AIRAC Adherence

Workshop for the development of Operational skills for the transition from AIS to AIM for Civil Aviation Authorities (CAA) and Air Navigation Service Providers
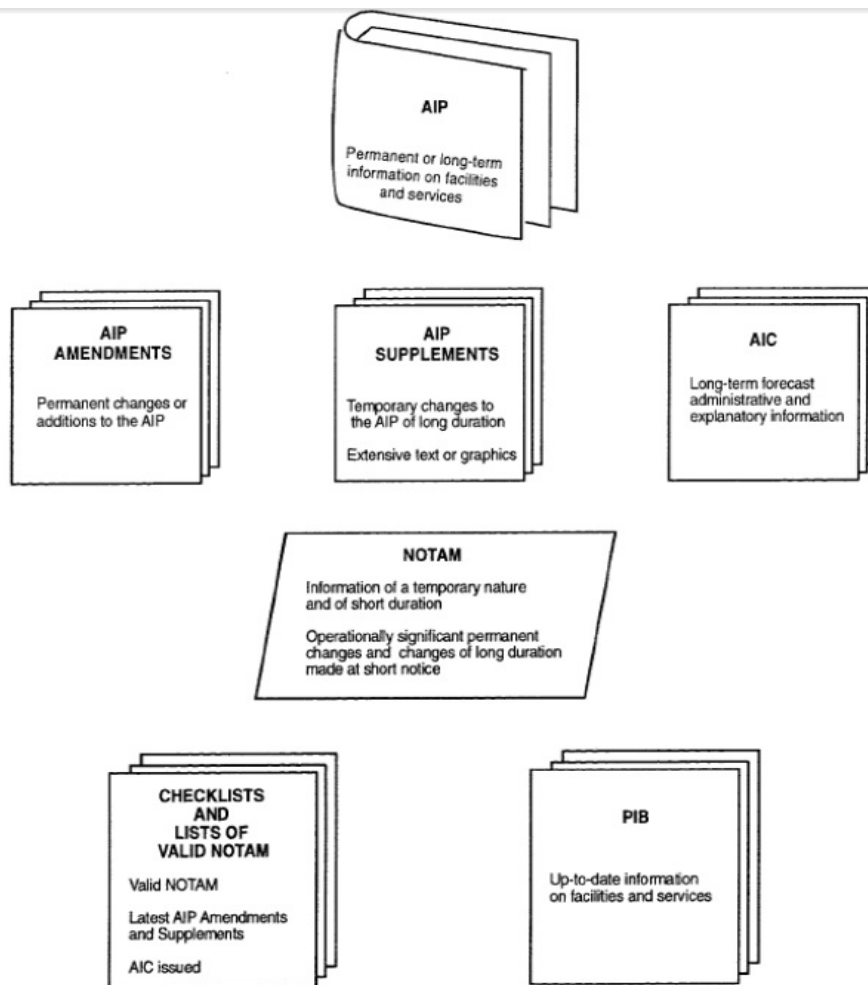
28 May – 1 June 2018

Dakar

Gaston Liegeois

Directorate Network Manager

gaston.liegeois@eurocontrol.int

AIRAC Adherence
Integrated Aeronautical Information Package

AIP — Permanent or long-term information on facilities and services

AIP AMENDMENTS — Permanent changes or additions to the AIP

AIP SUPPLEMENTS — Temporary changes to the AIP of long duration / Extensive text or graphics

AIC — Long-term forecast administrative and explanatory information

NOTAM — Information of a temporary nature and of short duration / Operationally significant permanent changes and changes of long duration made at short notice

CHECKLISTS AND LISTS OF VALID NOTAM — Valid NOTAM / Latest AIP Amendments and Supplements / AIC issued

PIB — Up-to-date information on facilities and services

To be delivered by AIS/AIM Providers

- AIP Amendment
  - Regular AIP Amendment
  - AIRAC AIP Amendment
- Supplements
  - AIRAC AIP SUP

*AIRAC AIP or SUP shall be received at least 28 days in advance of the AIRAC effective date*

- Circulars
- NOTAM
- Checklist
- PIB

Network Manager
nominated by
the European Commission

AIRAC Adherence
Analysis

- Aviation "environment" data is constantly changing.

