



**GREPECAS Programmes and Projects Committee (PPRC) Fifth Virtual Meeting  
 (ePPRC/05)  
 Online, 20 – 21 April 2023**

- Agenda Item 2: Review of the Programmes and Projects of the CAR/SAM Planning and Implementation Regional Group (GREPECAS)**  
**2.1 Programmes and Projects reviewed by GREPECAS:**

**FOLLOW UP TO AIM ACTIVITIES IN THE CAR REGION**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
<p>This information paper contains the report of the Aeronautical Information Management Task Force (AIM-TF) of the CAR Region in relation to the follow-up of the Annex 15 and Aeronautical Information Services (AIS) documents, as well as the requirements of the GANP and the Conclusions of GREPECAS.</p>	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> <li>• Air Navigation Capacity and Efficiency</li> <li>• Environmental Protection</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• Annex 15 – Aeronautical Information Services (AIS)</li> <li>• Doc. 9750 – Global Air Navigation Plan – Seventh Edition (GANP)</li> <li>• PANS – AIM (Doc. 10066)</li> <li>• GREPECAS/20 Meeting Report</li> </ul>

**1. Introduction**

1.1 In accordance with its Terms of Reference (TOR), the Aeronautical Information Management (AIM) Subgroup is expected to monitor and address relevant global and regional developments. This information paper provides information on the ICAO 41 Assembly (<https://www.icao.int/Meetings/a41/Pages/default.aspx>) and the 7<sup>th</sup> Edition of activities of the Global Air Navigation Plan (GANP) and the new edition of the GANP (ICAO DOC 7950), also approved by the ICAO 41 Assembly. The main objectives of the GANP are in the link: <https://www4.icao.int/ganportal/>

1.2 Currently, the Global Air Navigation System promotes investment in innovation through research and development activities and aligning regional research and development programs, supports implementation at the global technical level with the Air Navigation System to facilitate a transformational change: Aviation System Block Upgrade (ASBU) framework to optimize the allocation and use of resources for air navigation through the performance-based decision-making method with 4 levels to consider:

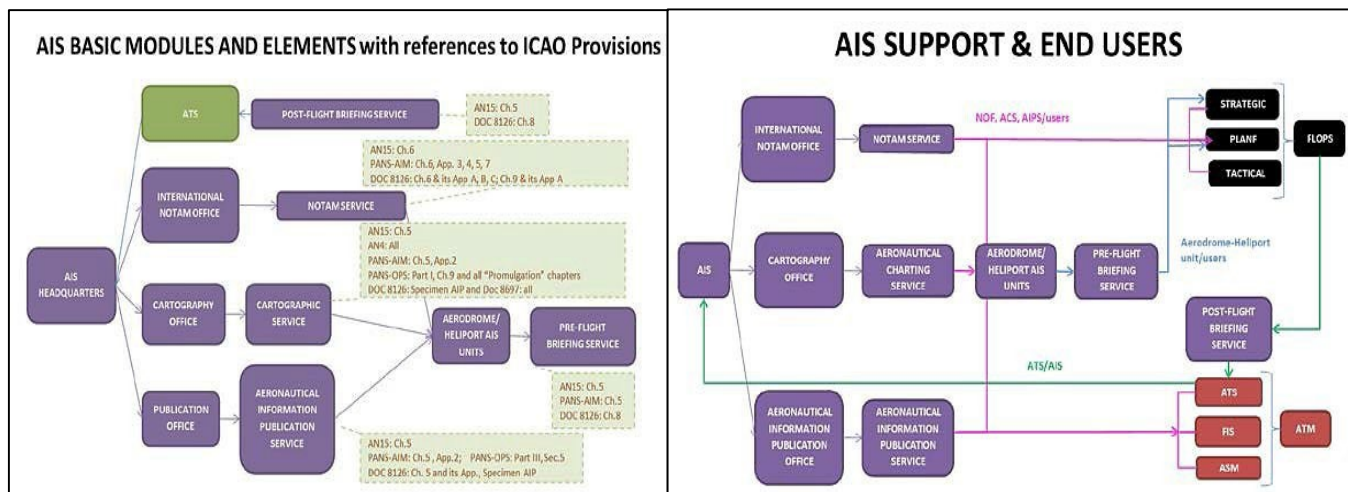
- Global Strategic Level: includes the ambitious global performance and the AIM conceptual roadmap
- Global Technical Level: includes the Basic Building Blocks (BBB), ASBU and the performance-based decision-
- Regional Level: includes the Regional Air Navigation Plans and the Regional Information and Data Programs
- National Level: includes the National Plans and their deployment

## 2. Discussion

2.1 The Basic Building Blocks (BBB) Framework. At the global technical level, BBB framework describes the foundation of any robust air navigation system. This is the identification of essential services to be provided for international civil aviation in accordance with the ICAO Standards. These essential services are defined in AIM and in the other Air Navigation Services (ANS) areas. The BBB framework identifies the end users of essential services, as well as the Communications, Navigation and Surveillance (CNS) infrastructure assets that are necessary for their provision.

2.2 The BBBs are considered separate from the ASBU framework, as they represent a baseline rather than an evolutionary step. Once these essential services are delivered, they form the baseline for any operational improvements.

