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INTERNATIONAL CIVIL AVIATION ORGANIZATION
SOUTH AMERICAN OFFICE

**AERONAUTICAL INFORMATION SERVICES, AERONAUTICAL CHARTS AND
AIS AUTOMATION COORDINATION AND IMPLEMENTATION MEETING**

(SAM 03/03-AIS/MAP/AUTO)

(Lima, Peru, 13 to 17 October 2003)

Agenda Item 2: Review and evaluation on the level of implementation of the requirements contained in Part VIII (AIS/MAP) of the CAR/SAM Air Navigation Plan, Vol. II, FASID and inventory of relevant information as required.

(Presented by the Secretariat)

SUMMARY

This Working Paper presents for consideration of the meeting material related to the new tables, included in Part VIII (AIS/MAP) of the FASID CAR/SAM Air Navigation Plan, Vol. II.

References:

Report of the CAR/SAM/3 RAN Meeting
Buenos Aires, Argentina, 5 to 15 October 1999

1. Introduction

1.1 Part I - Basic Operational Requirements and Planning Criteria (BORPC) of the CAR/SAM Basic Air Navigation Plan (ANP) (Doc 8733), takes into account the global planning procedures for the Caribbean and South American (CAR/SAM) Regions. Part VIII - AIS, of the CAR/SAM Plan, contains the basic planning principles, the implementation operational requirements, and the permanent texts concerning aeronautical information services and aeronautical charts (AIS/MAP), which are considered to be the minimum required for an effective planning of AIS and MAP facilities and services in the CAR/SAM Regions. During the transition to full implementation of the future CNS/ATM systems, current requirements are expected to be gradually replaced by the new GNSS system requirements and, subsequently, some CNS/ATM elements would be amended as required, based on the experience acquired during their implementation.

1.2 Part VIII (AIS/MAP) of the CAR/SAM Plan; Vol II, FASID (Facilities and Services), supplements the basic Plan document (Vol I), and contains a detailed list of the features of the facilities to be provided by the States in order to meet the requirements of the Plan, as agreed upon by provider States

and users. Said agreement sets forth the commitment of the States concerned to meet the specified requirements. The FASID, together with the Basic Plan Document, can be subject to constant review by the Regional Group (GREPECAS), in consultation with provider States and users, and with the assistance and advice of the relevant ICAO Regional Offices.

2. **General concepts**

2.1 In order to indicate the status of implementation of AIS/MAP requirements, the CAR/SAM/3 RAN meeting, through the creation of the FASID document, agreed to the inclusion of eight (8) new AIS tables in Section VIII, Vol II, of Doc 8733, which are mainly aimed at the assessment of requirements related to: aerodrome AIS units, AIS services required at aerodromes for pre-flight services, designated international NOTAM offices (NOFs), the availability of AIS information at aerodromes, the WGS-84 system, the production of aeronautical charts, the responsibility for the production of the world aeronautical chart (WAC), and the integrated aeronautical information documentation.

3. **Discussion**

3.1 Based on Table AOP-1 (physical features of radio aids and visual aids at aerodromes), the CAR/SAM/3 RAN meeting agreed on **Table FASID AIS-1**, which lists the aerodrome AIS units to be provided in the CAR/SAM Regions. It was felt that this type of control could enhance pre-flight information services, given the possibility of verifying their status of implementation at any time. Consequently, the requirements concerning the implementation of AIS units at CAR/SAM international aerodromes are included in FASID Table AIS 1 (**Appendix A**). The meeting should not only review the aforementioned table with the cited requirements, but also analyse the current status of implementation of said facilities in the area of concern, and see whether such facilities are under the direct control of the State AIS services. In this respect, changes to said table could be suggested.

3.2 **Appendix B** to this working paper includes **FASID Table AIS-2**, which contains aeronautical information service requirements for CAR/SAM aerodromes. The table also contains the aeronautical information requirements for international aerodromes, as listed in Table AOP 1 of the CAR/SAM Air Navigation Plan (ANP). FASID Table AIS-2 also provides information on the need for aeronautical data for post-flight information services. The meeting should analyse the applicability of the aforementioned table, and review the level of implementation of said requirements in the area of concern.

