



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/17

06/02/07

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**Agenda Item 5:           Review of Administrative Aspects of the AIS/MAP Subgroup**  
**5.2           Consideration of restructuring the AIS/MAP Subgroup**

**RESTRUCTURING THE AIS/MAP SUBGROUP**

(Presented by the Secretariat)

**SUMMARY**

This Working Paper evaluates the problematic related to the need to review, if necessary, the current organic structure of the GREPECAS Aeronautical Information Services and Aeronautical Charts Subgroup.

**References:**

- AIS/MAP/SG/9 Meeting (Santo Domingo, Dominican Republic, 13 to 17 June, 2005).
- GREPECAS/13 Meeting Report (Santiago, Chile, 14 to 18 de November, 2005).

**1.           Introduction**

1.1           The main objective of this working paper is to allow the Meeting to exchange points of view and scopes of the current organic structure of the AIS/MAP Subgroup, with a view to evaluate the difference between the degree or level of efficacy of the current operations of the Subgroup, with regard to the former structure of this GREPECAS contributory body. Another aspect that could be evaluated is that related to a new definition of the tasks of the AIS/MAP Subgroup contributory bodies.

**2.           Background**

2.1           Both the AIS/MAP/SG/8 and the AIS/MAP/SG/9 Meetings, analyzed the problematic regarding the organic structure of the AIS/MAP Subgroup, which was originally conformed by three Task Forces, which are, the AIS Automation and Training Task Forces and the Aeronautical Chart Task Force, which were operating with that structure until the AIS/MAP/SG/8 Meeting, where the new merging policies of these groups was initiated.

2.2 In addition to paragraph 2.1 above, the AIS/MAP/SG/9 Meeting, for GREPECAS/13 consideration, deemed it convenient to integrate the tasks of the Training Task Force so that they be dealt with by the Quality Management Task Force. On the other hand, it was also agreed that the Automation and AIS Database Task Force will develop its activities through the coordinated work of two Working Groups, which are: the AIS Database Working Group and the ICAO/PAIGH Aeronautical Charts Working Group. Consequently, the Meeting adopted the following Draft Decision summarized hereunder:

**DRAFT**

**DECISION 9/19 -**

**REVIEW OF THE TERMS OF REFERENCE AND WORK PROGRAMME OF THE AIS/MAP SUBGROUP**

*That taking into account the great impact of the AIM concept in accordance with the guidelines of the 11th Air Navigation Conference, and the need for the CAR/SAM States to provide the real importance to the AIS/MAP services in support of the implementation of CNS/ATM systems, GREPECAS consider that:*

- a) *it is of the highest priority to support the development of aeronautical information management in order to safeguard the interests of the regional civil aviation; and*
- b) *there are many tasks to be planned in the different AIS/MAP activities; which, in order to be developed, require the approval of the Terms of Reference and the tasks of the updated Work Programme included in Appendix A, B, C, D and E to this part of the report, so that the AIS/MAP Subgroup remains as a GREPECAS contributory body.*

2.2 On the other hand, GREPECAS/13 reviewed the Report of the Ninth Meeting of the AIS/MAP Subgroup, with regard to the Terms of Reference and Work Programme of the AIS/MAP/SG, together with the work programmes of its contributory bodies, and considered to adopt the contents of the documentation submitted for its consideration by the AIS/MAP/SG/9 Meeting.

3. **Discussion**

3.1 As a result of the above paragraphs regarding the actions adopted for the restructuring of the AIS/MAP/SG, and considering that in the practice the new organic and operational structure of the AIS/MAP Subgroup has, apparently, made difficult the effective implementation of the tasks, as well as their development, in some cases, not only because of their complexity, but also because of the multiples activities involved in their development, and in order to search for a more practical and effective solution for the implementation of the tasks of the AIS/MAP Subgroup, the Meeting is requested to analyze the following actions, which are complemented and explained in **Appendix A** to this working paper.

- a) Change the current name of the AIS/MAP Subgroup, by the AIM Subgroup (AIM/SG).

- b) Leave the AIS/MAP Quality Management Task Force, as an autonomous group in coordination with the other AIM contributory bodies.
  - Change the current name of AIS/MAP Quality Management Task Force, by the AIM/QA/TF Task Force.
- c) Re-activate the AIS Training Task Force, in coordination with the other AIM contributory bodies.
  - Change the current name of AIS Training Task Force, by the AIM/TRAIN/TF Task Force.
- c) Leave the Automation and AIS Database Task Force as an autonomous group in coordination with the other AIM contributory bodies.
  - Change the current name of Automation and AIS Database Task Force (DB/AUTO/AIS/MAP), by the AIM/DB/TF Task Force.
- d) Re-activate the ICAO/PAIGH Aeronautical Charts Working Group, in coordination with the other AIM contributory bodies.
  - Change the current name of Aeronautical Charts Working Group, by the AIM/EMAP/TF Task Force.

