



Agenda Item 1: Follow-up actions adopted by the GREPECAS/15 and AIM/SG/11 Meetings
**1.1 Review of the actions adopted by the GREPECAS/15 Meeting in
reference to the AIS/SG/11 Meeting report.**

**REVIEW OF THE GREPECAS VALID CONCLUSIONS AND DECISIONS
IN THE AIS/MAP FIELD**

(Presented by the Secretariat)

SUMMARY	
This working paper presents a summary of the actions taken by GREPECAS/15 meeting on the report of the Eleventh AIS/MAP/SG Meeting related to the AIS/MAP issues, for review by the Subgroup in order to prepare an updated document for presentation to the GREPECAS/16 meeting.	
References:	
<ul style="list-style-type: none">• GREPECAS/15, (Rio de Janeiro, Brazil, 13-17 October 2008)• GREPECAS Procedural Handbook.	
<i>Strategic Objectives</i>	<i>This working paper is related to Strategic Objectives D.</i>

1. Introduction

1.1 Following procedures established for review of the relevant matters dealt with within the AIS/MAP Subgroup, which are then reviewed by the GREPECAS and the ICAO Air Navigation Commission Council, the Meeting will review a summary of the actions taken by GREPECAS/15 for the purpose of follow-up by the Subgroup.

1.2 Furthermore, it is important to recall that in accordance with the GREPECAS Procedural Handbook, a uniform classification to reflect the situation of the conclusions and decisions was established. These conclusions and decisions shall be examined at each meeting in order to keep them up-to-date and reduced in number, based on the progress attained. For ease of reference, the following is the standardized terminology of the established mechanism:

CLASSIFICATION OF THE STATUS OF GREPECAS CONCLUSIONS AND DECISIONS	
Valid:	Valid
Completed:	Finalized
Superseded:	Superseded by another conclusion or decision.

2. **Actions by GREPECAS/15 concerning AIS/MAP matters**

2.1 The Fiftieth Meeting of GREPECAS reviewed and discussed the Report of the Eleventh Meeting of the AIS/MAP Subgroup. As a result, conclusions and decisions were adopted as reflected in the **Appendix** to this working paper. It is important to highlight that in several of the Conclusions, dates were established for action by the States for implementation.

3. **Discussion**

3.1 Bearing in mind the actions taken by the GREPECAS/15 Meeting report, the GREPECAS Secretariat requested the Group's contributory bodies to review the list of conclusions and decisions of GREPECAS in their respective fields in order to keep that information up-to-date and referred for consideration by GREPECAS/16.

4. **Suggested action**

4.1 The Meeting is invited to:

- a) note the information contained in this WP; and
- b) update the list of GREPECAS valid conclusions and decisions related to AIS/MAP matters shown in the **Appendix** for consideration by the GREPECAS/16 meeting;

