



International Civil Aviation Organization

CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS)

**Tenth Meeting of the GREPECAS Aeronautical Information Services Subgroup (AIS/MAP/SG/10)**

Caracas, Venezuela, 26 February - 02 March 2007

AIS/MAP/SG/9-IP/06

31/01/07

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- Agenda Item 1: Follow-up of Actions Taken by the AIS/ MAP SG/9 Meeting**  
**1.2 ICAO Air Navigation Commission actions on the GREPECAS/13 Report with regard to actions adopted by the AIS/MAP Subgroup/9 Meeting.**

**ACTIONS OF THE ANC AND OF THE COUNCIL ON THE GREPECAS/13 REPORT**

(Presented by the Secretariat)

**SUMMARY**

This paper presents the actions by the ICAO Air Navigation Commission (ANC) on AIS/MAP conclusions presented at the GREPECAS/13 meeting.

**References:**

- AN-WP/8150, Review of the GREPECAS/13 Report by the ANC

**1. Actions of the ANC and of the Council on the GREPECAS/13 Report**

1.1 The ANC examined and noted the report of the GREPECAS/13 Meeting, and took action on certain conclusions concerning AIS/MAP matters included in the aforementioned report. The result of these actions is contained in the **Appendix** of this information paper.

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## APPENDIX

**FOLLOW-UP TO BE INITIATED ON THE CONCLUSIONS OF GREPECAS/13  
(Consequent to ANC consideration of the GREPECAS/13 Report on the basis of AN-WP/8150)**

<b>Conclusion No. Strategic Objective GPI No.</b>	<b>Needs, findings or implementation gaps</b>	<b>Proposed actions by the Secretary General</b>
13/43 D GPI-18	Availability of the mapping symbols guidance manual in the web page	Ensure that any associated ICAO web page posting be harmonized with Annex 4 provisions
13/46 D GPI-18	ICAO/PAIGH project for the production of aeronautical charts	Facilitate in establishing a TC project for CAR/SAM Regions, in cooperation with the PAIGH, to assist States in the production of 1:1000 000 and 1:500 000 VFR aeronautical charts in accordance with ICAO specifications.
13/47 D GPI-18	General guide for AIS/MAP personnel licensing in Annex 1	Expedite the publication of final version of Part E-3 (Aeronautical Information Service Personnel) of the Training Manual (Doc 7192).

**REVIEW OF THE GREPECAS/13 MEETING REPORT BY THE ANC**  
**Matters Related to Aeronautical Information Service (AIS)**  
**(Agenda Item 3.5)**

1. *Data exchange model:* The ANC noted Conclusion 13/41 concerning the development of a regional data exchange model as part of the aeronautical information and charts (AIS/MAP) automated systems for use by States of the CAR/SAM Regions. Furthermore, the ANC, noting that GREPECAS had acknowledged its advice to await the finalization of a global data model, agreed with the request made in Conclusion 13/41 b) for a definition of the global data model as soon as possible. In this regard, the ANC was apprised that the work by EUROCONTROL and the Federal Aviation Administration (FAA) of defining the proposed data model for aeronautical information interchange is well in progress, and is expected to be made available to ICAO in the second half of 2006. The proposed model will be analyzed vis-à-vis the global aeronautical information exchange concept and processed further by the Secretariat.
2. *Mapping symbology:* With reference to Conclusion 13/43, which called upon the ICAO Lima and Mexico Regional Offices to incorporate the guidance manual on mapping symbols and related model sheets of charts in their respective web pages, the ANC recalled that the manual on mapping symbols was proposed by GREPECAS/12, Conclusion 12/83, for adoption on a regional basis. As the symbols therein are generally orientated towards detailed topographic mapping at large scales and could promote chart clutter if used as a replacement for Annex 4 — *Aeronautical Charts* symbols to support the production of 1:1 000 000 and 1:500 000 VFR aeronautical charts, and with a view to maintaining global standards for chart symbology, the ANC did not agree with Conclusion 12/83 ([C-WP/12400](#), paragraph 2.7.1 refers). Consequently, and to avoid confusion by promoting varying mapping symbology, the ANC did not agree with Conclusion 13/43, and requested the Secretary General to ensure that any associated ICAO web page posting be harmonized with Annex 4 provisions.
3. *Training in electronic aeronautical and terrain data:* With reference to Conclusion 13/45, which called upon ICAO to establish a special implementation project (SIP) with the objective of training in electronic aeronautical and terrain data, the ANC noted that this particular SIP had already been approved by the Council in March 2006.
4. *Production of aeronautical charts:* Recognizing the difficulties being experienced by some States in the CAR/SAM Regions in the production of certain charts required by Annex 4, the ANC supported the initiative of GREPECAS in Conclusion 13/46. However, to promote the worldwide standardization of aeronautical charts, the ANC urged that production of charts enabled by the project should be in accordance with the provisions of Annex 4. Consequently, the ANC called upon the Secretary General to facilitate in establishing a technical cooperation (TC) project for CAR/SAM Regions in cooperation with the Pan American Institute of Geography and History (PAIGH) to assist States in the production of 1:1 000 000 and 1:500 000 VFR aeronautical charts in accordance with ICAO specifications.

5 *Licensing of AIS/MAP specialists:* The ANC agreed with GREPECAS that the provision of aeronautical information services calls for a high level of proficiency of relevant personnel. However, it did not share the view of GREPECAS in Conclusion 13/47 that licensing of an AIS/MAP specialist is necessary to achieve this goal. In particular, the quality system that is now required for AIS/MAP shall include a mechanism that ensures that all staff have and maintain the competency that is required to effectively discharge their duties. The ANC also noted that issue of establishing licensing requirement for the category of personnel not covered in Annex 1 has been discussed regularly at ICAO (most recently, at the Technical Commission of the 35th Assembly in 2004 for cabin crew and at the 11th Air Navigation Conference in 2003 for air traffic safety electronic personnel). On each occasion, it was recognized that the competency of personnel involved in safety critical activities was paramount, but that such competencies could be achieved without licensing. In this context, the ANC noted Conclusion 13/47 and recommended that the Secretary General give priority to the publication of the final version of Part E-3 of the *Aeronautical Information Services Personnel* of the *Training Manual* (Doc 7192) that is currently only available in draft form.

6 *AIM system:* The ANC welcomed the initiative of GREPECAS for including in its work programme the task of developing an “aeronautical information management (AIM) system” within the AIS/MAP services of the CAR/SAM Regions (Conclusion 13/50 refers). Although it was recognized that the “AIM system” was not defined as such within ICAO provisions, it was noted that the basic “AIM system” objectives of quality, integrity and timeliness of aeronautical information are supported by ICAO SARPs in the form of the quality system.