International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

Second Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/2) Meeting
Miami, United States, 15 to 17 July 2015

Agenda Item 4:	**Air Navigation Matters**
	4.2 **Follow-up on the implementation of the NAM/CAR Regional Performance Based Air Navigation Plan (RPBANIP) and the *Port-of-Spain* Declaration Air Navigation Targets in the Eastern Caribbean**

PROPOSAL FOR AIM-QMS IN E/CAR REGION

(Presented by Saint Lucia)

<table>
<tr><td colspan="2" align="center">EXECUTIVE SUMMARY</td></tr>
<tr><td colspan="2">A commitment to comply with the Standards and Recommended Practices of ICAO and the introduction of the latest technologies, while working towards the establishment of Quality Management Systems (QMS) in the ECAR Region. The aim of this paper is to consider the nee d for the development of letters of agreement on QMS for AIS (AIM) and to present a proposal to Trinidad and Tobago to permit the OECS Territories to operate under the umbrella of its QMS.</td></tr>
<tr><td>Action:</td><td>Suggested Actions are presented in Section 3.</td></tr>
<tr><td><i>Strategic Objectives:</i></td><td>

- Safety
- Air Navigation Capacity and Efficiency
- Environmental Protection
</td></tr>
<tr><td><i>References:</i></td><td>

- Annex 15
- Doc. 8126
- Doc. 9839 (Draft Version)
- Roadmap for the transition from AIS to AIM
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1.   Introduction

1.1   An ICAO NACC AIM Mission was held to assist Trinidad and Tobago Civil Aviation Authority (TTCAA) with the implementation of a Quality Management System within its Aeronautical Information Service (AIS), known as PIARCO AIS. For that task, a team led by ICAO, with the support of Trinidad and Tobago, ASSI and ECCAA was established for the development of the PIARCO AIS QMS. Consequently, PIARCO AIS is well on its way to QMS certification.

1.2   An AIM Familiarization Workshop held in Trinidad and Tobago from 30 September to 2 October 2014 discussed how AIM QMS can be implemented in the ECAR Region.

2.   Discussion

2.1   The meeting identified the major milestones of the ICAO Roadmap for the transition from AIS to AIM, as part of a uniform global evolution and indicated specific steps and timelines for implementation. It recommended support for regional and national plans to implement the transition to AIM. The Roadmap should be seen as a structured framework for States to plan and monitor their progress with reference to other States in the same Region and across Regions to complete the transition to AIM: Phase 1 — Consolidation, Phase 2 — Going digital and Phase 3 — Information management.

2.2   Based on the information provided by States to the last QMS survey (2013), the following is to be highlighted: the implementation of Phase 1 (consolidation) does not raise specific difficulties, however, some States will not complete the implementation of some steps from Phase 1 before the end of 2016, especially P-17 - *Quality Management System*, in accordance with the targets of the Port of Spain Declaration.

2.3   In connection with the above, it must be noted that the Manual on Quality Management System for AIM (Doc 9839 Draft version) will be available after the applicability date of Amendment 39 to Annex 15 at November 2016.

2.4   Recent information indicates that Trinidad and Tobago is in the advanced stage of development of a QMS that meets the ISO standards established by ICAO for a QMS in Aeronautical Information Management. The documentation phase is substantially completed (approx. 90%) and the deployment and implementation phases (including training and assessment) are on-going. It is estimated that the QMS will be fully implemented by August 2015 and receipt of ISO 9001:2008 Certification by March 2016.

2.5   In keeping with recommendation no. 3 of the aforementioned AIM Familiarization Workshop held in Trinidad and Tobago, which states:

> *Recognizing that Quality Management System (QMS) will be difficult for some States/Territories, strategies will have to be developed to assist these States/Territories to develop an acceptable level of quality compliance. It was also considered that all States may not need a certified QMS, but will need to implement some quality practices, policies, and procedures that would satisfy the data quality requirement for publication in the E/CAR Aeronautical Information Publication (AIP).*

3. **Action by the Meeting**

3.1 The Meeting is invited to support and pursue the following:

    a) States which are more advanced in the implementation of QMS are encouraged to share their experience and offer assistance to neighboring States which are making efforts towards QMS implementation.

    b) That LoAs and SLAs on AIM be developed between Trinidad and Tobago and individual OECS States. One of the main provisions of these agreements would be to allow for the OECS States to operate under the umbrella of PIARCO's AIM QMS.

    c) That this proposal be sent to the next Directors' General meeting for consideration.

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APPENDIX

ANNEX-15, Chapter 3

3.2.1 Quality management systems shall be implemented and maintained encompassing all functions of an aeronautical information service, as outlined in 3.1.7.

3.2.2 **Recommendation.**— Quality management should be applicable to the whole aeronautical information data chain from data origination to distribution to the next intended user, taking into consideration the intended use of data.

Note 1.— Quality management may be provided by a single quality management system or serial quality management systems.

Note 2.— Letters of agreement concerning data quality between originator and distributor and between distributor and next intended user may be used to manage the aeronautical information data chain.

3.2.13 Material to be issued as part of the Integrated Aeronautical Information Package shall be thoroughly checked before it is submitted to the aeronautical information service, in order to make certain that all necessary information has been included and that it is correct in detail prior to distribution. *(Amendment 39)*

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