



ICAO BANGKOK

UNITING AVIATION

Aeronautical Information Services in APAC Region

Workshop on Building Effective Safety Oversight of AIS and AIM

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Associate Regional Officer – AIM, ICAO Asia and Pacific Regional Office

Bangkok, Thailand, 13-17 January 2020

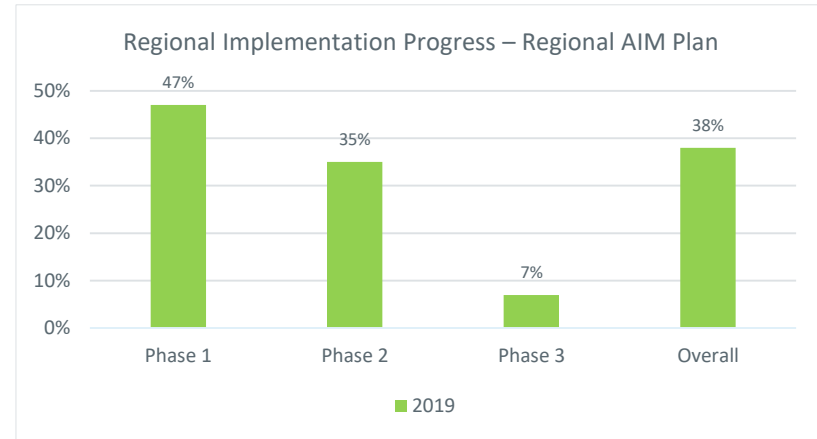
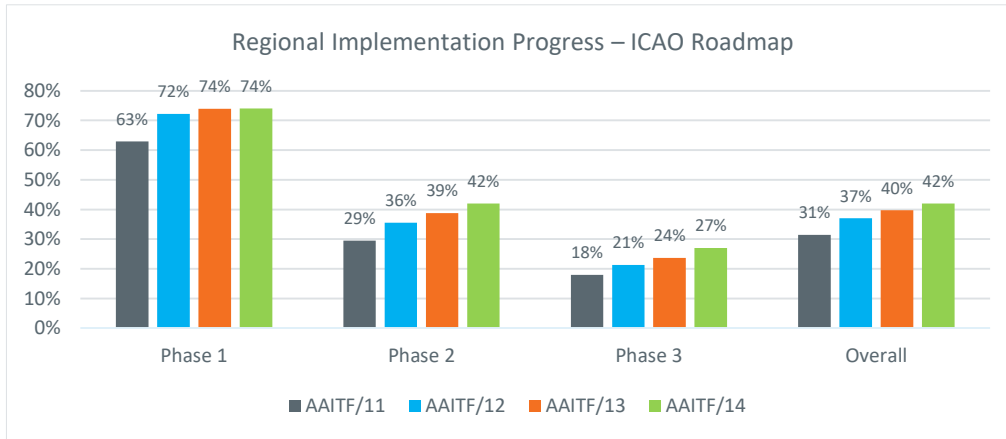




Regional AIM Implementation Progress

– Regional Plan for Collaborative AIM

- Approved by ATM SG/6 (amended in 2019)
- Contains Performance Improvement Plan (consisting 3 phases and 23 Performance expectations)
- Implementation Progress is reported to the Regional meetings (AAITF, ATM SG, APANPIRG etc.,)





Legacy Aeronautical Information Services

A graphic consisting of a blue rectangle with the word 'TOP' in white, a grey square with the number '4' in blue, and the word 'CHALLENGES' in large, bold, black letters below. The elements are slightly offset to create a layered effect.

TOP 4 CHALLENGES

- NOTAM proliferation
- Incorrect publication method for permanent changes
- Poor quality of AIS Products
- AIRAC Adherence



Challenges in Legacy Aeronautical Information Services

– NOTAM Proliferation

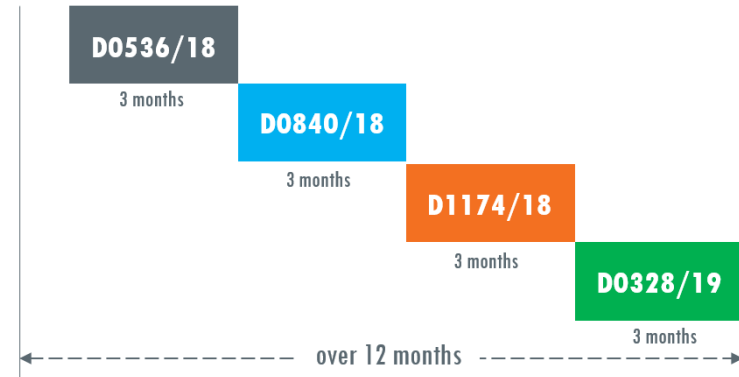
- Roll over NOTAMs
- Long term NOTAMs (Permanent and long duration)
- Correction & Revision of AIS Products (AIP AMDT, AIP SUP, AIC)

A4466/19 NOTAMR A4193/19
 A) B) 1912010000 C) 1912312359 EST
 E) CHECKLIST

YEAR=2013 1342 1343
YEAR=2015 1989 2100
YEAR=2016 0303 0304 0588 1057 1166 1811 2110 3449 3450
YEAR=2017 0352 1122 1906 3046 3292 3662 3683 4766
YEAR=2018 0060 0989 1295 1440 1441 1442 1444 1808 1814 2332 2623 3405
3606 4786 4819 4820 5124 5162 5163 5171 5329

YEAR=2019 0292 0293 0398 0754 1151 1398 1452 1453 1454 1457 1806 1809 1837
 1865 1866 1867 1957 2039 2069 2088 2129 2155 2164 2166 2250 2281 2340

