International Civil Aviation Organization

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

Video Teleconference, 07 – 11 June 2021

Agenda Item 5: Regional AIS-AIM Planning and Guidance

UPDATE ON THE PROGRESS MADE BY THE SMALL WORKING GROUP ON GUIDANCE FOR POSTPONEMENT OF AERONAUTICAL INFORMATION DISTRIBUTED UNDER THE AIRAC SYSTEM

(Presented by the SWG Rapporteur – Singapore)

SUMMARY

This paper seeks to update the progress made by the Small Working Group on Guidance for postponement of Aeronautical Information distributed under the AIRAC system.

1. INTRODUCTION

1.1 The Fifteenth Meeting of the ICAO Aeronautical Information services – Aeronautical Information Management Implementation Task Force (AAITF/15) agreed to establish a focus group to develop regional guidance for managing postponement of changes of Aeronautical Information distributed under the AIRAC system for States in the Asia Pacific region.

2. DISCUSSION

Progress Update

2.1 The Small Working Group (SWG) met on 9 April 2021 via Video Teleconference and commenced work on the development of the guidance material. The meeting was attended by 25 attendees from 9 States, namely, China, India, Indonesia, Maldives, Mongolia, Singapore, Thailand and Vietnam and 2 International Organisations namely, IATA and ICAO.

2.2 The following key principles were outlined to form the basis of the guidance document to be developed:

- Development of the regional guidance on postponement of changes to Aeronautical Information distributed under the AIRAC system may not deviate from or contravene the current Standards and Recommended Practices (SARPs) in Annex 15 and PANS-AIM procedures.
- The scope of the SWG is mainly focused on developing guidance material for AIS to manage postponement initiated by Data Originators for aeronautical information already published under AIRAC system.

- Development of the guidance document is done by the AIS group for the AIS community who are not directly involved in the management of the root causes of such postponements. E.g. late notice on the change of aerodrome works, late notice on the amendment of Instrument Flight Procedure, etc. However, in the same vein, the group saw that there is potential for AIS to make an effort to be included in the holistic planning of related projects, and to educate Data Originators on the ramifications of issuing late notice on changes. As such, the scope of this guidance could eventually be expanded to include this aspect.

2.3 As the criteria for the publication of an AIRAC AIP Amendment differs from an AIRAC AIP Supplement, the SWG noted that there would be a need to work out the guidance process for managing postponements for the respective products separately. Bearing this in mind, the following tasks have been identified for the SWG to follow up on:

- Task 1: Discussion of scenarios for postponement of information published through an AIRAC AIP Supplement and the operational procedures to manage these scenarios
- Task 2: Development of the flow chart showing the consolidated picture for managing postponement of information published through an AIRAC AIP Supplement.
- Task 3: Discussion of scenarios for postponement of information published through an AIRAC AIP Amendment and the operational procedures to manage these scenarios
- Task 4: Development of the flow chart showing the consolidated picture for managing postponement of information published through an AIRAC AIP Amendment.

2.4 The summary of discussion is provided in **Attachment 1** for reference.

Task 1 and Task 2 Work Progress

2.5 Work on Task 1 and Task 2 has commenced.

2.6 Under Task 1, three scenarios have been identified. When developing these scenarios, the underlying understanding is that the request for such postponements by the Data Originators are not made frivolously, but are due to real extenuating circumstances such as weather/ pandemic etc. The proposed operational procedures have also been worked out. Please see **Table 1** below.

Scenarios	Proposed Operational procedures
<u>Scenario 1:</u> Postponement of information informed by data originators more than or equal to 28 days prior to the indicated AIRAC effective date.	<u>Solution 1:</u> A) Data originator should inform the new effective date to AIS as soon as possible. AIS to promulgate a NOTAM to cancel the AIRAC AIP Supplement, using guidance contained in the current ICAO Doc 8126 – AIS Manual (Chapter 2. Provision of raw data, 2.6.21 – 2.6.23). The validity of the NOTAM is to last till the publication of the next round of NOTAM checklist, and the AIP Supplement is to be removed on that same date. a. NOTAM Format: XX should not be used in the Q-code. Instead, the Trigger NOTAM Q-code should be used. b. NOTAM Content: Specific keywords should be used in item E such as Trigger and postpone. B) Data-houses should not proceed to perform the update work e.g. charting products or flight planning system. Thus reverting back to the previous information would not be required. C) Data originator to determine the next AIRAC effective date. AIS to publish the new AIRAC AIP Supplement on the corresponding publication date.
<u>Scenario 2:</u> Postponement of information less than 28 days prior to the indicated AIRAC Effective date, with the estimated effective date on or prior to the next scheduled AIRAC effective date *Such postponement should be avoided unless absolutely necessary as there will be impact to aviation users.	<u>Solution 2:</u> A) Publish NOTAM informing the aviation community of the delay, including reason for the delay (for accountability), and the new effective date. NOTAM to also include information on the current status of the facility/ service, if available e.g. whether to revert to the pre-implementation state, or if the facility/ service is unavailable/ closed in the meantime. B) Given the late notice, AIS should also inform data originators that the data-houses may be unable to revert to the previous aeronautical data in the navigational databases (NAVDBs) and significant extra reprocessing fees and operational resources may be incurred to include previous aeronautical data into NAVDBs. Also, pilots are limited on the type of navigation data that can be manually inserted or modified in the FMS. As such, data originators should engage Airline Operators/Pilots and conduct an assessment to identify operational consequences and the risks associated with the last-minute delay resulting in users not being updated on time and implement mitigation measures to reduce the risk.

