

TENTATIVE SCHEDULE OF WORK

THIRD MEETING OF THE AFI REGION AIM IMPLEMENTATION TASK FORCE

(Dakar, Senegal, 15 – 17 October 2014)

Agenda Item 9: Global/Regional developments related to AIM and SWIM

GLOBAL/REGIONAL DEVELOPMENTS RELATED TO AIM AND SWIM

(Presented by the Secretariat)

SUMMARY

The aim of this paper is to review the Global and Regional developments related to AIM and SWIM.

Action by the meeting is at paragraph 3.

REFERENCES

- AIS-AIMSG/8 Sod
- AIS-AIMSG/9 Sod
- AIS-AIMSG website: <http://www.icao.int/safety/ais-aimsg/Pages/default.aspx>
- EANPG/53 Report
- Eurocontrol TOD WG17/AP04
- APIRG/19 Report
- SL Ref. AN 2/2.3-14/20 dated 26 March 2014
- SL Ref. AN 9/1.2-14/19 dated 26 March 2014

1. INTRODUCTION

1.1 The Aeronautical Information Services-Aeronautical Information Management Study Group (AIS-AIMSG) was formed in 2008, and tasked to develop strategies, concepts, guidance, and SARPs to progress the transition of the operational focus of Aeronautical Information Services from a product-centred, paper-based and manually-transacted system to a digitally-enabled, network-centred and service-oriented information management system.

1.2 The first output of the AIS-AIMSG was the Roadmap for the Transition of AIS to AIM which has provided the basis for ongoing global efforts in migrating AIS capabilities to AIM. To complete the change, the primary activity of AIS-AIMSG was the development of related SARPs and consequential changes to Annex 15.

1.3 The AIS-AIM SG introduced some changes with amendment 36 to Annex 15 in 2010. However, the broader task of re-aligning Annex 15 with AIM principles and practices received its first real implementation with the recent adoption of amendment 37.

2. DISCUSSION

Annex 15 Development Strategy

2.1 In the course of defining the elements that would make up the changes required for Annex 15 to move to an AIM operational focus, several observations were made. First, that Annex 15 contained a mixture of performance related SARPs, prescriptive SARPs and SARPs that were related to a set of practices that might be best outlined in a PANS document. A good example is NOTAM. The NOTAM system is described in Annex 15 completed with formats and detailed requirements. This is in contrast to the ICAO flight plan which is addressed in PANS-ATM (Doc 4444).

2.2 The material in Appendix 1 detailing the AIP template is also another practice that could be more appropriately located in PANS. Another aspect where Annex 15 differed from other annexes was that Chapter 1 did not follow the usual practice of providing definitions, but contained text that introduced the Annex. That text in itself was neither SARP nor guidance, nor was it presented as a Note. Of concern also was that the SARPs which contained a mixture of provisions that were intended to be applicable to the AIM service provider as well as provisions that were applicable to the State without delegation. The distinction has been more apparent with continued evolution of ATM related services migrating to commercialized entities and away from direct State provision.

2.3 In reviewing Annex 15 with the intention of aligning it with AIM practices, it's to be highlighted that ICAO Assembly Resolution A36-13 resolves that:

“SARPs and PANS shall be drafted in clear, simple and concise language. SARPs shall consist of broad, mature and stable provisions specifying functional and performance requirements that provide for the requisite levels of safety, efficiency and interoperability. Supporting technical specifications, when developed by ICAO, shall be placed in separate documents to the extent possible.”

2.4 In considering the foregoing it was determined that:

1. Changes to Annex 15 should be designed to be in compliance with Assembly Resolution A36-13.

2. There was a significant gap between material in Doc 8126 Aeronautical Information Services Manual and Annex 15. Doc 8126 is regarded by many AIS organizations as an operational document rather than a guidance document portraying “best practices”.

3. The application phrase that some provisions begin with: “States shall ensure...” (or equivalent) should be considered redundant since the Annex itself is addressed to States. However, the devolution of service provision to other entities coupled with the practice in some States to incorporate Annex 15 as a regulation has made this complicated.

2.5 The structure of Annex 15 was largely based on a “product focus” and the transition to AIM would require a service orientation would require a significant reworking of the Annex. Accordingly, a strategy to redevelop Annex 15 was developed that entailed:

1. Developing a restructured Annex 15 in 2 phases, for implementation across 2 amendments;

2. Development of a PANS-AIM; and

3. Reworking DOC 8126 to provide “best practices” guidance on SARPs implementation along with guidance on AIM organization development;

Annex vs. PANS

	Document	Function and Content	Primary Audience
State Provisions <u>What?</u>	Annex 15	Requirements and performance specifications	States
Ops Provisions <u>How to?</u>	PANS-AIM	Procedures, processes, formats, technical specifications	States and service delivery organizations
Explanatory Text	AIS (AIM) Manual	Best practices; guidance on application and implementation	Service delivery organizations

2.6 The work related to the restructuring of Annex 15 would include revisiting the best way to deliver validated operational functions and eliminating archaic requirements.

Amendment 37

2.7 Amendment 37 was developed in accordance with the development strategy above that emerged with the progression of the work of the AIS-AIMSG. The Amendment itself is the first part of the 2 part process to thoroughly restructure the Annex. The first 3 chapters were restructured as follows:

- Chapter 1 General.
- Chapter 2 Responsibilities and Functions.
- Chapter 3 Aeronautical Information Management.

Amendment 38

2.8 It is to be noted that Amendment 38 to Annex 15 and Amendment 58 to Annex 4 as at Appendices A and B, respectively, as part of work of the ICAO Instrument Flight Procedures Panel (IFPP), were adopted by the Council at the fourth meeting of its 201st Session on 3 March 2014. The Amendments are mainly related to procedure design criteria and charting requirements to support Performance-Based Navigation (PBN) as well as helicopter Point-in-Space (PinS) approach and departure operations

Amendment 39

2.9 In addition to the foregoing, the focus of amendment 39 and beyond will be to complete the restructuring of Annex 15. With this in mind, work is currently focused on developing 3 new chapters. The new chapters 4, 5 and 6 are intended to replace the existing chapters 4-11:

Chapter 4: Aeronautical data and information scope and collection.

