



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

E/CAR/DCA/26 — WP/26  
20/11/15

**Twenty-sixth Directors of Civil Aviation of the Eastern Caribbean Meeting (E/CAR/DCA/26)  
New Orleans, United States, 1 - 3 December 2015**

**Agenda Item 6: Air Navigation Matters**

**6.3 Implementation of Air Navigation under the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (RPBANIP)**

**6.3.2 E/CAR/CATG/2 Meeting**

**SINGLE AIM QMS, NOTAM CONTINGENCY PLAN AND FPL ERROR RESOLUTION IN THE E/CAR REGION**

(Presented by the E/CAR/CATG AIM Committee Rapporteur)

<b>EXECUTIVE SUMMARY</b>	
This Working Paper presents the progress and outlines the actions to be supported for the continuation of the implementation of the Single AIM Quality Management System (QMS), NOTAM Contingency Plan and FPL Error Resolution in the E/CAR Region.	
<b>Action:</b>	Suggested actions are presented in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Report of ECAR/CATG/2, Miami, United States, from 15 to 17 July 2015</li><li>• Doc 9750 - <i>Global Air Navigation Plan</i></li></ul>

**1. Introduction**

1.1 The Eleventh Air Navigation Conference (2003) endorsed the ATM Operational Concept and recognized that in the ATM System environment envisioned by the concept, AIS would become one of the most valuable and important enabling services. Improvements in aeronautical information service are central to the Global ATM Operational Concept and justify by themselves the name change from Aeronautical Information Service (AIS) to Aeronautical Information Management (AIM). AIM identifies the new focus on all aspects related to proper information management as opposed to the traditional way of focusing on the provision of standard products only to pilots.

1.2 To expand upon the direction given in the Doc 9750 - *Global Air Navigation Plan* for the future requirements for aeronautical information, ICAO developed a roadmap. The changes foreseen are such that this development is being referred to as the transition from AIS to AIM

## 2. Discussion

### *Single AIM QMS*

2.1 The *Port-of-Spain Declaration*, under the heading Regional Air Navigation Targets – Aeronautical Information Management (AIM) Transition, identified a target where 100% Aeronautical Information Services are to implement AIM Roadmap – Phase1 required elements by December 2016:

Phase 1 consists of four elements:

- Implementation of WGS84 coordinates
- Implementation of the AIRAC
- Filing of differences to Annex 15 and 4
- Implementation of a Quality Management System

2.2 It is anticipated the first three elements should pose little or no problem to implement throughout the E/CAR Region. In contrast, the implementation of an AIM QMS certified to ISO 9001 2008 standard presents a human resource challenge that most States in the E/CAR will not be able to overcome.

2.3 At the recently concluded E/CAR/CATG, the States represented in the AIM Ad Hoc Group reiterated their Country's commitment to developing AIS in line with the requirements of Annex15 but they had not yet accomplished this goal. St. Lucia indicated that between their two Airports they had a total of three trained AIS Officers assisted by six clerks. Dominica has two trained AIS Officers with one who is not yet trained. Antigua reported excellent progress where a structure consisting of a manager, 2 supervisors and 4 AIS Officers was at an advance stage. Based on this sample and the knowledge that AIS staffing around this region is much the same, the following decision was reached:

**Decision E/CAR/CATG 2/4 IMPLEMENTATION OF A SINGLE QMS  
CERTIFICATION FOR THE EASTERN  
CARIBBEAN**

*That, in order to facilitate the implementation of AIM QMS in the ECAR area:*

- (a) *Trinidad and Tobago continue with the actions to achieve a QMS certified to ISO9000 standard as required in Annex15 and the POS Declaration; and*
- (b) *the AIM Committee Rapporteur liaise with the ICAO NACC RO/AIM and the Rapporteur of the ANI/WG AIM Task Force for support on the matter of a single certification and report the finding to the ECAR/DCA/26 meeting.*

2.4 Since the conclusion of the ECAR/CATG/2 the matter of the single QMS has been actively addressed by the AIM Committee, the Rapporteur of the ANI/WG AIM Task Force and the ICAO NACC RO/AIM. Information and documentation has been exchanged via email and there has been one teleconference. Scheduling challenges have thus far prevented the convening of additional teleconferences. It is anticipated that there will be at least several teleconferences to progress on this matter.

