



International Civil Aviation Organization

**The Third Meeting of the APANPIRG ATM Sub-Group
(ATM /SG/3)**

Bangkok, Thailand, 03-07 August 2015

Agenda Item 6: AOP, MET, AIM, SAR

ARRANGEMENTS BETWEEN DATA ORIGINATORS AND AIS

(Presented by Japan)

SUMMARY

This paper presents a practice of established aeronautical data chain between originators and aeronautical information services, which is one of the steps of AIS - AIM Roadmap, and the importance of involvement of State authorities other than AIS field.

1. INTRODUCTION

1.1 Scope of aeronautical information and aeronautical data is wide and various, and it makes aeronautical information services (AIS) require coordination with numerous and various originators who have information and data to be notified by AIS. Both of aeronautical information services and originators should address to implement P-18 – AGREEMENTS WITH DATA ORIGINATORS in the ICAO “Roadmap for the Transition from AIS to AIM.”

1.2 In a context of Annex 15, States are required to ensure that formal arrangements are established between originators and aeronautical information services and ensure to maintain the quality of the information or data to the end users.

(Annex 15) 2.1.5 Each contracting State shall ensure that formal arrangements are established between originators of aeronautical data and aeronautical information and the aeronautical information service in relation to the timely and complete provision of aeronautical data and aeronautical information.

3.7.2 *Note 2. – Letters of agreement concerning data quality between originator and distributor and between distributor and next intended user may be used to manage the aeronautical information data chain.*

1.3 In contexts of Annex 11 – *Air Traffic Services* and Annex 14 - *Aerodrome*, arrangements are also required to be made between responsible authorities and aeronautical information services.

(Annex 11) 2.21.1 *To ensure that aeronautical information services units obtain information to enable them to provide up-to-date pre-flight information and to meet the need for in-flight information, arrangements shall be made between aeronautical information services and air traffic services authorities responsible for air traffic services to report to the responsible aeronautical information services unit, with a minimum of delay:...*

(Annex 14 volume I) 2.13.1 To ensure that aeronautical information services units obtain information to enable them to provide up-to-date pre-flight information and to meet the need for in-flight information, arrangements shall be made between aeronautical information services and aerodrome authorities responsible for aerodrome services to report to the responsible aeronautical information services unit, with a minimum of delay: ...

1.4 Some Annexes have also descriptions concerning “promulgation of information” in its Foreword with reference to Annex 15. It implies that responsible authority is required to provide information and data for aeronautical information services.

(Annex 10) Promulgation of information. The establishment and withdrawal of and changes to facilities, services and procedures affecting aircraft operations provided in accordance with the Standards and Recommended Practices specified in this Annex should be notified and take effect in accordance with the provisions of Annex 15.

1.5 As described above, it should be recognized that the implementation of P-18 – *Agreements with Data Originators* which aim to establish aeronautical information/data chain requires involvement of many parties including regulatory bodies, and that the responsibilities of establishing data chain is not only on authorities of aeronautical information services, but also on that of parties who have information/data which need to be promulgated as aeronautical information/data.

2. DISCUSSION

2.1 Japan Civil Aviation Bureau (JCAB) establishes some documents, concerning the data chain, named “Aeronautical Information Issuance Procedures” and “Guidance for Aeronautical Information Publication”. Those documents are notified to stakeholders including originators. The former document contains requirement for registration of person in charge of originators, AIRAC system, schedule and deadline of publication, means of notification, and format, and the latter contains items to be included in the aeronautical information publication (AIP) with indication of responsible parties and requirements on accuracy, resolution, and integrity.

Aerodrome Data

2.2 The certification of aerodromes described in Annex 14 Volume I is applied not only to international airport but also domestic airports in Japan. Airports authorities are required to develop aerodrome manual by the regulator according to the national regulations. The manual must contain particulars of the aerodrome required to be reported to the aeronautical information service and procedures for the notification. Those particulars and procedures can be derived from the “Aeronautical Information Issuance Procedures” and the “Guidance for Aeronautical Information Publication”. The aerodrome manual and the implementation are regularly reviewed in the aerodrome audit programme, which ensures the notification of information and data from aerodrome operators to aeronautical information services.

Electronic terrain and obstacle data

2.3 Objects higher than sixty metres above ground level are required to be equipped with aeronautical obstacle lights and to be reported to JCAB in accordance with the Civil Aeronautics Act. These reports are shared with the aeronautical information services and used as sources for Area 1 obstacle data set.

Involvement of regulatory bodies

2.4 It is essential that relevant regulatory bodies, such as the airport regulator, are involved in the arrangement between aeronautical information services and originators and that those regulators establish provisions requiring service providers to notify information/data to aeronautical information services, which contributes to ensure the quality of the aeronautical information/data.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) recognize the importance of involvement of regulatory bodies of originators, as well as originators, for establishing the arrangement between aeronautical information services and originators; and
- c) discuss any relevant matters as appropriate.

.....