Scenario 3: Postponement of information less than 28 days prior to the indicated AIRAC Effective date and A) the new estimated effective date is on or after the next scheduled AIRAC effective date; or B) data originators are unable to determine the new effective date.	Solution 3: A) Publish NOTAM to cancel the AIRAC AIP Supplement. The validity of the NOTAM is to last till the publication of the next round of NOTAM checklist, and the AIRAC AIP Supplement is to be removed on that same date. B) Datahouses should reinstate the previous information in the navigation database and distribute to the users, as soon as they are able to. C) In the meantime, the data originator should engage Airline Operators/ Pilots and conduct a risk assessment to identify risks associated with the last-minute delay users not being updated on time and implement mitigation measures to reduce the risk. (Similar to Solution 2B.) D) Data originator to determine the next AIRAC effective date. AIS to publish the new AIRAC AIP Supplement on the corresponding publication date, once the new effective date has been finalised.

Table 1: Task 1 Proposed Operational Scenarios

2.7 To summarise the scenarios and the proposed operational procedures as described in para 3.2, the SWG has also developed a flowchart which can be found in **Attachment 2** of this paper.

2.8 The development of a regional guidance is done in the spirit of providing a standardised procedure for States/Administration in the region to manage last-minute postponement of aeronautical information distributed under the AIRAC system, due to extenuating circumstances on the part of the Data Originator. It is not meant to give States/ Administration a back-door on the adherence to the AIRAC system.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the information contained in the paper;

b) review the proposed scenarios, solutions and flowchart developed by the SWG for the postponement of information published through an AIRAC AIP Supplement.

c) discuss any other relevant matters as appropriate.

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Small Working Group on Postponement of Aeronautical Information Distributed under AIRAC

Summary of Discussion: First Video Teleconference: 09 April 2021

1. Participants: see **Attachment A**.

2. Schedule of Tasks and VTCs: See **Attachment B**.

3. Draft Document: *Asia/Pacific Regional Guidance for Postponement of Changes to Aeronautical Information.*

   ICAO presented an early draft version of the regional guidance document (**Attachment C**). This document will be further developed by ICAO, and will progressively incorporate the outcomes of technical work by the SWG.

4. Task 1: Scenarios – postponement of AIP Supplement information

   The SWG Rapporteur (Ravi, Singapore) presented a problem statement and proposed scenarios for the postponement of AIRAC information published in AIP Supplements (AIP SUPs). See **Attachment D**. All participants are requested to provide feedback/comments to the Secretariat (ssumner@icao.int) and Rapporteur (Ravichandran_VEVAGANANDAM@caas.gov.sg) by **not later than 23 April 2021**.

5. General discussion items

   - Participants should keep the Annex 15 Standards and Recommended Practices (SARPS) and PANS-AIM procedures in mind at all times. The SWG may not propose or promote practices that contravene the SARPS and PANS.
   - The scope of the SWG is the development of guidance for the management of aeronautical information published under AIRAC that is then postponed by the data originator. This SWG (and the parent AAITF) is an AIS group, not directly involved in the management of the root causes of such postponements, e.g. late notice change of aerodrome works, late notice amendments of Instrument Flight Procedures, etc. However, there is potential for the AIS to make all efforts to be included in wholistic planning of related projects, and to educate data originator organizations on the ramifications of late notice changes. Discussion of this aspect may be included in the draft guidance document.
   - PANS-AIM 6.1.3 precludes the use of NOTAM to postpone information promulgated in AIP SUP.

     6.1.3 Specifications for AIP Supplements.

     When an error occurs in an AIP Supplement or when the period of validity of an AIP Supplement is changed, a new AIP Supplement shall be published as a replacement.

     Post-VTC update: the following note to PANS-AIM 6.1.3 indicates there may be some cases where, NOTAM may be used to inform users that the AIP Supplement information is postponed, pending the issuance of a replacement AIP SUP.

     Note 1.— The requirements for NOTAM apply when time constraints do not allow sufficient time for the distribution of an AIP Supplement.

   - ICAO Secretariat to contact one or more data houses to seek information on how late in an AIRAC cycle information could be ‘rolled back’.

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List of Participants

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SCHEDULE OF TASKS AND VIDEO TELECONFERENCES (VTCs)			
ITEM		**Responsible Party**	**Due Date**
1.	**VTC 1** **Task 1 – AIP SUP Scenarios** Presentation and initial discussion of: a) Draft guidance document b) AIP SUP Scenarios c) SWG work plan	ICAO	09 April 2021
2.	**Task 1 – AIP SUP Scenarios** All participants to provide comments/feedback by email, by due date	All	23 April 2021
3.	**VTC 2** **Task 1** – **AIP SUP Scenarios** Scenario finalization **Task 2 – AIP SUP Flow Chart** Presentation and initial discussion of Flow Chart	ICAO	07 May 2021 ***tentative***
4.	**Task 2 – AIP SUP Flow Chart** All participants to provide comments/feedback by email, by due date	All	21 May 2021 ***tentative***
5.	**VTC 3** **Task 2 – AIP SUP Flow Chart** Flow Chart finalization Review AIP SUP scenarios and flow chart **Task 3 – AIP AMDT Scenarios** Presentation and initial discussion of AIP AMDT Scenarios	Rapporteur	04 June 2021 ***tentative***
6.	**Task 3 – AIP AMDT Scenarios** All participants to provide comments/feedback by email, by due date	All	18 June 2021 ***tentative***
7.	**VTC 4** **Task 3 – AIP AMDT** Scemarios Scenario finalization **Task 4 – AIP AMDT Flow Chart** Presentation and initial discussion AIP AMDT Flow Chart	Rapporteur	02 July 2021 ***tentative***
8.	**Task 4 – AIP AMDT Flow Chart** All participants to provide comments/feedback by email, by due date	All	16 July 2021 ***tentative***