- General requirements
- National regulations, rules and procedures
- Aviation reference information
- Air Navigation Services
- Aerodromes/heliports
- Airspace
- ATS Routes
- Instrument Flight Procedures

- Navigation aids/systems (Infrastructure) ➤
- Geographic information
- Obstacle Data

Chapter 5: Temporality and Distribution

- Aeronautical Information Regulation and Control (AIRAC) ➤
- Specifications for AIP updates
- NOTAM
- Specifications for digital data updates

Chapter 6: Information Services

- Provision of aeronautical information in a standardized predefined presentation
 - Aeronautical Information Publication (AIP) ➤
 - Aeronautical Information Circular (AIC) ➤
 - Aeronautical Charts
- Provision of digital data
 - Aeronautical (AIP) data set ➤
 - Terrain data set
 - Obstacle data set
 - Instrument Flight procedure design ➤
 - Distribution service
- Pre-flight Information Service

2.10 A concurrent development activity with the work on amendment 39 is the development of a new PANS-AIM document. Since PANS primarily consist of material related to the standardization of how something is to be done, material such as product specifications, standard procedures, and protocols are ideal material for promulgation as PANS:

- 1) Appendix 1 of Annex 15 concerning the formatting of an AIP;
- 2) Appendices 2, 3, 5, and 6 of Annex 15 and material from Doc 8126 concerning NOTAM, SNOWTAM, and ASHTAM; and
- 3) Material from Doc 8126 concerning AIC and AIRAC where it is desirable to elevate the material to a status beyond guidance.
- 4) Quality management practices and data handling to achieve integrity requirements

2.11 Additionally, PANS-AIM would provide a vehicle for expanded and/or new specifications for eTOD and data exchange where it was found desirable to have a level of standardisation but the material was too detailed or not appropriate for inclusion in annex 15 as a SARP. It is intended that the new PANS-AIM will be the main reference for AIS operational personnel.

2.12 With the implementation of the future amendment 39, the total revision and restructure of Annex 15 will be complete. The emphasis will be on performance oriented SARPs that primarily outline the role, scope, and functions of Aeronautical Information Services from a digitally-enabled, network-centered and service-oriented information management perspective. Additionally, a new PANS-AIM will provide a document focused on the procedures and practices necessary for the day to day management and delivery of the aeronautical information services. Revisions to Doc 8126 will focus on the development and organization of an AIS organization from an AIM perspective and contain guidance on best practices for use in meeting the requirements of the SARPs and PANS. This should provide a solid foundation for future developments commensurate with the Global Air Navigation Plan.

AIS-AIM SG/8

2.13 AIS-AIM SG/8 was held in ICAO Headquarters, Montreal, Canada 4-8 November 2013). The work plan of the AIS-AIM Study Group was reviewed with particular attention given to Amendment 39+ to Annex 15 and PANS-AIM. The meeting confirmed that it would have as an objective a planned applicability date for the new amendment to Annex 15 to be November 2016, but that the actual date may be delayed considering the effort still required to produce a mature proposal

2.14 The focus of the AIS-AIM SG/8 was the preparation of the three new chapters for Annex 15 (Chapter 4, 5, 6) and the PANS AIM in order that the draft of amendment 39 of annex 15 and PANS-AIM be ready by the end of 2014.

AIS-AIM SG/9

2.15 AIS-AIM SG/9 was held in Tokyo, Japan 21-25 April 2014). The majority of the works of the Study Group was development of material for inclusion in the PANS-AIM and Annex 15 chapters 4, 5 and 6.

2.16 The list of Study Notes and Information Papers issued for the AIS-AIMSG/8 and 9 meetings as well as the Summary of Discussion are available on the AIM website at <http://www2.icao.int/en/ais-aimsg/>.

ICAO EUR/MID AIM/SWIM Seminar

2.17 A joint IFAIMA Global AIM 2013 & ICAO EUR/MID AIM/SWIM Seminar was successfully held in Istanbul, Turkey, 14-17 May 2013. This event was organized jointly by IFAIMA, ICAO and EUROCONTROL and hosted by the Turkish Air Navigation Service Provider (DHMI) and the Turkish AIM Association (TAIMA). The theme of the event was “Aeronautical Information Management (AIM) support to seamless Air Traffic Management (ATM) in a System Wide Information Management (SWIM) environment”.

2.18 The main objectives of the Seminar were to:

- a) provide States with a better understanding of the planning and implementation issues related to the transition from AIS to AIM;
- b) provide briefings related to AIM and SWIM global developments and regional/national AIM-related activities and experiences; and
- c) address the AIM/SWIM challenges/opportunities and Users’ requirements/ views.

2.19 It is to be noted that the seminar provided a balance between Concepts, technical developments and “institutional and training” issues. The meeting may wish to note that all the presentations made during the Seminar had been made available on the IFAIMA website at: <http://www.ifaima.org/GAIMConference2013.html>. The Summary of Discussions at Appendix C to this Working paper is available on the ICAO MID Regional Office and EUR/NAT Regional Office websites as well as on the IFAIMA website.

2.20 It is to be highlighted that the MIDANPIRG/14 meeting urged States to take necessary follow-up actions on the outcome of the ICAO EUR/MID AIM/SWIM Seminar.

2.21 The meeting may wish to recall that the IFAIMA Global AIM 2014 will be held in Dubai, UAE, 13-15 May 2014 with theme “Implementing AIM - The next generation of Aeronautical Information Professionals”.

eTOD-related differences between ICAO Annexes 14 and 15

2.22 The meeting may wish to be informed about EANPG conclusion 53/10 which recognized the slow implementation of eTOD, with one of the reasons being the absence of a requirement for the origination of eTOD in ICAO Annex 14. It was also noted that the originators of terrain and obstacle data were not willing to accept responsibility for providing this data. In this respect, it was highlighted that the fact that eTOD requirements were currently included only in ICAO Annex 15 could be a contributory factor.

2.23 The requirements for the provision of eTOD were introduced in ICAO Annex 15 in 2004 stipulating the manner in which eTOD is to be provided. A subsequent amendment was introduced in ICAO Annex 14 to reflect the requirements for aerodrome operators to provide eTOD under their responsibility to the AIS.

