



International Civil Aviation Organization

**Fourteenth Meeting of the Asia/Pacific Air Navigation Planning  
and Implementation Regional Group (APANPIRG/14)**

Bangkok, Thailand, 4-8 August 2003

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**Agenda Item 2.1: ATS/AIS/SAR Matters**

**RECOGNISING THE IMPORTANCE OF AIS**

(Presented by IATA)

**SUMMARY**

This working paper presents IATA's perspective on the importance of AIS and the deficiencies that currently exist in the delivery of this service.

**1. INTRODUCTION**

1.1 The availability of timely, accurate AIS data is critically important to airline operations. Most modern air transport aircraft navigate using computerised flight management systems. It is essential that the data supplied by States is 100% accurate 100% of the time. Unfortunately that does not typically occur.

**2. DISCUSSION**

2.1 APANPIRG will recall that November 2001 marked the implementation of the revised South China Sea ATS route structure. Associated with that implementation were several critical AIS related deficiencies due to incomplete and inaccurate data being provided by some States. In hindsight, it is the opinion of IATA that the implementation should have been postponed as not all involved States met their AIS obligations in accordance with the Annex 15 SARPS. However, it was hoped that by highlighting this deficiency at APANPIRG/13, States would take necessary actions and there would be a marked improvement in AIS delivery.

2.2 Unfortunately, recent experience has shown that several States are still not complying with the AIRAC provisions and IATA has lodged a significant number of complaints during the year 2003. *Implementation of major changes on dates other than the published AIRAC cycles and with insufficient lead-time to implement a change is a significant safety problem.* The extent of such non-compliance is quite alarming, with a few States routinely violating Annex 15 requirements. IATA is of the strong opinion that:

- Unless the need is absolutely critical, implementation should always be on an AIRAC date;
- The general rule of thumb should be to promulgate AIS data two AIRAC cycles prior to implementation. This is especially important if the procedure is mandatory and replaces an existing procedure;

- If a new airway or procedure is not mandatory and does not replace a procedure that is already in use, then promulgation of AIS data one AIRAC cycle prior to implementation is acceptable.

2.3 IATA admits to a high degree of frustration at the continuing non-implementation and/or non-application of these fundamental provisions, which are directly linked to safety of operations. Alarming, IATA has received direct feedback from some States, which indicates that conformance to the AIRAC system is not a highly important or a significant matter. This is a position that IATA strongly opposes.

### 3. ACTION BY APANPIRG/14

#### 3.1 IATA requests APANPIRG to:

- a) Firmly remind States of their responsibilities in the delivery of AIS in accordance with the provisions of Annex 15, and;
- b) Request ICAO to again reinforce to States the critical safety nature of adherence to Annex 15 provisions, particular those relating to AIRAC, as well as the need to ensure accurate and timely publication of AIS data;
- c) Request regional airspace planning forums to strictly enforce the provision of Annex 15 during implementation programmes.
- d) List non-application of Annex 15 standards relating to AIRAC as a formal deficiency.

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