- It is essential, for both efficiency and safety reasons , that Pilots, ATM systems and services have the same "environment" data set

- AIRAC: defines a series of common dates and an associated standard aeronautical information publication procedure for States
    - Worldwide effective dates with 28 days intervals
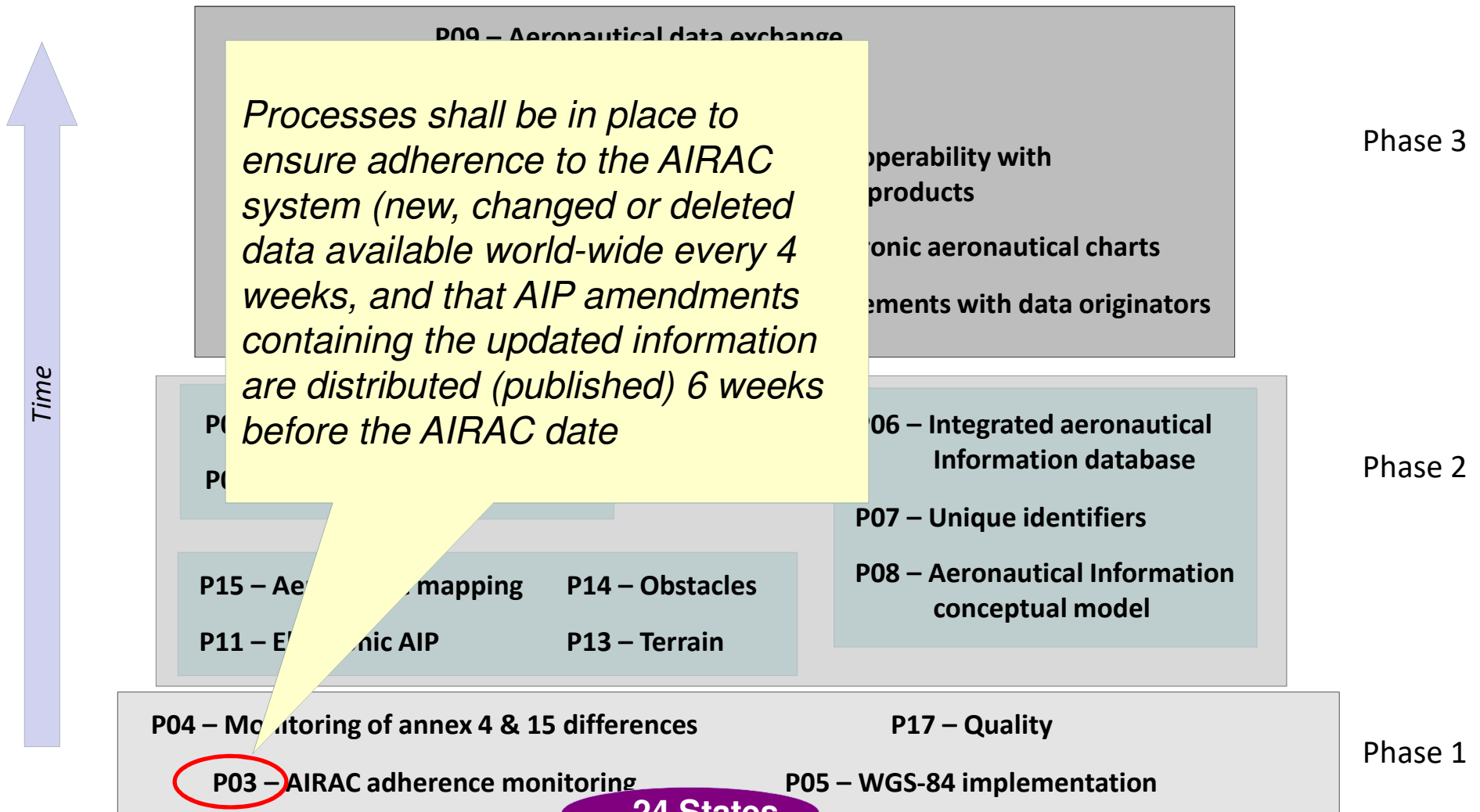   - Always on a Thursday