2.24 The table below provides a consolidated view of the provisions of the ICAO SARPs and the differences concerning terrain and obstacle data in ICAO Annex 14 and ICAO Annex 15.

Annex 15 requirements Chapter 10 and Appendix 8		Annex 14 coverage Chapter 2	Differences identified in numerical requirements
Area 2 TMA	Terrain	Not covered	N/A
	Obstacles	Only within the aerodrome boundary	None for those that are common
Area 3 Aerodrome	Terrain	Not covered	N/A
	Obstacles	Covered	None for those that are common
Area 4 ILS CAT II/III Radio Altimeter area	Terrain	Not covered	N/A
	Obstacles	Not covered	N/A

2.25 The analysis above demonstrates that ICAO SARPs do not contain any requirement as to the origination of terrain data in the aerodrome and TMA area covering eTOD in Areas 2, 3 and 4.

2.26 With regard to obstacle data, only the requirements for the origination of Area 2 (within the aerodrome boundary) and Area 3 exist in Annex 14. There are no requirements for the provision of eTOD in Area 4, and no clear definition of the aerodrome boundary exists.

2.27 For the latter, it can be assumed by other references in Annex 14 that the boundary is meant to be the terrestrial geographical area within the aerodrome fence. However, other assumptions exist that the aerodrome boundary could spatially cover the Obstacle Limitation Surfaces <15 km from the Aerodrome Reference Point.

2.28 The implementation of eTOD (specifically Areas 2, 3 and 4) may depend on the clarity of the roles and responsibilities of all actors involved in the origination and provision of eTOD within each State. Currently, the existing differences between the eTOD provisions in ICAO Annexes 14 and 15 make it difficult to identify the originators of terrain and obstacle data in these Areas. This issue is also being followed by the EANPG and Eurocontrol.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note to the information provided on the development of Amendment 38 to Annex 15, PANS-AIM and AIS Manual and follow-up Global AIS/AIM developments that are ongoing within framework of the ICAO AIS-AIMSG;
- b) take necessary follow-up actions on the outcome of the ICAO EUR/MID AIM/SWIM Seminar and encourage States to follow-up next IFAIMA Global AIM Conferences; and
- c) note to the differences identified between ICAO Annexes 14 and 15, and the need to align the eTOD requirements in these two Annexes.

NOTE 1. On behalf of the IFAIMA Executive Board and on behalf of GroupEAD, we would like to bring to your knowledge these wonderful news about a Training Cooperation between both organizations, mainly consisting on a 50% discount for IFAIMA members on GroupEAD training courses included on **Attachment –A** to this Paper document (also available [here](#)) and subject to the Terms and Conditions there expressed.

NOTE2. The training prices in the document already reflect the 50% discount. The participants or their employers will be responsible for their own travel and accommodation.

NOTE3. Any IFAIMA member in good standing interested on participating in these courses should contact ifaima.es@gmail.com or GroupEAD who will then start coordinating the application process.



International
Civil Aviation
Organization

Organisation
de l'aviation civile
internationale

Organización
de Aviación Civil
Internacional

Международная
организация
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Ref.: AN 2/2.3-14/20

26 March 2014

Subject: Adoption of Amendment 38 to Annex 15

Action required: a) Notify any disapproval before 14 July 2014; b) Notify any differences and compliance before 13 October 2014; c) Consider the use of the Electronic Filing of Differences System (EFOD) for notification of differences and compliance.

Sir/Madam,

1. I have the honour to inform you that Amendment 38 to the International Standards and Recommended Practices, Aeronautical Information Services (Annex 15 to the Convention on International Civil Aviation) was adopted by the Council at the fourth meeting of its 201st Session on 3 March 2014. Copies of the Amendment and the Resolution of Adoption are available as attachments to the electronic version of this State letter on the ICAO-NET (<http://portal.icao.int>) where you can access all other relevant documentation.
2. When adopting the amendment, the Council prescribed 14 July 2014 as the date on which it will become effective, except for any part concerning which a majority of Contracting States have registered their disapproval before that date. In addition, the Council resolved that Amendment 38, to the extent it becomes effective, will become applicable on 13 November 2014.
3. Amendment 38 arises from the work of the Instrument Flight Procedures Panel (IFPP) relating to procedure design criteria and charting requirements to support performance-based navigation (PBN) as well as helicopter point-in-space (PinS) approach and departure operations.
4. The subject of the amendment is shown in the amendment to the Foreword of Annex 15, a copy of which is in Attachment A. The objective of the amendment to the Standards and Recommended Practices (SARPs) relates to improving safety of PBN routes, improved clarification of SBAS and GBAS information as well as associated publication resolution and integrity classification values.

5. In conformity with the Resolution of Adoption, may I request:
- a) that before 14 July 2014 you inform me if there is any part of the adopted Standards and Recommended Practices (SARPs) amendments in Amendment 38 concerning which your Government wishes to register disapproval, using the form in Attachment B for this purpose. Please note that only statements of disapproval need be registered and if you do not reply it will be assumed that you do not disapprove of the amendment;
 - b) that before 13 October 2014 you inform me of the following, using the form in Attachment C for this purpose:
 - 1) any differences that will exist on 13 November 2014 between the national regulations or practices of your Government and the provisions of the whole of Annex 15, as amended by all amendments up to and including Amendment 38, and thereafter of any further differences that may arise; and
 - 2) the date or dates by which your Government will have complied with the provisions of the whole of Annex 15, as amended by all amendments up to and including Amendment 38.
6. With reference to the request in paragraph 5 a) above, it should be noted that a registration of disapproval of Amendment 38 or any part of it in accordance with Article 90 of the Convention does not constitute a notification of differences under Article 38 of the Convention. To comply with the latter provision, a separate statement is necessary if any differences do exist, as requested in paragraph 5 b) 1). It is recalled in this respect that international Standards in Annexes have a conditional binding force, to the extent that the State or States concerned have not notified any difference thereto under Article 38 of the Convention.
7. With reference to the request in paragraph 5 b) above, it should be also noted that the Council, at the third meeting of its 192nd Session on 4 March 2011, agreed that pending the development of a concrete policy and operational procedures governing the use of EFOD, this system be used as an alternative means for filing of differences to all Annexes, except for Annex 9 — Facilitation and Annex 17 — Security — Safeguarding International Civil Aviation against Acts of Unlawful Interference. EFOD is currently available on the USOAP restricted website (<http://www.icao.int/usoap>) which is accessible by all Member States (AN 1/1-11/28 refers) and you are invited to consider using this for notification of compliance and differences.
8. Guidance on the determination and reporting of differences is given in the Note on the Notification of Differences in Attachment D.
9. Please note that a detailed repetition of previously notified differences, if they continue to apply, may be avoided by stating the current validity of such differences.
10. I would appreciate it if you would also send a copy of your notifications, referred to in paragraph 5 b) above, to the ICAO Regional Office accredited to your Government.

