



Agenda Item 7: Amendment 39 to Annex 15 – Aeronautical Information Services

Approval of Amendment 39 to Annex 15 and implementation date

(Presented by the Secretariat)

SUMMARY	
This working paper presents the State Letter informing of the approval of Amendment 39 to Annex 15 – Aeronautical Information Services.	
Referencias:	
<ul style="list-style-type: none">• Annex 15 - Aeronautical Information Services• State Letter	
ICAO strategic objectives:	<i>A - Safety B – Air navigation capacity and efficiency E – Environmental protection</i>

1. Introduction

1.1 The 1st April 2016, ICAO Secretary General informed States that the Council approved Amendment 39 to Annex 15.

1.2 When approving the amendment, the Council prescribed 11 July 2016 as the date on which it will become effective, except for any part concerning which a majority of Contracting States have registered their disapproval before that date. In addition, the Council resolved that Amendment 39, to the extent it becomes effective, will become applicable on 10 November 2016.

2. Analysis

2.1 Amendment 39 to Annex 15, approved by ICAO Council on 22 February 2016, was divided in two parts. Amendment 39-A applicable on 10 November 2016 containing the following items:

- a) the publication of information on runway end safety area (RESA) and arresting system in the aeronautical information publication (AIP);
- b) recommendations of the twelfth meeting of the Instrument Flight Procedures Panel (IFPP/12) relating to en-route airway directional use restrictions;
- c) en-route airway directional use restrictions; and

- d) performance-based communication and surveillance (PBCS) and satellite voice communications (SATVOICE).

2.2 Amendment 39-B, applicable on 5 November 2020 including Amendment concerning the use of a global reporting format for assessing and reporting runway surface conditions.

2.3 States should have informed ICAO on their disapproval of the amendment or part of it before 11 July 2016. In this regard, it is important to inform that any notification of disapproval of Amendment 39 or any part of it, in accordance with Article 90 of the Convention, does not constitute a notification of differences under Article 38 of the Convention.

2.4 The AIS/AIM units should analyze the impact of the amendment in their national regulations in order to update them with this amendment, and if there were differences between their regulations and the SARPs contained in the Annex, inform the difference to ICAO using the EFOD system.

2.5 **Appendix A** to this working paper presents Amendment 39 to Annex 15.

3. **Suggested action**

3.1 The Meeting is invited to:

- a) take note of the information provided in this working paper;
- b) analyze the document presented in Appendix A; and
- c) take any other action that may deem appropriate.
