

INTERNATIONAL CIVIL AVIATION ORGANIZATION**Fifth Meeting of the APIRG Airspace and Aerodrome Operations Sub-group
(AAO/SG5), virtual, 23 to 26 August 2022****Agenda Item 04: Air Navigation Deficiencies****AERONAUTICAL INFORMATION DEFICIENCIES IN THE AERODROME
ENVIRONMENT***(Presented by IATA AME)***SUMMARY**

Access to, timely, accurate, high quality, fit for purpose aeronautical information is critical to enabling safe and efficient flight operations.

ICAO has set out the roles and responsibilities of the aeronautical data chain participants as well as standards and recommended practices relating to the publication of aeronautical information in various documents as well as Annex 15 to the Chicago Convention to which States are obligated to comply.

Symbiotic relationship between aerodrome operator (data originator) and Aeronautical Information Service (AIS) provider (data publisher) is a crucial to eradicating deficiencies in the timely publication and updating of aeronautical information originating in the aerodrome environment and formal arrangements between these should be established to ensure the effective administration of aeronautical information.

REFERENCE(S):

Annex 15 to the Chicago Convention
ICAO Document 8126 Aeronautical Information Services Manual
ICAO Document 10066 Aeronautical Information Management

Related ICAO Strategic Objective(s):

Safety
Air Navigation Capacity and Efficiency

1. INTRODUCTION

1.1 Access to, timely, accurate, high quality, fit for purpose aeronautical information is critical to enabling safe and efficient flight operations

1.2 Airspace users rely on State published aeronautical information regarding aerodrome infrastructure, facilities and services for strategic, pre-tactical and tactical planning, safety and security evaluation for flight operations

2. DISCUSSION

2.1 Annex 15 to the Chicago Convention, Chapter 2, obligates States, and by extension the organs of the State such as Air Navigation, Aerodrome, Search and Rescue and Metrological Service Providers, to:

2.1.1 “Provide an Aeronautical Information Service (AIS)”

2.1.2 “Ensure that the provision of aeronautical data and aeronautical information covers its own territory and those areas over the high seas for which it is responsible for the provision of air traffic services (ATS)”

2.1.3 “Ensure that the aeronautical data and aeronautical information provided are of required quality”

2.1.4 “Ensure that formal arrangements are established between originators of aeronautical data and aeronautical information and the AIS in relation to the timely and complete provision of aeronautical data and aeronautical information”

2.2 ICAO Document 8126, Aeronautical Information Management Manuel, states in paragraph 4.1.1 “All parties originating aeronautical data and aeronautical information are responsible for providing the aeronautical data with the defined data quality requirements to meet the user needs”

2.3 Paragraph 6.1 General specifications, of Annex 15 to the Chicago Convention states “Aeronautical data and aeronautical information shall be kept up to date”

2.4 Chapter 6.1 Aeronautical Information Regulation and Control of Annex 15 to the Chicago Convention requires “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” and goes on to specify the following mandatory subjects amongst other:

2.4.1 “Positions, frequencies, call signs, identifiers, known irregularities and maintenance

periods of radio navigation aids, and communication and surveillance facilities”

2.4.2 “Runways and stopways”

2.4.3 “Taxiways and aprons”

2.4.4 “Aerodrome ground operating procedures”

2.4.5 “Approach and runway lighting”

2.5 Within the AFI region numerous examples exist of deficiencies in the publication, availability and updating of aerodrome infrastructure, facilities and services published in State Aeronautical Information Publications (AIP), AIP Supplements (SUP) and Notice to Airmen (NOTAM) as well as non-compliance to the AIRAC requirements

2.6 Some examples of these deficiencies include:

2.6.1 Downgraded Fire and Rescue (RFF)

2.6.2 Non-availability of fuel

2.6.3 Closure of taxiways

2.6.4 Unavailability/unserviceability of landing aids such as ILS and PAPI

2.6.5 Potholes on the landing surface

2.6.6 Infrastructure projects establishing new or extended aprons, taxiways and runways

2.7 Taking note that AIS providers publish the aeronautical information, and the aerodrome operators originate the aeronautical information, it must be acknowledged that these two participants in the aeronautical data chain are inter-dependent and as such must establish ways of working to support each other in the provision of timely, up to date, accurate and high-quality aeronautical information that supports safe and efficient flight operations

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Take note of the information provided in this working paper regarding State obligations and required standards and recommendations applicable to aeronautical information originating in the aerodrome area of responsibility
- b) States establish mechanism for the timely publication and updating of aeronautical information originating in the aerodrome area of responsibility
- c) States establish service level agreements between aeronautical information originators and aeronautical information service providers