11. As soon as practicable after the amendment becomes effective, on 14 July 2014,
replacement pages incorporating Amendment 38 will be forwarded to you.

Accept, Sir/Madam, the assurances of my highest consideration.



Raymond Benjamin
Secretary General

Enclosures:

- A — Amendment to the Foreword of Annex 15
- B — Form on notification of disapproval of all or part of
Amendment 38 to Annex 15
- C — Form on notification of compliance with or
differences from Annex 15
- D — Note on the Notification of Differences

ATTACHMENT A to State letter AN 2/2.3-14/20

AMENDMENT TO THE FOREWORD OF ANNEX 15

Add the following at the end of Table A:

Amendment	Source(s)	Subject	Adopted/Approved Effective Applicable
38	The Instrument Flight Procedures Panel (IFPP)	Procedure design criteria and charting requirements to support performance-based navigation (PBN) as well as helicopter point-in-space (PinS) approach and departure operations	3 March 2014 14 July 2014 13 November 2014

ATTACHMENT B to State letter AN 2/2.3-14/20

NOTIFICATION OF DISAPPROVAL OF ALL OR PART OF
AMENDMENT 38 TO ANNEX 15

To: The Secretary General
International Civil Aviation Organization
999 University Street
Montreal, Quebec
Canada H3C 5H7

(State) _____ hereby wishes to disapprove the following parts of
Amendment 38 to Annex 15:

Signature _____

Date _____

NOTES

- 1) If you wish to disapprove all or part of Amendment 38 to Annex 15, please dispatch this notification of disapproval to reach ICAO Headquarters by 14 July 2014. If it has not been received by that date it will be assumed that you do not disapprove of the amendment. If you approve of all parts of Amendment 38, it is not necessary to return this notification of disapproval.
- 2) This notification should not be considered a notification of compliance with or differences from Annex 15. Separate notifications on this are necessary. (See Attachment C.)
- 3) Please use extra sheets as required.

NOTIFICATION OF COMPLIANCE WITH OR DIFFERENCES FROM
ANNEX 15

(Including all amendments up to and including Amendment 38)

To: The Secretary General
International Civil Aviation Organization
999 University Street
Montreal, Quebec
Canada H3C 5H7

1. No differences will exist on _____ between the national regulations and/or practices of (State) _____ and the provisions of Annex 15, including all amendments up to and including Amendment 38.

2. The following differences will exist on _____ between the regulations and/or practices of (State) _____ and the provisions of Annex 15, including Amendment 38 (Please see Note 3) below.)

a) Annex Provision (Please give exact paragraph reference)	b) Difference Category (Please indicate A, B, or C)	c) Details of Difference (Please describe the difference clearly and concisely)	d) Remarks (Please indicate reasons for the difference)
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(Please use extra sheets as required)

3. By the dates indicated below, (State) _____ will have complied with the provisions of Annex 15, including all amendments up to and including Amendment 38 for which differences have been notified in 2 above.

a) Annex Provision (Please give exact paragraph reference)	b) Date	c) Comments
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(Please use extra sheets as required)

Signature _____

Date _____

NOTES

- 1) If paragraph 1 above is applicable to you, please complete paragraph 1 and return this form to ICAO Headquarters. If paragraph 2 is applicable to you, please complete paragraphs 2 and 3 and return the form to ICAO Headquarters.
- 2) Please dispatch the form to reach ICAO Headquarters by 13 October 2014.
- 3) A detailed repetition of previously notified differences, if they continue to apply, may be avoided by stating the current validity of such differences.
- 4) Guidance on the notification of differences from Annex 15 is provided in the Note on the Notification of Differences at Attachment D.
- 5) Please send a copy of this notification to the ICAO Regional Office accredited to your Government.

NOTE ON THE NOTIFICATION OF DIFFERENCES TO ANNEX 15 AND
FORM OF NOTIFICATION

(Prepared and issued in accordance with instructions of the Council)

1. Introduction

1.1 The Assembly and the Council, when reviewing the notification of differences by States in compliance with Article 38 of the Convention, have repeatedly noted that the state of such reporting is not entirely satisfactory.

1.2 With a view to achieving a more comprehensive coverage, this note is issued to facilitate the determination and reporting of such differences and to state the primary purpose of such reporting.

1.3 The primary purpose of reporting of differences is to promote safety and efficiency in air navigation by ensuring that governmental and other agencies, including operators and service providers, concerned with international civil aviation are made aware of all national regulations and practices in so far as they differ from those prescribed in the ICAO Standards.

1.4 Contracting States are, therefore, requested to give particular attention to the notification before 13 October 2014 of differences with respect to Standards in Annex 15. The Council has also urged Contracting States to extend the above considerations to Recommended Practices.

1.5 Contracting States are asked to note further that it is necessary to make an explicit statement of intent to comply where such intent exists, or where such is not the intent, of the difference or differences that will exist. This statement should be made not only to the latest amendment but to the whole Annex, including the amendment.

1.6 If previous notifications have been made in respect of this Annex, detailed repetition may be avoided, if appropriate, by stating the current validity of the earlier notification. States are requested to provide updates of the differences previously notified after each amendment, as appropriate, until the difference no longer exists.

