

# INTERNATIONAL CIVIL AVIATION ORGANIZATION



## ASIA/PACIFIC REGIONAL PLAN FOR COLLABORATIVE AERONAUTICAL INFORMATION MANAGEMENT

Version 3.0, October 2023

This Plan was developed by the Asia/Pacific AIS-AIM Implementation Task Force (AAITF)

Approved by the ATM Sub-Group of APANPIRG (ATM/SG/11) and published by the ICAO Asia and Pacific Office, Bangkok

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## SCOPE OF THE PLAN

### Asia/Pacific Regional AIM Planning and Guidance

1.1 Asia/Pacific (APAC) Regional requirements and existing guidance material for aeronautical information management (AIM) are found in the following documents:

- *Asia/Pacific Air Navigation Plan*, (APAC ANP) providing agreed regional requirements considered to be the minimum necessary for effective planning and implementation of Aeronautical Information Services (AIS) and AIM.
- *Asia/Pacific Seamless ANS Plan*, providing background information, analyses and performance objectives to facilitate seamless ANS operations in the APAC Region; and
- This document, the *Asia/Pacific Regional Plan for Collaborative AIM*.

*Note: The APAC ANP, Seamless ANS Plan and Asia/Pacific Regional Plan for Collaborative AIM are available on the ICAO APAC Regional Office eDocuments web-page at <https://www.icao.int/APAC/Pages/eDocs.aspx>.*

### Asia/Pacific Air Navigation Plan

1.2 The Asia/Pacific Air Navigation Plan (APAC ANP) provides for the planning and implementation of air navigation systems, in accordance with the agreed global and regional planning framework. They are developed to meet those needs of specific areas not covered in the worldwide provisions. The development and maintenance of the ANP is undertaken by the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) with the assistance of the ICAO Secretariat.

1.3 The ANPs are used as a repository Document for the assignment of responsibilities to States for the provision of air navigation facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300), and contain requirements related to the facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.4 The APAC ANP Volume 1 includes general regional requirements for States relating to the provision of aeronautical data and aeronautical information within their territory and those areas over the high seas for which it is responsible for the provision of air traffic services.

1.5 APAC ANP Volume II includes dynamic plan elements related to the assignment of responsibilities to States for the provision of aerodrome and air navigation facilities and services, and mandatory requirements related to aerodrome and air navigation facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.6 APAC ANP Volume II Part VII assigns responsibility for the provision of AIS/AIM facilities and services in the Asia/Pacific Region, and for the production of sheets of the World Aeronautical Chart or Aeronautical Chart. It also includes the following specific regional requirements, proposed by AAITF, agreed by APANPIRG and formalized by regional air navigation agreement:

Volume II Part VII Section 3.

- 3.1 The priority regional requirements for AIM implementation are:
- a) Establishment of AIS either as a separate entity within or, ideally, separated from the civil aviation administration in accordance with the guidance provided in ICAO Doc 8126 – *AIS Manual* Chapter 3.
  - b) Implementation of Quality Management Systems for aeronautical information;
  - c) Establishment of formal agreements between AIS providers and aeronautical data originators specifying the content, quality, maintenance and timing of provision of aeronautical data that is required to be promulgated in AIP, and the quality management process that shall be applied.
  - d) Implementation of internet-accessible electronic AIP generated from a digital database of aeronautical information.

*Note: some existing aeronautical information products may not be suitable for migration into digital datasets.*

- e) The taking of all necessary measures to develop and implement AIM training programs for AIS personnel, including training in digital data management, and end-to-end quality management processes.
- f) Provision of full access to the relevant ICAO Annexes and Documents to all personnel having responsibility for the origination, reception, management and/or distribution of aeronautical information and aeronautical data.

*Note: The reference to ANP Vol II Part IV Section 3 paragraph 3.1, above, will be updated to refer to the latest relevant Doc 8126 (7<sup>th</sup> Edition) guidance after formal processing of the related Proposal for Amendment (PFA) to the ANP.*

- 1.7 The APAC ANP is available on the ICAO Asia/Pacific Regional Office eDocuments web-page.

Beijing Declaration

- 1.8 The *Declaration of the Asia/Pacific Ministerial Conference on Civil Aviation* (Beijing Declaration, Beijing, China, 31 January to 01 February 2018), included the following items indicating the direction agreed by the Ministers responsible for civil aviation in the Asia/Pacific Region in relation to AIM planning and implementation:

**2.0 Air Navigation Services**

*2.1 Commit to implementation by 2022 of the Asia/Pacific Seamless Air Traffic Management (ATM) Plan to enhance ATM capacity and harmonization in the Region, including a focus on:*

- (a) *Transitioning from Aeronautical Information Service (AIS) to Aeronautical Information Management;*

(g) *Air navigation in national planning frameworks such as National Development Plans (NDPs) supported by National Air Navigation Plans*

#### **4.0 Human Resource Development**

4.1 *In line with the ICAO initiative on “Next Generation of Aviation Professionals” (NGAP), accord priority to professionals to support the Region’s growing needs, including where appropriate:*

(a) *Establish access to quality training; and*

(b) *Encourage sharing of resources bilaterally and/or multi-laterally, as well as with industry partners*

1.9 The commitments agreed in the Beijing Declaration are supported by performance expectations in Section 7 of this document.

#### Asia/Pacific Plan for Collaborative AIM

1.10 The 11<sup>th</sup> Meeting of the Asia/Pacific Region AIS-AIM Implementation Task Force (AAITF/11, Bangkok, Thailand 05 to 09 June 2017), identified a near term objective to review and update the quality management guidance and sample quality manual provided in the *Guidance Manual for AIS in the Asia/Pacific Region*. It was noted that while the current information provided in the Guidance Manual remained relevant and valuable to the region, there was a need for the information to be updated to take into account the transition to AIM.

1.11 Following AAITF/11, ICAO established the Aeronautical Information Management Steering Group (AIM SG), to support global implementation of AIM and to accelerate the development and finalization of guidance material including *inter alia* the new quality management manual and AIM training manual. AIM SG has since been established as the AIM Working Group of the Information Management Panel (IMP/WG-A).

1.12 This document, the Asia/Pacific Plan for Collaborative AIM (the AIM Plan), is intended to provide information, guidance and regional performance objectives supporting improvement of AIS and the transition to AIM. The document is not intended to duplicate or pre-empt global guidance in documents developed by IMP/WG-A or other relevant technical panels of the ICAO Air Navigation Commission.

#### AIM Plan Structure

1.13 The AIM Plan forms part of a suite of global and regional air navigation planning documents relevant to the Asia/Pacific Region.

1.14 Global vision and strategy perspectives are provided by the *Global ATM Operational Concept* (Doc 9854), *Global Air Navigation Plan* (GANP), and *Global Aviation Safety Plan* (GASP, Doc 10004). The GANP includes the Aviation System Block Upgrade (ASBU) framework, its Modules and its associated technology Roadmaps.

1.15 Beneath this level is regional planning primarily provided by the *Asia/Pacific Air Navigation Plan* and the *Asia/Pacific Seamless ANS Plan* which, together with its contributory documents, including this Plan, define goals and the means of meeting State planning objectives.

1.16 The AIM Plan includes background information and general guidance, analysis of the current status of AIS and AIM implementation in the Asia/Pacific Region, and a performance improvement plan. The plan also provides a central repository for information and procedures relating to items of aeronautical information coordinated between States and ICAO, including Proposals for Amendment (PfAs) to the Regional Air Navigation Plan, allocation and implementation of ATS routes that form part of the regional network of ATS routes, registration of 5-letter name codes identifying significant points, ICAO location indicators, and 3-letter and radiotelephony designators for aircraft operating agencies.

