



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

AIM/TF/03 — WP/02
26/02/20

**THIRD MEETING OF THE NAM/CAR AIR NAVIGATION IMPLEMENTATION WORKING GROUP (ANI/WG)
AERONAUTICAL INFORMATION MANAGEMENT (AIM) IMPLEMENTATION TASK FORCE
(AIM/TF/3)**

Mexico City, 25 to 28 February 2020

Agenda Item 9: Other Business

MODIFICATION TO THE TIMES OF THE AIRAC REGULATED SYSTEM

(Presented by Cuba)

EXECUTIVE SUMMARY	
This Working Paper focuses its attention on the need to be defined by ICAO Immediately modifications to the times established in the current AIRAC regulated system.	
Action:	Described in Section 3
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• Roadmap for the transition from AIS to AIM. First edition - 2009.• Annex 15, Sixteenth edition, July 2018.

1. Introduction

1.1 The purpose of the aeronautical information service (AIS) is to ensure that the aeronautical information and aeronautical data necessary for the safety, regularity, economy and efficiency of the global air traffic management (ATM) system are distributed in a timely manner environmentally sustainable.

1.2 Present and future navigation systems, as well as other air traffic management systems, depend on data that are frequently updated due to the dynamism in which aviation develops.

1.3 Computer technology is mostly used in information management, where information and data are distributed in digital and electronic format.

2. Analysis

2.1 In the AIM concept, the need for aeronautical data to enter into force on internationally agreed dates prevails, hence the system of regulation and control of aeronautical information (AIRAC) is part of the first steps of the Roadmap for the Transition.

2.2 While it is true that the AIRAC system has as its objective the advance notification, based on common dates of entry into force, of circumstances that require significant changes in the methods of operations, the current cycle does not accompany the efficiency and haste in the publication that impose technology and data initiators respectively; The distribution of valid dates is essentially based on the maximum estimated time for postal delivery of paper products, which have gradually been extinguished in recent years.

2.3 The distribution of current information products via web or email, is no longer delayed in delivery, so it is necessary to shorten the cycles to better respond to the needs of users. Posting the important changes 42 and 56 days before the effective date does not correspond to the requirements of the current ATM system.

2.4 The quality and conformity of the aeronautical information that is inevitably provided depends on the effectiveness of the mechanisms for distribution and synchronization of said information, so shorter response times will be necessary.

3. Suggested action

3.1 The Meeting is invited to analyse this Working Paper and propose actions to modify the times of the AIRAC regulated system, based on the information presented in this Paper, considering that the reduction of the current cycles was a commitment and need for the transition, in support of the global management of the ATM system.