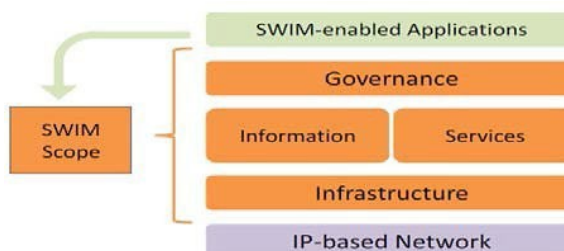
2.3 The BBBs provide two reference frameworks for Aeronautical Information Services (AIS):



2.4 The ASBU Framework. The following table describes the ASBU in the GANP 7<sup>th</sup> Edition compared to its previous version. Details about the seventh edition of the GANP and ASBU framework can be found at <https://www4.icao.int/ganportal>

DAIM Digital Air Navigation Management	B0 2013-18	B1 2019-24	B2 2025-30	B3 2031-36	B4 2036+ (Nuevo)
		X (New)	X (New)		

2.5 As defined, System Wide Information Management (SWIM) consists of standards, infrastructure and governance that enable the management of information for Air Traffic Management (ATM) and its exchange between qualified parties through interoperable services:



2.6 The meeting was informed about the preliminary material in process by ICAO for the SWIM Provisions in the new Procedures for Air Navigation Services – Information Management (PANS-IM) and Volume II of the SWIM Manual (DOC 10039 ). In addition, recently at the 2022 World Conference of the International Federation of Aeronautical Information Management Association (IFAIMA) some important recommendations were given:

AIS to AIM 2.0 means even better information (quality), more qualified personnel, as well as the digitization of information to be disseminated through SWIM;
AIM 2.0 does not equal "SWIM implementation"; it is a prerequisite as one of the information domains within SWIM;
AIM 2.0 is about more efficient service delivery and the ability to freely select providers and integrators (service delivery context needs to be considered);
AIM 2.0 is required to address new entrants to our air navigation system, such as drones, high-altitude flights, etc.; and
Before embarking on the final stage of the migration towards AIM 2.0, the progress of the implementation of AIM 1.0 globally should be strengthened, since investments for the implementation are still lacking, the benefits of AIM as the axis for operational improvements are not have been clearly communicated to States and more awareness needs to be raised among executives/decision makers

### 3. Conclusion

**3.1 Carrying out an evaluation of the information in this Note, adjustments to the AIM Group work program will be obtained or other activities will be added to the following period until the next Meeting (AIM/TF) next year 2024, so that the priorities could be modified in our matter within the implementation processes of the Air Navigation Services (ANS):**

- a) Ensure that AIM implementation in the CAR Region is coherent and compatible with developments in adjacent regions, and is in line with the Global Air Navigation Plan (GANP), the Aviation System Block Upgrades framework ( ASBU) and the CAR Region Air Program navigation strategy;
- b) Supervise the status of implementation of the ASBU sub-processes related to CAR region AIM elements included in the AIM Collaborative Plan, as well as other required AIM facilities and services; identify associated difficulties and deficiencies and provide progress reports, as required;

c) Keep under review the AIM performance objectives/priorities of the CAR Region, develop action plans to achieve the agreed performance objectives and propose changes to the AIM plans/priorities of the CAR Region;
d) Try to achieve a common understanding and support of all stakeholders involved or affected by AIM developments/activities in the CAR Region;
e) Provide a platform for the harmonization of developments and deployments in the AIM domain;
f) Monitor and review the latest developments in the area of AIM and AIM-associated procedure design issues, provide expert input for AIM-related issues; and propose solutions to meet ATM operational requirements;
g) Provide regular progress reports to GREPECAS regarding its work programme; and
h) Periodically review its Terms of Reference and propose modifications, as necessary

#### 4. CAR Activities about GREPECAS/20 Conclusions

##### 4.1 CONCLUSION GREPECAS/20/01: INTRODUCTION OF PART I OF DOC 8126 – AIS MANUAL

- a) A workshop was carried out during the AIM/TF/5 meeting on DOC 8126 changes
- b) Multiple States requested to have a longer duration Workshop on the DOC 8126. This will be carried out during the next AIM TF 06 meeting (AUG 2023)

##### 4.2 CONCLUSION GREPECAS/20/05: ANC NOTAM FOR AEROSPACE OPERATIONS

- a) NOTAM type for rocket launches & re-entry should be created in a standardized format and if possible be in a specific type of NOTAM, i.e. SPACETAM.
- b) The AIM TF is called by the Secretariat to undergo an evaluation on available information, State regulations already in place, in order to get to a global method to address this issue during this 2023, in order to be presented in AIM TF 06

##### 4.3 CONCLUSION GREPECAS/20/08: APPROVAL OF THE TRAINING AND INSTRUCTION GUIDE FOR AIS/AIM PERSONNEL OF THE CAR/SAM REGION

- a) The AIM TF of ICAO NACC WG pre-approved the AIM curriculum at the meeting.
- b) It is suggested that the AIM curriculum, already created and approved by the ICAO NACC WG's AIM TF, respectively AIM modules 1, 2a and 2b, should be considered to be included in a TRAINAIR PLUS Programme, dedicated to AIM personnel.
- c) By the end of Q1 of 2023, this AIM Training Plan should be presented

##### 4.4 CONCLUSION GREPECAS/20/12: ICAO GANP AVAILABILITY IN SPANISH

- a) In order to address the Spanish language necessity, there is a big need for the Spanish-speakers to understand the Aviation English Language as well.
- b) Defining English Language Proficiency is of urgent need, in order to set a base for the AIM personnel.
- c) The AIM TF was called in the AIM/TF/5 meeting to come up with a fitted plan for English Language Proficiency for AIM personnel, similar to what is already in place for the community of ATC and Flight Crew, yet tailored to fit AIM personnel level and their operational actuality.