International Civil Aviation Organization
CAR/SAM Regional Planning and Implementation Group (GREPECAS)

WORKING PAPER

**Fourth GREPECAS–RASG-PA Joint Meeting and
Twenty-second Meeting of the CAR/SAM Regional Planning and Implementation Group
(GREPECAS/22)**
Virtual Phase (Asynchronous, 16 September to 11 October 2024)
In-Person Phase (Lima, Peru, 20 to 22 November 2024)

Agenda Item 5:   CAR/SAM Air Navigation Services (ANS) Implementation

5.4 Aeronautical Information Management

Compliance with ICAO SARPS and adoption of best international practices on AIM

(Presented by IATA)

<table>
<tr><td colspan="2" align="center">EXECUTIVE SUMMARY</td></tr>
<tr><td colspan="2">This Working Paper presents the need of complying with ICAO SARPS and best international practices related to the Aeronautical Information Management, as an essential requirement for Safety and Efficiency of Air Navigation in CAR/SAM Regions.</td></tr>
<tr><td>Action:</td><td>Suggested Actions are included in Section 3.</td></tr>
<tr><td><i>Strategic Objectives:</i></td><td>Safety
Air Navigation Capacity and Efficiency
Environmental Protection</td></tr>
<tr><td><i>References:</i></td><td>Annex 15 – Aeronautical Information Services
DOC 10066 – Procedures for Air Navigation Services – Aeronautical Information Management (PANS/AIM)
DOC 8126 -
Global Air Navigation Plan – GANP- ICAO</td></tr>
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1.   Introduction

1.1   In accordance with ICAO Doc. 8126, "the continuous growth of aviation has increased the demands on airspace capacity and efficiency in the services provisions, therefore emphasizing the need for greater equity in airspace access, improved access to timely and meaningful information for decision support and more autonomy in decision making. An important step toward this goal and toward an integrated, responsive global air traffic management (ATM) system, relies on the migration of paper-based, product-centred aeronautical information services (AIS) to data-centric and digital aeronautical information management (AIM)"

1.2   Taking into consideration the need of timely and meaningful information, three current issues in CAR/SAM Regions should be taken into consideration as an essential aspect for the provision of AIM services: Lack of trigger NOTAMs publication for AIP Supplements, absence of the AIP´s English version and availability of digital aeronautical information products.

2.   Analysis

2.1   Lack of Trigger NOTAM publication for AIP Supplements

2.1.1   As it is not feasible for airlines to verify every single Aeronautical Publication (AIP, AIP SUP, AIC, etc.) for each of more than hundred thousand commercial flights carried out daily, airlines based their operations in automated system that are dependent of full State´s compliance of the ICAO SARPS, PANS and Guidance Material.

2.1.2   The trigger NOTAM for AIP Supplements, for example, contains essential information to feed these automated systems, which are based on NOTAM information, taking into consideration that AIP supplements typically are "hidden" in ANSPs Webpage or in paper format. In some cases, these AIP supplements do not follow the AIRAC cycle, which is even worse for flight planning and can be an important aspect to compromise safety and efficiency of Air Navigation.

2.1.3   A welcomed ICAO campaign to reduce the "old NOTAMs (those exceeding three months but less than one year) and "very old" NOTAMs (exceeding one year duration) in the system could not be used to not comply with ICAO SARPS, as they are essential for safety and efficiency of Air Navigation. The replacement of the "old" and very old NOTAMs by AIP Supplements, in case of temporary changes to the information contained in the AIP is based on ICAO SARPS and a way to reduce the NOTAMs in the system. However, the trigger NOTAM must be published also in accordance with ICAO Annex 15, PANS-AIM and ICAO Doc. 8126. Main information of the ICAO documentation is attached as **Appendix A** to this working paper.

2.1.4   It is important to note that item 6.7 of ICAO Doc. 8126 contains a comprehensive guidance material on trigger´s NOTAM publication.

2.2   Absence of AIP´s English Version

2.2.1   Another important problem that leads to a lack of essential operational information for airlines and pilots is the lack of an English version of aeronautical information, mainly AIP, in some States. Although, as mentioned in item 2.1., airlines and pilots do not usually make direct consultation to AIPs, AIP Supplements and AICs, the absence of English aeronautical information makes it difficult for flight planning service providers to insert relevant information into automated systems and products, such as Airport Briefings.

2.2.2   Airport Briefings provided by flight planning service providers is an essential information for pilots, who usually operate few times a year in a specific airport. It is usual that in some airports with complex operations in the Region the airport briefing is not available due the lack of English version of the AIP and correlated aeronautical information.

