



International Civil Aviation Organization

ICAO

**Sixteenth Meeting of the ICAO Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF/16)**

Video Teleconference, 07 – 11 June 2021

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### **Agenda Item 3: Review of Air Navigation Deficiencies in the AIS Field**

#### **ASIA/PACIFIC AIS/AIM AIR NAVIGATION DEFICIENCIES**

(Presented by the Secretariat)

##### **SUMMARY**

This paper presents the AIS - related Air Navigation Deficiencies as identified/agreed by the Thirty-First Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/31, Video Teleconference, 14 to 16 December 2020, for review and update by the meeting.

#### **1. INTRODUCTION**

1.1 This working paper is provided to assist the Task Force to review and update AIS/AIM-related Air Navigation Deficiencies.

#### **2. DISCUSSION**

2.1 Air Navigation Deficiencies are defined in the APANPIRG Procedural Handbook's *Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies*:

*A deficiency is a situation where a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with related ICAO Standards and Recommended Practices, and which situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation.*

2.2 Annex 15 to the Convention on International Civil Aviation defines Standards and Recommended Practices (SARPs) for Aeronautical Information Services. Annex 4 defines SARPs for Aeronautical Charting. ICAO Doc 10066 PANS-AIM provides procedures for the implementation of relevant SARPS.

##### AIS Deficiencies List

2.3 The AIS Deficiencies List (**Attachment A**) is an excerpt from the APANPIRG List of Deficiencies in the ATM and Airspace Safety Fields, as updated by APANPIRG/31 in December 2020 (APANPIRG/31 Appendix A to the Report on Agenda Item 4).

2.5 The following deficiencies were removed from the list by APANPIRG/31, as proposed by AAITF/15:

- WGS-84 not implemented:
  - Thailand.
- Quality Management System not implemented:
  - Indonesia; and
  - Thailand.

2.6 There are three AIS/AIM-related deficiencies identified in the list agreed by APANPIRG/31:

- WGS-84 not implemented (10 States);
- AIP Format (2 States); and
- Quality Management System not implemented (21 States).

2.7 No new deficiencies have been added since APANPIRG/31, and no other States have provided evidence of compliance sufficient to warrant the removal of a recorded deficiency.

2.8 The meeting is, once again, invited to note the ongoing, deep concern about poor quality management of aeronautical information in the APAC Region, and the apparent lack of organizational priority for this safety-critical obligation of all States that are signatory to the Convention on International Civil Aviation.

2.9 New deficiencies will be raised by the ICAO Regional Office for each case where there is evidence of poor quality management processes in aeronautical information. In each case the identified problem will be the subject of direct correspondence from the ICAO Asia/Pacific Regional Director to the State concerned.

2.10 Where States have completed the work necessary to rectify any deficiency it may be removed from the deficiency list provided it is supported by adequate evidence for assessment by the appropriate technical body. In regard to deficiencies recorded against failure to implement QMS for AIS, the criteria used by the Regional Office to determine whether an AIS QMS deficiency may be recommended for deletion is provided in **Attachment B**.

2.11 The meeting is also invited to note that the Global Campaign on NOTAMs, together with the work of AAITF on NOTAMs for the last four years and ongoing analysis by the Secretariat, may result in APANPIRG ANS Deficiencies being raised against non-compliance with the Annex 15 and PANS-AIM provisions. Where such Deficiencies are identified, a parallel Deficiency will also be identified in the area of AIS QMS. NOTAMs are further discussed in WP/7 and WP/8.

### **3 ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) agree to the proposed deletion of the deficiency in paragraph 2.6;
- c) provide relevant evidence to APANPIRG, through AAITF or the ICAO Asia/Pacific Regional Office, when AIS deficiencies have been rectified; and
- d) discuss any relevant matters as appropriate.

## AIS Deficiencies List

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
	<b><u>WGS-84 Requirements of Paragraph 1.2.1 of Annex 15</u></b>					
Afghanistan	WGS-84 - Not implemented	24/6/2014		Afghanistan	TBD	A
Bangladesh	WGS-84 - Not implemented	24/6/2014		Bangladesh	TBD	A
Bhutan	WGS-84 - Not implemented	2/7/1999	Data conversion completed, but not published	Bhutan	TBD	A
Brunei Darussalam	WGS-84 - Not implemented	24/6/2014		Brunei Darussalam	TBD	A
Marshall Islands	WGS-84 - Not implemented	24/6/2014		Marshall Islands	TBD	A
Micronesia	WGS-84 - Not implemented	24/6/2014		Micronesia	TBD	A
Nauru	WGS-84 - Not implemented		Conferring with consultant	Nauru	TBD	A
Palau	WGS-84 - Not implemented	24/6/2014		Palau	TBD	A
Samoa	WGS-84 - Not implemented	24/6/2014		Samoa	TBD	A
Vanuatu	WGS-84 – Not implemented	2/7/1999	Implemented at main airports	Vanuatu	1999	A
	<b><u>AIP Format Requirements of Chapter 4 of Annex 15</u></b>					
Kiribati	AIP Format - Not implemented	7/7/99	ATM/AIS/SAR/SG/18 (June 2009) was advised AIP in draft stage	Kiribati		A
Nauru	AIP Format - Not implemented	7/7/99	ATM/AIS/SAR/SG/18 (June 2008) was advised work soon to start	Nauru		A
	<b><u>AIS Quality Management System Requirements of Paragraph 3.6.1 of Annex 15 Quality Management System - Not implemented</u></b>					