2. Notification of differences to Annex 15, including Amendment 38

2.1 Past experience has indicated that the reporting of differences to Annex 15 has in some instances been too extensive since some appear merely to be a different manner of expressing the same intent.

2.2 Guidance to Contracting States in the reporting of differences to Annex 15 can only be given in very general terms. Where the national regulations of States call for compliance with procedures that are not identical but essentially similar to those contained in the Annex, no difference should be reported since the details of the procedures existing are the subject of notification through the medium of aeronautical information publications. Although differences to Recommended Practices are not notifiable under Article 38 of the Convention, Contracting States are urged to notify the Organization of the differences between their national regulations and practices and any corresponding Recommended Practices contained in an Annex. States should categorize each difference notified on the basis of whether the corresponding national regulation is:

- a) More exacting or exceeds the ICAO Standard or Recommended Practice (SARP) (Category A). This category applies when the national regulation is more demanding than the corresponding SARP, or imposes an obligation within the scope of the Annex which is not covered by a SARP. This is of particular importance where a State requires a higher standard which affects the operation of aircraft of other Contracting States in and above its territory;
- b) Different in character or other means of compliance (Category B)[□]. This category applies when the national regulation is different in character from the corresponding ICAO SARP, or when the national regulation differs in principle, type or system from the corresponding SARP, without necessarily imposing an additional obligation; and
- c) Less protective or partially implemented/not implemented (Category C). This category applies when the national regulation is less protective than the corresponding SARP; or when no national regulation has been promulgated to address the corresponding SARP, in whole or in part.

2.3 When a Contracting State deems an ICAO Standard concerning aircraft, operations, equipment, personnel, or air navigation facilities or services to be not applicable to the existing aviation activities of the State, notification of a difference is not required. For example, a Contracting State that is not a State of Design or Manufacture and that does not have any national regulations on the subject, would not be required to notify differences to Annex 8 provisions related to the design and construction of an aircraft.

2.4 For States that have already fully reported differences from Annex 15 or have reported that no differences exist, the reporting of any further differences occasioned by the amendment should be relatively straightforward; however, attention is called to paragraph 1.5 wherein it is indicated that this statement should be not only to the latest amendment but to the whole Annex, including the amendment.

3. Form of notification of differences

3.1 Differences should be notified in the following form:

- a) Reference: The number of the paragraph or subparagraph in Annex 15 as amended which contains the Standard or Recommended Practice to which the difference relates;
- b) Category: Indicate the category of the difference as A, B or C in accordance with paragraph 2.2 above;
- c) Description of the difference: Clearly and concisely describe the difference and its effect; and

[□] The expression “different in character or other means of compliance” in b) would be applied to a national regulation which achieves, by other means, the same objective as that of the corresponding ICAO SARPs and so cannot be classified under a) or c).

- d) Remarks: Under “Remarks” indicate reasons for the difference and intentions including any planned date for implementation.

3.2 The differences notified will be recorded in a Supplement to the Annex, normally in the terms used by the Contracting State when making the notification. In the interest of making the supplement as useful as possible, please make statements as clear and concise as possible and confine remarks to essential points. Comments on implementation, in accordance with paragraph 4 b) 2) of the Resolution of Adoption, should not be combined with those concerning differences. The provision of extracts from national regulations cannot be considered as sufficient to satisfy the obligation to notify differences. General comments that do not relate to specific differences will not be published in Supplements.

— END —

AMENDMENT No. 38

TO THE

INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES

AERONAUTICAL INFORMATION SERVICES

ANNEX 15

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

The amendment to Annex 15 contained in this document was adopted by the Council of ICAO on 3 March 2014. Such parts of this amendment as have not been disapproved by more than half of the total number of Contracting States on or before 14 July 2014 will become effective on that date and will become applicable on 13 November 2014 as specified in the Resolution of Adoption. (State letter SP 65/4-13/24 refers.)

MARCH 2014

INTERNATIONAL CIVIL AVIATION ORGANIZATION

AMENDMENT 38 TO THE INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES

AERONAUTICAL INFORMATION SERVICES

RESOLUTION OF ADOPTION

The Council

Acting in accordance with the Convention on International Civil Aviation, and particularly with the provisions of Articles 37, 54 and 90 thereof,

1. Hereby adopts on 3 March 2014 Amendment 38 to the International Standards contained in the document entitled International Standards and Recommended Practices, Aeronautical Information Services which for convenience is designated Annex 15 to the Convention;
2. Prescribes 14 July 2014 as the date upon which the said amendment shall become effective, except for any part thereof in respect of which a majority of the Contracting States have registered their disapproval with the Council before that date;
3. Resolves that the said amendment or such parts thereof as have become effective shall become applicable on 13 November 2014;
4. Requests the Secretary General:
 - a) to notify each Contracting State immediately of the above action and immediately after 14 July 2014 of those parts of the amendment which have become effective;
 - b) to request each Contracting State:
 - 1) to notify the Organization (in accordance with the obligation imposed by Article 38 of the Convention) of the differences that will exist on 13 November 2014 between its national regulations or practices and the provisions of the Standards in the Annex as hereby amended, such notification to be made before 13 October 2014, and thereafter to notify the Organization of any further differences that arise;
 - 2) to notify the Organization before 13 October 2014 of the date or dates by which it will have complied with the provisions of the Standards in the Annex as hereby amended;
 - c) to invite each Contracting State to notify additionally any differences between its own practices and those established by the Recommended Practices, when the notification of such differences is important for the safety of air navigation, following the procedure specified in subparagraph b) above with respect to differences from Standards.

NOTES ON THE PRESENTATION OF THE AMENDMENT TO ANNEX 15

The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

1. ~~Text to be deleted is shown with a line through it.~~ text to be deleted
2. New text to be inserted is highlighted with grey shading. new text to be inserted
3. ~~Text to be deleted is shown with a line through it~~ followed by the replacement text which is highlighted with grey shading. new text to replace existing text

TEXT OF AMENDMENT 38 TO THE
INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES
AERONAUTICAL INFORMATION SERVICES
ANNEX 15

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

...

APPENDIX 1. CONTENTS OF
AERONAUTICAL INFORMATION PUBLICATION (AIP)

...