SCHEDULE OF TASKS AND VIDEO TELECONFERENCES (VTCs)			
ITEM		**Responsible Party**	**Due Date**
9.	**VTC 5** **Task 4– AIP AMDT Flow Chart** Flow Chart finalization Review AIP AMDT scenarios and flow chart	Rapporteur	30 July 2021
10.	*TBA….*		

INTERNATIONAL CIVIL AVIATION ORGANIZATION

ASIA/PACIFIC REGIONAL GUIDANCE FOR POSTPONEMENT OF CHANGES TO AERONAUTICAL INFORMATION

Draft, March 2021

This guidance was developed by the Asia/Pacific Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF)

Approved by ATM/SG/9 and published by the
ICAO Asia and Pacific Office, Bangkok

CONTENTS

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LIST OF APPENDICES

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SCOPE OF THE DOCUMENT

Guidance for Postponement of Changes to Aeronautical Information

1.1 This document, the *Asia/Pacific Regional Guidance for the Postponement of changes to aeronautical information*, provides background information, responsibilities of stakeholders and guidance.

1.2 The document is not intended to encourage States/Administrations to fail to meet their obligations under the Convention on International Civil Aviation to conform with the Standards and Recommended Practices (SARPS) and Procedures in the relevant Annexes to the Convention and Procedures for Air Navigation Services (PANS), in particular Annex 15 *Aeronautical Information Services*, Annex 4 Aeronautical Charts and Doc 10066 *PANS – Aeronautical Information Management (AIM)*.~~.~~

1.3 The Aeronautical Information Regulation and Control (AIRAC) System and associated SARPS are of central importance to the functioning of an ICAO-compliant, quality-managed Aeronautical Information Service (AIS). This document is intended to provide guidance for aeronautical project planning to ensure compliance with the AIRAC system, and for the operational response by the AIS and, where necessary, the regulatory authority whenever there is a short-notice need to postpone changes to aeronautical information that have been promulgated under the Aeronautical Information Regulation and Control (AIRAC) system.

Document Review

1.4 The document will be subject to ad-hoc review as needed, in response to relevant global or regional developments in the regulation of AIM Implementation.

1.5 Reviews should include examination of relevant new or amended ICAO Annexes, PANS and guidance material to ensure the minimization of duplication, and alignment with global direction.

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OBJECTIVES

2.1 The objective of this document is to provide guidance for handling last minute postponement of changes to aeronautical information distributed under AIRAC system. The guidance is intended to include:

- [TBD]

2.2 Without a global standardised procedure or guidance for managing such postponements, each AIS provider from various States/Administration is likely to have developed their own solution.

2.3 [TBD]

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EXECUTIVE SUMMARY

3.1 The *Asia Pacific Guidance for the Postponement of Changes to Aeronautical Information* was developed in response to the concerns expressed by the Asia/Pacific AIM community at the 15th Meeting of the AIS – AIM Implementation Task Force (AAITF/15, 01 to 05 June 2020) and the Eighth Meeting of the Air Traffic Management Sub-Group of APANPIRG (ATM/SG/8, 23 – 27 June 2020) . Those meetings were informed of the need for guidance on the management of postponement of changes to aeronautical information distributed under AIRAC, citing the current guidance that any postponement of the effective date of new or amended AIRAC information should be notified by NOTAM at least 28 days in advance of the effective date, and the incidence of cases where a late-notice postponement may be necessary due to circumstances beyond the control of the data originator and AIS.

3.2 AIRAC is a system established to ensure that changes to specified aeronautical information[1] are made available and effective by States/Administrations in a consistent manner on globally agreed timelines. This ensures that the downstream stakeholders in the data chain, such as the data integrators and aircraft operators, are able to perform their obligations and keep the necessary manuals and documents up-to-date and in a timely manner.

3.3 Adherence to the AIRAC system, where changes are effected on scheduled predetermined dates, does not just depend on the AIS provider. The upstream stakeholders of the data chain i.e. the data originators, play a significant role as well, given that they are the trigger for changes in aeronautical information. It is imperative that these data originators factor the AIRAC timeline into their project planning and change management. Thorough planning and the cooperation of all parties involved would be needed to ensure that the project proceeds on time and there is no postponement of the effective date of change.

3.4 The current guidance stipulates that any postponement of effective date of change should be notified by way of NOTAM at least 28 days in advance of the indicated effective date. However, there may be occasions when, due to events that are beyond the control of the data originators and AIS provider, there is a delay in the project which results in the effective date of the change being required to be postponed at the last minute. This may happen despite the fact that all parties involved had taken all possible and reasonable measures to ensure that the project takes place as planned.

3.5 [TBD]

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[1] The items of aeronautical information that must be promulgated under AIRAC are listed in Annex 15 *Aeronautical Information Services* Chapter 6.