2.5 Currently there is strong support for the single QMS concept; COCESNA has a similar arrangement in place for Central America with a QMS certified to ISO 9001 2008 quality standard since 2007. The ICAO NACC Regional Office - AIM also supports this model and believes that this is the way forward for the E/CAR. Trinidad and Tobago has indicated that the fourth quarter of 2016 is anticipated for ISO 9001 2008 certification of their QMS. In addition, Trinidad and Tobago is currently awaiting comments on a proposed amendment to the existing Letters of Agreement (LoAs) which have been prepared to reflect the inclusion of QMS requirements.

2.6 During the discussion at the E/CAR/CATG Meeting the AIM Committee recognized that in order to implement a single QMS there will be the need to provide some sensitization on QMS and what will be required of each State in order for such a system to be successful. To that end, the following Conclusion was prepared:

**Conclusion ECAR/CATG 2/3 POS AIM Target – Achievement in the ECAR AIM**

*That, in order to identify all the challenges and deficiencies related to AIS and aligned to the fulfilment of the POS Targets, the AIM Committee convene a Meeting to be hosted by Antigua and Barbuda by November 2015 in order to develop action plans to assist States in meeting the aforementioned target.*

2.7 Since the conclusion of the ECAR/CATG/2 discussion with the ICAO NACC RO/AIM and the Chairperson of the E/CAR/CATG revealed that due to scheduling and budgetary constraints, March 2016 would be more appropriate for the convening of the Meeting. The tentative Meeting will then be in Antigua and Barbuda, from 2 to 4 March 2016. The main topics to include shall be:

- (a) discuss the challenges and deficiencies facing AIM in relation to the fulfilment of the Targets set by the *Port-of-Spain Declaration*;
- (b) develop action plans to assist States in meeting the targets set;
- (c) discuss proposed changes to the AIM LOAs in relation to the implementation of QMS requirements; and
- (d) review NOTAM, Flight Planning and Meteorology (MET) filing procedures.

**PIARCO NOTAM/AIS Contingency Plan**

2.8 On 29 April 2014, the Directors General of Trinidad and Tobago Civil Aviation Authority (TTCAA) and the Dutch Caribbean Air Navigation Service Provider (DC-ANSP) signed a Letter of Intent to provide:

- 1) an Aeronautical Data Sharing Agreement, and
- 2) a Failover/Disaster Recovery environment, using the services of IDS North America (IDS NA).

2.9 A meeting between the TTCAA, DC-ANSP and IDS NA was held in Curacao during the period of 22 to 24 September 2015, to discuss the technical details of this project.

2.10 Operational Readiness Demonstration is expected during the month of July 2016 and Commissioning and Full Operation by the end of the Third Quarter 2016.

2.11 The AIM Meeting planned for March 2016 at which NOTAM and Flight Planning and MET filing procedures will be reviewed.

***Missing/Duplicate and Erroneous Flight Plans***

2.12 During the period since the ECAR/CATG/2, the States of the E/CAR Region continued to support the activities of the Flight Plan Monitoring Group of the ANI/WG by participating in a data collection activity on duplicate flight plans 13 September to 4 October 2015. The analysis of the data showed some reduction in duplicated Flight Plans. The group decided that the next action would be for the representative of each individual ANSP to address the issue with the Point-of-Contact for the originating body of the duplicate Flight Plan.

2.13 The Centralized FPL system has been tested and the software provider has been asked to make minor adjustments to the system. The TTCAA is awaiting the updated version so it can be implemented. It is expected that the E/CAR AIM Committee will focus on additional activities pertaining to flight plan issues discussed at the E/CAR/CATG in the first quarter of 2016.

2.14 Due to the above, the Meeting is invited to approve the following Draft Conclusion:

**Draft Conclusion ECAR/DCA/XX     *E/CAR AIM Implementation Meeting***

That, in order to support and expedite the implementation of the AIM matters in the E/CAR Region, including the activities for the phase 1 of the AIM implementation and the PIARCO NOTAM/AIS Contingency Plan actions:

- a) E/CAR States and Territories are urged to designate their corresponding AIM experts/participants to the E/CAR AIM Meeting to be held in Antigua and Barbuda in March 2015; and
- b) Antigua and Barbuda to support the participation of ICAO for their assistance and support for the best results of this meeting.

**3.            Suggested Actions**

3.1            The Meeting is invited to:

- a)            note the information contained in this Working Paper;
- b)            approve the Draft Conclusion proposed in paragraph 2.14; and
- c)            take any other action as deemed appropriate.