ENR 3.3 Area navigation routes

Detailed description of ~~area navigation~~ PBN (RNAV and RNP) routes, including:

...

- 3) magnetic bearing to the nearest degree, geodesic distance to the nearest tenth of a kilometre or tenth of a nautical mile between defined end-points and distance between each successive designated significant point;

...

* AD 2.19 Radio navigation and landing aids

Detailed description of radio navigation and landing aids associated with the instrument approach and the terminal area procedures at the aerodrome, including:

...

- 3) frequency(ies), channel number(s), service provider, and reference path identifier(s) (RPI), as appropriate;

...

- 6) elevation of the transmitting antenna of DME to the nearest 30 m (100 ft) and of DME/P to the nearest 3 m (10 ft), ~~and~~ elevation of GBAS reference point to the nearest metre or foot, and the ellipsoid height of the point to the nearest metre or foot. For SBAS, the ellipsoid height of the landing threshold point (LTP) or the fictitious threshold point (FTP) to the nearest metre or foot;

7) service volume radius from the GBAS reference point to the nearest kilometre or nautical mile; and
~~7~~8) remarks.

...

APPENDIX 7. AERONAUTICAL DATA PUBLICATION RESOLUTION AND INTEGRITY CLASSIFICATION

...

Table A7-2. Elevation/altitude/height

Elevation/altitude/height	Publication resolution	Integrity Classification
GBAS reference point.....	1 m or 1 ft	essential
Heliport crossing height, PinS approaches.....	1 m or 1 ft	essential

— —



International
Civil Aviation
Organization

Organisation
de l'aviation civile
internationale

Organización
de Aviación Civil
Internacional

Международная
организация
гражданской
авиации

منظمة الطيران
المدني الدولي

国际民用
航空组织

Tel.: +1 514-954-8219 ext. 6712

Ref.: AN 9/1.2-14/19

26 March 2014

Subject: Adoption of Amendment 58 to Annex 4

Action required: a) Notify any disapproval before 14 July 2014; b) Notify any differences and compliance before 13 October 2014; c) Consider the use of the Electronic Filing of Differences System (EFOD) for notification of differences and compliance

Sir/Madam,

1. I have the honour to inform you that Amendment 58 to the International Standards and Recommended Practices, Aeronautical Charts (Annex 4 to the Convention on International Civil Aviation) was adopted by the Council at the fourth meeting of its 201st Session on 3 March 2014. Copies of the Amendment and the Resolution of Adoption are available as attachments to the electronic version of this State letter on the ICAO-NET (<http://portal.icao.int>) where you can access all other relevant documentation.

2. When adopting the amendment, the Council prescribed 14 July 2014 as the date on which it will become effective, except for any part concerning which a majority of Contracting States have registered their disapproval before that date. In addition, the Council resolved that Amendment 58, to the extent it becomes effective, will become applicable on 13 November 2014.

3. Amendment 58 arises from the work of the Instrument Flight Procedures Panel (IFPP) relating to procedure design criteria and charting requirements to support helicopter point-in-space (PinS) approach and departure operations.

4. The subject of the amendment is shown in the amendment to the Foreword of Annex 4, a copy of which is in Attachment A. The objective of the amendment to the Standards and Recommended Practices (SARPs) relates to procedure design criteria and charting requirements to support helicopter point-in-space (PinS) approach and departure operations.

5. In conformity with the Resolution of Adoption, may I request:
- a) that before 14 July 2014 you inform me if there is any part of the adopted Standards and Recommended Practices (SARPs) amendments in Amendment 58 concerning which your Government wishes to register disapproval, using the form in Attachment B for this purpose. Please note that only statements of disapproval need be registered and if you do not reply it will be assumed that you do not disapprove of the amendment;
 - b) that before 13 October 2014 you inform me of the following, using the form in Attachment C for this purpose:
 - 1) any differences that will exist on 13 November 2014 between the national regulations or practices of your Government and the provisions of the whole of Annex 4, as amended by all amendments up to and including Amendment 58, and thereafter of any further differences that may arise; and
 - 2) the date or dates by which your Government will have complied with the provisions of the whole of Annex 4, as amended by all amendments up to and including Amendment 58.
6. With reference to the request in paragraph 5 a) above, it should be noted that a registration of disapproval of Amendment 58 or any part of it in accordance with Article 90 of the Convention does not constitute a notification of differences under Article 38 of the Convention. To comply with the latter provision, a separate statement is necessary if any differences do exist, as requested in paragraph 5 b) 1). It is recalled in this respect that international Standards in Annexes have a conditional binding force, to the extent that the State or States concerned have not notified any difference thereto under Article 38 of the Convention.
7. With reference to the request in paragraph 5 b) above, it should be also noted that the Council, at the third meeting of its 192nd Session on 4 March 2011, agreed that pending the development of a concrete policy and operational procedures governing the use of EFOD, this system be used as an alternative means for filing of differences to all Annexes, except for Annex 9 — Facilitation and Annex 17 — Security — Safeguarding International Civil Aviation against Acts of Unlawful Interference. EFOD is currently available on the USOAP restricted website (<http://www.icao.int/usoap>) which is accessible by all Member States (AN 1/1-11/28 refers) and you are invited to consider using this for notification of compliance and differences.
8. Guidance on the determination and reporting of differences is given in the Note on the Notification of Differences in Attachment D.
9. Please note that a detailed repetition of previously notified differences, if they continue to apply, may be avoided by stating the current validity of such differences.
10. I would appreciate it if you would also send a copy of your notifications, referred to in paragraph 5 b) above, to the ICAO Regional Office accredited to your Government.

11. As soon as practicable after the amendment becomes effective, on 14 July 2014, replacement pages incorporating Amendment 58 will be forwarded to you.

Accept, Sir/Madam, the assurances of my highest consideration.