#### Performance Improvement Plan

1.17 The performance objectives of the Plan are expected to be implemented in phases aligned, where practicable, with those of the Seamless ANS Plan. Having considered a range of performance expectations including those relating ICAO Standards and Recommended Practices (SARPS) (that have been applicable for many years) and Procedures for Air Navigation Services (PANS), Regional AIM Capability is expected to be implemented in the following phases:

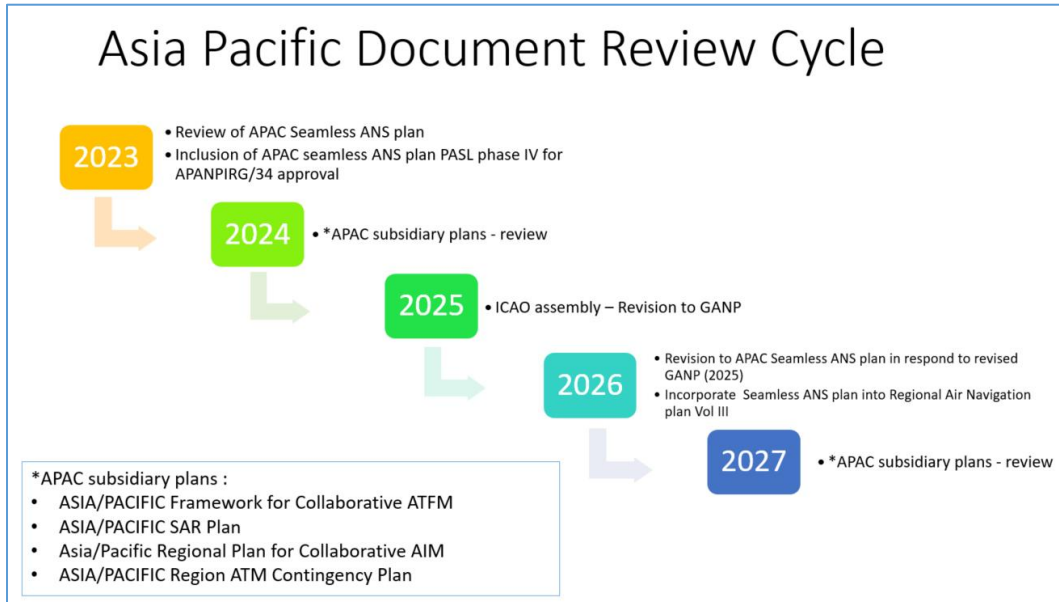
- Phase I, expected to be implemented immediately;
- Phase II, expected to be implemented by 7 November 2019, and
- Phase III, expected to be implemented by 27 November 2025.

1.18 Except where required under State obligations to implement SARPS and relevant regional requirements communicated in the ANP, the phases and performance expectations are not binding any State, but should be considered as a planning framework. The Plan itself is therefore guidance material. Where any performance expectation has been included to emphasize the obligation of States to implement ICAO SARPS and PANS, reference is made to the relevant sections of Annex 15 or PANS-AIM.

1.19 It is important to note that the AIM Plan's commencement dates are planning targets, and should not be treated as 'hard' implementation dates. However, States should consider the impact of not achieving target implementation dates on the required improvement in the safety and efficiency of international aviation in the region.

#### Review

1.20 The Global Air Navigation Plan review cycle has been updated to include the facility for frequent minor updates, and a major update coinciding with every second meeting of the ICAO Assembly commencing in 2019. APANPIRG/34, to be held in December 2023, was expected to approve a revised update schedule for the Asia/Pacific Seamless ANS Plan, to be conducted in the year immediately following the year of each meeting of the Assembly. The Tenth Meeting of the ATM Sub-Group of APANPIRG (ATM/SG/10, 17 – 21 October 2022) agreed that ATM-related documents including this Plan would then be reviewed in the year following the update of the Seamless ANS Plan (**Figure 1**). Reviews should include examination of relevant new or amended ICAO Annexes, PANS and guidance material to ensure the minimization of duplication, and alignment with global direction.



**Figure 1:** Proposed ATM-Related Document Review Cycle

1.21 The next scheduled update of this Plan is in 2027. Ad hoc updates may be considered in response to significant changes affecting AIS in the Asia/Pacific Region.

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**PLAN OBJECTIVES**

Objective of the Plan

2.1 The objective of the Plan is to facilitate the improvement and harmonization of AIS in the APAC Region, and the harmonized implementation of interoperable AIM systems.

2.2 The Plan provides a framework for a transition to a collaborative regional AIM environment, in order to meet current and future global and regional performance requirements.

Guidance for the Plan

2.3 The Plan is neither isolated from, nor in conflict with, other global and regional plans or strategies. It takes the availability of the following into account:

*Global and Regional Framework*

- Doc 9750 - Global Air Navigation Plan
- Doc 10004 - Global Aviation Safety Plan
- Asia/Pacific Regional Air Navigation Plan
- Asia/Pacific Seamless ANS Plan (Version 3.0, September 2019)

*Air Navigation Services*

- Annex 4 *Aeronautical Charts*
- Annex 10 *Aeronautical Telecommunications*
- Annex 11 *Air Traffic Services* (particularly Chapter 2 [2.1 and 2.30], and Attachment C)
- Annex 15 *Aeronautical Information Services*
- Doc 4444 *Procedures for Air Navigation Services Air Traffic Management (PANS ATM)*
- Doc 10066 – *Procedures for Air Navigation Services – Aeronautical Information Management (PANS-AIM)*

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## EXECUTIVE SUMMARY

3.1 The Asia and Pacific Region has become the world's largest aviation market in terms of available seat-kilometres (30% of ASK in 2015) and generates the world's second largest share of international revenue passenger-kilometres (28% of international RPK as of 2015).

3.2 Underpinning safe, efficient air transport is the Aeronautical Information Service (AIS) of each State, which collates, maintains and publishes aeronautical information of lasting character essential to air navigation, including details of regulations, procedures and other information pertinent to the operation of aircraft within the area of responsibility of the State.

### The Need for a Regional Collaborative Plan for AIM

3.3 The AIS of each State, and its transition to the AIM environment, is a key enabler of all current and future air navigation activities. To satisfy new requirements for air navigation in a collaborative decision-making (CDM) environment the transition to AIM will provide aeronautical data and information in a digital format that facilitates graphical display, complies with international standards and agreed, common exchange formats and is accessible system-wide by all stakeholders in real-time.

3.4 This plan, the *Asia/Pacific Plan for Collaborative Aeronautical Information Management*, was developed to guide and assist Asia/Pacific Administrations in meeting the challenges of transitioning to from legacy paper-based AIPs to the digital world of AIM, as envisioned in the GANP and in the *ICAO Roadmap for Transition from AIS to AIM*.

3.5 While noting the need for revision and restructure of the (then) Regional AIS guidance manual, this Plan was developed to avoid divergence from, or duplication of, ICAO global guidance material that was expected to be provided in the near to medium term. Such global guidance material included the updated Doc 8126, and new quality management and AIM training manuals.

3.6 The plan is also the repository for information and guidance on procedures for Asia/Pacific Administrations relating to Regional aeronautical data managed by the ICAO Regional Office, including:

- Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services (ICAO Doc 8585);
- Location Indicators (ICAO Doc 7910); and
- International Codes and Routes Designators (ICARD).

3.7 Quality-managed, timely aeronautical information is fundamental in supporting current and future aviation systems, supported by collaboration between States to improve the harmonization and interoperability of all processes and systems supporting air navigation. Collaboration in the provision of aeronautical information and data will benefit States facing resource challenges, and the broader Asia/Pacific Region through the overall improvement in the availability, timeliness and quality of aeronautical information. Future development of this document may include Regional planning for multi-State or sub-Regional AIP, shared aeronautical information databases, and collaborative efforts in AIM training.