Network Manager
nominated by
the European Commission

AIRAC Adherence
Requirements
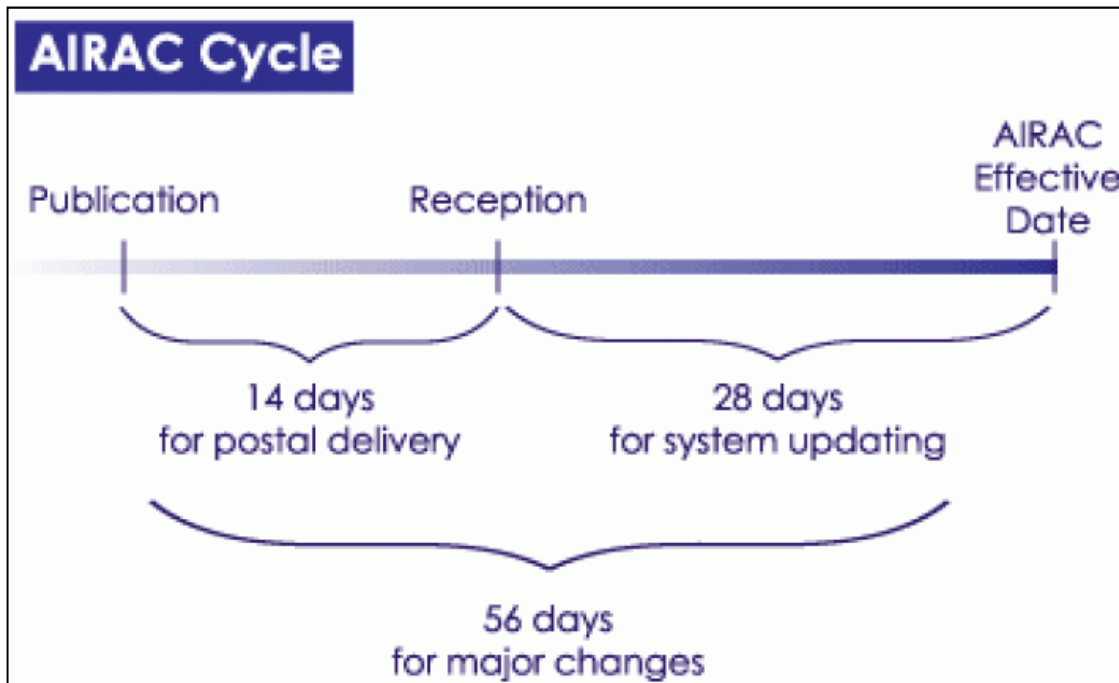
- **Effective date**:
  - when changes take effect.

- **Reception date**:
  - When users should receive the publications

- **Publication date**: when AIS organizations send out the information
  - AIRAC AIP AMDT or SUP:
    - At least 42 days (56 for major changes) before effective date.
    - Publication of a Trigger NOTAM (at publication date) coming to force on respective AIRAC date and remaining in force for 14 days.

AIS to AIM roadmap
WACAF (24 States) transition progress status – _Steps implemented_

Time

Phase 3

Phase 2

Phase 1

P09 – Aeronautical data exchange

...perability with ...products

...onic aeronautical charts

...ements with data originators

Processes shall be in place to ensure adherence to the AIRAC system (new, changed or deleted data available world-wide every 4 weeks, and that AIP amendments containing the updated information are distributed (published) 6 weeks before the AIRAC date

P06 – Integrated aeronautical Information database

P07 – Unique identifiers

P08 – Aeronautical Information conceptual model

P15 – Ae... mapping   P14 – Obstacles

P11 – El...nic AIP   P13 – Terrain

P04 – Monitoring of annex 4 & 15 differences   P17 – Quality

P03 – AIRAC adherence monitoring   P05 – WGS-84 implementation

24 States

100%

AIRAC Adherence
Participants feedback – Sharing experiences

- Procedure in place

- Improvement since last WACAF workshop?

