



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP  
THIRTEENTH MEETING (APIRG/13)  
(Sal, Cape Verde, 25-29 June 2001)**

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**Agenda item 4.3      Air Traffic Management**

**AIS**

(Presented by IFALPA)

**1. Introduction**

- 1.1 The provision of AIS, or in pilots language, NOTAM information, is an essential element in the overall data information a pilot requires in the execution of his job.
- 1.2 It is through NOTAMs that a pilot assesses the airspace through which he/she is scheduled to operate and tells him/her of airspace closure, non-functioning radio nav aids and other pertinent information.
- 1.3 NOTAM information on airports is perhaps even more crucial as it will allow assessment of runway closures, non-functioning of approach aids and non-availability of approach lighting. These all influence his/her planning at the departure airport. A runway closure, assuming more than one runway existing, will make him/her aware of potential delays. Non-functioning approach aids and/or lighting will raise the operational limits of his/her flight. These latter considerations may cause other fuel figures to be contemplated in order to satisfy the basic requirement: execution of a safe flight

**2. Language**

- 2.1 In order for a pilot to be able to assess the contents of a NOTAM, it is necessary that he understand its contents. To this end, in his/her training he/she is made familiar with the many abbreviations that are in common use in aviation
- 2.2 Pilots world wide are also trained in English. This common language also allows a pilot to read the NOTAM, provide it is issued in English.

**3. Africa and South America**

- 3.1 In many countries, in Africa mainly French speaking and in South America Spanish speaking, NOTAMs are issued in French, respectively Spanish. This now causes a problem

**4. ICAO languages**

- 4.1 The countries involved, when approached on the issue, often claim their language to be one of officially recognized ICAO languages. This may be so, yet at the same time, IFALPA doubts if these countries train their pilots to master all ICAO languages to cover cases where the national airline operates into countries where the national language is other than English or their own. For

example, would Royal Air Maroc pilots speak Spanish. No point, Spain issues its NOTAMs in English. What about Russia or Saudi Arabia or China. Again, NOTAMs are in English.

- 4.2 In fact, languages used in NOTAMs are dealt with in ICAO Annex 15, Aeronautical Information Services, Chapter 3, Recommendation 3.6.1 states that:

“Each element of the integrated aeronautical information package for international distribution should include an English text for those parts expressed in plain language”

## **5. Recommendation**

- 5.1 Ironically, the above text in this paper 4.2 is a Recommendation, and not a Standard IFALPA however wishes to recommend that the Regional Offices follow up this Recommendation in order that the Annex is correctly implemented.

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