Performance Improvement Plan

3.8 A key feature of the Plan is the Performance Improvement Plan which was initially, in version 1.0 of the Plan, aligned with Phases 1 and 2 of the ICAO Roadmap for Transition from AIS to AIM, supporting States in the transition to digital databases of aeronautical information and the implementation of electronic AIP (eAIP). The Performance Improvement Plan is arranged in Regional AIM Capability Phases I, II and III, listing fundamental AIS performance elements expected to be implemented either immediately (Phase I), in the case of elements that have been reflected ICAO SARPs for many years, or by 7 November 2019 (Phase II), or 27 November 2025 (Phase III).

Global AIM Implementation Dashboards

3.9 ICAO Headquarters is developing a scheme of dashboards to monitor and report global, regional and State progress in AIM implementation. The dashboards will include the implementation status of:

1. Quality Management Systems;
2. World Geodetic System – 1984 (WGS-84);
3. Earth Gravitational Model – 1996 (EGM-96); and
4. Terrain and Obstacle Datasets.

3.10 The Performance Improvement Plan in Section 7 of this document includes performance expectations in each of these areas.

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## ABBREVIATIONS AND ACRONYMS

To facilitate readability, abbreviations have been largely omitted throughout the document. Most abbreviations were defined when introduced. The following provides an alphabetic listing of all abbreviations.

AAITF	AIS-AIM Implementation Task Force
AATIP	ASEAN Air Transport Integration Project
A-CDM	Airport Collaborative Decision Making
ADS-B	Automatic Dependent Surveillance - Broadcast
AFTN	Aeronautical Fixed Telecommunication Network
AI	Aeronautical Information
AIC	Aeronautical Information Circular
AICM	Aeronautical Information Conceptual Model
AIM	Aeronautical Information Management
AIMSG	Aeronautical Information Management Sub-Group
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information Regulation and Control
AIS	Aeronautical Information Service
AIXM	Aeronautical Information eXchange Model
AMDB	Aeronautical Mapping Database
ANSP	Air Navigation Service Provider
AOC	Airline Operations Centre
APANPIRG	Asia Pacific Air Navigation Planning and Implementation Regional Group
ASBU	Aviation system Block Upgrades
ASEAN	Association of Southeast Asian Nations
ATFM	Air Traffic Flow Management
ATC	Air Traffic Control
ATM	Air Traffic Management
ATMRPP	Air Traffic Management Requirements and Performance Panel

ATSA-SURF	Enhanced Traffic Situational Awareness on the Airport Surface
CANSO	Civil Air Navigation Services Organization
CARATS	Collaborative Action for Renovation of Air Transport Systems
CCO	Continuous Climb Operations
CDM	Collaborative Decision Making
CDO	Continuous Descent Operations
CMA	Continuous Monitoring Approach
CNS	Communication, Navigation, Surveillance
CRC	Cyclic redundancy check
DBMS	Database Management System
DSS	Decision Support System
eAIP	Electronic Aeronautical Information Publication
EFF	Electronic Flight Folder
EFOD	Electronic Filing of Differences
ERAM	En-Route Automation Modernization
eTOD	Electronic Terrain and Obstacle Data
EUROCAE	European Council of Aerospace Engineering
FMS	Flight Management System
GANP	Global Air Navigation Plan
GASP	Global Aviation Safety Plan
IATA	International Air Transportation Association
ICAO	International Civil Aviation Organization
ICARD	ICAO Five-Letter Name Code and Route Designator
IFATCA	International Federation of Air Traffic Control Association
IFAIMA	International Federation of AIM Associations
IFR	Instrument Flight Rules
IM	Information Management
IP	Internet Protocol

ISO	International Standards Organization
JAP	Joint Acceptance Plan
KPI	Key Performance Indicator
MET	Meteorological Services
METAR	Aerodrome Routine Meteorological Report
NAS	National Airspace System
NCLB	No Country Left Behind
NOTAM	Notice To Airmen
PAIMS	Preferred Aeronautical Information Management Specifications
PIB	Pre-flight Information Bulletin
PQ	Protocol Questions
QA	Quality Assurance
QMS	Quality Management System
SARP	Standards And Recommended Practices
SESAR	Single European Sky Air Traffic Management Research
SIGMET	Significant meteorological weather phenomena
SWIM	System Wide Information Management
TIS-B	Traffic Information Services – Broadcast
TBO	Trajectory Based Operations
USOAP	Universal Safety Oversight and Audit Programme
WXXM	Weather eXchange Model
XML	eXtensible Markup Language
5LNC	5 Letter Name Code

## BACKGROUND INFORMATION

### Principles

5.1 This Plan considers four major categories of AIM principles:

Legislation, Policy and Regulation;

Human Performance;

Quality Management;

AIM Systems and Processes;

5.2 AIM principles form the basis for the provision of background guidance information, development of guidance material and identification of performance improvement objectives. The APAC Regional AIM Principles are provided in **Appendix A**.

### Aviation System Block Upgrades (ASBU)

5.3 At the Global level the ASBU initiative was included in Doc 9750 – *Global Air Navigation Plan* as a programme framework that developed a set of aviation system solutions or upgrades intended to exploit current aircraft equipage, establish a transition plan and enable global interoperability. The ASBU framework is heavily dependent on AIM, which is a critical prerequisite for the implementation of any current or future ATM or air navigation concept that relies on the accuracy, integrity and timeliness of aeronautical data.

5.4 In the AIM field, the main ASBU blocks which are relevant for Seamless ANS are as follows:

- B0-DATM Service Improvement through Digital Aeronautical Information Management (AIM);
- B1-DATM Service Improvement through Integration of all Digital AIM Information (2019-2025)
- B1-SWIM Performance Improvement through the application of SWIM applications and infrastructure (2019-2025); and
- B2-SWIM Enabling Airborne Participation in Collaborative ATM through SWIM (2025-2031).

5.5 The ASBU are undergoing a major re-structure, which will be presented for approval at the 40<sup>th</sup> Triennial ICAO Assembly, to be held in Montreal, Canada, from 24 September to 04 October 2019. Future amendment of this document will include relevant ASBU references, and any related regional priorities and performance expectations.

### Quality Management Guidance

5.6 Global guidance for the quality management of aeronautical information is provided in ICAO Doc 9839 *Manual on the Quality Management System for Aeronautical Information Services*, available on the ICAO Secure Portal at <https://portal.icao.int/icao-net/Pages/Documents.aspx>.

5.7 A key component of any quality management process for aeronautical information is the establishment of formal agreements between the originators of aeronautical data and the AIS. Such agreements specify the content, quality, maintenance and timing of the provision of aeronautical information or data that is required to be promulgated in AIP, and the quality management processes that shall be applied.

5.8 Originators of aeronautical data may include State regulatory authorities, airport operators, geospatial information agencies, air traffic services units, flight procedure design authorities, military authorities, police or other public safety or emergency service organizations.

5.9 A sample Data Provision Agreement is provided in Doc 8126 Chapter 2 Appendix, containing information introductory elements of such agreements, data provision service, procedural provisions, and additional considerations on aeronautical data and aeronautical information to be provided including timeliness requirements, metadata requirements, and data distribution and data exchange format.

### Selection and Training Guidelines for AIS

5.10 Global guidance for AIM training is provided in ICAO Doc 9991 *Manual on Aeronautical Information Services Training*, also available on the ICAO Secure Portal.

5.11 The following additional guidance for AIS staff selection principles and processes is drawn from the former regional guidance document, the *Guidance Manual for Aeronautical Information Services in the Asia/Pacific Region*:

#### *Selection Principles*

5.12 Recruitment and selection of staff for the AIS should be made based on merit and relative efficiency, the requirements of the position, in fair and open competition to ensure that the best qualified applicant gets the job.