ABBREVIATIONS, ACRONYMS AND DEFINITIONS

Commented [SS1]: To be further fleshed out

APANPIRG	Asia/Pacific Air Navigation Planning and Implementation Regional Group
AIM	Aeronautical Information Management
AIRAC	Aeronautical Information Regulation and Control
AIS	Aeronautical Information Service
ATC	Air Traffic Control
ATM	Air Traffic Management
NOTAM	Notice to Airmen

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BACKGROUND INFORMATION

Current ICAO standards, procedures and guidance

Annex 15, Aeronautical Information Services

5.1 The following Standards and Recommended Practices (SARPS) are included in Annex 15 – *Aeronautical Information Services*:

Chapter 6. Aeronautical Information Updates

6.2 Aeronautical information regulation and control (AIRAC)

6.2.1 Information concerning the following circumstances shall be distributed under the regulated system (AIRAC), i.e. basing establishment, withdrawal or significant changes upon a series of common effective dates at intervals of 28 days, including 8 November 2018:

a) limits (horizontal and vertical), regulations and procedures applicable to:
   1. *flight information regions;*
   2. *control areas;*
   3. *control zones;*
   4. *advisory areas;*
   5. *air traffic services (ATS) routes;*
   6. *permanent danger, prohibited and restricted areas (including type and periods of activity when known) and air defence identification zones (ADIZ);*
   7. *permanent areas or routes or portions thereof where the possibility of interception exists;*

a) positions, frequencies, call signs, identifiers, known irregularities and maintenance periods of radio navigation aids, and communication and surveillance facilities

b) holding and approach procedures, arrival and departure procedures, noise abatement procedures and any other pertinent ATS procedures;

c) transition levels, transition altitudes and minimum sector altitudes;

d) meteorological facilities (including broadcasts) and procedures;

e) runways and stopways;

f) taxiways and aprons;

g) aerodrome ground operating procedures (including low visibility procedures);

h) approach and runway lighting; and

i) aerodrome operating minima if published by a State.

6.2.2 The information notified under the AIRAC system shall not be changed further for at least another 28 days after the effective date, unless the circumstance notified is of a temporary nature and would not persist for the full period.

6.2.3 Information provided under the AIRAC system shall be made available by the aeronautical information service (AIS) so as to reach recipients at least 28 days in advance of the effective date.

6.2.5 Implementation dates other than AIRAC effective dates shall not be used for pre-planned operationally significant changes requiring cartographic work and/or for updating of navigation databases.

6.2.6 ***Recommendation.*** *— The regulated system (AIRAC) should be used for the provision of information relating to the establishment and withdrawal of, and premeditated significant changes in, the circumstances listed below:*

a) position, height and lighting of navigational obstacles;

b) hours of service of aerodromes, facilities and services;

c) customs, immigration and health services;

d) temporary danger, prohibited and restricted areas and navigational hazards, military exercises and mass movements of aircraft; and

e) temporary areas or routes or portions thereof where the possibility of interception exists.

6.3 Aeronautical information product updates

6.3.1.2 Permanent changes to the AIP shall be published as AIP Amendments.

6.3.1.3 Temporary changes of long duration (three months or longer) and information of short duration which contains extensive text and/or graphics shall be published as AIP Supplements.

6.3.2.2 A NOTAM shall be originated and issued promptly whenever the information to be distributed is of a temporary nature and of short duration, or when operationally significant permanent changes or temporary changes of long duration are made at short notice, except for extensive text and/or graphics.

6.3.2.1 When an AIP Amendment or an AIP Supplement is published in accordance with AIRAC procedures, a Trigger NOTAM shall be originated.

Doc 10066 – PANS AIM

5.2 The following procedures are included in ICAO Doc. 10066 – *Procedures for Air Navigation Services – Aeronautical Information Management*:

Chapter 5. Aeronautical Information Products and Services

5.2.1.4.4 A checklist of valid AIP Supplements shall be issued at intervals of not more than one month as part of the checklist of NOTAM required by 5.2.5.3 and with distribution as for the AIP Supplements.

5.2.5.1.9 Each NOTAM shall deal with only one subject and one condition of the subject.

5.2.5.1.12 A NOTAM containing permanent information or temporary information of long duration shall carry appropriate AIP or AIP Supplement references.

5.2.5.3.3 A NOTAM checklist shall refer to the latest AIP Amendments, AIP Supplements, data sets and at least the internationally distributed AIC, and, when it is selected, include the checklist of AIP Supplements.

Chapter 6. Aeronautical information product updates

6.1.3 Specifications for AIP Supplements. When an error occurs in an AIP Supplement or when the period of validity of an AIP Supplement is changed, a new AIP Supplement shall be published as a replacement.

Note 1.— The requirements for NOTAM apply when time constraints do not allow sufficient time for the distribution of an AIP Supplement.

6.1.4.1 NOTAM should be published with sufficient lead time for the affected parties to take any required action, except in the case of unserviceability, volcanic activity, release of radioactive material, toxic chemicals and other events that cannot be foreseen.

6.1.4.4 Within three months from the issuing of a permanent NOTAM, the information contained in the NOTAM shall be included in the aeronautical information products affected.

6.1.4.5 Within three months from the issuing of a temporary NOTAM of long duration, the information contained in the NOTAM shall be included in the AIP Supplement.

6.1.4.6 When a NOTAM with estimated end of validity unexpectedly exceeds the three-month period, a replacement NOTAM shall be issued, unless the condition is expected to last for a further period of more than three months; in this case, an AIP Supplement shall be issued.

