



ICAO

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WORKING PAPER

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**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 8: Aeronautical Charts/by GREPECAS Conclusion 18/11 - Charting Deficiency Strategy (RNAV–RNP Procedures – Circ 353)

PROVISION OF AERONAUTICAL CHARTS

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This paper presents some observations on aeronautical charts provided by the States and International Organizations (IOs). The integrity and accuracy of data and information in aeronautical charts are critical to ensure air navigation safety. States published aeronautical charts in accordance to ICAO SARPs, through established State regulations and safety oversight.	
Action:	Described in Section 3
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• ICAO Annex 15 – <i>Aeronautical Information Services</i>• Annex 4 – <i>Aeronautical Charts</i>

1. Introduction

1.1 ICAO Annex 15 Chapter 5 — *Aeronautical Information Products and Services* para. 5.2.5 Stipulates that States make available all aeronautical charts as part of the AIP. Appropriately, these aeronautical charts have to comply with the SARPs in Annex 4 – Aeronautical Charts, in which chart coverages, format, identification and content including standardized symbols and colour use (ICAO Doc. 8697) are defined. The goal is to satisfy the need for uniformity and consistency in the provision of a broad range of aeronautical charts that contain appropriate information of a high quality.

1.2 States distribute aeronautical charts to the AIP users, as an obligation for States to comply with ICAO SARPs through established State regulations and safety oversight, aeronautical charts produced are under the jurisdiction of State

2. Discussion

2.1 Aeronautical Charts published by States undergo high quality assurance processes in accordance to Quality Management System (QMS) as required by ICAO Annex 15. That is why, users of such chart providers must be mindful the integrity and accuracy of information contained in produced aeronautical charts.

2.2 There are occasions when the AIM provider receives feedback from aircraft operators seeking clarifications on aeronautical charts produced by States. While the AIM provider is able to explain and provide clarifications on information originated from them, it is more appropriate for the aircraft operators, as customers, to feedback and make suggestions to the commercial chart providers to make the necessary adjustments if some of the chart elements provided by the State are not clear enough.

2.3 There are also instances when aircraft incidents were attributed to discrepancies and lack of obstacles information in the aeronautical charts used by pilots and aircraft operators. In particular ICAO Type A, those cases, the State regulator would issue recommendations or directives for the AIM provider to adjust the published charts as risk mitigation, including the right Obstacle information and data. While the AIM provider is able to make the necessary changes and verify that the accuracy of aeronautical information and quality requirements are met, there is no assurance that the obstacles information and data providers would have similar quality requirements and verification.

2.4 The accuracy of the aeronautical data in the aeronautical charts is critical for the safety of air navigation. Aircraft operators who rely on chart providers should consider putting in place measures and processes to provide feedback to the chart providers and to ensure that discrepancies can be identified and rectified before they affect flight operations

3. Suggested Actions

3.1 The Meeting is invited to:

- a) Note the information in this paper recognizing the relationship between State regulators, AIM chart providers and aircraft operators;
- b) Share experiences on addressing feedback and discrepancies between aeronautical charts published by State and operators (Users); and
- c) Encourage aircraft operators to put in place processes and measures to detect deficiencies and establish feedback channels to the State chart providers.