International Civil Aviation Organization

ICAO

Twentieth Meeting of the ICAO Aeronautical Information Services − Aeronautical Information Management Implementation Task Force (AAITF/20)

Chitose, Japan, 9 – 13 June 2025

Agenda Item 4: AIS-AIM Updates

AIRLINE FEEDBACK ON AIS

(Presented by IATA)

SUMMARY

This paper presents a summary of airline observations of Aeronautical Information Services (AIS) issues or improvements primarily in the Asia and Pacific (APAC) region.

1.   INTRODUCTION

1.1   Each year for AAITF meeting IATA seeks feedback from airlines on issues and improvements identified with AIS quality in the region and collates into this summary paper. It includes ongoing long-term issues that have been reported at prior meetings and that are taking longer to fully rectify.

1.2   IATA supports the overall transition from AIS to AIM as soon as practicable with a focus on ensuring quality management is established prior and maintained throughout the transition.

1.3   This paper does not seek to specifically name any State for apportioning blame but utilises examples with location data. Past experience has shown that many issues are quickly resolved once identified and discussed in and outside of this forum.

2.   DISCUSSION

AIS Websites

2.1   At least one State in APAC continues to close their eAIP on Public Holidays. While it is understood that non-critical operational staff are absent on Public Holidays, access to operational information and supporting personnel must remain available 24/7/365. This includes published emails and phone numbers always being accurate and manned.

2.2   Issues related to AIP access continue to be a challenge in multiple States. States using QR codes, complex access requirements, and 2FA options are impacting accessibility and usability of the website. While security is of importance for aeronautical publications, too many layers of security to access the information is not recommended. Consideration should be given to simplifying access for approved users.

2.3   Some States' providing Electronic AIPs (eAIPs) and AIS websites, while thorough and accessible, do not strictly follow AIP format and structure which can make it take longer to locate relevant information. All States are encouraged to fully adopt ICAO AIS/AIP format and structure to maintain standardisation in aeronautical information sharing. It is also very helpful to make full downloadable copies available to reduce the need for pilots to navigate through websites particularly in areas of low connectivity.

2.4   Some States have separate AIP and (Updated) Airspace Usage Plan (AUP/UUP) websites. It would be more convenient and user-friendly to have them connected or combined, and to also ensure the content of AUP matches the current NOTAMs – sometimes AUP sites retain inaccurate / outdated information.

2.5   For large-scale military exercises or other events requiring significant rerouting, earliest publication of AIPs and NOTAMs better permit airlines sufficient time to process the information and update navigation data. It would be helpful if AUP websites included a function to compare availability of air routes during the daily airspace program. This would aid flight planning.

2.6   In the AIP, GEN Section 4 is typically for "Charges for aerodromes/heliports and Air Navigation Services". For most states, section 4.1 and 4.2 will spell out the details of landing and overflight charges, however, some States are not including it here. They either provide a link to a separate document/website for the charges (links that could be broken), or have no links provided and further work is required to source the information.

2.7   One State's eAIP has been unavailable since June last year, another has not been updated since 2022. Although necessary information is provided through NOTAM and other products, and the paper version is still officially recognized, eAIP enables more real-time updates of information. We ask that all States transition as soon as possible to structured and well-maintained and administered eAIPs.

Aerodrome Charting

2.8   Aerodrome charting must show movement restrictions if applicable, plus ATC must be conversant with published restrictions. As example, an E190 had landed at its destination airport recently and was intending to exit the runway via an acceptable charted taxiway but was told by tower ATC that the specific taxiway was only for ATR aircraft, and to continue roll to next to exit which increased runway occupancy time. On checking the AIP and Jeppesen, the specifications for the original selected taxiway appeared to be suitable for the E190. The issue was raised with the ANSP who confirmed the taxiway can be used by E190 and that they are revising to ensure it is depicted accurately and that ATCs are aware.

AIP Supplements

2.9   ICAO Annex 15 Aeronautical Information Services para 6.3.1.3 states "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". How long are 'temporary changes of long duration'?

2.10   One State has issued 16 NOTAMs updating and amending an AIP SUP from 2010. These NOTAMs have been issued in 2011, 12, 14, 15, 16, 17, 18, 19, 20, 21, and 23 and are annotated PERM (see some examples following). Why hasn't the SUP been updated or incorporated into AIP already to include all the new NOTAM information and the related NOTAMs then cancelled?

