



International
Civil Aviation
Organization

Organisation
de l'aviation civile
internationale

Organización
de Aviación Civil
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Международная
организация
гражданской
авиации

منظمة الطيران
المدني الدولي

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Tel.: +1 514-954-8219 ext. 6710

Ref.: AN 13/13.1-18/15

28 March 2018

Subject: Adoption of Amendment 51 to Annex 11

Action required: a) Notify any disapproval before 16 July 2018; b) Notify any differences and compliance before 8 October 2018; c) Consider the use of the Electronic Filing of Differences (EFOD) System for notification of differences and compliance

Sir/Madam,

1. I have the honour to inform you that Amendment 51 to the *International Standards and Recommended Practices, Air Traffic Services* (Annex 11 to the Convention on International Civil Aviation) was adopted by the Council at the sixth meeting of its 213th Session on 9 March 2018. Copies of the Amendment and the Resolution of Adoption are available as attachments to the electronic version of this State letter on the ICAO-NET (<http://portal.icao.int>) where you can access all other relevant documentation.

2. When adopting the amendment, the Council prescribed 16 July 2018 as the date on which it will become effective, except for any part concerning which a majority of Contracting States have registered their disapproval before that date. In addition, the Council resolved that Amendment 51, to the extent it becomes effective, will become applicable on 8 November 2018.

3. Amendment 51 arises from the recommendations developed by the twelfth meeting of the Aeronautical Information Service (AIS) Aeronautical Information Management (AIM) Study Group (AIS-AIMSG/12) related to changes to Annex 15 and a proposed new *Procedures for Air Navigation Services — Aeronautical Information Management* (PANS-AIM, Doc 10066) concerning change of references, data quality requirements and performance-based data error detection requirements.

4. Resulting from the review and restructuring of Annex 15 and the creation of PANS-AIM, quality requirements for aeronautical data used in the provision of air traffic services are relocated and consolidated within Doc 10066. The consequential amendments will remove SARPs in Annex 11 related to such requirements and append references to Annex 15 and Doc 10066. Prescriptive requirements of

cyclic redundancy checks (CRC) for data error detection are also replaced by performance-based data quality assurance processes.

5. The subject is given in the amendment to the Foreword of Annex 11, a copy of which is in Attachment A.

6. In conformity with the Resolution of Adoption, may I request:

- a) that before 16 July 2018 you inform me if there is any part of the adopted Standards and Recommended Practices (SARPs) amendments in Amendment 51 concerning which your Government wishes to register disapproval, using the form in Attachment B for this purpose. Please note that only statements of disapproval need be registered and if you do not reply it will be assumed that you do not disapprove of the amendment;
- b) that before 8 October 2018 you inform me of the following, using the Electronic Filing of Differences (EFOD) System or the form in Attachment C for this purpose:
 - 1) any differences that will exist on 8 November 2018 between the national regulations or practices of your Government and the provisions of the whole of Annex 11, as amended by all amendments up to and including Amendment 51, and thereafter of any further differences that may arise; and
 - 2) the date or dates by which your Government will have complied with the provisions of the whole of Annex 11, as amended by all amendments up to and including Amendment 51.

7. With reference to the request in paragraph 6 a) above, it should be noted that a registration of disapproval of Amendment 51 or any part of it in accordance with Article 90 of the Convention does not constitute a notification of differences under Article 38 of the Convention. To comply with the latter provision, a separate statement is necessary if any differences do exist, as requested in paragraph 6 b) 1). It is recalled in this respect that international Standards in Annexes have a conditional binding force, to the extent that the State or States concerned have not notified any difference thereto under Article 38 of the Convention.

8. With reference to the request in paragraph 6 b) above, it should be also noted that the ICAO Assembly, at its 38th Session (24 September to 4 October 2013), resolved that Member States should be encouraged to use the EFOD System when notifying differences (Resolution A38-11 refers). The EFOD System is currently available on the Universal Safety Oversight Audit Programme (USOAP) restricted website (<http://www.icao.int/usoap>) which is accessible by all Member States. You are invited to consider using this for notification of compliance and differences.

