



International Civil Aviation Organization

**The Fifth Meeting of ICAO AIS-AIM Implementation Task Force
(AAITF/5)**

Beijing, China, 25 – 26 June 2010

Agenda Item 9: Any other business

**ISSUE OF DIFFERENCE OF AIRAC EFFECTIVE TIME
BETWEEN JAPAN AND REPUBLIC OF KOREA**

(Presented by Japan and Republic of Korea)

SUMMARY

This paper provides summary of discussion between Japan and Republic of Korea after the APANPIRG/20 meeting in September, 2009 in Bangkok.

1. INTRODUCTION

1.1 In the 3rd Meeting of the AITF (AITF/3), held in Singapore in June 2008, a question was raised about the difference of the AIRAC effective time in the APAC area, especially 24 hours difference between Japan and Korea.

1.2 In AAITF/4, held in Narita in February 2009, Korea submitted the WP that reported the findings of the AIRAC effective times in the APAC area and consideration of the possibility if Korea, Japan, Australia, New Zealand and China could apply the AIRAC date at the same time. After the discussion, each State recognized that it is difficult to apply the common time due to the circumstances of each State, and the meeting decided that chairperson would play a key role to find a solution for this issue between the related countries.

1.3 In the 19th Meeting of ATM/AIS/SAR/SG, held in Bangkok in June 2009, Australia submitted the WP that suggested the establishment of the 12 hours buffer front and back from 00:01(UTC) on AIRAC day, and revision of the ICAO AIS Manual which would permit States to apply a effective time on AIRAC date considering the air traffic circumstances of each State. But as a result, the meeting could not support the suggested amendment and urged the States involved continuing consultation to seek a solution.

1.4 Furthermore, in the 20th Meeting of APANPIRG, held in Bangkok in September 2009, it was recognized that this is a flight safety issue and the related States should find a solution as soon as possible. Therefore, Japan and Republic of Korea had a meeting in Fukuoka, Japan in November 2009 and discussed about this issue.

2. SUMMARY OF DISCUSSION

2.1 Japan explained that the world-wide air traffic flow is deeply related to the regional operations and expressed that the best way to solve this issue is to move the AIRAC effective time of Republic of Korea as close as possible to those of Japan and China.

2.2 On the other hand, for the purpose of regional harmonization, Republic of Korea expressed its intension to move the AIRAC effective time of Republic of Korea from 15:00(UTC) of AIRAC day to 16:00(UTC) of the day before AIRAC day in the near future. And Republic of Korea postulated that Japan also should move it to 16:00(UTC) for aviation safety.

2.3 Japan welcomed the proposal of changing AIRAC effective time of Republic of Korea. However it expressed that it can hardly adopt 16:00(UTC) for AIRAC effective time together, explaining that most of information to be notified by AIRAC in Japan is subject to Japanese domestic laws, which generally become effective at 00:00(Japan Standard Time).

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information.

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