> G0282/12 - REFER AIP xxx SUPPLEMENT NO. 14/2010 REGARDING RNAV-1
> SIDS/STARS-xxx AIRPORT xxxx.
> 1. SID xxxx 5 AND yyyy 7 IS ALSO APPLICABLE FOR ROUTE

Lnnn.
2. STAR xxxx 6 AND yyyy 8 IS ALSO APPLICABLE FOR ROUTE Lnnn.
AMEND THE AIP SUPPLEMENT 14/2010 ACCORDINGLY. 23 AUG 00:01 2012
UNTIL PERM.
CREATED: 01 MAR 09:14 2024

G0536/17 - REFER AIP SUPPLEMENT NO. 14/2010 REGARDING
RNAV-1 (GNSS OR DME/DME/IRU) SIDS AND STARS - xxx AIRPORT.
COORDINATES OF WAYPOINT YYYYY ARE AMENDED AS nnnnN AND
nnnnnE IN PLACE OF nnnnN AND nnnnnE RESPECTIVELY.
AMEND AIP SUPPLEMENT ACCORDINGLY. 09 NOV 00:00 2017 UNTIL PERM.
CREATED: 08 SEP 07:39 2017

G0050/11 - REFER AIP SUPPLEMENT NO.14/2010 REGARDING RNAV-1 SIDS
AND STARS RUNWAY 09-27 IN RESPECT OF xxx AIRPORT.
FOLLOWING IS ADDED/AMENDED IN THE PROCEDURE:-
1.IN SID xxxx-5 A NEW WAYPOINT XXnnn WITH COORDINATES Nnnnn
Ennnn IS INSERTED WITH A RESTRICTION TO CROSS AT OR BELOW
6000 FT.
2.IN PARA 3.1 NOTE THE MAXIMUM HOLDING SPEED SHALL BE 230 KT IN
PLACE OF 250 KT.
3.IN SID yyyy-5 AIRCRAFT TO CROSS YYnnn AT OR BELOW 7000 FT.
AMEND THE AIP SUPPLEMENT ACCORDINGLY. 11 APR 12:00 2011 UNTIL
PERM. CREATED: 11 APR 12:31 2011

2.11   When an AIP SUP is amended, it is sometimes difficult to understand the specific changes. Although an overview and changes are described at the beginning, some documents only state, "other changes throughout the document," which is not explanatory. Issuance with more detail of changes, or in a format that is easy for operators to understand such as indicating revisions with (e.g.) strike-through lines, would be helpful.

2.12   Additionally, where modification bars are utilised in an AIP AMDT, it should only display when the content is modified in the latest AIP AMDT period. Some AMDTs are still showing modification bars for content that was updated in the previous period.

States charging for AIP subscriptions in APAC region

2.13   Several States within APAC continue to charge for AIP subscriptions. In some cases, to subscribe to the service the administrative effort (e.g. form, payment) is onerous.

2.14   AIS is a component of the cost-base used for calculating ANS charges by a State as part of the expected service delivery performance required by Airspace Users. That way, costs are transparent and negotiated under meaningful consultation as per ICAO guidelines which mitigates risk of the charges being over-inflated. Applying separate subscription costs to users is double-charging and should be ceased.

General feedback

2.15   For some States it is recommended reducing the frequency of AIP amendments. For non-urgent and non-essential corrections, issue a SUP and defer incorporating into the next publication cycle.

2.16   Globally, many states continue to omit ICAO codes to identify either an aerodrome or Flight Information Region (FIR) in published AIP Supplements. Instead, commercial or local names

(or related abbreviations) are used as identifiers. This results in additional workload for users to search and retrieve correct codes in order to handle the publication. Airlines request consistent use of ICAO designators at a minimum.

<u>Conclusion</u>

2.17   Airspace Users appreciate the ongoing efforts by States to improve the quality and scope of AIS. IATA member airlines will continue to provide feedback to individual service providers and into forums such as this one as past history has shown good communication between all parties has been a successful catalyst for rapidly resolving issues and supporting continued improvement.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

a)   note the information contained in this paper; and

b)   discuss any relevant matters as appropriate.

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