9. Guidance on the determination and reporting of differences is given in the Note on the Notification of Differences in Attachment D. Please note that a detailed repetition of previously notified differences, if they continue to apply, may be avoided by stating the current validity of such differences.

10. I would appreciate it if you would also send a copy of your notifications, referred to in paragraph 6 b) above, to the ICAO Regional Office accredited to your Government.

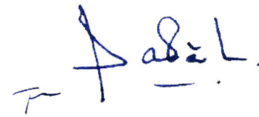
11. At the fifth meeting of its 204th Session, the Council requested that States, when being advised of the adoption of an Annex amendment, be provided with information on implementation and available guidance material, as well as an impact assessment. This is presented for your information in Attachments E and F, respectively.

Editorial adjustment and a comprehensive new edition of Annex 11

12. In order to maintain a comprehensive edition of Annex 11, Amendment 50-B (adopted by Council on 22 February 2016 and applicable on 5 November 2020) will be consolidated with Amendment 51 in a new edition of the Annex. In so doing, the provisions of Amendment 50-B will be adjusted editorially to feature the 2020 applicability date at the beginning of each affected provision. Further information relating to the new editorial adjustment is available at <https://www.icao.int/2018-amendments>.

13. As soon as practicable after the amendment becomes effective, on 16 July 2018, replacement pages incorporating Amendment 51 will be forwarded to you.

Accept, Sir/Madam, the assurances of my highest consideration.



Fang Liu
Secretary General

Enclosures:

- A — Amendment to the Foreword of Annex 11
- B — Form on notification of disapproval of all or part of Amendment 51 to Annex 11
- C — Form on notification of compliance with or differences from Annex 11, Amendment 51
- D — Note on the Notification of Differences
- E — Implementation task list and outline of guidance material in relation to Amendment 51 to Annex 11
- F — Impact assessment in relation to Amendment 51 to Annex 11

ATTACHMENT A to State letter AN 13/13.1-18/15

AMENDMENT TO THE FOREWORD OF ANNEX 11

Add the following at the end of Table A:

<i>Amendment</i>	<i>Source(s)</i>	<i>Subjects</i>	<i>Adopted/Approved Effective Applicable</i>
51	Twelfth meeting of the Aeronautical Information Service (AIS) Aeronautical Information Management (AIM) Study Group (AIS-AIMSG/12)	Consequential amendment resulting from changes to Annex 15 and the introduction of PANS-AIM (Doc 10066) concerning change of references, data quality requirements and performance-based data error detection requirements.	9 March 2018 16 July 2018 8 November 2018

ATTACHMENT B to State letter AN 13/13.1-18/15

**NOTIFICATION OF DISAPPROVAL OF ALL OR PART OF
AMENDMENT 51 TO ANNEX 11**

To: The Secretary General
International Civil Aviation Organization
999 Robert-Bourassa Boulevard
Montréal, Quebec
Canada H3C 5H7

(State) _____ hereby wishes to disapprove the following parts of
Amendment 51 to Annex 11:

Signature _____

Date _____

NOTES

- 1) If you wish to disapprove all or part of Amendment 51 to Annex 11, please dispatch this notification of disapproval to reach ICAO Headquarters by 16 July 2018. If it has not been received by that date it will be assumed that you do not disapprove of the amendment. **If you approve of all parts of Amendment 51, it is not necessary to return this notification of disapproval.**
- 2) This notification should not be considered a notification of compliance with or differences from Annex 11. Separate notifications on this are necessary. (See Attachment C.)
- 3) Please use extra sheets as required.

ATTACHMENT C to State letter AN 13/13.1-18/15

**NOTIFICATION OF COMPLIANCE WITH OR DIFFERENCES FROM ANNEX 11
(including all amendments up to and including Amendment 51)**

To: The Secretary General
International Civil Aviation Organization
999 Robert-Bourassa Boulevard
Montréal, Quebec
Canada H3C 5H7

1. No differences will exist on _____ between the national regulations and/or practices of **(State)** _____ and the provisions of Annex 11, including all amendments up to and including Amendment 51.