#### 4. **Suggested Action**

4.1 Taking into account the contents of this working paper, including the material presented in **Appendices A** and **B**, the Meeting is requested to consider the changes proposed both for the AIS Subgroup and for its contributory bodies, and if necessary, after the corresponding study, submit them for GREPECAS/14 consideration for the appropriate actions, with a view to make more effective and less complicated the operation of the AIS Subgroup as a whole.

#### 5. **Action by the Subgroup**

5.1 The Meeting is invited to:

- a) thoroughly analyze the contents of this working paper and its corresponding Appendices;
- b) adopt, if necessary, specific actions regarding the changes proposed to the organic and operational structure of the AIS/MAP Subgroup; and
- c) submit to GREPECAS/14 consideration, if necessary, the pertinent actions on this matter, duly supported.

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## APPENDIX A

### TERMS OF REFERENCE AND WORK PROGRAMME OF THE AERONAUTICAL INFORMATION MANAGEMENT SUBGROUP (AIM/SG)

#### 1. Terms of reference

Foster and ensure the evolution of CAR/SAM Aeronautical Information Services from a manual operational environment to an environment where digital aeronautical information of high quality and integrity is processed and exchanged electronically to support the implementation of CNS/ATM systems, the GNSS, the operational ATM, and a state-of-the-art FMS.

#### 2. Work programme

- a) Develop strategies and policies to establish the basic requirements and planning criteria for the evolution of AIS services within an effective Aeronautical Information Management (AIM) environment, in keeping with the components of the global operational concept.
- b) Coordinate the application of quality systems in AIS services, in keeping with the relevant ISO standards; propose action plans for the implementation by CAR/SAM States of this type of systems; and assess the problems facing AIS services of the relevant area for the implementation of the cited systems.
- c) Define the requirements to ensure due process when evaluating personnel within the framework of effective aeronautical information management, together with the consistent application of CAR/SAM AIS training programmes, also taking into account the need for basic criteria to ensure the development of an English language training programme related to effective aeronautical information management.
- d) Coordinate the development of basic operational requirements and the required strategies for the adoption of aeronautical information conceptual and exchange models (AICM/AIXM) in the CAR/SAM Regions, in order to facilitate the electronic exchange of digital aeronautical information/data between operational systems and their mutual inter-functionalities, both within the CAR/SAM Regions, as well as between these and the other ICAO Regions.
- e) Develop practical guides to assist the States in the provision of terrain and obstacle electronic data, the electronic representation of aeronautical charts, as well as in the drafting of electronic aerodrome obstacle charts, as required.
- f) Conduct the required relevant studies for the use of geographical information systems (GIS) in the AIS; also, prepare technical guides for the production by CAR/SAM States of VFR aeronautical charts (scales between 1:500,000 and 1:1,000,000) in digital format.
- g) Update periodically the CAR/SAM Regional Navigation Plan (Part VIII, AIS) in order to ensure its effective evolution with respect to the Global CNS/ATM Plan and in keeping with the SARPS contained in ICAO Annexes 4 and 15.

- h) Promote and follow up the effective implementation of AIS/MAP requirements, in keeping with the established procedures; also, take the corresponding corrective action to resolve the deficiencies affecting air operations.
- i) Coordinate, on a ongoing basis, with all of GREPECAS contributory bodies, in order to ensure the proper integration of all areas contributing to CNS/ATM implementation.

**APPENDIX A-1****TERMS OF REFERENCE AND WORK PROGRAMME OF THE AERONAUTICAL  
INFORMATION MANAGEMENT QUALITY ASSURANCE TASK FORCE  
(AIM/QA/SG)****1. Terms of reference**

Promote effective aeronautical information management through the development of guides that will ensure that all of the procedures involved in the electronic exchange of digital aeronautical information/data have rigorous quality assurance and control systems in place to guarantee the integrity of that type of information.

**2. Work programme**

- a) Complete the development of guides and action plans to foster the implementation of quality systems in AIS/MAP services, based on the relevant ISO standards.
- b) Prepare guides based on ISO standards in order to ensure the integrity of the aeronautical information/data provided both manually and through data banks and automated AIS systems, both operational and to be implemented.
- c) Develop guides depicting the flow to be followed when conducting ISO audits in the various AIS/MAP areas at regional level.
- a) In coordination with the relevant AIM/SG bodies, comply with the quality specifications of automated AIS systems, AIS training programmes, and electronic aeronautical charts.

## APPENDIX A-2

### TERMS OF REFERENCE AND WORK PROGRAMME OF THE AERONAUTICAL INFORMATION MANAGEMENT TRAINING TASK FORCE (AIM/TRAIN/TF)

#### 1. Terms of reference

Encourage the development of personnel within the effective aeronautical information management environment, in keeping with the operational requirements of a system for the electronic exchange of aeronautical information/data of high quality and integrity, through the development of the required training guides and procedural manuals.