APPENDIX

REVIEW OF THE LIST OF GREPECAS AIS VALID CONCLUSIONS

CONCLUSION	FOLLOW-UP RESPONSIBILITY	FOLLOW-UP ACTIONS	STATUS/ REMARKS
<p>CONCLUSION 13/51 APPLICATION OF THE HUMAN FACTORS PRINCIPLES TO AERONAUTICAL INFORMATION MANAGEMENT</p> <p>That, considering the evolution of aeronautical information management, its level of automation, its effect on operational procedures, and its direct relevance to flight operations safety, the AIS/MAP Subgroup:</p> <p>a) take the necessary steps to develop human factors principles for aeronautical information management and for their application in the respective AIS/MAP services;</p> <p>b) develop a manual containing guidelines on human factors for aeronautical information management, and an implementation plan, based on the relevant ICAO documentation. The aforementioned manual and plan will be presented to the GREPECAS/14 Meeting; and</p> <p>c) schedule, in coordination with ICAO Regional Offices and the States/Territories and International Organizations, activities aimed at teaching and analysing the repercussion of human factors on the new air navigation systems.</p>	<p>AIM/SG</p> <p>a) Completed</p> <p>b) Completed</p> <p>c) Valid</p>	<p>Will be dealt with under corresponding item on the agenda.</p>	<p>Valid</p>
<p>CONCLUSION 14/36 REQUIREMENTS FOR THE IMPLEMENTATION OF QUALITY MANAGEMENT SYSTEMS FOR AIM IN THE CAR/SAM REGIONS</p> <p>That the States and Territories of the CAR/SAM Regions, bearing in mind the advantages offered by the standardized application of guidelines and procedures for the implementation of quality management systems in their AIM services, adopt and apply:</p> <p>a) Part-4 of the <i>Guidance Manual for the Implementation of an AIM Quality Management System for the CAR/SAM Regions</i> related to the selection, proficiency, training and qualification of personnel of the Aeronautical Information Service as presented in Appendix N to this</p>	<p>States/Territories and International Organizations</p>	<p>The Regional Offices CAR/SAM will ask the States to report on this matter.</p>	<p>Valid</p>

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<p>part of the Report;</p> <p>b) the procedures of verification and validation of aeronautical data contained in Appendix O to this part of the Report, which will be included in the contents of the Guidance Manual for the Implementation of an AIM Quality Management System;</p> <p>c) the procedures to conduct quality audits in the AIM areas (see Appendix P to this part of the Report), in order to ensure effective development of this process in the CAR/SAM Regions in accordance with the AIS Quality Guidance Manual; and</p> <p>d) the necessary resources and mechanisms to ensure the activation of a lead auditor team to ensure the performance of quality audits in the AIM services of the CAR/SAM Regions.</p>			
<p>CONCLUSION 14/37 CONSOLIDATION OF THE CAR/SAM DIGITAL VFR AERONAUTICAL CHARTS PROJECT</p> <p>That ICAO NACC and SAM Regional Offices work in a coordinated manner to achieve the CAR/SAM Digital VFR Aeronautical Charts Project by the end of 2008:</p> <p>a) with PAIGH, in order to foster the production of VFR digital aeronautical charts on a common standards and procedures basis; and</p> <p>b) through the establishment of an ICAO technical co-operation programme funding mechanism.</p>	OACI	In progress, development of the project with the area of technical cooperation.	Valid

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<p>CONCLUSION 14/38 AIP AUDIT ASSISTANT (AAA) PROCESS INTEGRATION INTO THE CAR/SAM AIS</p> <p>That States/Territories/International Organizations:</p> <p>a) consider integrating AAA, which can be downloaded for free from website http://www.eurocontrol.int/aim/public/standard_page/tools_aaa.html, into the CAR/SAM AIS so as to improve the AIP production process through the assessment and application of AAA during an experimental period; and</p> <p>b) develop a report on its use, shown in the Appendix S to this part of the Report, to be presented to the NACC and SAM Regional Offices by 31 January 2008</p>	States/Territories and International Organizations	In progress for the application of AAA for assessment and use.	Valid
<p>CONCLUSION 14/39 ACTIONS FOR THE USE OF GEOGRAPHIC INFORMATION SYSTEMS (GIS) FOR AIM SERVICES IN THE CAR/SAM REGIONS</p> <p>That taking into account the appropriateness of evolving towards the concept of digital aeronautical information management by electronic means in the CAR/SAM Regions, and that the use of Geographic Information Systems (GIS) could contribute directly and positively with these requirements by the end of 2008:</p> <p>a) CAR/SAM States and Territories consider the implementation of Geographical Information Systems (GIS) for AIM services as automated support for the electronic display of AIP and aeronautical chart information, and take action to permit training of AIS personnel on the practical management of GIS in order to facilitate the implementation and operation of these systems in their AIS services; and</p> <p>b) the NACC and SAM Regional Offices take the necessary action to consider, within relevant regional technical co-operation projects, the implementation requirements of Geographic Information Systems (GIS) as automated support for the activities of AIM services in the CAR/SAM Regions in direct support of CNS/ATM.</p>	States/Territories and International Organizations ICAO	In the Regional offices CAR and SAM is being integrated the technical cooperation project which will include this area.	Valid