2. The following differences will exist on _____ between the regulations and/or practices of **(State)** _____ and the provisions of Annex 11, including Amendment 51 (Please see Note 2) below.)

a) Annex Provision (Please give exact paragraph reference)	b) Details of Difference (Please describe the difference clearly and concisely)	c) Remarks (Please indicate reasons for the difference)
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(Please use extra sheets as required)

3. By the dates indicated below, **(State)** _____ will have complied with the provisions of Annex 11, including all amendments up to and including Amendment 51 for which differences have been notified in 2 above.

a) Annex Provision (Please give exact paragraph reference)	b) Date	c) Comments
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(Please use extra sheets as required)

Signature _____

Date _____

NOTES

- 1) If paragraph 1 above is applicable to your State, please complete paragraph 1 and return this form to ICAO Headquarters. If paragraph 2 is applicable to you, please complete paragraphs 2 and 3 and return the form to ICAO Headquarters.
- 2) A detailed repetition of previously notified differences, if they continue to apply, may be avoided by stating the current validity of such differences.
- 3) Guidance on the notification of differences is provided in the Note on the Notification of Differences and in the *Manual on Notification and Publication of Differences* (Doc 10055).
- 4) Please send a copy of this notification to the ICAO Regional Office accredited to your Government.

ATTACHMENT D to State letter AN 13/13.1-18/15

NOTE ON THE NOTIFICATION OF DIFFERENCES
(Prepared and issued in accordance with instructions of the Council)

1. *Introduction*

1.1 Article 38 of the *Convention on International Civil Aviation* (“Convention”) requires that a Contracting State notify ICAO any time it does not comply with a Standard in all respects, it does not bring its regulations or practices into full accord with any Standard, or it adopts regulations or practices differing in any particular respect from the Standard.

1.2 The Assembly and the Council, when reviewing the notification of differences by Contracting States in compliance with Article 38 of the Convention, have repeatedly noted that the timeliness and currency of such notifications is not entirely satisfactory. Therefore, this note is issued to reiterate the primary purpose of Article 38 of the Convention and to facilitate the determination and notification of differences.

1.3 The primary purpose of the notification of differences is to promote safety, regularity and efficiency in air navigation by ensuring that governmental and other agencies, including operators and service providers, concerned with international civil aviation are made aware of all national regulations and practices in so far as they differ from those prescribed in the Standards contained in Annexes to the Convention.

1.4 Contracting States are, therefore, requested to give particular attention to the notification of differences with respect to Standards in all Annexes, as described in paragraph 4 b) 1) of the Resolution of Adoption.

1.5 Although differences from Recommended Practices are not notifiable under Article 38 of the Convention, the Assembly has urged Contracting States to extend the above considerations to Recommended Practices contained in Annexes to the Convention, as well.

2. *Notification of differences from Standards and Recommended Practices (SARPs)*

2.1 Guidance to Contracting States in the notification of differences to Standards and Recommended Practices (SARPs) can only be given in very general terms. Contracting States are further reminded that compliance with SARPs generally extends beyond the issuance of national regulations and requires establishment of practical arrangements for implementation, such as the provision of facilities, personnel and equipment and effective enforcement mechanisms. Contracting States should take those elements into account when determining their compliance and differences. The following categories of differences are provided as a guide in determining whether a notifiable difference exists:

- a) *A Contracting State’s requirement is more exacting or exceeds a SARP (Category A)*. This category applies when the national regulation and practices are more demanding than the corresponding SARP, or impose an obligation within the scope of the Annex which is not covered by the SARP. This is of particular importance where a Contracting State requires a higher standard which affects the operation of aircraft of other Contracting States in and above its territory;

- b) *A Contracting State's requirement is different in character or the Contracting State has established other means of compliance (Category B)**. This category applies, in particular, when the national regulation and practices are different in character from the corresponding SARP, or when the national regulation and practices differ in principle, type or system from the corresponding SARP, without necessarily imposing an additional obligation; and
- c) *A Contracting State's requirement is less protective, partially implemented or not implemented (Category C)*. This category applies when the national regulation and practices are less protective than the corresponding SARP; when no national regulation has been promulgated to address the corresponding SARP, in whole or in part; or when the Contracting State has not brought its practices into full accord with the corresponding SARP.

These categories do not apply to Not Applicable SARP. Please see the paragraph below.