5.13 In assessing the relative efficiency of candidates consideration should be given to the abilities, qualifications, experience, standard of work performance and personal qualities of each applicant, to the extent that those matters are relevant to the efficient performance or potential to efficiently perform the duties.

#### *The First Step*

5.14 A number of documents must be in place before the Selection Process can commence to clearly identify the work to be done. Normally these would consist of:

- a) Position Description;
- b) Duty Statement; and
- c) Selection Criteria against which applicants will be assessed.

5.15 The Position Description and the Duty Statement set the scene about what the position is required to do, what the reporting arrangements are, and how the position fits in with the other work areas.

5.16 The Selection Criteria is the part that sets out how the applicants will be measured for the job of work to be done.

*The Selection Process*

5.17 A Selection Committee will usually be established with a minimum of two people to determine the most suitable applicant.

5.18 When necessary, a shortlist of applicants most suitable for further consideration may be made by the committee based on claims against the selection criteria and/or on referee comment.

5.19 When there is only one applicant for the position the applicant may be recommended for direct promotion or employment without the establishment of a Selection Committee.

5.20 The Selection Committee should decide the procedures to be followed and the sources of information to be used in assessing applicants against the selection criteria. Sources of information may include:

- a) application;
- b) interview;
- c) referee reports;
- d) work samples; and/or
- e) performance tests.

5.21 The Selection Committee is responsible to ensure that the field of applicants is of sufficient calibre for assessment to proceed. The procedures that the Selection Committee follows will enable a thorough investigation of the claims and merits of the applicants to be assessed against the selection criteria.

5.22 The selection report will provide an accurate account of the Committee's assessment of applicants and enough information for the decision-maker to make a decision. The report will be used as the basis for counselling unsuccessful employees and for review requests arising from the selection decision.

5.23 An appropriate delegate will usually formally approve the Selection Committee's recommendation.

5.24 All unsuccessful applicants interviewed for the job should be notified in writing of the outcome and should be given the opportunity to obtain verbal feedback on their performance if they so desire. Applicants not listed for interview should be advised accordingly.

Operating Procedures for AIS Dynamic Data (OPADD)

5.25 The *Operating Procedures for AIS Dynamic Data (OPADD)* provides regional guidance for common procedures for NOTAM. The Asia/Pacific OPADD had, until 2021, been adapted from the EUROCONTROL OPADD at each update of that document, usually on a four-year cycle, and incorporated in an update of the former *Guidance Manual for AIS in the Asia/Pacific Region*. AAITF/16 (07 to 11 June 2021) was informed that, for the purpose of maintaining the integrity of the document and their intellectual property, EUROCONTROL agreed to permit the Asia/Pacific Region to utilize their OPADD document but would no longer permit any modification. The use of the EUROCONTROL OPADD in the Asia/Pacific Region was supported by the Ninth Meeting of the Air Traffic Management Sub-Group of APANPIRG (ATM/SG/9, 01 to 05 November 2021) under **Conclusion ATM/SG/9-5: Update Asia/Pacific OPADD**.

5.26 The OPADD is maintained as a separate document on the ICAO Asia/Pacific eDocuments web-page in order to facilitate its update without the need to also update this Plan.

#### SNOWTAM Guidance

5.27 Amendment 39B to Annex 15, applicable from 04 November 2021, introduced the new SNOWTAM format based on the recommendations of the Friction Task Force of the Aerodrome Design and Operations Panel (ADOP) relating to the use of the global reporting format (GRF) for assessing and reporting runway surface conditions. The SNOWTAM Provisions and format were later moved to PANS-AIM.

5.28 The ICAO EUR/NAT Office, in collaboration with EUROCONTROL, prepared the Guidance on the Issuance of SNOWTAM to provide explanation and examples for issuing SNOWTAM in the new format. The use of this guidance in the Asia/Pacific Region was initially supported by Conclusion AAITF/15-1: Guidance on the Issuance of SNOWTAM (as empowered by Conclusion APANPIRG/29/28).

5.29 The Guidance on the Issuance of SNOWTAM is maintained as a separate document on the ICAO Asia/Pacific eDocuments web-page in order to facilitate its update without the need to also update this Plan.

*Note: SNOWTAM is the applicable aeronautical information product for promulgating information on runway surface conditions under the NOTAM system. For example, AAITF/15 (June 2020) noted that standing water of greater than 3mm depth on a runway would be reported by SNOWTAM regardless of whether it was associated with snow/ice or not. This was a significant change for many Asia/Pacific Administrations, introducing the use of SNOWTAM in locations where snow and ice conditions did not normally exist.*

#### Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services

5.30 ICAO Doc 8585 – *Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services* contains the ICAO-approved three-letter designators intended for use on the international aeronautical telecommunications service, and which form part of the Aeronautical Fixed Service (AFS, formerly AFTN) address for connected agencies, authorities and services.

5.31 The allocation, amendment and withdrawal of these designators and the updating of Doc 8585 is managed by ICAO Headquarters through the ICAO 3LD website. This arrangement was communicated to States in State Letter AN 2/16. 1014/72.

5.32 The ICAO 3LD website is located at <https://www4.icao.int/3ld>. A copy of the State Letter may be obtained from the ICAO Asia/Pacific Regional Office.

#### ICAO Location Indicators

5.33 ICAO Doc 7910 – *Location Indicators* lists four-letter location indicators, which are assigned by States and checked by ICAO for conformity with the procedures relating to the formulation and assignment of location indicators, as set out in that document. The following process is used to assign location indicators:

1. The State formulates the new four letter location indicator for the location/airport;
2. The State writes to the ICAO Asia/Pacific Regional Director, requesting registration of the location indicator;

*The ICAO Regional Office coordinates with ICAO Headquarters.*

3. The following information is required to be included in the State's request:
  - a. location/Airport Name;

*Only provide the airport name if relevant, or if different from the location name, e.g. BANGKOK/DON MUEANG INTL AIRPORT, BRISBANE/BRISBANE INTL, BRISBANE/ARCHERFIELD*

- b. requested Location Indicator (e.g. NTKU);
- c. IATA location identifier code, if any; and
- d. Indication of whether the location is, or is intended to be, connected to the AFS.

5.34 ICAO Regional Office will formally notify the State when the location indicator has been registered for inclusion in Doc 7910.

#### International Codes and Routes Designators

5.35 Annex 11 – *Air Traffic Services* defines a significant point as a specified geographical location used in defining an ATS route or the flight path of an aircraft and for other navigation and ATS purposes. It further states that significant points shall be established and identified in accordance with the principles set forth in Annex 11 Appendix 2. Where a significant point is required at a position not marked by the site of a radio navigation, and is used for ATC purposes, it shall be designated by a unique five-letter pronounceable name-code. This name-code designator then serves as the name as well as the coded designator of the significant point.

*Rules ensuring the uniqueness of five-letter name-codes (5LNC) are provided in Annex 11 Appendix 2*

5.36 States' requirements for unique five-letter pronounceable name-code designators shall be notified to the Regional Offices of ICAO for coordination.

5.37 The International Codes and Routes Designators (ICARD) application, administered by ICAO and accessible through the ICAO Secure Portal (<https://portallogin.icao.int/>) is the sole repository of 5LNCs ensuring global uniqueness, and is the only means by which the requirements of Annex 11 Appendix 2 paragraph 3.5 may be met.

*The ICARD application is being adapted for the future management of the assignment of ATS Route Designators*

5.38 All States and Administrations with any responsibility for, or involvement in, the design, implementation and/or regulation of ATS routes and instrument flight procedures must have suitable employees registered in ICARD. In all cases where any personnel of a State Regulator or Air Navigation Service Provider are responsible for the allocation of 5LNC for ATS routes, Standard Instrument Departures (SIDs), Standard Terminal Arrival Routes (STARs) or Instrument Approach and Landing (IAL, including RNAV/RNP approaches), at least one person, and preferably two or more, must be registered as an ICARD\_5LNC\_PLANNER.