6.1.4.7 When an AIP Amendment or an AIP Supplement is published in accordance with AIRAC procedures, a so-called "Trigger NOTAM" shall be originated giving a brief description of the contents, the effective date and time, and the reference number of the amendment or supplement.

Doc 8126 - Aeronautical Information Service Manual

5.3 The following guidance is included in ICAO Doc 8126 – *Aeronautical Information Service Manual:*

Commented [SS2]: We'll need to check this against the draft new version of 8126, and make a decision on which we include here, depending on timing of the availability of new 8126 and finalization of this doc.

Chapter 2. Provision of raw data

Postponement of changes to aeronautical information

2.6.21 Postponement of changes to circumstances listed in Annex 15, Appendix 4, has the effect of cancelling information notified by AIRAC and reinstating previously valid information. Doing so by NOTAM less than 28 days before the effective date for changes to circumstances listed in Appendix 4, Parts 1 and 3, does not generally allow sufficient time for previously valid information to be reinstated in airborne navigation databases, with the result that erroneous information would be presented to flight crews. Furthermore, since charts used by flight crews and ATC are updated on a different schedule than airborne navigation databases, it is possible that valid information which is not reflected in the airborne database may nevertheless appear on charts. The resulting mismatch of information would give rise to considerable operational difficulties and potential safety hazards. In the worst case, RNAV procedures that require a navigation database may not be flown (operated).

2.6.22 In order to avoid negative consequences to the safety and efficiency of flights, all possible measures should be taken to ensure that changes to circumstances listed in Annex 15, Appendix 4, Parts 1 and 3, take place as notified on the AIRAC date. This will require thorough planning of aeronautical information changes and the cooperation of

all parties involved, including AIS.

2.6.23 It is important to recognize that a change to the effective date (or postponement) is information to be notified by AIRAC and therefore constitutes "withdrawal" as stated in Annex 15, Appendix 4. Postponement by NOTAM should be issued more than 28 days in advance of the previously indicated effective date unless the circumstances are of a temporary nature and would not persist for the full period.

Note 1. — Current AIS Manual has not updated by latest Annex 15 Amendment. Therefore, Annex 15 references in 2.6.21 – 2.6.23 should be read as follows:

- *Annex 15, Appendix 4, Parts 1 and 3 as '**Annex 15, paragraph 6.2.1 and 6.2.7**'*
- *Annex 15, Appendix 4 as '**Annex 15, 6.2 Aeronautical information regulation and control (AIRAC)**'*

[TBD]

5.4 [TBD].

GUIDANCE FOR POSTPONEMENT OF CHANGES TO AERONAUTICAL INFORMATION

Commented [SS3]: Should we also include conceptual guidance for the whole-of-system project planning to reduce the likelihood of late notice of project (and therefore AI) postponement?

Responsibilities

Data originator

6.1 Data originators should provide all information required to postpone changes to aeronautical information such as:

- New effective date of aeronautical information;
- All previous aeronautical data (in case it needs to be reinstated);

AIS Provider

6.2 AIS Provider should take appropriate action depending on raw data provided by Data originator in accordance with ICAO SAPRs, procedures and guidance.

Guidance

6.3 Postponement of changes to aeronautical information should be carried out via workflow appended in **Appendix A**.

6.4 Data originators are required to make assessment and determine new effective date as soon as they are aware of a delay which will result in the postponement of the effective date of aeronautical information.

6.5 Data originator should check whether effective date change could be informed at least 28 days before the previously indicated effective date.

6.6 If effective date change could be informed 28 days before the previously indicated effective date, data originator should inform the new effective date to AIS as soon as possible. AIS should issue a NOTAM using guidance contained in the current *ICAO Doc 8126 - AIS Manual* (Chapter 2. Provision of raw data, 2.6.21 – 2.6.23).

6.7 If effective date change could not be informed 28 days before the previously indicated effective date, Data originator should check whether new effective date is next AIRAC effective date or beyond.

6.8 If new effective date is not next AIRAC effective date or beyond, a NOTAM should be promulgated. NOTAM content depends on whether aeronautical information has been published via AIP Amendment or AIP Supplement.

6.9 If aeronautical information has been published via AIP Supplement, the NOTAM should contain information such as the reason of the delay and the new effective date.

6.10 If aeronautical information has been published via AIP Amendment, following NOTAMs should be promulgated depending on usage of previously published aeronautical information:

1. If there is a need to use previously published aeronautical information, NOTAM should reinstate it and will be valid until the change become effective.

2. If there is no need to use previously published aeronautical information, NOTAM should contain not availability of aeronautical information such as closed,

unserviceable, not available etc., NOTAM will be valid until the change become effective.

6.11 If new effective date is next AIRAC effective date or beyond, following action should be taken depending on whether aeronautical information has been published via AIP Amendment or AIP Supplement:

1. If aeronautical information has been published via AIP Amendment, action stated in paragraph 6.9 should be taken.

2. If aeronautical information has been published via AIP Supplement, previously published AIP Supplement should be cancelled by NOTAM. The validity of NOTAM will last till 1st of the following month, which is when the AIS provider publishes the NOTAM Checklist. Cancelled AIP Supplement should be excluded from checklist of valid AIP Supplement which is part of NOTAM Checklist. A new AIRAC AIP Supplement should be published at the next AIRAC publication date.