2.2 **Not Applicable SARP.** When a Contracting State deems a SARP concerning aircraft, operations, equipment, personnel, or air navigation facilities or services to be not applicable to the existing aviation activities of the State, notification of a difference is not required. For example, a Contracting State that is not a State of Design or Manufacture and that does not have any national regulations on the subject, would not be required to notify differences from Annex 8 provisions related to the design and construction of an aircraft.

2.3 **Differences from appendices, tables and figures.** The material comprising a SARP includes not only the SARP itself, but also the appendices, tables and figures associated with the SARP. Therefore, differences from appendices, tables and figures are notifiable under Article 38. In order to file a difference against an appendix, table or figure, States should file a difference against the SARP that makes reference to the appendix, table or figure.

2.4 **Differences from definitions.** Contracting States should notify differences from definitions. The definition of a term used in a SARP does not have independent status but is an essential part of each SARP in which the term is used. Therefore, a difference from the definition of the term may result in there being a difference from any SARP in which the term is used. To this end, Contracting States should take into consideration differences from definitions when determining compliance or differences to SARPs in which the terms are used.

2.5 The notification of differences should be not only to the latest amendment but to the whole Annex, including the amendment. In other words, Contracting States that have already notified differences are requested to provide regular updates of the differences previously notified until the difference no longer exists.

2.6 Further guidance on the identification and notification of differences, examples of well-defined differences and examples of model processes and procedures for management of the notification of differences can be found in the *Manual on Notification and Publication of Differences* (Doc 10055).

* The expression "different in character or other means of compliance" in b) would be applied to a national regulation and practice which achieve, by other means, the same objective as that of the corresponding SARPs or for other substantive reasons so cannot be classified under a) or c).

3. *Form of notification of differences*

3.1 Differences can be notified:

- a) by sending to ICAO Headquarters a form on notification of compliance or differences; or
- b) through the Electronic Filing of Differences (EFOD) System at www.icao.int/usoap.

3.2 When notifying differences, the following information should be provided:

- a) the number of the paragraph or subparagraph which contains the SARP to which the difference relates*;
- b) the reasons why the State does not comply with the SARP, or considers it necessary to adopt different regulations or practices;
- c) a clear and concise description of the difference; and
- d) intentions for future compliance and any date by which your Government plans to confirm compliance with and remove its difference from the SARP for which the difference has been notified.

3.3 The differences notified will be made available to other Contracting States, normally in the terms used by the Contracting State when making the notification. In the interest of making the information as useful as possible, Contracting States are requested to ensure that:

- a) statements be as clear and concise as possible and be confined to essential points;
- b) the provision of extracts from national regulations not be considered as sufficient to satisfy the obligation to notify differences; and
- c) general comments, unclear acronyms and references be avoided.

* This applies only when the notification is made under 3.1 a).

ATTACHMENT E to State letter AN 13/13.1-18/15

**IMPLEMENTATION TASK LIST AND OUTLINE OF GUIDANCE
MATERIAL IN RELATION TO AMENDMENT 51 TO ANNEX 11**

1. IMPLEMENTATION TASK LIST

1.1 Essential steps to be followed by a State in order to implement the amendment to Annex 11:

- a) identification of the rule-making process necessary to transpose the new ICAO provisions into the national regulations;
- b) establishment of a national implementation plan that takes into account the new ICAO provisions;
- c) drafting of the modification(s) to the national regulations and means of compliance;
- d) official adoption of the national regulations and means of compliance;
- e) notification of State differences with ICAO, if necessary; and
- f) publication of significant differences in AIP, if necessary.

2. STANDARDIZATION PROCESS

2.1 Effective date: 16 July 2018

2.2 Applicability date: 8 November 2018.

2.3 Embedded applicability date(s): N/A

3. SUPPORTING DOCUMENTATION

3.1 ICAO documentation

Title	Type (PANS/TI/Manual/Circ)	Planned publication date
<i>Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM) (Doc 10066)</i>	PANS	November 2018
<i>Aeronautical Information Services Manual (Doc 8126)</i>	Updated guidance	November 2018

3.2 **External documentation**

Title	External Organization	Publication date
N/A		

4. **IMPLEMENTATION ASSISTANCE TASKS**

Type	Global	Regional
Workshops		RASG, RSOOs, COSCAPs
		AIM Conferences/workshops

5. **UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME (USOAP)**

5.1 Changes are envisaged in the protocol questions due to the change of references.

IMPACT ASSESSMENT IN RELATION TO AMENDMENT 51 TO ANNEX 11

1. INTRODUCTION

1.1 Amendment 51 to Annex 11 addresses consequential amendments relating to change of references, data quality requirements and performance-based data error detection requirements.