2.2.3   In critical situations or when starting an operation in a State or specific airport, the planning sector of an Airline uses the aeronautical information available in English. Once again, the lack of English information would lead a poor planning and, in consequence, it may result in unnecessary hazards to the air navigation.

2.2.4   It is important to note that English version of aeronautical information products intended for international distribution is an Annex 15 Standard (item 1.3.1). Besides, the need of publishing English version products is also stated in DOC 10066 (PANS-AIM) and in DOC 8126. The references of ICAO documentation are attached as an **Appendix B**.

2.3   Availability of Digital Aeronautical Information Products

2.3.1   As mentioned in item 1.1 and based on Doc. 8126, an important step toward an integrated, responsive global air traffic management (ATM) system, relies on the migration of paper-based, product-centred aeronautical information services (AIS) to data-centric and digital aeronautical information management (AIM)". The availability of the aeronautical information products in digital format and free of charge are a foundation of a safe and efficient air navigation in CAR/SAM Regions.

2.3.2   The need of a subscription for a paper-based or even digital aeronautical information products is not compatible with 21st century air navigation, which nowadays is based on automated systems and online information. The costs to make available a web- based digital aeronautical information products is already covered or might be covered in the air navigation charges.

2.3.3   A web- based digital aeronautical information products is not only essential to all airspace users, including airlines, but also to the aeronautical information providers, which can include, in a more efficient manner, the aeronautical information into their automated systems, aircraft navigation database and aeronautical charts. Digital information is the foundation to guarantee the Air Navigation Safety and to reduce the time required between the publication by the State and the actual availability of the information to the airlines.

3.   Suggested actions

3.1   The Meeting is invited to:

a)   Take note of the information presented in this Working Paper;

b)   Urge States to comply with ICAO SARPS, PANS and Guidance Material related to trigger NOTAMs and English version of Aeronautical Information products.

c)   Urge States to make available a web-based digital Aeronautical Information products, without need of subscription or payment.

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Appendix A

ICAO References for Trigger NOTAM

Annex 15

6.3.2 NOTAM
6.3.2.1 When an AIP Amendment or an AIP Supplement is published in accordance with AIRAC procedures, a Trigger NOTAM shall be originated.

6.3.2.2 A NOTAM shall be originated and issued promptly whenever the information to be distributed is of a temporary nature and of short duration, or when operationally significant permanent changes or temporary changes of long duration are made at short notice, except for extensive text and/or graphics.

PANS AIM – DOC 10066

6.1.4.7 When an AIP Amendment or an AIP Supplement is published in accordance with AIRAC procedures, a so-called "Trigger NOTAM" shall be originated giving a brief description of the contents, the effective date and time, and the reference number of the amendment or supplement.

6.1.4.7.1 The Trigger NOTAM shall come into force on the same effective date and time as the amendment or supplement and shall remain valid in the pre-flight information bulletin for a period of fourteen days.

6.1.4.7.2 In the case of an AIP Supplement, the Trigger NOTAM shall remain valid for a period of fourteen days.

6.1.4.7.3 In the case of an AIP Supplement that is valid for less than fourteen days, the Trigger NOTAM shall remain valid for the complete validity period of the AIP Supplement.

6.1.4.7.4 In the case of an AIP Supplement that is valid for fourteen days or more, the Trigger NOTAM shall remain valid for at least fourteen days.