5.39 ICARD procedures are provided in the *ICARD 5LNC Guidelines*, available on request from the ICAO Asia/Pacific Regional Office. The process for registering as an ICARD\_5LNC\_PLANNER, and a flow-chart of the ICARD process, is provided in **Appendix B**.

5.40 An ICAO-coordinated global project has been established to register all AIP-published 5LNC in ICARD, and to eliminate all duplicated 5LNCs. The details of the project, and the rules applicable to duplicate resolution, were promulgated in State Letter AN 11/45.5-17/101. A copy of the State Letter is available on request from Regional Office.

Implementation Status Monitoring

5.41 The Asia/Pacific Regional Plan for Collaborative AIM is one of several important plans that are subsidiary to the Seamless Air Navigation Services (ANS) Plan, namely:

- Asia/Pacific Search and Rescue (SAR) Plan;
- Asia/Pacific Region ATM Contingency Plan; and
- Asia/Pacific Regional Framework for Collaborative ATFM;

5.42 States report implementation of the performance expectations of the Seamless ANS Plan using an online reporting form. Monitoring and reporting schemes for subsidiary plans enhance the current Seamless ANS monitoring and reporting scheme.

5.43 The monitoring and reporting scheme for Regional collaborative AIM implementation measures State implementation of the performance expectations specified in Section 7 of this document.

5.44 Asia/Pacific Administrations should report their implementation status to the ICAO Asia/Pacific Regional Office at least once annually, by no later than 28 February each year. Reported implementation status will be examined each year by the AAITF, or other appropriate Regional body designated by APANPIRG, to measure, report and advance Regional implementation progress, and to recommend priority AIM elements to be added to the Seamless ANS monitoring and reporting scheme.

5.45 It is expected that the relevant AIM expert/s in each Administration will be responsible for the detailed reporting in the Regional AIM Monitoring and Reporting form, and that these experts will then liaise closely with their Administration's Seamless ANS reporting point of contact to ensure the accuracy of the higher level reporting and consistency between the separate reporting levels.

5.46 The Regional AIM Monitoring and Reporting Form is provided at **Appendix C**, and is available on the ICAO Asia/Pacific Regional Office eDocuments web-page at:

<http://www.icao.int/APAC/Pages/edocs.aspx>.

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## CURRENT SITUATION

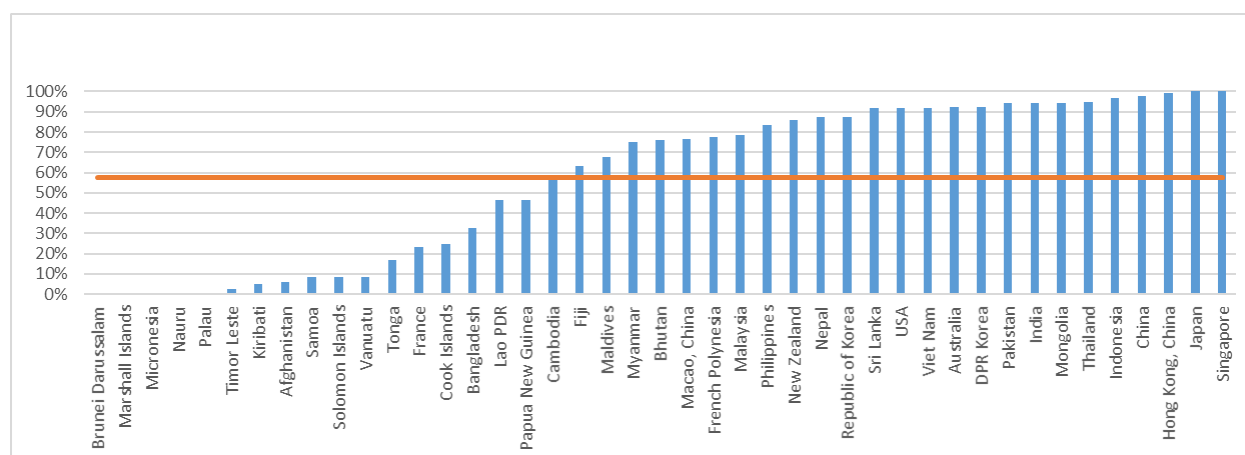
### Current Status of Transition from AIS to AIM

6.1 The performance objectives of the Asia/Pacific Seamless ANS Plan are expected to be implemented in phases of Regional AIM Capability as follows:

- Phase I, expected to be implemented immediately;
- Phase II, expected to be implemented by 7 November 2019, and
- Phase III, expected to be implemented by 27 November 2025.

6.2 As of 07 June 2023, regional implementation of Regional AIM Capability Phase I is summarized as follows: 2 Administrations (5%) have completed implementation, 36 Administrations ( $\approx 84\%$ ) have partly implemented, 5 Administrations ( $\approx 11\%$ ) have not implemented any Phase I performance expectations, overall regional implementation of Phase I  $\approx 58\%$ .

6.3 **Figure 2** illustrates current Asia/Pacific Region progress towards completion of Phase I.

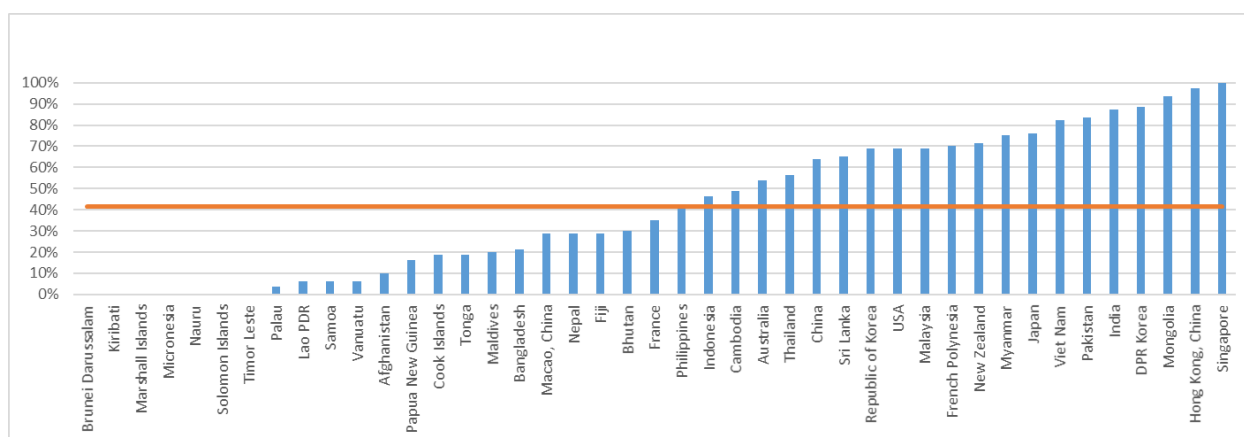


**Figure 2:** Regional Phase I Implementation Progress (updated on 07 June 2023)

6.4 Regional implementation of Regional AIM Capability Phase II is summarized as follows: 1 Administrations (2%) have completed implementation, 35 Administrations ( $\approx 81\%$ ) have partly implemented, 7 Administrations ( $\approx 17\%$ ) have not implemented any Phase II performance expectations, overall regional implementation of Phase II  $\approx 42\%$ .

6.5 **Figure 3** illustrates current Asia/Pacific Region progress towards completion of Phase II.

