



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/10-WP/08

24/01/07

- Agenda Item 3: Review of Planning Aspects and the Transition towards AIM**
- 3.3 Actions adopted with regard to the implementation of the ICAO/PAIGH Cooperation Project for the production of 1:1000,000 and 1:500,000 VFR aeronautical charts.**

### ICAO/PAIGH CO-OPERATION PROJECT

(Presented by the Secretariat)

#### SUMMARY

This working paper presents for consideration by the Meeting, the evaluation of the status of the draft regional co-operation project, through which it is stated that States should join together in order to develop the production of visual aeronautical charts so that they may comply with the requirements of Annex 4 and Doc 8733 - *Air Navigation Plan - Caribbean and South American Regions*, with regard to aeronautical charts' production.

#### References:

- ICAO Annex 4
- Doc. 8733 - *Air Navigation Plan - Caribbean and South American Regions*
- Review of the report of GREPECAS/12 by the ANC and ICAO Council.

## 1. Introduction

1.1 ICAO, through the SARPs of Annex 4, establishes that States may provide aeronautical charts 1:1000 000-ICAO and 1: 500 000-ICAO, or navigation charts at a small scale in order to ensure coverage of all the ground areas and thus meet the operational VFR needs within their territories and the regions in general.

1.2 States have the responsibility and should assign necessary priority to the production of required VFR aeronautical charts in their national chart programmes. Mention should be made that the Regional Air Navigation Plan takes into account the impact of chart deficiency on air navigation safety. It is established that those States that have not produced VFR aeronautical charts should do so as soon as possible; notwithstanding, the lack of VFR aeronautical charts still persists in the CAR/SAM Regions.

## **2. Discussion**

2.1 It is recognized that several States of the CAR/SAM Regions face difficulties with regard to the production of VFR aeronautical charts, and that these difficulties result from the fact that both civil aviation authorities and geographical authorities have not provided the required priority nor the suitable budget to that end. It is also known that, at a regional level, efforts have been made for the production of these charts, such as the project of the Aeronautical Charts Committee of the Pan American Institute of Geography and History (PAIGH) in 1997. Nevertheless, as seen in the reports of the CAR/SAM Second and Third Regional Air Navigation Meetings (CAR/SAM/2 RAN and CAR/SAM/3 RAN), there are significant investment and/or financing difficulties. On the other hand, the CAR/SAM/3 RAN highlighted the need for collaboration among States and the chart organizations to achieve production of VFR charts.

2.2 The GREPECAS Administration Coordination Group (ACG) requested to, "Develop an ICAO/IPGH TC draft project for the production and implementation of 1:000,000 and 1:500,000 VFR aeronautical charts in digital format for regional coverage. Reactivation of the PAIGH Aeronautical Charts Committee", so that it can be reviewed and updated first by the PAIGH Aeronautical Charts Committee and then by the MAP-WG. It will be necessary to reassess the draft project, in accordance with ICAO criteria with regard to worldwide production of aeronautical charts, as concluded during the CAR/SAM/3 RAN meeting.

## **3. Conclusion**

3.1 The Meeting is requested to take the necessary actions in order for the CAR/SAM States to comply with the requirements of Annex 4 and the Air Navigation Plan, and to consider the development of the PAIGH/ICAO project as a feasible and necessary solution, in view of the fact that aeronautical charts, as an essential part of the AIP, are fundamental to air navigation safety.

## **4. Suggested Action**

4.1 The Meeting is invited to:

- a) note the contents of this working paper; and
- b) request the Subgroup's Secretariat to contact PAIGH and the ICAO Technical Co-operation Bureau, so as to coordinate the following actions in order to develop the technical co-operation project.