2. IMPACT ASSESSMENT

2.1 *Safety impact:* Positive. The amendment ensures alignment among requirements, as contained in Annex 11, Annex 15 and the PANS-AIM (Doc 10066) and avoids misinterpretation. Additionally, the introduction of performance-based requirements for data error detection allows for greater flexibility in terms of implementation techniques, leading to more efficient processes and allowing an enhanced output in terms of quality. This results in a reduced risk of providing erroneous data and increased safety.

2.2 *Financial impact:* Minimal financial impact for both States and industry.

2.3 *Security impact:* No security impact with the implementation of this proposal.

2.4 *Environmental impact:* Negligible.

2.5 *Efficiency impact:* Positive. The amendment to Annex 11 relocates the quality requirements for aeronautical data into a single reference (the Aeronautical Data Catalogue), which will facilitate compliance by Contracting States and allow future changes in aeronautical data specificity to be updated with greater ease. Requirements are cross-referenced and therefore retrieved in a more efficient way.

2.6 *Expected implementation time:* States should require no more than one year to modify their regulatory framework, accounting for the new references to Annex 15 and the PANS-AIM.

— END —

AMENDMENT No. 51

TO THE

**INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES**

AIR TRAFFIC SERVICES

ANNEX 11

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

The amendment to Annex 11 contained in this document was adopted by the Council of ICAO on **9 March 2018**. Such parts of this amendment as have not been disapproved by more than half of the total number of Contracting States on or before **16 July 2018** will become effective on that date and will become applicable on **8 November 2018** as specified in the Resolution of Adoption. (State letter AN 13/13.1-18/15 refers.)

MARCH 2018

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AMENDMENT 51 TO THE INTERNATIONAL STANDARDS AND
RECOMMENDED PRACTICES**

ANNEX 11 — AIR TRAFFIC SERVICES

RESOLUTION OF ADOPTION

The Council

Acting in accordance with the Convention on International Civil Aviation, and particularly with the provisions of Articles 37, 54 and 90 thereof,

1. *Hereby adopts* on 9 March 2018 Amendment 51 to the International Standards and Recommended Practices contained in the document entitled *International Standards and Recommended Practices, Air Traffic Services* which for convenience is designated Annex 11 to the Convention;
2. *Prescribes* 16 July 2018 as the date upon which the said amendment shall become effective, except for any part thereof in respect of which a majority of the Contracting States have registered their disapproval with the Council before that date;
3. *Resolves* that the said amendment or such parts thereof as have become effective shall become applicable on 8 November 2018;
4. *Requests the Secretary General:*
 - a) to notify each Contracting State immediately of the above action and immediately after 16 July 2018 of those parts of the amendment which have become effective;
 - b) to request each Contracting State:
 - 1) to notify the Organization (in accordance with the obligation imposed by Article 38 of the Convention) of the differences that will exist on 8 November 2018 between its national regulations or practices and the provisions of the Standards in the Annex as hereby amended, such notification to be made before 8 October 2018, and thereafter to notify the Organization of any further differences that arise;
 - 2) to notify the Organization before 8 October 2018 of the date or dates by which it will have complied with the provisions of the Standards in the Annex as hereby amended; and
 - c) to invite each Contracting State to notify additionally any differences between its own practices and those established by the Recommended Practices, following the procedure specified in subparagraph b) above with respect to differences from Standards.

