



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

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**Agenda Item 6: Other Business, within the Terms of Reference of the AIS/MAP/SG**

**RECOMMENDATIONS OF THE GLOBAL AIS CONGRESS & EXHIBITION**

(Presented by the Secretariat)

<b>SUMMARY</b>
This information paper presents the recommendations of the Global AIS Congress.
<b>References:</b>
<ul style="list-style-type: none"><li>• Summary Report of the Global AIS Congress &amp; Exhibition (Madrid, Spain, 27-29 July 2006,)</li></ul>



**1. Global AIS Congress**

1.1 The **Appendix** of this information paper presents the recommendations issued by the Global AIS Congress, which was attended by the following ICAO CAR/SAM States: Argentina, Brazil, Canada, Colombia, Cuba, France, Dominican Republic, Spain, Trinidad and Tobago, United Kingdom United States, Venezuela and COCESNA.

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## APPENDIX

### RECOMMENDATIONS OF THE GLOBAL AIS CONGRESS

- Recommendation 1:** ICAO adopt the AICM/AIXM as the standard aeronautical information conceptual model and the standard aeronautical information exchange model, and
- develop appropriate means of compliance; and
  - global mechanisms to manage and develop the AICM/AIXM
- Recommendation 2:** ICAO should evolve the AIM Concept and associated performance requirements and develop a road map to plan, manage and facilitate on a world-wide basis the transition from AIS to AIM.
- Recommendation 3:** ICAO instigates an urgent review of Annex 4 and Annex 15 in accordance with the recommendation of the 11th Air Navigation Conference.
- Recommendation 4:** ICAO should incorporate transition activities into the Global Air Navigation Plan in order to ensure broad-based development of AIS/AIM capabilities across all ICAO Regions.
- Recommendation 5:** ICAO should, as a matter of urgency, address legal and institutional issues including those associated with an expansion of service from AIS to AIM that could constrain the adoption and implementation of AIM.
- Recommendation 6:** States working in close coordination with international organisations should support ICAO in any activity to accommodate the transition from AIS to AIM.
- Recommendation 7:** Recognising the critical nature of aeronautical information in the present and future ATM systems, States should give high priority to the implementation of existing Standards such as WGS-84 and Quality Management Systems and should, if necessary, request assistance from ICAO or appropriate international organisations to do so.
- Recommendation 8:** Recognising the social dimension associated with change, ICAO, working with States and international organisations determine the required Staff profile(s) for AIM and determine appropriate skills and competencies and amend existing guidance material and develop new guidance and training material, under the Trainair programme perhaps, to assist States and other AIS organizations in the transition process.
- Recommendation 9:** ICAO should promote open access to information.
- Recommendation 10:** That ICAO consider as a matter of priority how a Global Forum could be established.