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<p>CONCLUSION 14/40 COMPLIANCE WITH SARPS CONTAINED IN CHAPTER 10 OF ICAO ANNEX 15 (ELECTRONIC TERRAIN AND OBSTACLE DATA)</p> <p>That the States and Territories of the CAR and SAM Regions, with a view to ensuring the provision of electronic terrain and obstacle data, take action in order to:</p> <ul style="list-style-type: none"> a) include in their planning as soon as possible, the implementation of all required procedures to ensure that electronic terrain and obstacle data be provided in the period between 20 November 2008 (Annex 15, 10.6.1.1) and 18 November 2010 (Annex 15, 10.6.1.2), respectively, as established; b) ensure effective compliance of item a), through the establishment of a team of specialists in charge of the development of corresponding technical studies on this matter; c) put into practice an action plan oriented towards the collection of sets of electronic terrain and obstacle data for their classification, storage and availability in digital databases in accordance with the contents and structure specified in Appendix 8 to ICAO Annex 15; and d) ensure availability of electronic terrain and obstacle data of the State’s national territory through coordination with national geographic institutes to have aeronautical Visual (VFR) Flight Charts available in digital format at scales between 1:250,000 and 1:1,000,000, respectively. 	<p>States/Territories and International Organizations</p>	<p>Still not been received at the offices CAR / SAM plans of action pertaining.</p>	<p>Valid</p>
<p>CONCLUSION 14/41 CAR/SAM FASID TABLE AIS-4</p> <p>That in compliance with CAR/SAM/3 RAN Recommendation 12/5, and based on the work carried out on this matter by both NACC and SAM Regional Offices and GREPECAS, and considering also that this is an operational requirement for the CAR/SAM Regions:</p> <ul style="list-style-type: none"> a) the CAR/SAM States that have not yet done so, submit information to the ICAO Regional Offices for FASID Table AIS-4 as presented in Appendix T to this part of the Report; b) with that information, the ICAO NACC and SAM Regional Offices make the proposal for amendment to incorporate FASID Table AIS-4 - <i>Requirements for Integrated Aeronautical Information Package at</i> 	<p>States/Territories and International Organizations</p> <p>ICAO</p>	<p>Some States of the CAR Region not send the required information still.</p>	<p>Valid</p>

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<p><i>International Airports</i> into the contents of Doc 8733, <i>CAR/SAM Air Navigation Plan, Volume II, FASID</i> by the end August 2007; and</p> <p>c) concerned ICAO Regional Offices take the necessary action to ensure that CAR/SAM States comply with updating and maintaining the information in the FASID Table AIS-4.</p>			
<p>CONCLUSION 15/26 TRAINING SEMINARS/WORKSHOPS IN SUPPORT OF THE TRANSITION FROM AIS/MAP TO AIM</p> <p>That ICAO be urged to assist States/Territories with conducting at least 2 seminars and/or workshops on matters related to AIM transition and to include said events in technical cooperation projects that ICAO Regional Offices are carrying out in support of air navigation services.</p>	ICAO		
<p>CONCLUSION 15/27 ADOPTION OF THE DRAFT STRATEGY FOR THE TRANSITION TO AIM</p> <p>That CAR/SAM States adopt the first version of the “<i>Draft Strategy for the Transition to AIM</i>” prepared by the AIM/QM/TF.</p> <p><i>Note: The document mentioned in the above conclusion will be available on the NACC Regional Office website www.mexico.icao.int, soon; this will be informed to States through a letter and messages to the respective AIM (AIS/MAP) Areas.</i></p>	CAR/SAM Region States/Territories ICAO		
<p>CONCLUSION 15/28 PRIORITY IN THE APPLICATION OF MEASURES FOR THE MIGRATION FROM AIS/MAP TO AIM SERVICES</p> <p>That civil aviation authorities of CAR/SAM States, Territories, and International Organizations assign high priority to the implementation of the Standards and Recommended Practices (SARPs) contained in Annex 4 and Annex 15, and that:</p> <p>a) the Secretariat of the AIM/SG prepare a survey on the status of implementation of ICAO SARPs in the AIM field (AIS/MAP) and send it to CAR/SAM States, Territories and International Organizations;</p> <p>b) States, Territories, and International Organizations send their replies to the accredited CAR and SAM Regional Offices not later than 31 May 2009; and</p>	CAR/SAM Region States/Territories ICAO		