**NOTES ON THE PRESENTATION OF THE
AMENDMENT TO ANNEX 11**

The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

1. ~~Text to be deleted is shown with a line through it.~~ text to be deleted
2. **New text to be inserted is highlighted with grey shading.** new text to be inserted
3. ~~Text to be deleted is shown with a line through it~~ followed by the replacement text which is highlighted with grey shading. new text to replace existing text

TEXT OF AMENDMENT 51
TO THE
INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES
AIR TRAFFIC SERVICES
ANNEX 11
TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

TABLE OF CONTENTS

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APPENDIX 5.— Aeronautical data quality requirements APP 5-1

Editorial Note.— *Renumber* subsequent appendices accordingly.

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CHAPTER 1. DEFINITIONS

...

Data Accuracy. A degree of conformance between the estimated or measured value and the true value.

Note.— For measured positional data the accuracy is normally expressed in terms of a distance from a stated position within which there is a defined confidence of the true position falling.

...

Data Integrity (aeronautical data assurance level). A degree of assurance that an aeronautical data and its value has not been lost or altered since the data origination or authorized amendment.

...

Data quality. A degree or level of confidence that the data provided meet the requirements of the data user in terms of accuracy, resolution, integrity (or equivalent assurance level), traceability, timeliness, completeness and format.

...

CHAPTER 2. GENERAL

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2.20 Aeronautical data

2.20.1 Determination and reporting of air traffic services-related aeronautical data shall be in accordance with the accuracy and integrity classification required to meet the needs of the end-user of aeronautical data requirements set forth in Tables 1 to 5 contained in Appendix 5 while taking into account the established quality system procedures. Accuracy requirements for aeronautical data are based upon a 95 per cent confidence level, and in that respect three types of positional data shall be identified: surveyed points (e.g. navigation aids positions), calculated points (mathematical calculations from the known surveyed points of points in space/fixes) and declared points (e.g. flight information region boundary points).

Note.— *Specifications governing the quality system are given in Annex 15, Chapter 3. Specifications concerning the accuracy and integrity classification of air traffic services-related aeronautical data are contained in PANS-AIM (Doc 10066), Appendix 1.*

2.20.2 Contracting States shall ensure that integrity of aeronautical data is maintained throughout the data process from survey/origin to the next intended user. Based on the applicable integrity classification, the validation and verification procedures shall:

- a) for routine data: avoid corruption throughout the processing of the data;
- b) for essential data: assure corruption does not occur at any stage of the entire process and may include additional processes as needed to address potential risks in the overall system architecture to further assure data integrity at this level; and
- c) for critical data: assure corruption does not occur at any stage of the entire process and include additional integrity assurance procedures to fully mitigate the effects of faults identified by thorough analysis of the overall system architecture as potential data integrity risks.

Note.— *Guidance material in respect to the processing of aeronautical data and aeronautical information is contained in RTCA Document DO-200A and European Organization for Civil Aviation Equipment (EUROCAE) Document ED-76—Standards for Processing Aeronautical Data.*

2.20.32 Electronic aeronautical data sets shall be protected by the inclusion in the data sets of a 32-bit cyclic redundancy check (CRC) implemented by the application dealing with the data sets. This shall apply to the protection of all integrity levels of data sets as specified in 2.20.2. Digital data error detection techniques shall be used during the transmission and/or storage of aeronautical data and digital data sets.

Note.— *Detailed specifications concerning digital data error detection techniques are contained in PANS-AIM (Doc 10066).*

Note 1.— *The requirement in 2.20.3 does not apply to the communications systems used for the transfer of data sets.*

~~Note 2.— Guidance material on the use of a 32-bit CRC algorithm to implement a protection of electronic aeronautical data sets is contained in the Aeronautical Information Services Manual (Doc 8126).~~

~~2.20.4 Geographical coordinates indicating latitude and longitude shall be determined and reported to the aeronautical information services authority in terms of the World Geodetic System — 1984 (WGS 84) geodetic reference datum, identifying those geographical coordinates which have been transformed into WGS 84 coordinates by mathematical means and whose accuracy of original field work does not meet the requirements in Appendix 5, Table 1.~~

~~2.20.5 The order of accuracy of the field work and determinations and calculations derived therefrom shall be such that the resulting operational navigation data for the phases of flight will be within the maximum deviations, with respect to an appropriate reference frame, as indicated in the tables contained in Appendix 5.~~