AIRAC Adherence
Analysis – Causes of non-adherence for European AISP

- AIS is not the 'creator' of any aeronautical information and depends fully on many different data originators (route & airspace planners, procedure designers, navaid maintainers, airports, etc.) to provide data both timely and correctly to them. An analysis of European AIRAC Non-adherence events led to the following classification:

- **Non-awareness** among stakeholders of the importance of sticking to the AIRAC rules.

- **Insufficient planning and co-ordination** (nationally, bilateral among neighbouring states and even international).

- **Correction** of timely but incorrect earlier publications.

- **Variable and slow communication means**. Even at state level, information is communicated in varying formats, using different (read: paper = slow) communication means which introduces delays. This can be further aggravated by the need for translation from national to any other publication languages and printing/distribution delays.

- **Postal Delay**. Surprisingly enough, the average European postal delay of any Amendment is three (!) weeks. This makes a mockery of the two week allowance planned in the AIRAC regulations.

- **Monitoring and Regulation**. There is no (centralised) monitoring/policing body. It is the States' own responsibility to adhere to AIRAC.

- The occasional **'force majeure'**.

Network Manager
nominated by
the European Commission

AIRAC Adherence
AIRAC Awareness – Improvement suggestion

Explain the consequences of late reception of information

Few data originators are aware of the consequences of late delivery of data for inclusion in the AIP. Not only are problems created for the AIS authority that is responsible for collating and processing the information, but the problem of missing or late data can have serious consequences on the day to day operations of aircraft within a State's airspace. The consequences of late delivery of data should therefore be stressed to data originators to ensure they know the consequences of late delivery of information.

Publish and disseminate to originators a timetable for when information should be submitted to AIS (AIRAC Calendar)

Provide your data originators with a simple calendar that indicates the cut-off dates for reception of data for inclusion in the next AIRAC cycle. This should give originators advance warning in preparing their data and hopefully would ensure that they deliver the information to you on a timely basis. The presentation of the schedule could be via a simple AIRAC calendar (as produced by Eurocontrol) or by means of inserting dates into users electronic desktop calendars e.g. use the Calendar that is provided in MS Outlook. Alternatively, create a data originators email group and send out reminders of deadline dates each cycle. Use of an intranet page for this purpose could also be effective.

AIRAC Adherence
AIRAC Awareness – Improvement suggestion

Include military organisations in AIRAC awareness

Military organisations, because of the nature of their operations, are often susceptible to late reception of data for inclusion in their AIPs and occasionally fail to provide data on a timely basis to the relevant authority for inclusion in the civilian IAIP. Therefore, all military organisations within a State should also be made aware of the AIRAC schedule for publication and they should also make their own data originators aware of deadlines.

Explain that non-AIRAC information does not need a lead time

Data originators should also be made aware of what type of information requires is an AIRAC amendment, and that which does not. A proportion of time is spent each cycle filtering out information received that should not have been proposed for inclusion in an AIRAC amendment. If originators are aware of what requires an AIRAC amendment, and what type of information does not, then this time could be reduced. By the same token, information that should be controlled under AIRAC and which is often submitted and allowed through as an ordinary amendment can be correctly designated.

Use reply postcards to check amendments arrive on time

To test that the IAIP elements you are distributing are arriving at the users address on time, why not include a pre-paid postcard in some of them that can be filled in by the recipient with the date that the package was received at the user's address. In this way you can determine the effectiveness of the delivery service/system you employ as well as determining the lead-time necessary for distribution of data to ensure that it reaches your customers on time. This could be a local supplementary activity in conjunction with the Postal Performance Project (P3).