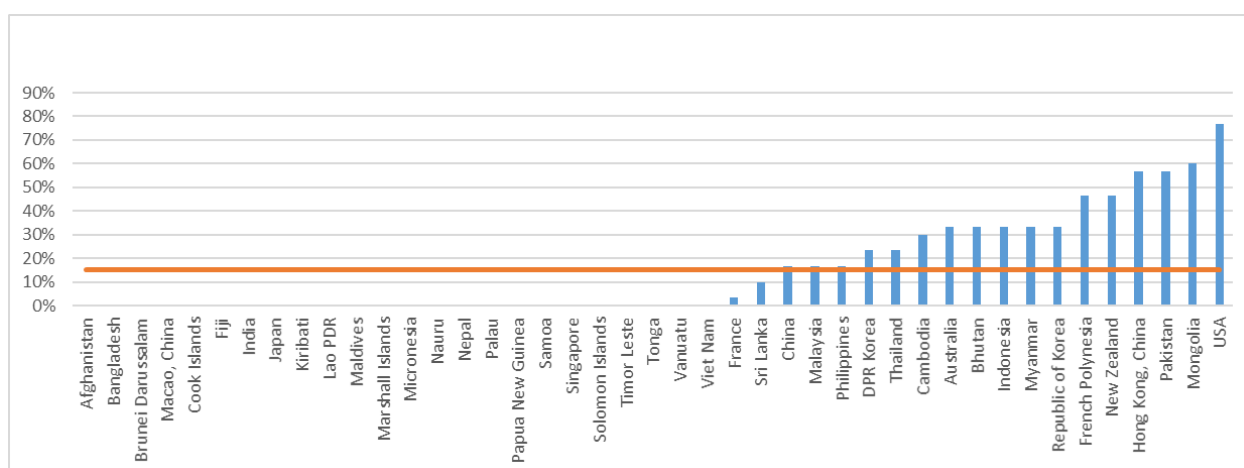
## Asia/Pacific Plan for Collaborative AIM



**Figure 3:** Regional Phase II Implementation Progress (updated on 07 June 2023)

6.6 Regional implementation of Regional AIM Capability Phase III is summarized as follows: No Administrations has completed implementation of Phase III, 19 Administrations ( $\approx 44\%$ ) have partly implemented, 24 Administrations ( $\approx 56\%$ ) have not implemented any Phase III performance expectations, overall regional implementation of Phase III  $\approx 15\%$ .

6.7 **Figure 4** illustrates current Asia/Pacific Region progress towards completion of Phase III.



**Figure 4:** Regional Phase III Implementation Progress (updated on 07 June 2023)

### Asia/Pacific AIM Compliance Analysis – USOAP Audit

6.8 Protocol Questions (PQs) are the primary tool used in the ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) for assessing the effective implementation of ICAO Standards and Recommended Practices (SARPs), Procedures for Air Navigation Services (PANS) and ICAO guidance material.

6.9 According to the assessment of Effective Implementation (EI) of AIS-related PQs in May 2018 in APAC Region, an overall EI was **62%**. After analyzing, the EI for 10 AIS-related PQs was **below 50%** (**Figure 5** refers):

- 37% - Cartographic inspector periodic training plan established;
- 40% - Effective State oversight of service provision (charts);
- 43% - AIS data quality and resolution - Annexes 15 and 4 (AIS);  
Cartographic inspector's formal training programme developed and

Implemented;

- 46% - States adoption of International Standards and Procedures; AIS inspector periodic training plan established; AIS inspector formal training programme implemented; Mechanism for deficiency review and elimination; Effective State oversight of service provision (AIS); and
- 49% - AIS data quality and resolution (Annex 15 and 4) (Charts).

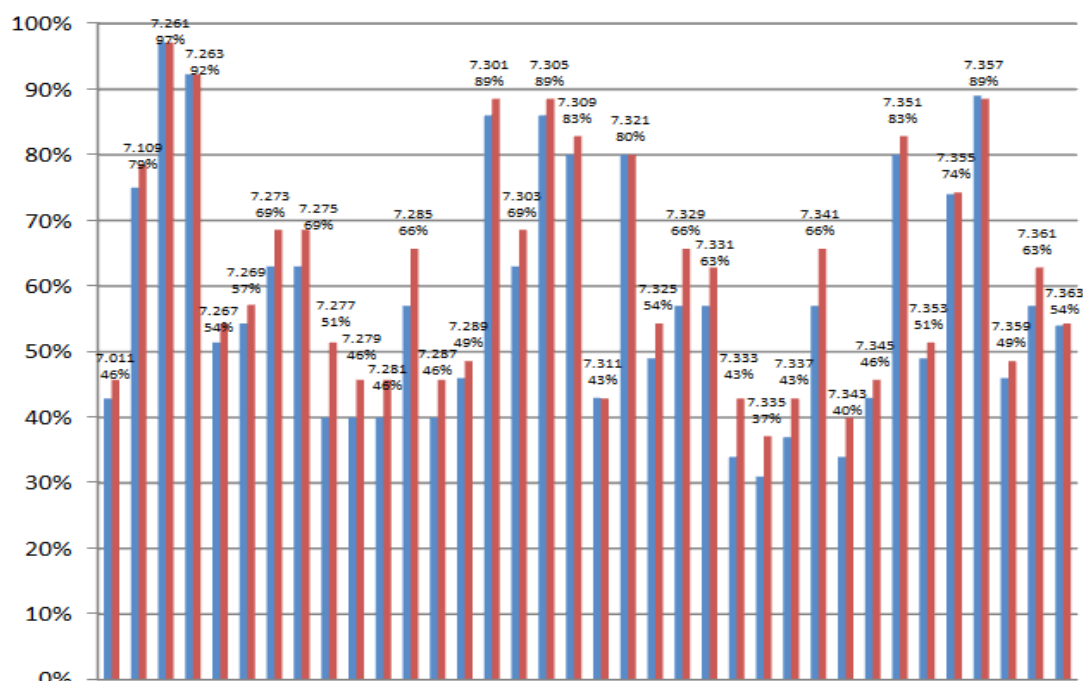


Figure 5: APAC USOAP CMA ANS PQ Compliance (2017 and 2018 Comparison)

6.10 The following summarizes the Asia/Pacific Regional implementation performance in the four priority areas of AIRAC adherence, monitoring of States’ differences to Annex 4 and Annex 15, WGS-84 implementation, and quality management:

**PQ 7.309:** Does the State ensure that the Aeronautical Information Regulation and Control (AIRAC) system is used to notify the establishment, withdraw and premeditated significant changes of circumstances listed in accordance with Chapter 6 and Appendix 4 Part 2 of Annex 15?

- Average Effective Implementation (EI) of PQ 7.309 for APAC region was **83%**.

**PQ 7.011:** Has the State implemented procedures for amending its ANS specific regulations as well as for identifying and notifying differences, taking into consideration ICAO provisions and their amendments?

- Average Effective Implementation (EI) of PQ 7.011 for APAC region was **46%**.

**PQ 7.109:** If the State has initiated the implementation of performance-based navigation (PBN), are the prescribed navigation specifications appropriate to the level of communication, navigation and air traffic services? (Where applicable, review documented evidences that the safety of the system is assured with WGS-84 implementation)

- Average Effective Implementation (EI) of PQ 7.109 for APAC region was **79%**.

**PQ 7.311:** Has the State established a mechanism to ensure that aeronautical data quality requirements related to publication resolution and data integrity are in accordance with the provisions of Annex 15, Appendix 7, Tables A7-1 to A7-5?

**PQ 7.359:** Has the State established a mechanism to ensure that aeronautical data quality requirements related to the data integrity and charting resolution are in accordance with the provisions of Tables 1 to 6 in Appendix 6 of Annex 4? (CE-5)

**PQ 7.267:** Does the State ensure that a properly organized quality management system in the AIS has been established? (CE-7)

- Average Effective Implementation (EI) of PQ 7.311 for APAC region was **43%**.
- Average Effective Implementation (EI) of PQ 7.359 for APAC region was **49%**.
- Average Effective Implementation (EI) of PQ 7.267 for APAC region was **54%**.