Note.— Guidance material for the origination of NOTAM announcing the existence of AIRAC AIP Amendments or AIP Supplements (Trigger NOTAM) is contained in Doc 8126.
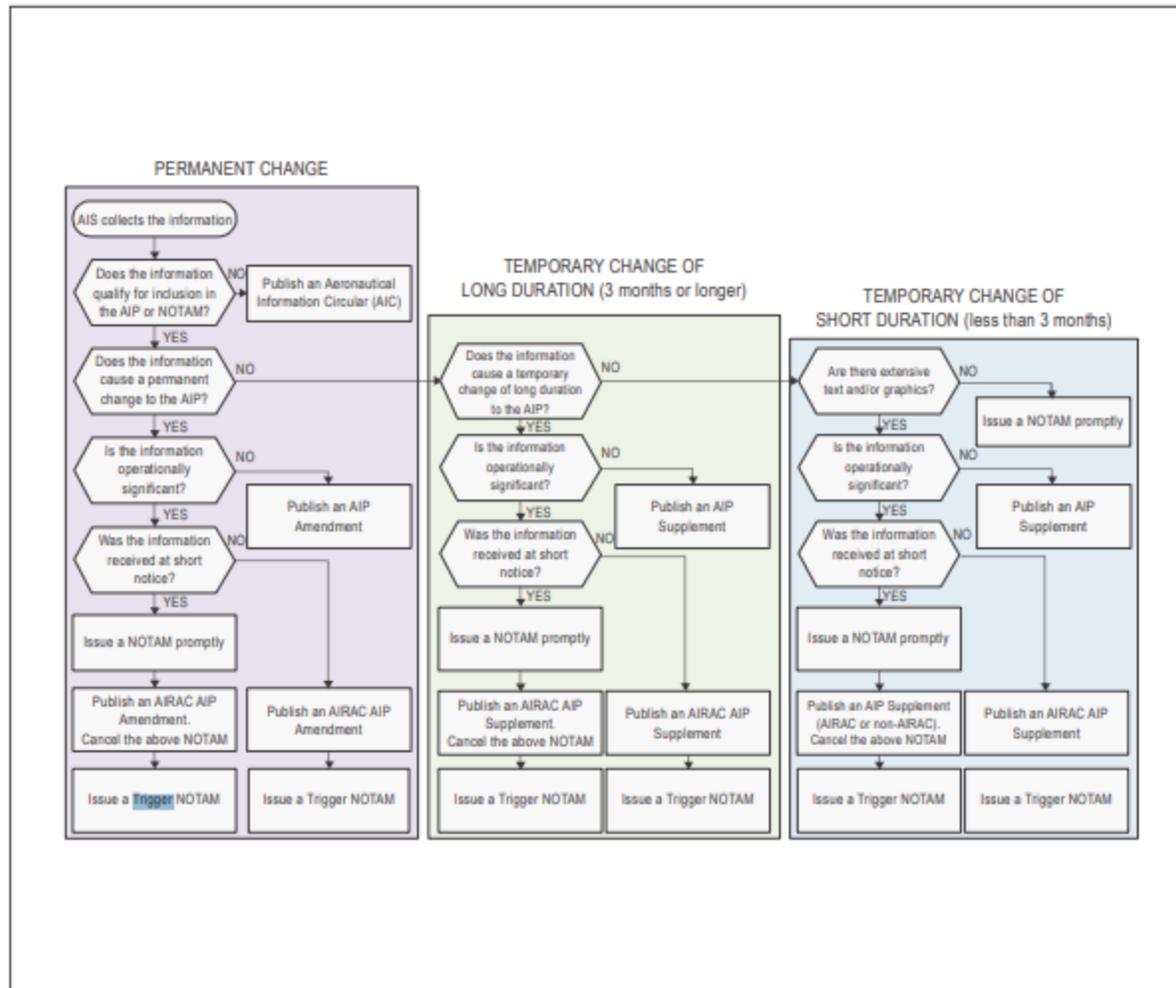
ICAO DOC 8126

6.7 TRIGGER NOTAM

6.7.1 Origination and use of trigger NOTAM

6.7.1.1 When an AIP Amendment or an AIP Supplement is published in accordance with AIRAC procedures, a trigger NOTAM must be originated and promulgated. The intent of a trigger NOTAM is to serve as a reminder in the Pre-flight information bulletin (PIB) that operationally significant permanent or temporary changes to the AIP are coming into effect, thus ensuring that users are aware of changes that may affect their flights. It also serves as a reminder to AIS officers responsible for updating the AIP to insert a new AIRAC AIP Amendment or AIRAC AIP Supplement in the affected AIP on the effective date.

6.7.1.2 A trigger NOTAM contains a brief description of the contents of the AIRAC AIP Amendment or supplement, the effective date and time and the reference number of the AIRAC AIP Amendment or supplement. A trigger NOTAM should be issued at least 28 days before the effective date, preferably on the publication date, and must come into force on the same effective date as the AIRAC AIP Amendment or supplement. It remains valid for a period of 14 days.

ICAO DOC 8126 - Figure III-3-1. Handling permanent and temporary updates of information

Appendix B
English version of Aeronautical Information Products – ICAO documentation references

Annex 15

1.3 Miscellaneous specifications
1.3.1 Aeronautical information products intended for international distribution shall include English text for those parts expressed in plain language.

ICAO DOC 8126

2.4.1 Language
The AIP including its amendments and supplements must be published in the English language. Consideration should be given to those users who are not thoroughly familiar with the language to facilitate understanding and avoid possible misinterpretation of the information. It is recognized that it may also be necessary to publish the AIP in a local language(s) in which case it may be more economical to produce a bilingual or multilingual edition rather than a separate edition for each language. Thus, it offers users the possibility of comparing languages, which may assist with the interpretation of text. This is particularly true where the producing State is non-English speaking and the translation is into English.

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