6.12 :

[Insert]

7.1 :

1. T;

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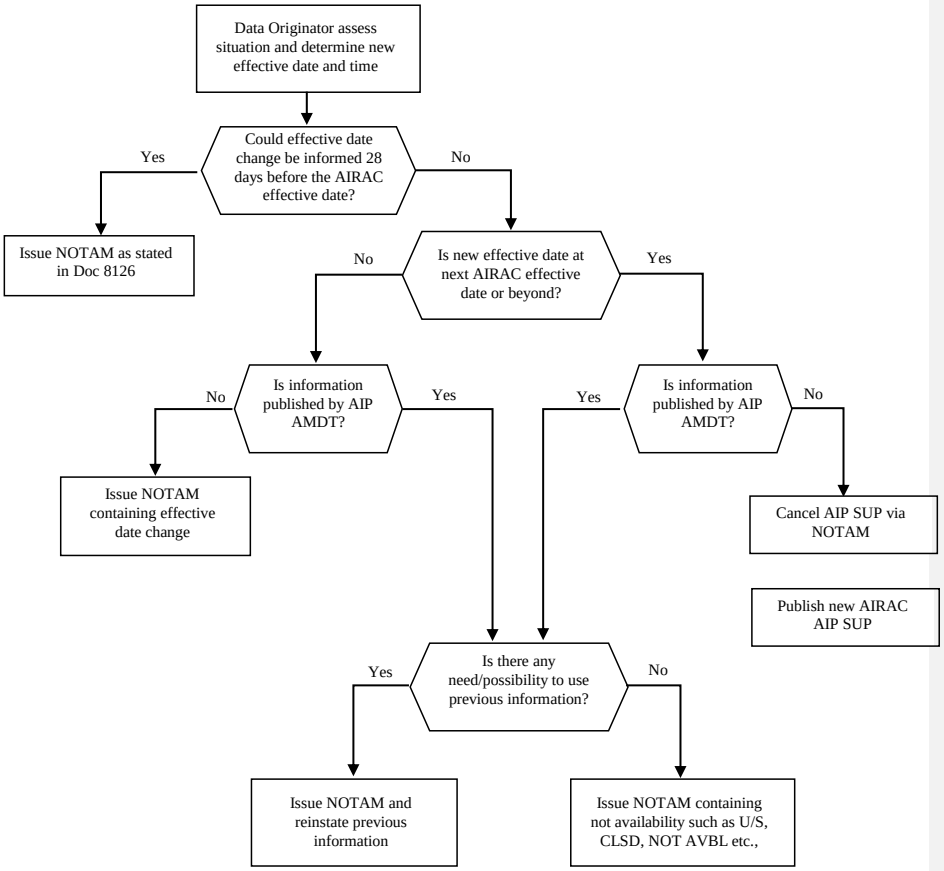
APPENDIX A – Flow Chart



Outline of the discussion

- Key Principles for AIRAC
- Problem statement
- Proposed process to manage the following scenarios:
  - Scenario 1: Informed of postponement > 28 days prior to AIRAC EFF-1
  - Scenario 2: Informed of postponement <28 days prior to AIRAC EFF-1, new effective date is **on or before** AIRAC EFF-2
  - Scenario 3: Informed of postponement <28 days prior to AIRAC EFF-1, new effective date is **after** AIRAC EFF-2
- Additional Discussion: Managing “Foreseeable Uncontrollables”

Key Principles of AIRAC

- AIRAC is a system established to ensure that changes to specified aeronautical information are made available and effective by States/ Administrations **in a consistent manner** on globally agreed timelines.
  - So that downstream stakeholders are able to perform their obligations and keep the necessary manuals and documents up-to-date and in a timely manner.

- Annex 15 provides a list of information that must be distributed under the AIRAC system.
  - Implementation dates other than AIRAC effective dates shall not be used for **pre-planned** operationally significant changes requiring cartographic work and/or for updating of navigation databases.

- DOC 8126 states that postponement of changes to such circumstances has the effect of cancelling information notified by AIRAC and reinstating previously valid information.
  - As such, **NOTAM should be issued more than 28 days in advance** of the previously indicated effective date **unless the circumstances are of a temporary nature and would not persist for the full period**.

Problem Statement

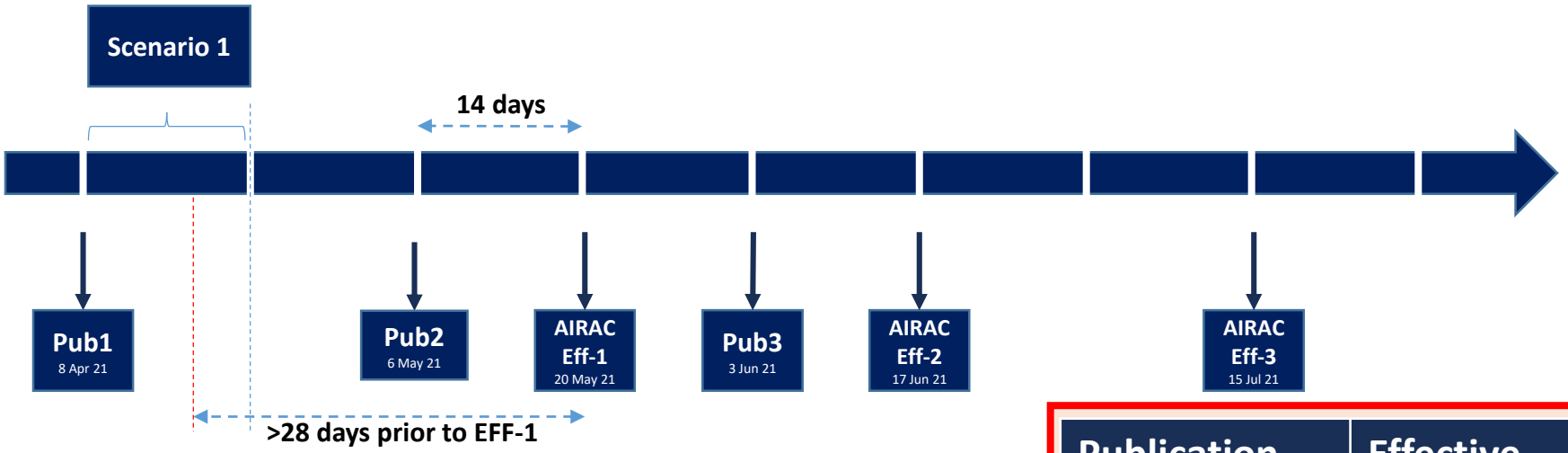
- Due to **extenuating circumstances** such as weather/ pandemic, effective date of the information distributed under the AIRAC system **needs to be postponed less than 28 days in advance**.
  - Depending on the assessment by the data originator, the new effective date may be
    - **On or before** the next AIRAC effective date (Scenario 2); or
    - **After** the next AIRAC effective date (Scenario 3)