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## PERFORMANCE IMPROVEMENT PLAN

### Structure of the Performance Improvement Plan

7.1 Regional collaborative AIM performance objectives are arranged in *Regional AIM Capability* phases aligned, where practicable, with the implementation phases of the Seamless ANS Plan:

- Regional AIM Capability Phase I, expected to be implemented immediately;
- Regional AIM Capability Phase II, expected to be implemented by 7 November 2019, and
- Regional AIM Capability Phase III, expected to be implemented by 3 November 2022 (to be developed).

7.2 Performance expectations are presented under the following general structure for each Regional AIM Capability phase, where relevant:

- Legislation, Policy and Regulation;
- Human Performance;
- Quality Management;
- AIM Systems and Processes;

### Asia/Pacific Seamless ANS Plan – Performance Expectations

7.3 The Seamless ANS Plan includes the following performance expectations in the field of AIS/AIM:

#### ***Preferred ATM Service Levels (PASL) Phase I (expected implementation by 12 November 2015)***

7.46 *ATM systems should be supported by digitally-based AIM systems through implementation of Phase 1 and 2 of the AIS-AIM Roadmap in adherence with ICAO and regional AIM planning and guidance material.*

#### ***PASL Phase II (expected implementation by 07 November 2019)***

7.61 *ATM systems should be supported by complete implementation of AIM Phase 3 (using at a minimum, version AIXM 5.1).*

### Structure of the Performance Improvement Plan

7.4 The performance improvement Plan includes performance expectations based on relevant implementation steps from the ICAO Roadmap for Transition from AIS to AIM.

## REGIONAL AIM CAPABILITY PHASE I

### *Expected to be implemented immediately*

#### Legislation, Policy and Regulations

7.5 States should develop policy, and enact primary legislation and supporting regulations for Annex 4 and Annex 15 SARPS and PANS-AIM Procedures including:

- i. Establishment of an organizational structure for the safety oversight of aeronautical information service providers;
- ii. Requirements for monitoring of differences from Annex 4 and Annex 15 SARPS;
- iii. Requirements for aeronautical information/data originators;
- iv. Requirement for AIS quality management systems and processes to be established by all entities in the end-to-end AIS data chain.

7.6 National Air Navigation Plans developed in accordance with the Beijing Declaration, and the provisions of the Asia/Pacific Seamless ANS Plan, should include the implementation planning for each of the performance expectations of the Regional Plan for Collaborative AIM.

7.7 AIS should be established either as a separate entity within or, ideally, separated from the civil aviation administration in accordance with the guidance provided in ICAO Doc 8126 – AIS Manual Chapter 2 (2.4.1.2 and 2.4.1.3).

#### Human Performance

7.8 Competency requirements for AIS personnel should be developed, including English language proficiency requirements, supported by a program of regular performance assessment.

7.9 Regular programs of engagement with all stakeholders should be established, including education on:

- i. State, organization and individual obligations under the Chicago Convention;
- ii. State Legislation and State Regulations;
- iii. AIM-related ICAO Annexes to the Chicago Convention, Procedures for Air Navigation Services and guidance material.

#### Quality Management

7.10 Quality management processes for aeronautical information services, as are required to be established under the SARPS in Annex 15<sup>1</sup>, should include processes for:

- i. Data quality monitoring;

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<sup>1</sup> Annex 15 *Aeronautical Information Services* Section 3.6

- ii. AIRAC adherence monitoring; and
- iii. Quality checking

7.11 Formal agreements, as required to be established between AIS providers and aeronautical data originators under the relevant SARPS in Annex 15<sup>2</sup>, should specify the content, quality, maintenance and timing of the provision of aeronautical data that is required to be promulgated in AIP, and the quality management process that shall be applied.

#### AIM Systems

7.12 Full access to relevant ICAO Annexes and Documents should be provided to all personnel having responsibility for the origination, reception, management, publication and/or distribution of aeronautical information and aeronautical data.

7.13 States should ensure full compliance of all aeronautical information products<sup>3</sup> with the following common reference systems in accordance with the relevant SARPS and procedures in Annex 15 and PANS-AIM<sup>4</sup>:

- i. Horizontal reference system – *World Geodetic System 1984 (WGS-84)*;
- ii. Vertical reference system – Mean Sea Level (MSL) datum and Earth Gravitational Model – 1996 (EGM-96);
- iii. Temporal reference system – UTC.

*Note: **Conclusion ATM/SG/10-9: Revalidation of Coordinate Data** urged States to ensure that all surveyed and calculated coordinate data published in AIP or used in Instrument Flight Procedure Design be revalidated:*

1. *Each five years; or*
  2. *After a major natural event such as an earthquake or volcanic eruption; or*
  3. *Following construction of critical airport elements;*
- whichever is the sooner, by ground survey, Light Detection and Ranging (LIDAR) survey, or imagery collection.*

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<sup>2</sup> Annex 15 Section 2.15

<sup>3</sup> Annex 15 defines *Aeronautical Information Products* as aeronautical data and aeronautical information provided either as digital data sets or as a standardized presentation in paper or electronic media, including AIP (including Amendments and Supplements), AIC, aeronautical charts, NOTAM and digital data sets.

<sup>4</sup> Annex 15 Section 1.2, and Doc 10066 *Procedures for Air Navigation Services – Aeronautical Information Management* (PANS-AIM) Section 2.1

## REGIONAL AIM CAPABILITY PHASE II

*Expected to be implemented by 7 November 2019*

### Legislation, Policy and Regulations

7.14 Policy, primary legislation and supporting regulations for Annex 4, Annex 15 SARPS and PANS AIM should be adapted as necessary to support transition to AIM, including:

- i. Requirements for the implementation of digital databases of aeronautical information, from which digital data sets may be generated;
- ii. Requirements for production of electronic AIP and other Aeronautical Information Products<sup>5</sup> derived from digital databases of aeronautical information.

### Human Performance

7.15 Training, competency development and performance assessment of AIS personnel should be adapted as necessary to the needs of transition to AIM, including the establishment and maintenance of digital databases and generation of data sets of aeronautical information, quality management systems, and electronic AIP

### Quality Management

7.16 Quality management systems should be implemented and maintained encompassing all functions of an aeronautical information service.

### AIM Systems

7.17 All Administrations should establish and maintain digital databases of aeronautical information as specified in PANS-AIM Appendix 1 Aeronautical Data Catalogue Tables A1-1 to A1-10, where applicable.

7.18 Terrain, Obstacle and Aerodrome Mapping Data should be managed through the establishment of:

- i. A terrain database, from which terrain data sets conforming with Annex 15 Section 5.3.3.3 may be generated;
- ii. An obstacle database, from which obstacle data sets conforming with Annex 15 Section 5.3.3.4 may be generated; and
- iii. An aerodrome mapping database, from which aerodrome mapping data sets conforming with Annex 15 Section 5.3.4 may be generated.

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<sup>5</sup> Annex 15 defines *Aeronautical Information Products* as aeronautical data and aeronautical information provided either as digital data sets or as a standardized presentation in paper or electronic media, including AIP (including Amendments and Supplements), AIC, aeronautical charts, NOTAM and digital data sets.

7.18 All Administrations should implement internet-accessible electronic AIP generated from a digital database of aeronautical information

**REGIONAL AIM CAPABILITY PHASE III**

*Expected to be implemented by 27 November 2025*

Legislation, Policy and Regulations

7.19 Policy, primary legislation and supporting regulations for Annex 4 and Annex 15 SARPS, and PANS AIM procedures, should be adapted as necessary to support the automated exchange of aeronautical data in a SWIM environment, including requirements for:

- i. Interoperability with meteorological products;
- ii. Communications networks for the exchange of aeronautical data; and
- iii. Electronic aeronautical charts.