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<p>c) if no answer is received by the date mentioned in item b), the respective SARP's be considered as <u>NOT IMPLEMENTED</u>.</p>			
<p>CONCLUSION 15/29 DATE OF AIRAC SYSTEM</p> <p>That States, Territories and International Organizations of the CAR/SAM Regions:</p> <p>a) publish an AIC each year that includes AIRAC based on effective dates of the aeronautical integrated documentation package, which includes the AIRAC system application in support of efficient use of the mentioned system, as well as the important impact that the system has on operational safety;</p> <p>b) publish aeronautical information that introduces significant changes impacting air navigation systems at least 56 days prior the effective date; and</p> <p>c) notify the NACC and SAM ICAO Regional Offices of the total implementation of the AIRAC system not later than 31 July 2009.</p>	<p>CAR/SAM Region States/Territories</p> <p>ICAO</p>		
<p>CONCLUSION 15/30 APPLICATION GUIDANCE OF THE HUMAN FACTORS PRINCIPLES IN AIS/MAP</p> <p>That States/Territories/International Organizations adopt, as Part 5 of the "Guidance Manual for the implementation of a Quality System in the CAR/SAM AIS/MAP", the "Application Guidance of the Human Factors Principles in AIS/MAP".</p>	<p>CAR/SAM Region States/Territories</p> <p>ICAO</p>		
<p>CONCLUSION 15/31 RESTRICTED ACCESS IN AREAS WHERE AERONAUTICAL INFORMATION/DATA IS MANAGED IN WEB SERVERS AND NOTAM AND GIS DATA BASES</p> <p>That CAR/SAM States/Territories/International Territories take the following steps to protect the security of essential and critical information in the AIS/MAP and NOTAM areas by establishing:</p> <p>a) restricted access in spaces reserved for communications, data base servers and any other essential and critical information exchange equipment; and</p>	<p>CAR/SAM Region States/Territories</p> <p>ICAO</p>		

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CONCLUSION	FOLLOW-UP RESPONSIBILITY	FOLLOW-UP ACTIONS	STATUS/ REMARKS
b) sufficient information technology firewalls in system data bases, network accesses and any other means that could permit alteration of sensitive information, which could turn into a safety risk.			
<p>CONCLUSION 15/32 FOLLOW-UP ON THE DEVELOPMENT OF MODELS FOR THE EXCHANGE OF INFORMATION/AERONAUTICAL DATA FOR AIM</p> <p>That States, Territories, International and Organizations follow-up on the development of models for the exchange of information/aeronautical data for AIM in which ICAO has participation.</p>	<p>CAR/SAM Region States/Territories</p> <p>ICAO</p>		
<p>CONCLUSION 15/33 ACTIONS BY STATES FOR THE INTRODUCTION OF THE e-AIP DIRECTED TO AIXM</p> <p>That CAR/SAM States/Territories and International Organizations, when considering the management concept for aeronautical information through electronic means, provide the necessary training to AIS/MAP (AIM) personnel in the management of information technology systems and in the Aeronautical Information Exchange Model (AIXM), in order to become familiar with the essential and critical electronic data management characteristics, as background towards the preparation of an e-AIP.</p>	<p>CAR/SAM Region States/Territories</p> <p>ICAO</p>		

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