



International Civil Aviation Organization

MIDANPIRG Air Traffic Management Sub-Group

Eighth Meeting (ATM SG/8)
(Amman, Jordan, 7 – 10 November 2022)

Agenda Item 8: Any other Business

ATM AIMING FOR COLLABORATION

(Presented by IATA)

SUMMARY

Access to timely, accurate, high quality, aeronautical information is critical to enabling safe and efficient flight operations.

ICAO has set out the roles and responsibilities of the aeronautical data chain participants as well as standards and recommended practices relating to the publication of aeronautical information in various documents as well as Annex 15 to the Chicago Convention to which States are obligated to comply.

Symbiotic relationship between Air Traffic Management (data originator) and Aeronautical Information Service (AIS) provider (data publisher) is crucial to eradicating deficiencies. Arrangements between both parties should be established to ensure the effective administration of aeronautical information.

REFERENCE(S)

- Annex 15 to the Chicago Convention
- ICAO Document 8126 Aeronautical Information Services Manual
- ICAO Document 10066 Aeronautical Information Management

RELATED ICAO STRATEGIC OBJECTIVE(S):

- Safety
- Air Navigation Capacity and Efficiency

1. INTRODUCTION

1.1 Access to, timely, accurate, high quality, aeronautical information is critical to enabling safe and efficient flight operations.

1.2 Airspace users rely on State published aeronautical information regarding Air Traffic Management infrastructure, facilities, and services for strategic, pre-tactical, and tactical planning, safety, and security evaluation for flight operations.

2. DISCUSSION

2.1 Annex 15 to the Chicago Convention, Chapter 2, obligates States, and by extension, the organs of the State such as Air Navigation, Aerodrome, Search and Rescue, and Metrological Service Providers, to:

- “Provide an Aeronautical Information Service (AIS)”
- “Ensure that the provision of aeronautical data and aeronautical information covers

its own territory and those areas over the high seas for which it is responsible for the provision of air traffic services (ATS)”

- “Ensure that the aeronautical data and aeronautical information provided are of required quality”
- “Ensure that formal arrangements are established between originators of aeronautical data and aeronautical information and the AIS in relation to the timely and complete provision of aeronautical data and aeronautical information”

2.2 ICAO Document 8126, Aeronautical Information Management Manuel, states in paragraph 4.1.1 “All parties originating aeronautical data and aeronautical information are responsible for providing the aeronautical data with the defined data quality requirements to meet the user needs”.

2.3 Paragraph 6.1 General specifications, of Annex 15 to the Chicago Convention states “Aeronautical data and aeronautical information shall be kept up to date”.

2.4 Chapter 6.1 Aeronautical Information Regulation and Control of Annex 15 to the Chicago Convention requires “Information concerning the following circumstances shall be distributed under the regulated system (AIRAC), i.e., basing establishment, withdrawal or significant changes upon a series of common effective dates at intervals of 28 days” and goes on to specify the following mandatory subjects amongst others:

- The positions, frequencies, call signs, identifiers, known irregularities and maintenance periods of radio navigation aids, as well as communication and surveillance facilities
- Holding, approach, arrival and departure procedures as well as noise abatement and any other pertinent ATS procedures
- Limits (horizontal and vertical), regulations, and procedures applicable to flight information regions; control areas and zones; advisory areas and air traffic services (ATS) routes as well as permanent danger, prohibited and restricted areas (including type and periods of activity when known) and air defense identification zones (ADIZ) and permanent areas, routes and/or portions thereof where the possibility of interception exists

2.5 Taking note that AIS providers publish the aeronautical information, and Air Traffic Management originates the aeronautical information, it must be acknowledged that these two participants in the aeronautical data chain are inter-dependent and as such must establish ways of working to support each other in the provision of timely, up to date, accurate and high-quality aeronautical information that supports safe and efficient flight operations.