3.3 In order to assess the implementation of international NOTAM offices (NOFs), the CAR/SAM/3 RAN meeting adopted **FASID Table AIS-3** (see **Appendix C**), containing the requirements concerning the implementation of NOFs in the CAR/SAM Regions, with their corresponding areas of responsibility. FASID Table AIS-3 is consistent with **FASID Chart AIS-1**, which shows FIR boundaries in the areas of responsibility of the designated NOF offices. In addition to assessing the respective table, the meeting could consider other aspects related to the proper implementation of such units, and the effective provision of the service by said units. It should also be possible to verify whether such facilities are under the direct control of State AIS services. In this respect, changes could be suggested to the aforementioned table.

3.4 In addition to the information provided in **FASID Tables AIS 1 and 2**, the CAR/SAM/3 RAN meeting adopted **FASID Tables AIS-4A and AIS-4B** (see **Appendix D**), which include the requirements for integrated aeronautical information documentation at CAR/SAM international airports, concerning the States and territories in the various ICAO regions (**AIS-4A**: CAR, NAM, NAT and SAM; and **AIS-4B**: AFI, ASIA, EUR and PAC). It is expected that the meeting will be able to assess the

aforementioned table model, and, in addition to providing the information required in that table, study its optimum application.

3.5 In order to ensure and verify WGS-84 implementation in CAR/SAM States, the CAR/SAM/3 RAN Meeting agreed to include **FASID Table AIS 5** in the CAR/SAM FASID document. This table contains the detailed requirements for the provision at international aerodromes, according to the list shown in Table AOP 1 of the Air Navigation Plan, of WGS-84 geographic coordinates in flight information regions (FIR) en route and terminal areas. The meeting could analyse the aforementioned table (see **Appendix E**), based on the status of implementation of WGS-84 requirements, mainly of the vertical elements of this system.

3.6 The requirements related to the need for producing aeronautical charts in the CAR/SAM Regions based on the international aerodromes contained in Table AOP 1 of the Air Navigation Plan are presented in **FASID Table AIS 6**. Consequently, the meeting should examine the production of aeronautical charts under the WGS-84 System in the ICAO SAM Region, and verify their inclusion in the AIP document as required (see **Appendix F**).

3.7 The CAR/SAM/3 RAN meeting adopted **FASID Table AIS-7**, which shows the assignment of responsibilities for the production of the World Aeronautical Chart series sheets - ICAO 1: 1 000 000 (WAC) for the CAR/SAM Regions. This table is consistent with **Chart AIS-2**, which shows the map with the assignment of the sheets foreseen for the production of this series of charts by the States within the area of concern. The meeting is invited to review the contents of the aforementioned table (see **Appendix G**), in order to discuss any implementation action which might be required.

3.8 In view of the need for CAR/SAM States to effectively meet the requirements related to the publication of aeronautical information and the availability of such publications, the CAR/SAM/3 RAN meeting approved **FASID Table AIS-8** for inclusion in the FASID document (Doc 8733, Section VIII, Volume II) which contains a description of the elements of the Integrated Aeronautical Information Documentation that should be made available by the States involved, together with all of the control requirements on this matter. This table should be analysed by the meeting (see **Appendix H**) in order to assess its level of application and the status of implementation of these requirements by SAM States, and take action as required.

4. **Action by the meeting**

4.1 Based on the material presented, it is suggested that the meeting review the contents of this working paper, paying special attention to each of its Appendices, which contain the requirements to be met by the States involved concerning the implementation of the AIS/MAP elements of the FASID Document, based on the basic operational requirements and planning criteria of the CAR/SAM Air Navigation Plan. If applicable, the meeting could also adopt relevant action on this matter as required. It is also expected that all the information/data, which might be required to meet the AIS/MAP requirements of the FASID tables attached to this working paper will be collected during the meeting. Consequently, considering the urgent need for counting with updated information on the implementation level of the FASID AIS/MAP requirements, relating to the SAM Region, it is recommended to adopt the following conclusion:

CONCLUSION 4/1 -

**LEVEL OF IMPLEMENTATION OF THE FASID AIS/MAP
REQUIREMENTS RELATING TO THE SAM REGION**

That the SAM States take the necessary actions to provide to the ICAO South American Regional Office, not later than May 2004, all the information regarding the level of implementation of the AIS/MAP requirements as well as AIS data and products from other States, aimed at completing all information requested in the eight (8) AIS Tables of the FASID Document relating to the SAM States.