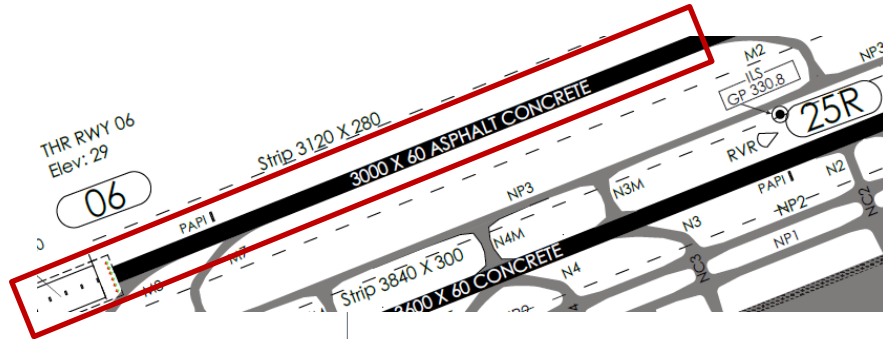
Cheap Trick



Challenges in Legacy Aeronautical Information Services

– Incorrect publication method for Permanent Changes

- AIP Supplements (instead of Amendment)
- NOTAMs (including revision, correction of Supplement)



AIRAC AIP
SUPPLEMENT

Nr : 15/19
25 APR 19

THE OPERATION OF NEW RUNWAY, NEW CONNECTING TAXIWAY, NEW
PARALLEL TAXIWAY AND EAST CROSS TAXIWAY AT
INTERNATIONAL AIRPORT –



AIP AMENDMENT



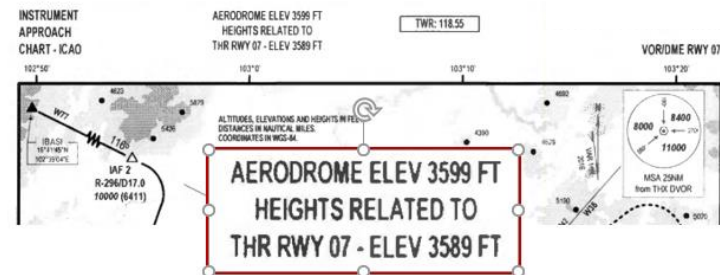
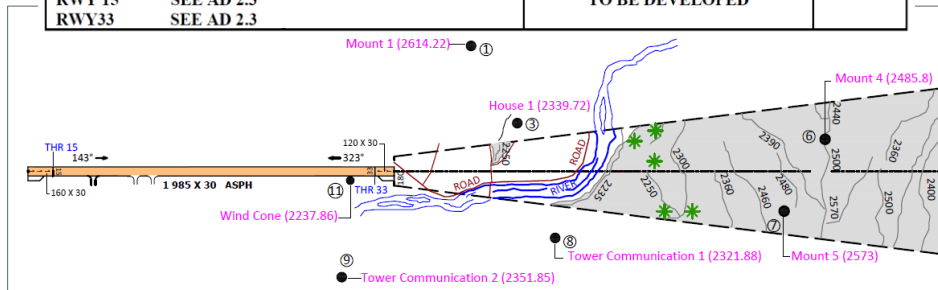
Challenges in Legacy Aeronautical Information Services

– Poor quality of AIS Products

- Non compliance with SARPs and PANS
- Non compliance with Aeronautical data quality requirements
- Inconsistency in AIS Products (within AIP, or between AIP and other AIS products)

AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In Circling area ad at AD		Remarks
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
RWY 15	SEE AD 2.3				
RWY 33	SEE AD 2.3		TO BE DEVELOPED		



RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and Surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation & highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
07	072.12°	2600 x 38	PCN 32/F/C/X/U Asphalt	19 26 40.07 N 103 08 42.03 E — GUND: NIL	1092 m(3584 ft)
25	252.13°	2600 x 38	PCN 32/F/C/X/U Asphalt	19 27 06.03 N 103 10 06.87 E — GUND: NIL	1094 m(3590 ft)



Challenges in Legacy Aeronautical Information Services

– AIRAC Adherence

- Regional implementation: **85%**
 - Not reported: **6** Administrations
 - Partial Implementation (50%): **1** Administration
- AIP Amendment and AIP Supplements are distributed under the AIRAC system. However, some significant aeronautical information is not.

A2556/19 NOTAMN

Q) /QARCH/IV/BO/E/000/999/1010S12341E999

A) B) **1907040812** C) PERM

E) REALIGNMENT OF ATS ROUTE W35 ON SEGMENT 'KPG' VOR DME AS FLW:
ROUTE W33, W35, W43 DESIGNATOR SIGNIFICANT POINTS COORDINATES
'KPG' VOR/DME **101000.3S 1234130.5E**

CREATED: **04 Jul 2019 08:38:00**

Published coordinates: 'KPG' VOR/DME **101026.30S 1234039.20E**



Main sources and causes could be:

– Data originator

- Poor planning
- Poor understanding of AIS
- Lack of formal arrangement with AIS (Data Originator's Responsibility)

– Top management

- Poor understanding of State Obligations
- Poor understanding of AIS
- Poor planning

– Aeronautical Information Services

- Poor Quality Management System
- Lack of formal arrangement with Data originator (AIS's authority)
- Lack of training



WHY | WHO | WHERE | WHAT | HOW



ICAO BANGKOK

UNITING AVIATION



ICAO

North American
Central American
and Caribbean
(NACC) Office
Mexico City

South American
(SAM) Office
Lima

ICAO
Headquarters
Montréal

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



THANK YOU