



International Civil Aviation Organization

**The Seventh Meeting of the Asia/Pacific Aeronautical Information Services –
Aeronautical Information Management Implementation Task Force
(AAITF/7)**

Ha Noi, Viet Nam, 13 – 16 March 2012

Agenda Item 3: Review of Air Navigation Deficiencies in the AIS Field

AIRAC adherence

(Presented by Japan)

SUMMARY

This paper is prepared to review the discussion on WP regarding timeliness of AIS promulgation which IATA presented at the 21st meeting of APANPIRG ATM/AIS/SAR Sub-Group , and to consider further solutions.

This paper relates to –

Strategic Objectives:

A: *Safety – Enhance global civil aviation safety*

Global Plan Initiatives:

GPI-18 Aeronautical information

1. INTRODUCTION

1.1 At the 21st meeting of APANPIRG ATM/AIS/SAR Sub-Group (27 June-01 - July 2011), IATA presented WP titled “Timeliness of AIS promulgation affecting global databases”. Hereunder is extract from the WP.

1.2 A recent, but unfortunately not isolated, example is a State electing to promulgate a location designator change via NOTAMN with immediate effect. While NOTAM can be an appropriate method for the actual notification of the change, the timing did not take into account the lead time required to update international data bases.

1.3 This created an extremely undesirable situation with associated safety hazards including where:

- NOTAM were current under either the new or the ‘old’ designator, (NOTAMs should have been republished under the new designator as the old was technically no longer valid)
- All Operational Charting was now out of date until next update could be produced. In an FMS this meant that no Charts associated with the destination requiring manual intervention

- Flight Plan (and flight information) uploading did not associate with the field Flight Plan. Again this requires manual intervention and input
- Weather data. Some database changed immediately while some did not. A search for weather information required a search on both designators as not all information was available under either designator

2. DISCUSSION

2.1 Annex15 prescribed the following information shall be notified by AIRAC

Part 1

1. The establishment and withdrawal of, and premeditated significant changes (including operational trials) to:
 - 1.1 Limits (horizontal and vertical), regulations and procedures applicable to:
 - a) flight information regions;
 - b) control areas;
 - c) control zones;
 - d) advisory area;
 - e) ATS routes;
 - f) permanent danger, prohibited and restricted areas (including type and periods of activity);
 - g) permanent areas or routes or portions thereof where the possibly of interception exists.
 - 1.2 Positions, frequencies, call signs, identifiers, known irregularities and maintenance periods of radio navigation aids, communication and surveillance facilities.
 - 1.3 Holding and approach procedures, arrival and departure procedures, noise abatement procedures and any other pertinent ATS procedures.
 - 1.4 Transition levels, transition altitudes and minimum sector altitudes.
 - 1.5 Meteorological facilities (including broadcasts) and procedures.
 - 1.6 Runways and stopways.
 - 1.7 Taxiways and aprons.
 - 1.8 Aerodrome ground operating procedures (including low visibility procedures).
 - 1.9 Approach and runway lighting.
 - 1.10 Aerodrome operating minima if published by a State.

Part 2

2. The establishment and withdrawal of, and pre-meditated significant changes to:

2.1 Position, height and lighting of navigational obstacles.

2.2 Hours of service of aerodromes, facilities and services.

2.3 Customs, immigration and health services.

2.4 Temporary danger, prohibited and restricted areas and navigational hazards, military exercises and mass movements of aircraft.

2.5 Temporary areas of routes or portions thereof where the possibility of interception exists.

Part 3

3. The establishment of, and pre-meditated changes to:

3.1 New aerodromes for international IFR operations.

3.2 New runways for IFR operations at international aerodromes.

3.3 Design and structure of the air traffic services route network.

3.4 Design and structure of a set of terminal procedures (including change of procedure bearings due to magnetic variation change).

3.5 Circumstances listed in Part 1 if entire State or any significant position thereof is affected or if cross-border coordination is required.

2.2 It is obvious that the purpose of AIRAC is to assure enough lead time so that all stakeholders can update their databases and relevant manuals sufficiently prior to the information taking effect.

2.3 FMS navigation database is only updated at AIRAC cycle. If there is something error in AIP notified by AIRAC, it directly affect the safe operation of aircraft. Even if the information is corrected by issuing NOTAM, the navigation database is not updated until next AIRAC date and this requires pilot's manual work. This increases pilot's workload and must be avoided in the light of safety risk management.

2.4 Location indicator is not definitely prescribed in Annex15 to be notified by AIRAC. However, considering the large impact on the navigation database and the stakeholder's systems on flight plan meteorological services so on, it must be notified well in advance. This means that the establishment or change or withdrawn of location indicator must be notified by AIRAC.

Extract from Doc7910 Paragraph 3/ *Changes in the assignment of location indicators*

3.1 Location Indicators once assigned should only be amended after paying due regard to the worldwide repercussions of such changes upon all users of the communication services.

3.2 A Location indicator should not be reassigned to another location for a period of at least six months after cancellation of its previous assignment.

3.3 Changes in the assignment of location indicators should be promulgated by NOTAM or AIP as far in advance of the effective date as practicable

2.5 AIRAC adherence is minimal requirement for AIM. All States are encouraged to ensure AIRAC adherence again.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss the solutions including the need of amendment of AIS Manual or Annex 15 for detail description of Location indicator.

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