- Doc 8126 appears to recognise this possibility and provided a caveat
  - "Postponement by NOTAM should be issued more than 28 days in advance of the previously indicated effective date u**nless the circumstances are of a temporary nature and would not persist for the full period**"

- There is no established guidance for AIS to manage such postponements
  - Without an established process, there is no consistency
  - Downstream stakeholders would also not be able to establish their processes to manage such postponements.

- Focus for this session: Managing AIRAC information distributed under AIRAC AIP Supplements.

Scenario 1: Postponement informed > 28 days prior to AIRAC EFF-1

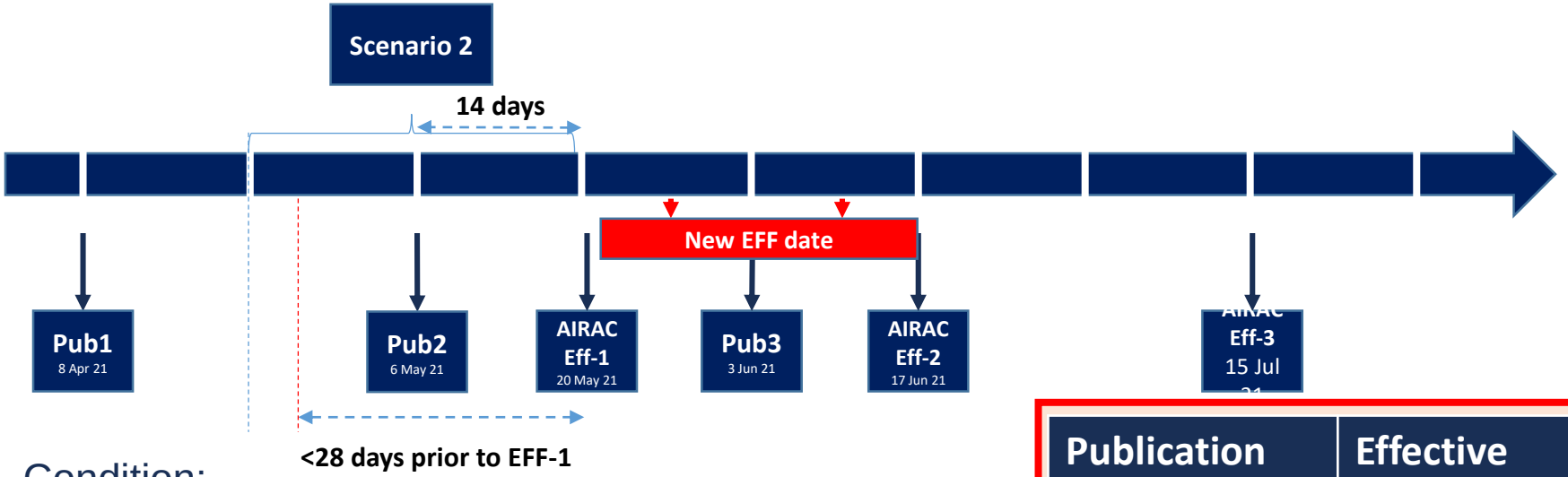


- Condition:
  - Data Originator informs of the postponement **more than 28 days** before the original effective date
  - Effective date is postponed to a subsequent AIRAC Effective date e.g. “AIRAC Eff-2” or “AIRAC Eff-3”
- Solution: in line with guidance contained in the current Doc 8126 AIS Manual
  a) Publish NOTAM to cancel the AIRAC AIP Supplement
     i. Validity of the NOTAM to last till the publication of the next round of NOTAM list.
     ii. AIP supplement to be removed on that date.
  b) Datahouses to reinstate previous information in the navigation database and distribute to the users
  c) Publish AIP Supplement on the corresponding publication date e.g. “Pub-2” or “Pub-3”

Publication Date	Effective Date
8 Apr 2021	20 May 2021
6 May 2021	17 Jun 2021
3 Jun 2021	15 Jul 2021

E.g. Scenario:
Information published on 8 Apr 21 (Pub1), to be effective on 20 May 21 (AIRAC Eff-1).
Informed prior to 22 Apr (>28 days notice) that the information is to be postponed to 17 Jun 21 (AIRAC Eff-2)