Raymond Benjamin
Secretary General

Enclosures:

- A — Amendment to the Foreword of Annex 4
- B — Form on notification of disapproval of all or part of Amendment 58 to Annex 4
- C — Form on notification of compliance with or differences from Annex 4
- D — Note on the Notification of Differences

ATTACHMENT A to State letter AN 9/1.2-14/19

AMENDMENT TO THE FOREWORD OF ANNEX 4

Add the following at the end of Table A:

Amendment	Source(s)	Subject	Adopted/Approved Effective Applicable
58	The Instrument Flight Procedures Panel (IFPP)	Procedure design criteria and charting requirements to support helicopter point-in- space (PinS) approach and departure operations	3 March 2014 14 July 2014 13 November 2014

ATTACHMENT B to State letter AN 9/1.2-14/19

NOTIFICATION OF DISAPPROVAL OF ALL OR PART OF
AMENDMENT 58 TO ANNEX 4

To: The Secretary General
International Civil Aviation Organization
999 University Street
Montreal, Quebec
Canada H3C 5H7

(State) _____ hereby wishes to disapprove the following parts of
Amendment 58 to Annex 4:

Signature _____

Date _____

NOTES

- 1) If you wish to disapprove all or part of Amendment 58 to Annex 4, please dispatch this notification of disapproval to reach ICAO Headquarters by 14 July 2014. If it has not been received by that date it will be assumed that you do not disapprove of the amendment. If you approve of all parts of Amendment 58, it is not necessary to return this notification of disapproval.
- 2) This notification should not be considered a notification of compliance with or differences from Annex 4. Separate notifications on this are necessary. (See Attachment C.)
- 3) Please use extra sheets as required.

ATTACHMENT C to State letter AN 9/1.2-14/19

NOTIFICATION OF COMPLIANCE WITH OR DIFFERENCES FROM
ANNEX 4

(Including all amendments up to and including Amendment 58)

To: The Secretary General
International Civil Aviation Organization
999 University Street
Montreal, Quebec
Canada H3C 5H7

1. No differences will exist on _____ between the national regulations and/or practices of (State) _____ and the provisions of Annex 4, including all amendments up to and including Amendment 58.

2. The following differences will exist on _____ between the regulations and/or practices of (State) _____ and the provisions of Annex 4, including Amendment 58 (Please see Note 3) below.)

a) Annex Provision (Please give exact paragraph reference)	b) Difference Category (Please indicate A, B, or C)	c) Details of Difference (Please describe the difference clearly and concisely)	d) Remarks (Please indicate reasons for the difference)
---	--	--	--

(Please use extra sheets as required)

3. By the dates indicated below, (State) _____ will have complied with the provisions of Annex 4, including all amendments up to and including Amendment 58 for which differences have been notified in 2 above.

a) Annex Provision (Please give exact paragraph reference)	b) Date	c) Comments
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(Please use extra sheets as required)

Signature _____

Date _____

NOTES

- 1) If paragraph 1 above is applicable to you, please complete paragraph 1 and return this form to ICAO Headquarters. If paragraph 2 is applicable to you, please complete paragraphs 2 and 3 and return the form to ICAO Headquarters.
- 2) Please dispatch the form to reach ICAO Headquarters by 13 October 2014.
- 3) A detailed repetition of previously notified differences, if they continue to apply, may be avoided by stating the current validity of such differences.
- 4) Guidance on the notification of differences from Annex 4 is provided in the Note on the Notification of Differences at Attachment D.
- 5) Please send a copy of this notification to the ICAO Regional Office accredited to your Government.

NOTE ON THE NOTIFICATION OF DIFFERENCES TO ANNEX 4 AND
FORM OF NOTIFICATION

(Prepared and issued in accordance with instructions of the Council)

1. Introduction

1.1 The Assembly and the Council, when reviewing the notification of differences by States in compliance with Article 38 of the Convention, have repeatedly noted that the state of such reporting is not entirely satisfactory.

1.2 With a view to achieving a more comprehensive coverage, this note is issued to facilitate the determination and reporting of such differences and to state the primary purpose of such reporting.

1.3 The primary purpose of reporting of differences is to promote safety and efficiency in air navigation by ensuring that governmental and other agencies, including operators and service providers, concerned with international civil aviation are made aware of all national regulations and practices in so far as they differ from those prescribed in the ICAO Standards.

1.4 Contracting States are, therefore, requested to give particular attention to the notification before 13 October 2014 of differences with respect to Standards in Annex 4. The Council has also urged Contracting States to extend the above considerations to Recommended Practices.

1.5 Contracting States are asked to note further that it is necessary to make an explicit statement of intent to comply where such intent exists, or where such is not the intent, of the difference or differences that will exist. This statement should be made not only to the latest amendment but to the whole Annex, including the amendment.

1.6 If previous notifications have been made in respect of this Annex, detailed repetition may be avoided, if appropriate, by stating the current validity of the earlier notification. States are requested to provide updates of the differences previously notified after each amendment, as appropriate, until the difference no longer exists.

2. Notification of differences to Annex 4, including Amendment 58

2.1 Past experience has indicated that the reporting of differences to Annex 4 has in some instances been too extensive since some appear merely to be a different manner of expressing the same intent.

2.2 Guidance to Contracting States in the reporting of differences to Annex 4 can only be given in very general terms. Where the national regulations of States call for compliance with procedures that are not identical but essentially similar to those contained in the Annex, no difference should be reported since the details of the procedures existing are the subject of notification through the medium of aeronautical information publications. Although differences to Recommended Practices are not notifiable under Article 38 of the Convention, Contracting States are urged to notify the Organization of the differences between their national regulations and practices and any corresponding Recommended Practices contained in an Annex. States should categorize each difference notified on the basis of whether the corresponding national regulation is:

- a) More exacting or exceeds the ICAO Standard or Recommended Practice (SARP) (Category A). This category applies when the national regulation is more demanding than the corresponding SARP, or imposes an obligation within the scope of the Annex which is not covered by a SARP. This is of particular importance where a State requires a higher standard which affects the operation of aircraft of other Contracting States in and above its territory;
- b) Different in character or other means of compliance (Category B)[□]. This category applies when the national regulation is different in character from the corresponding ICAO SARP, or when the national regulation differs in principle, type or system from the corresponding SARP, without necessarily imposing an additional obligation; and
- c) Less protective or partially implemented/not implemented (Category C). This category applies when the national regulation is less protective than the corresponding SARP; or when no national regulation has been promulgated to address the corresponding SARP, in whole or in part.

