



International Civil Aviation Organization

Thirteenth Meeting of the APANPIRG

ATS/AIS/SAR Sub-Group (ATS/AIS/SAR/SG/13)

Bangkok, Thailand, 23 – 27 June 2003

Agenda Item 4: Consider problems and make specific recommendations concerning the provision of ATS/AIS/SAR in the Asia/Pacific Region

NOTIFICATION OF ANNEX DIFFERENCES

(Presented by Australia)

SUMMARY

Australia reviews its compliance with ICAO Annexes, in accordance to the State letter requests. Relevant to the ATS/AIS/SAR Sub-Group was the review of Annex 11.

This Working Paper summarises the processes that were used in coordinating the review, the issues that need to be addressed, and the AIP published differences.

1. Background

- 1.1 From time to time, signatories to ICAO are subjected to ICAO Universal Safety Oversight Audits. These audits include State compliance with the Annexes to the Convention on International Civil Aviation.
- 1.2 Australia routinely reviews its compliance with the Annexes, and files differences to ICAO, where required.

2. ICAO Annex Compliance

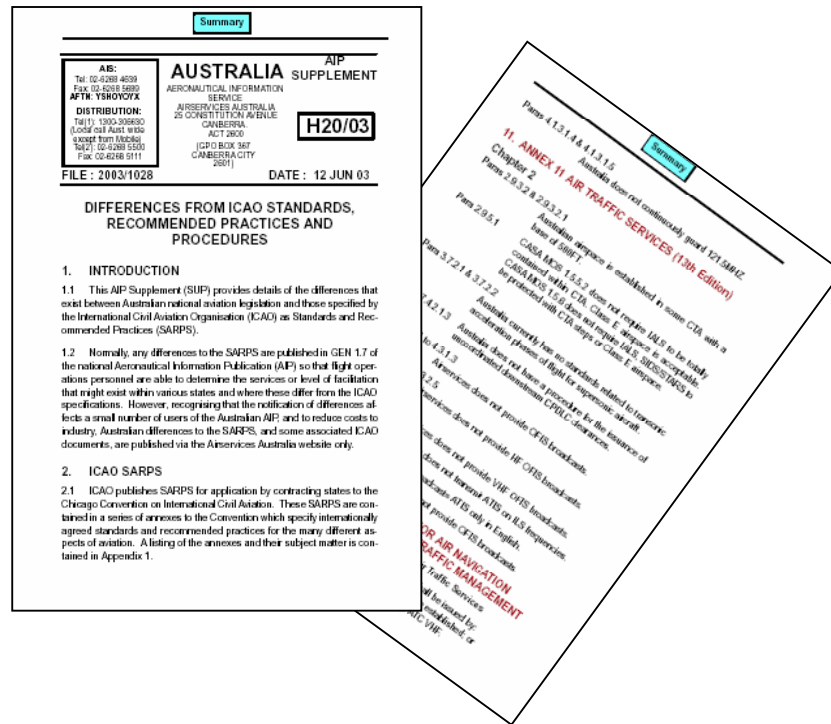
- 2.1 Australia, as all signatory States to ICAO, is required to regularly review its compliance with ICAO Annexes.
- 2.2 Where there are differences to the Standards and Recommended Practices (SARPs), these differences are to be notified to ICAO.
- 2.3 States are required to publish any differences in their AIP.

3. Relevant ICAO Annexes and Differences

- 3.1 As the ATS/AIS/SAR Sub-Group of APANPIRG addresses issues relating to air traffic services, the relevant ICAO Annex is:

Annex 11 Air Traffic Services

- 3.2 The differences to this Annex are given in the attachment to this Working Paper, and can also be found at <http://www.airservices.gov.au/pilotcentre/aip2/sup/h20.pdf>



4. Review Process

- 4.1 The ICAO Annexes contain SARPs that may go across several organisations in support of the provision of aviation related services. In order to address compliance to the SARPs, the involvement of each of these organisations is required.
- 4.2 Coordination was required between Airservices Australia, Civil Aviation Safety Authority, and the Department of Transport and Regional Services, so that each SARP was addressed by the relevant authoritative organisation.
- 4.3 Details of each SARP were put into a database, for ease of comment input and management. Electronic versions¹ of the Annexes enabled the input of most of the necessary SARP details into the database to be possible. However these electronic versions should necessarily be in a format that enables text to be copied.
- 4.4 The database contained the following fields:

Annex Number
 Annex Volume
 Amendment Number
 Appendix Reference
 Annex Paragraph
 Paragraph Details
 Compliance Status
 Details of Difference

¹ ICAO provides Acrobat Reader or DjVu versions of the Annexes on their website

Remarks
 CASR² or TSP³ Reference
 Assessor
 Difference to be Notified

- 4.5 Compliance status, details of difference, remarks, and CASR or TSP references were then entered into the database by the relevant authoritative organisation, and the summarised report provided to Australia's ANC Commissioner in Montreal.

5. Ongoing Review

- 5.1 Australia has a database containing the SARPs and necessary information for the continued review and tracking for compliance.
- 5.2 From time to time, ICAO issues Amendments to the Annexes, and States are required to review their compliance to the SARPs and any amendments thereof.
- 5.3 The amendments are issued as replacement pages to the Annexes. Review of compliance would be more easily achieved if ICAO also provided States with a copy of the final issued amendments showing deleted and new text. Currently each SARP issued with a particular Amendment has to be literally compared with the existing SARP to see where the change(s) is/are made.
- 5.4 Whilst most of the Annexes have their SARPs in an electronic form that can be copied into the State databases, there are some SARPs that need to be converted into a text readable format.

6. Recommendation

- 6.1 That the meeting note that:
- a) Australia has reviewed its compliance with ICAO Annexes and has filed the relevant differences with ICAO, and published them in the AIP.
 - b) ICAO review the methodology of issuing Amendments to the Annexes, so that Amendment changes to the SARPs are more easily identifiable.
 - c) ICAO provides electronic versions of the Annexes that enable text copying.

² CASR – Civil Aviation Safety Regulation

³ TSP – Airservices Australia's Technical Standard and Practice

ATTACHMENT

11. ANNEX 11 AIR TRAFFIC SERVICES (13th Edition)

Chapter 2

Paras 2.9.3.2 & 2.9.3.2.1

Australian airspace is established in some CTA with a base of 500FT.

Para 2.9.5.1

CASA MOS 1.5.5.2 does not require IALS to be totally contained within CTA. Class E airspace is acceptable.

CASA MOS 1.5.6 does not require IALS, SIDS/STARS to be protected with CTA steps or Class E airspace.

Para 3.7.2.1 & 3.7.2.2

Australia currently has no standards related to transonic acceleration phases of flight for supersonic aircraft.

Para 3.7.4.2.1.3

Australia does not have a procedure for the issuance of uncoordinated downstream CPDLC clearances.

Paras 4.3.1.1 to 4.3.1.3

Airservices does not provide OFIS broadcasts.

Paras 4.3.2.1 to 4.3.2.5

Airservices does not provide HF OFIS broadcasts.

Paras 4.3.3 to 4.3.3.5

Airservices does not provide VHF OFIS broadcasts.

Para 4.3.4.3

Airservices does not transmit ATIS on ILS frequencies.

Para 4.3.4.7

Airservices broadcasts ATIS only in English.

Para 4.3.10

Airservices does not provide OFIS broadcasts.