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Afghanistan	AIS Quality Management System - Not implemented	24/6/2014		Afghanistan	TBD	A
Bangladesh	AIS Quality Management System - Not implemented	24/6/2014		Bangladesh	TBD	A
Bhutan	AIS Quality Management System - Not implemented	24/6/2014		Bhutan	TBD	A
Brunei Darussalam	AIS Quality Management System - Not implemented	24/6/2014		Brunei Darussalam	TBD	A
Cambodia	AIS Quality Management System - Not implemented	24/6/2014		Cambodia	TBD	A
Kiribati	AIS Quality Management System - Not implemented	24/6/2014		Kiribati	TBD	A
Lao PDR	AIS Quality Management System - Not implemented	24/6/2014		Lao PDR	TBD	A
Maldives	AIS Quality Management System - Not implemented	24/6/2014		Maldives	TBD	A
Marshall Islands	AIS Quality Management System - Not implemented	24/6/2014		Marshall Islands	TBD	A
Micronesia	AIS Quality Management System - Not implemented	24/6/2014		Micronesia	TBD	A
Myanmar	AIS Quality Management System - Not implemented	9/6/2016		Myanmar	TBD	A
Nauru	AIS Quality Management System - Not implemented	24/6/2014		Nauru	TBD	A
Nepal	AIS Quality Management System - Not implemented	24/6/2014		Nepal	TBD	A

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Palau	AIS Quality Management System - Not implemented	24/6/2014		Palau	TBD	A
Philippines	AIS Quality Management System - Not implemented	24/6/2014		Philippines	TBD	A
Samoa	AIS Quality Management System - Not implemented	24/6/2014		Samoa	TBD	A
Solomon Islands	AIS Quality Management System - Not implemented	24/6/2014		Solomon Islands	TBD	A
Sri Lanka	AIS Quality Management System - Not implemented	9/6/2016		Sri Lanka	TBD	A
Timor Leste	AIS Quality Management System - Not implemented	24/6/2014		Timor Leste	TBD	A
Vanuatu	AIS Quality Management System - Not implemented	24/6/2014		Vanuatu	TBD	A

**ICAO ASIA/PACIFIC REGIONAL OFFICE**

Checklist of Evidence Supporting Withdrawal of APANPIRG ANS Deficiency – AIS Quality Management System (QMS)

The relevant authority should write to the ICAO Asia/Pacific Regional Director ([apac@icao.int](mailto:apac@icao.int)), requesting withdrawal of the APANPIRG ANS Deficiency and including the following supporting information:

AIS QM Area	Evidence	Purpose
<p><b>Quality Management Scope and Process</b> <i>Annex 15 Section 3.6</i> <i>PANS-AIM Chapter 3</i></p>	<p><b>Provide a copy of:</b></p> <ol style="list-style-type: none"> <li>1. the AIS Quality Management Manual; <i>or</i></li> <li>2. Other equivalent document or formal procedures detailing: <ul style="list-style-type: none"> <li>• Scope of QMS; and</li> <li>• QM processes; <i>or</i></li> </ul> </li> <li>3. Other procedure document detailing processes for rectification of non-conformities.</li> </ol>	<ol style="list-style-type: none"> <li>1. To provide evidence that: <ul style="list-style-type: none"> <li>• formal documentation of the scope of the QMS, and its processes have been developed; and</li> <li>• QMS documentation and processes are formally approved by the accountable authority, and are subject to regular review; and</li> <li>• that the QMS is formally applied to the aeronautical information production activities of all AIS and associated entities in the preparation and publication of aeronautical information products (AIP, AIP Amendments, AIP SUPs, AICs, NOTAMs). Example: in some states, the CAA retains responsibility for AIP production, but the Air Navigation Service Provider is responsible for NOTAMs); or</li> </ul> </li> <li>2. To demonstrate the application of quality management processes to the management of non-conformities including detection, reporting, rectification, recording and procedure improvement.</li> </ol>
<p><b>ISO Certification</b> (optional) <i>Annex 15 Section 3.6</i> <i>(Recommendation)</i></p>	<ol style="list-style-type: none"> <li>4. Provide a copy of the ISO 9001 QMS Certificate (optional)</li> </ol>	<p>To provide evidence that the State has achieved ISO certification of its QMS. <i>Note that ISO certification of AIS QMS is recommended, but is not mandatory. ISO certification is not a sole means of demonstrating effective QMS implementation.</i></p>

<p><b>Other Critical AIS QM Areas</b> <i>Annex 15 Sections 2.1, 3.2, 3.3 and 3.6</i></p> <p><i>PANS-AIM Section 2.1.3</i></p>	<p><b>Provide a <u>statement</u> confirming that the State has established:</b></p> <ol style="list-style-type: none"> <li>1. Formal arrangements with originators of aeronautical data and aeronautical information in relation to the timely and complete provision of aeronautical data; <i>Note: originators of aeronautical data include aerodrome operators, ATS units, geospatial agencies military agencies and any other agency or authority providing aeronautical data or aeronautical information for publication in aeronautical information products.</i></li> <li>2. Verification and validation procedures which ensure that upon receipt of aeronautical data and aeronautical information, quality requirements are met.</li> <li>3. Quality check procedures to ensure compliance with product specifications (PANS-AIM Chapter 5).</li> <li>4. Competency, knowledge, skill and ability criteria for personnel engaged in:             <ol style="list-style-type: none"> <li>a. production of aeronautical information products;</li> <li>b. AIS training delivery; and/or</li> <li>c. AIS competency assessment;</li> </ol> </li> <li>5. AIS training and competency assessment plan</li> </ol>
<p><b><i>Note: ICAO Asia/Pacific Regional Office will also conduct sampling of aeronautical information products before then making a recommendation to APANPIRG to remove the ANS Deficiency, where appropriate.</i></b></p>	