2.3 When a Contracting State deems an ICAO Standard concerning aircraft, operations, equipment, personnel, or air navigation facilities or services to be not applicable to the existing aviation activities of the State, notification of a difference is not required. For example, a Contracting State that is not a State of Design or Manufacture and that does not have any national regulations on the subject, would not be required to notify differences to Annex 8 provisions related to the design and construction of an aircraft.

2.4 For States that have already fully reported differences from Annex 4 or have reported that no differences exist, the reporting of any further differences occasioned by the amendment should be relatively straightforward; however, attention is called to paragraph 1.5 wherein it is indicated that this statement should be not only to the latest amendment but to the whole Annex, including the amendment.

3. Form of notification of differences

3.1 Differences should be notified in the following form:

- a) Reference: The number of the paragraph or subparagraph in Annex 4 as amended which contains the Standard or Recommended Practice to which the difference relates;
- b) Category: Indicate the category of the difference as A, B or C in accordance with paragraph 2.2 above;
- c) Description of the difference: Clearly and concisely describe the difference and its effect; and

[□] The expression “different in character or other means of compliance” in b) would be applied to a national regulation which achieves, by other means, the same objective as that of the corresponding ICAO SARPs and so cannot be classified under a) or c).

- d) Remarks: Under “Remarks” indicate reasons for the difference and intentions including any planned date for implementation.

3.2 The differences notified will be recorded in a Supplement to the Annex, normally in the terms used by the Contracting State when making the notification. In the interest of making the supplement as useful as possible, please make statements as clear and concise as possible and confine remarks to essential points. Comments on implementation, in accordance with paragraph 4 b) 2) of the Resolution of Adoption, should not be combined with those concerning differences. The provision of extracts from national regulations cannot be considered as sufficient to satisfy the obligation to notify differences. General comments that do not relate to specific differences will not be published in Supplements.

— END —

AMENDMENT No. 58

TO THE

INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES

AERONAUTICAL CHARTS

ANNEX 4

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

The amendment to Annex 4 contained in this document was adopted by the Council of ICAO on 3 March 2014. Such parts of this amendment as have not been disapproved by more than half of the total number of Contracting States on or before 14 July 2014 will become effective on that date and will become applicable on 13 November 2014 as specified in the Resolution of Adoption. (State letter SP 65/4-13/24 refers.)

MARCH 2014

INTERNATIONAL CIVIL AVIATION ORGANIZATION

AMENDMENT 58 TO THE INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES

AERONAUTICAL CHARTS

RESOLUTION OF ADOPTION

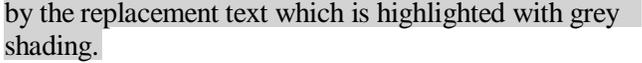
The Council

Acting in accordance with the Convention on International Civil Aviation, and particularly with the provisions of Articles 37, 54 and 90 thereof,

1. Hereby adopts on 3 March 2014 Amendment 58 to the International Standards contained in the document entitled International Standards, Aeronautical Charts which for convenience is designated Annex 4 to the Convention;
2. Prescribes 14 July 2014 as the date upon which the said amendment shall become effective, except for any part thereof in respect of which a majority of the Contracting States have registered their disapproval with the Council before that date;
3. Resolves that the said amendment or such parts thereof as have become effective shall become applicable on 13 November 2014;
4. Requests the Secretary General:
 - a) to notify each Contracting State immediately of the above action and immediately after 14 July 2014 of those parts of the amendment which have become effective;
 - b) to request each Contracting State:
 - 1) to notify the Organization (in accordance with the obligation imposed by Article 38 of the Convention) of the differences that will exist on 13 November 2014 between its national regulations or practices and the provisions of the Standards in the Annex as hereby amended, such notification to be made before 13 October 2014, and thereafter to notify the Organization of any further differences that arise;
 - 2) to notify the Organization before 13 October 2014 of the date or dates by which it will have complied with the provisions of the Standards in the Annex as hereby amended;
 - c) to invite each Contracting State to notify additionally any differences between its own practices and those established by the Recommended Practices, when the notification of such differences is important for the safety of air navigation, following the procedure specified in subparagraph b) above with respect to differences from Standards.

NOTES ON THE PRESENTATION OF THE AMENDMENT TO ANNEX 4

The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

1. ~~Text to be deleted is shown with a line through it.~~ text to be deleted
2.  new text to be inserted
3. ~~Text to be deleted is shown with a line through it~~ followed  new text to replace existing text
by the replacement text which is highlighted with grey shading. 

TEXT OF AMENDMENT 58 TO THE
INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES
AERONAUTICAL CHARTS
ANNEX 4

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

CHAPTER 1. DEFINITIONS, APPLICABILITY AND AVAILABILITY

1.1 Definitions

Heliport reference point (HRP). The designated location of a heliport or a landing location.

Minimum sector altitude (MSA). The lowest altitude which may be used which will provide a minimum clearance of 300 m (1 000 ft) above all objects located in an area contained within a sector of a circle of 46 km (25 NM) radius centred on a radio aid to navigation significant point, the aerodrome reference point (ARP), or the heliport reference point (HRP).

CHAPTER 9. STANDARD DEPARTURE CHART —
INSTRUMENT (SID) — ICAO

9.9.3 Minimum sector altitude

9.9.3.1 The established minimum sector altitude, ~~based on a navigation aid associated with the procedure,~~ shall be shown with a clear indication of the sector to which it applies.

CHAPTER 11. INSTRUMENT APPROACH CHART — ICAO

11.10.6 Portrayal of procedure tracks

11.10.6.3 A profile shall be provided normally below the plan view showing the following data:

- f) altitudes/heights required by the procedures, including transition altitude ~~and~~, procedure altitudes/heights, and heliport crossing height (HCH) where established;

APPENDIX 6. AERONAUTICAL DATA QUALITY REQUIREMENTS

Table 2. Elevation/altitude/height

Elevation/altitude/height	Chart resolution	Integrity / Classification
Heliport crossing height, PinS approaches	1 m or 1 ft	essential