Scenario 2- Postponement < 28 days prior to AIRAC EFF-1, new effective date on or before AIRAC Eff-2

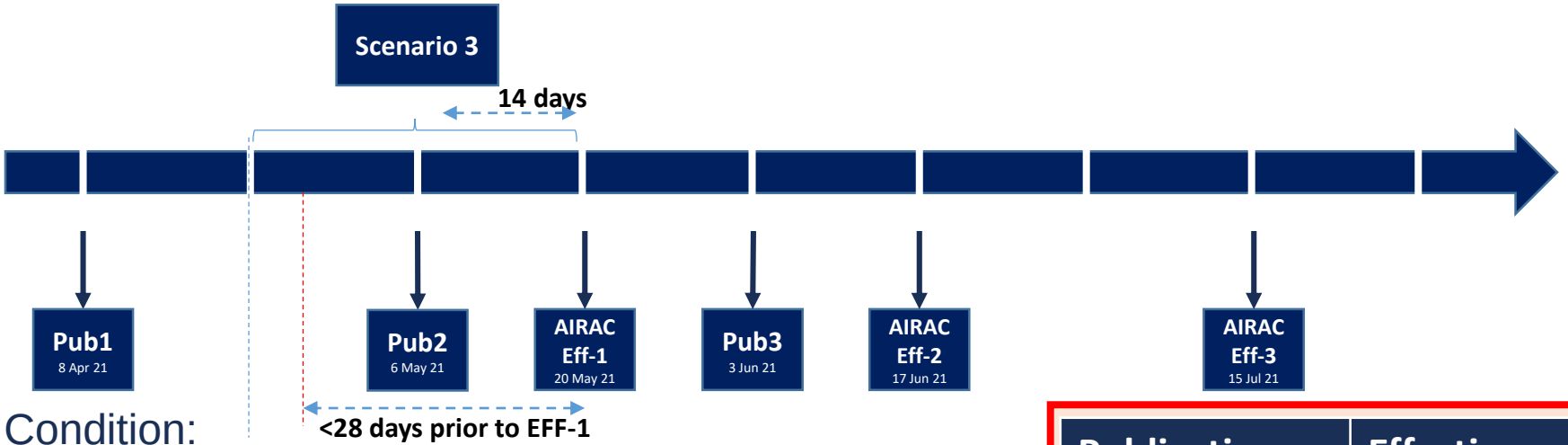


- Condition:
  - Data originator informs of the postponement **less than 28 days** before the original effective date
  - **Due to extenuating circumstances** (e.g. weather, pandemic)
  - New effective date is on or before AIRAC Eff-2.
- Solution:
  - Publish NOTAM informing the aviation community of the delay, including reason for the delay (for accountability), and the new effective date.
    - Scenario 2A: Able to revert to pre-implementation state
      - NOTAM to also indicate for the aviation community to revert to pre-implementation state
    - Scenario 2B: Unable to revert to pre-implementation state
      - NOTAM to indicate that service/facility is unavailable/ closed
    - Scenario 2C: New piece of information
      - NOTAM to simply indicate the new effective date

Publication Date	Effective Date
8 Apr 2021	20 May 2021
6 May 2021	17 Jun 2021
3 Jun 2021	15 Jul 2021

E.g. Scenario:
Information published on 8 Apr 21 (Pub1), to be effective on 20 May 21 (AIRAC Eff-1).
Informed after 22 Apr (<28 days notice) that the information is to be postponed. New effective date is on or before 17 Jun 21 (AIRAC Eff-2).

Scenario 3 - Postponement < 28 days prior to AIRAC EFF-1, new effective date after AIRAC Eff-2



- Condition:
  - Data originator informs of the postponement **less than 28 days** before the original effective date
  - **Due to extenuating circumstances** (e.g. weather, pandemic)
  - New effective date **unable** to be on or before AIRAC Eff-2.
- Solution:
  a) Publish NOTAM to cancel the AIRAC AIP Supplement
     i. Validity of the NOTAM to last till the publication of the next round of NOTAM list.
     ii. AIP supplement to be removed on that date.
  b) End-users (e.g. Datahouses) to reinstate previous information, if there is.
  c) Publish AIP Supplement on the corresponding publication date e.g. "Pub-3"

Publication Date	Effective Date
8 Apr 2021	20 May 2021
6 May 2021	17 Jun 2021
3 Jun 2021	15 Jul 2021

E.g. Scenario:
Information published on 8 Apr 21 (Pub1), to be effective on 20 May 21 (AIRAC Eff-1).
Informed after 22 Apr (<28 days notice) that the information is to be postponed. New effective date unable to make it on or before 17 Jun 21 (AIRAC Eff-2).

Additional Discussion – Managing "Foreseeable Uncontrollable(s)"

"Foreseeable uncontrollable(s)": a foreseeable disruption to project plan that cannot be controlled

- Data Originators planned for contingency (back-up) effective dates
  - E.g. Projects with a short timeframe gets delayed in the event of a bad weather.
- Not practical for them to postpone to the next AIRAC effective date
  - Bad weather may be encountered on the next effective date
  - Cannot be expected to postpone indefinitely - e.g. commercial considerations
- If planned for, should such contingency dates be included into the AIRAC AIP Supplement?
  - Would downstream stakeholders find such advanced information valuable?

Flowchart on the summary of scenarios and proposed operational procedures