#### 2. Work programme

- a) Define the requirements to ensure due process when evaluating personnel within an effective aeronautical information management environment, through the verification of the competencies, training, specialisation, maintenance, and re-qualification of AIS officials working in the CAR/SAM Regions.
- b) Analyse the level of consistency between the global AIS training programme and the CAR/SAM Regional Standard Programme AIS/021, in order to ensure the consistent application of an AIS training programme in the CAR/SAM Regions.
- c) Continue the feasibility studies for the development of a high-level AIS course based on basic operational requirements and state-of-the-art technical criteria, under the nomenclature AIS/024-CAR/SAM.
- d) Study and define the basic criteria to ensure the development of an English language teaching programme within the context of effective aeronautical information management.
- e) Study and define the quality criteria for personnel within the context of effective aeronautical information management, to be submitted to the AIM/QA/SG for the development of the corresponding specifications.

**APPENDIX A-3****TERMS OF REFERENCE AND WORK PROGRAMME OF THE AERONAUTICAL  
INFORMATION MANAGEMENT DATABASE TASK FORCE  
(AIM/DB/TF)****1. Terms of reference**

Promote, within the effective aeronautical information management context, the harmonised and consistent development of technical specifications for the implementation of the appropriate automated systems that will ensure the electronic exchange of digital aeronautical information/data of high quality and integrity in the CAR/SAM Regions, within the context of a global exchange of information.

**2. Work programme**

- a) Define the basic requirements and planning criteria for the final implementation of the CAR/SAM Integrated Automated AIS System, taking into account the criteria concerning the CASADAB agreed by the CAR/SAM RAN/3 meeting.
- b) Develop the necessary technical guides to promote the application of automated AIS systems in the CAR/SAM Regions to support CNS/ATM systems, the GNSS system, the operational ATM, and even the evolved flight management system (FMS).
- b) Expedite the relevant studies on the development of technical criteria for the harmonisation and integrated automated processing of PIB/AIS, MET, and FPL products to support the electronic provision of a pre-flight and post-flight information service in CAR/SAM international airports.
- c) Based on existing specifications, define the basic operational requirements and planning criteria for the development and implementation of the AICM and AIXM concepts, for their regular use in all automated AIS systems in the CAR/SAM Regions.
- d) Support the evolution and implementation of the AIM concept in the CAR/SAM Regions.

**APPENDIX A-4**

**TERMS OF REFERENCE AND WORK PROGRAMME OF THE AERONAUTICAL  
INFORMATION MANAGEMENT ELECTRONIC AERONAUTICAL CHARTS TASK FORCE  
(AIM/EMAP/TF)**

**1. Terms of reference**

In coordination with the AIM/DB/SG, and within an effective aeronautical information management environment, promote the harmonised and consistent development of technical specifications that will permit the implementation of specialised databases to support the management of electronic aeronautical charts and terrain digital modelling systems in the CAR/SAM Regions, within the context of global exchange of information.

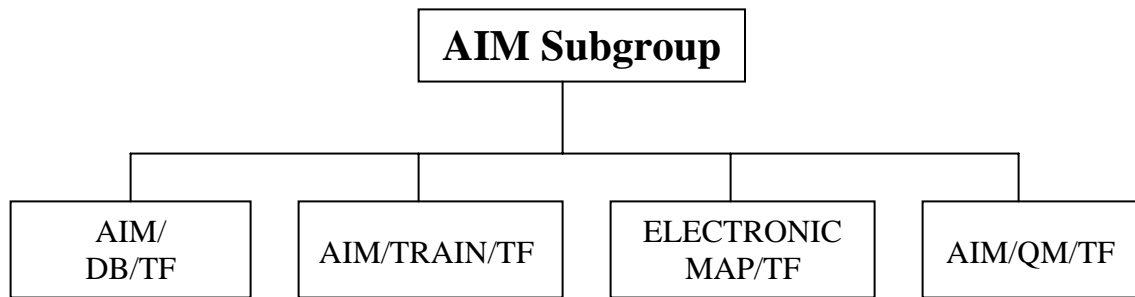
**2. Work programme**

- a) Based on existing technologies, develop technical guides to promote the production of electronic aeronautical charts in the CAR/SAM Regions, based on the WGS-84 system.
- b) Based on the technical requirements of Chapter 10 of ICAO Annex 15, develop practical guides to support the States in the provision of terrain and obstacle electronic data, and for the development of electronic aerodrome obstacle charts.
- c) In coordination with the AIM/DB/TF, conduct the necessary studies for the implementation of geographical information systems (GIS) to support the electronic representation of aeronautical charts and terrain digital modelling systems (TDMS).
- d) In coordination with national geographic institutes, develop technical guides for the production by CAR/SAM States of VFR aeronautical charts (scales between 1:500,000 and 1:1,000, 000) in digital format.
- e) In coordination with the AIM/TRAIN/TF, analyse the training requirements concerning the electronic representation of aeronautical charts and terrain digital modelling systems (TDMS), and the implementation and operation of geographical information systems for digital aeronautical mapping.

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**APPENDIX B**

**NEW STRUCTURE PROPOSED FOR THE  
AIS/MAP SUBGROUP**



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