~~Note 1.— An appropriate reference frame is that which enables WGS 84 to be realized on a given position and with respect to which all coordinate data are related.~~

~~Note 2.— Specifications governing the publication of aeronautical data are given in Annex 4, Chapter 2 and Annex 15, Chapter 3.~~

~~Note 3.— For those fixes and points that are serving a dual purpose, e.g. holding point and missed approach point, the higher accuracy applies.~~

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2.22 Coordination between aeronautical information services and air traffic services authorities

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2.22.3 Of particular importance are changes to aeronautical information that affect charts and/or computer-based navigation systems which qualify to be notified by the Aeronautical Information Regulation and Control (AIRAC) system, as specified in Annex 15, Chapter 6 and Appendix 4. The predetermined, internationally agreed AIRAC effective dates in addition to 14 days postage time shall be observed by the responsible air traffic services when submitting the raw information/data to aeronautical information services.

Note.— Detailed specifications concerning the AIRAC system are contained in PANS-AIM (Doc 10066), Chapter 6.

2.22.4 The air traffic services responsible for the provision of raw aeronautical information/data to the aeronautical information services shall do so while taking into account accuracy and integrity requirements required to meet the needs of the end-user of aeronautical data for aeronautical data as specified in Appendix 5 to this Annex.

Note 1.— Specifications concerning the accuracy and integrity classification of air traffic services-related aeronautical data are contained in PANS-AIM (Doc 10066), Appendix 1.

~~Note 12.— Specifications for the issue of a NOTAM, SNOWTAM and ASHTAM are contained in Annex 15, Chapter 56.~~

Note 23.— Reports of volcanic activity comprise the information detailed in Annex 3, Chapter 4.

Note 34.— AIRAC information is distributed by the aeronautical information service at least 42 days in advance of the AIRAC effective dates with the objective of reaching recipients at least 28 days in advance of the effective date.

Note 45.— The schedule of the predetermined, internationally agreed AIRAC common effective dates at intervals of 28 days and guidance for the AIRAC use are contained in the Aeronautical Information Services Manual (Doc 8126, Chapter 2, 2.6).

2.23 Minimum flight altitudes

Minimum flight altitudes shall be determined and promulgated by each Contracting State for each ATS route and control area over its territory. The minimum flight altitudes determined shall provide a minimum clearance above the controlling obstacle located within the areas concerned.

Note.— The requirements for publication by States of minimum flight altitudes and of the criteria used to determine them are contained in ~~Annex 15~~PANS-AIM (Doc 10066), Appendix 42. Detailed obstacle clearance criteria are contained in PANS-OPS (Doc 8168), Volume II.

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2.32 Identification and delineation of prohibited, restricted and danger areas

2.32.1 Each prohibited area, restricted area, or danger area established by a State shall, upon initial establishment, be given an identification and full details shall be promulgated.

Note.— See ~~Annex 15~~PANS-AIM (Doc 10066), Appendix 42, ENR 5.1.

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APPENDIX 1. PRINCIPLES GOVERNING THE IDENTIFICATION OF NAVIGATION SPECIFICATIONS AND THE IDENTIFICATION OF ATS ROUTES OTHER THAN STANDARD DEPARTURE AND ARRIVAL ROUTES

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1. Designators for ATS routes and navigation specifications

1.1 The purpose of a system of route designators and navigation specification(s) applicable to specified ATS route segment(s), route(s) or area is to allow both pilots and ATS, taking into account automation requirements:

- a) to make unambiguous reference to any ATS route without the need to resort to the use of geographical coordinates or other means in order to describe it;
- b) to relate an ATS route to a specific vertical structure of the airspace, as applicable;

c) to indicate a required level of navigation performance accuracy, when operating along an ATS route or within a specified area; and

d) to indicate that a route is used primarily or exclusively by certain types of aircraft.

Note 1.— Specifications governing concerning the publication of navigation specifications are given in Annex 4, Chapter 7, and Annex 15 PANS-AIM (Doc 10066), Appendix 12.

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~~**APPENDIX 5.— AERONAUTICAL DATA QUALITY REQUIREMENTS**~~

Editorial Note.— *Delete Appendix 5 in toto and renumber subsequent appendices accordingly.*

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— END —