 aisbarbados@sunbeach.net
France	Catherine Arnaud		
Grenada	Roselyn Charles	Manager of Air Traffic Services	1 473 444 4148 / 534 5219 rcharles@mbia.grenada.com
Montserrat	Joseph Irish	Senior Air Traffic Controller	1 664 491 6218 irishjl@gov.ms
Saint Lucia	Errol Cherubin	Senior Air Traffic Controller	1 758 454 6355 1 758 454 5146 cherubine@slaspa.com
Trinidad and Tobago	Randy Gomez	Chief Technical Officer, Aeronautical Information Service	+ 1 868 669 4128 rgomez@caa.gov.tt

APPENDIX B

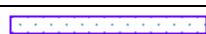
ELEMENTS OF THE AISS



ID	I	TASK NAME	DURATION	START	FINISH	DELIVERABLE	2010		2011		2012		2013		2014		2015	
							Tr	Tr	Tr	Tr	Tr	Tr	Tr	Tr	Tr	Tr		
19	RPO11	Implementation of the AIM transition																
		a) comply with the process to introduce and implement amendments to the Annexes 15 and 4 to the Chicago Convention;	183 days	6 th June 12	31 Dec 15	Action in accord with the relevant ICAO conclusions e.g establishing a QMS and e-TOD etc												
		b) report periodically to the ICAO NACC Office on the generation and distribution of aeronautical information of the IAIP for improving the safety of air traffic services in the Region;	N/A	6 th June 12	On going	Periodic reports to NACC office												
		f) support AIM developments to achieve the ATM system foreseen in the Global Air Traffic Management Operational Concept; including the NOTAM contingency plans; 1) Implementation of a Quality Management system for the region	183 days	6 th June 12	31 Dec 12	Guidelines for QMS implementation on E/CAR States												
		2) Development of a proposal for a E/CAR plan for the implementation of ICAO Road map for the transition of AIS to AIM	183 days	6 th June 12	31 Dec 12	Guidelines for AIM transition												
		g) ensure that AIM solutions harmonize and integrate at a regional and international level, and avoid unnecessarily requirements imposed by the transportation of equipment on board or the use of ground systems 1) Implementation of integrated AIS System equipment in the ECAR	391 days	6 th June 12	31 st May 12	Integrated AIS system equipment installed and operational												
20	RPO10	Implementation of WGS-84 and e-TOD																
		a) share experience and resources in the implementation of e-TOD through the establishment of an e-TOD Regional working group.	548 days	6 th June 12	31 Dec 2013	ECAR Regional Working group established												
		b) Implement technical requirements of ICAO Doc 9881, as required. 1) Development of a proposal on a E/CAR plan for the Implementation of e-TOD for areas 1 to 4	396 days	6 th June 12	31 Dec 2012	Guidelines for Supporting the elaboration of proposal												
		c) report requirements and monitor implementation status of e-TOD using electronic media to ICAO NACC Regional Office	N/A	6 th June 12	On-going	Periodic reports to NACC office												
		d) develop a high level agreement for the management of a national e-TOD programme.	1643 days	6 th June 12	31 st Dec 2016	MOU/LOA with ECAR State land authorities, universities etc												
21	RPO5	Implementation of the New Flight Plan Format																
		Support the preparatory and implementation activities to be carried out for the New Flight Plan format in the E/CAR Region	162 days	6 th June 12	15 th Nov 12	Flight Plan investigations and evaluations												
		e) Participate in the trials between systems with NEW flight Plan processing capacity.	140 days	28 th June 12	30 th Oct 12	Flight plan tests among ECAR states and with International ANSPs												
		f) Development of contingency procedures and determination of operational considerations for the transition	140 days	28 th June 12	30 th Oct 12	Draft procedures												
		h) Publication on Transition Actions, Trials and other publication for the users and stakeholders	168 days	31 st May 12	15 th Nov 12	AICs AIP Sups AIP Amendments etc												
		i) Assessment of Transition Actions and make adjustments	140 days	28 th June 12	15 th Nov 12													
		j) Participate in Transition plan	162 days	6 th June 12	15 th Nov 12													
22		Elimination of Missing and Duplicate flight plan in the region	548 days	18 th June 10	31 st Dec 13	Communication of suggested actions and carry out evaluation												

Project: AIM Cmte Action Plans - 17Ju
Date: Thu 6/17/10

Task



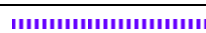
Milestone



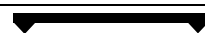
External Tasks



Split



Summary



External Milestone



Progress



Project Summary



Deadline