Human Performance

7.20 Training, competency development and performance assessment of AIS personnel should be adapted as necessary to support the automated exchange of aeronautical data in a SWIM environment, and the generation of electronic aeronautical charts.

AIM Systems and Processes

7.21 All Administrations should

- i. exchange digital data sets of aeronautical information in a SWIM environment, aligned with ASBU DAIM-B2/1.
- ii. provide Aeronautical Information briefing with integrated meteorological information; and
- iii. provide Electronic aeronautical charts.

*Note 1: The Asia/Pacific Seamless ANS Plan PASL Phase III includes the expectation that ATM systems should be supported by digitally-based NOTAM aligned with ASBU DAIM-B1/7, replacing paper product-based NOTAM with digital NOTAM.*

*Note 2: Aeronautical briefing with integrated meteorological information, and electronic charts, are subject to the review of the ICAO Roadmap for Transition from AIS to AIM.*

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## **APPENDIX A - REGIONAL COLLABORATIVE AIM PLANNING PRINCIPLES**

### **People: Cultural and Political Background**

1. High-level political support (including development of educational information for decision-makers) to support Seamless ANS initiatives, including military cooperation and AIM.

*Source: Asia/Pacific Seamless ANS Plan - Principles*

### **Technology and Information: Aeronautical Data**

2. Early implementation of AIM, including cooperative development of aeronautical databases and SWIM to support interoperable operations.

*Source: Asia/Pacific Seamless ANS Plan - Principles*

### **Legislation, Policy and Regulation**

3. Legislation supporting the signatory State obligations under the Chicago Convention provides the legal basis and compulsion for engagement of all stakeholders in the AIS.
4. Regulations establish requirements for all stakeholders in the AIS including information and data originators, the AIS and its users
5. The role of an AIS regulator (AIS & Charts inspectorate) is not to check and approve every item of aeronautical information promulgated by the AIS.
6. The role of an AIS regulator (AIS & Charts inspectorate) is to oversight the processes of AIS, such as quality management and safety management.

### **Human Performance**

7. Clear accountabilities for the quality and timeliness of aeronautical information should be established.
8. English language proficiency requirements for quality-managed AIS translation of information and data received from originators.
9. Standardization where practicable of English language expressions used in aeronautical information
10. Establishment of competency criteria for information/data originators and AIS personnel, supported by regular performance assessment.
11. Contextual understanding of aeronautical information or data received by AIS, brought about through an appropriate mixture of knowledge, experience and skills among AIS personnel.
12. IT capability to ensure AIM capability.

13. Relationships between all stakeholders are built through consultation, inclusion, and cooperative education activities.

14. Human factors considerations include training, competency assessment, human-machine interfaces and environment.

Quality Management

15. Quality management applies to the entire aeronautical information/data chain

16. Quality management of aeronautical data requires the establishment of formal agreements between originators of aeronautical information/data and the AIS.

AIM Systems and Processes

17. Maintenance regulations and procedures ensure the regular updating, correction and, when redundant, removal of aeronautical information.

18. The use of contemporary technology to improve the quality and timeliness of aeronautical information, and the efficiency of its publication.

19. Migration of aeronautical information into digital databases requires the establishment of a project team and the application of quality and safety management processes.

20. Integration of safety management and quality management systems

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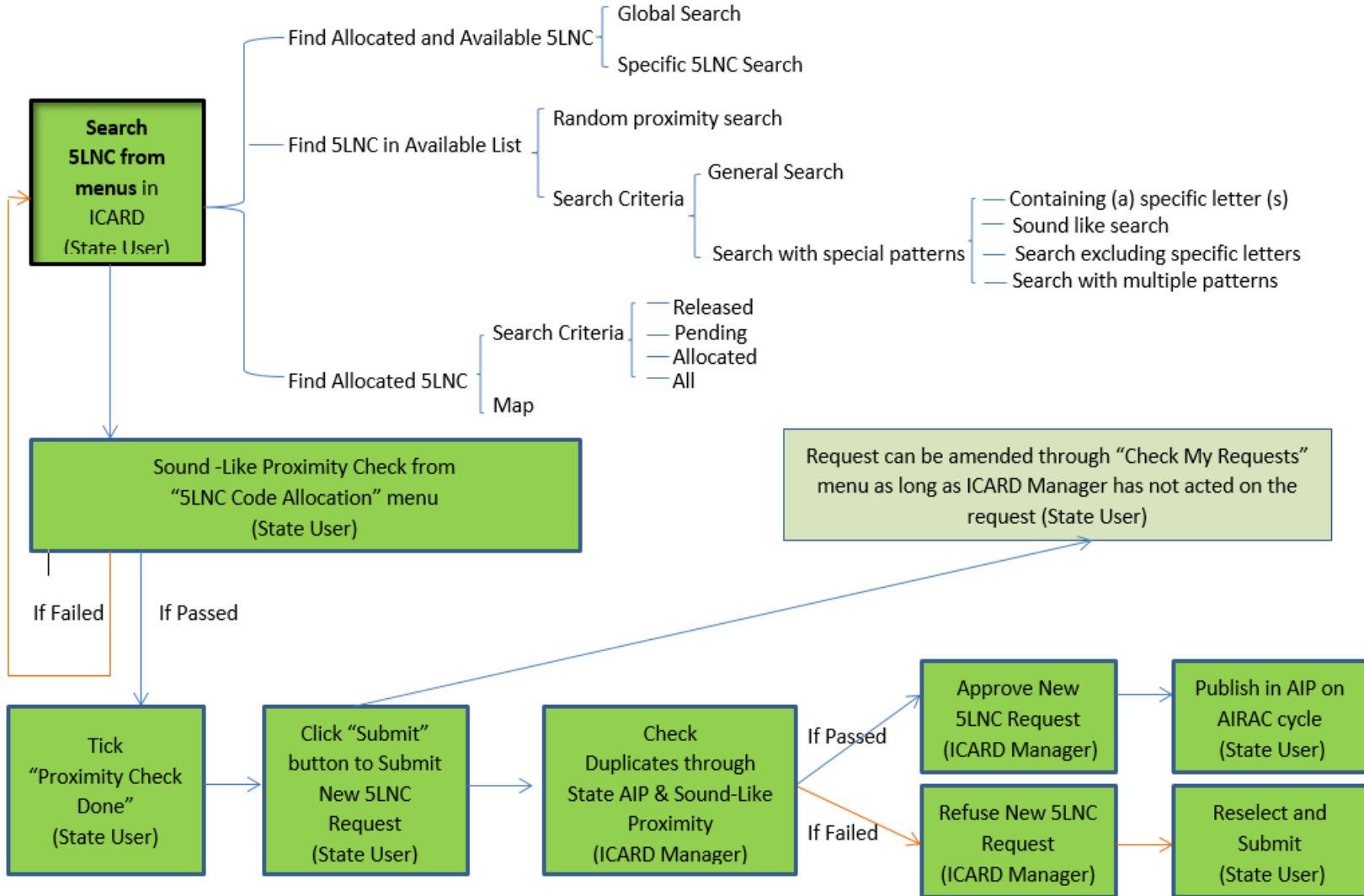
**APPENDIX B                    - ICARD REGISTRATION PROCEDURE – AUTHORIZED USERS  
- ICARD PROCESS FLOW CHART**

**ICARD REGISTRATION PROCESS**

There are **three** steps to registration as an ICARD 5LNC Planner.

- If you do not yet have user access to the ICAO Secure Portal, complete all three steps.
  - If you already have access to the ICAO Secure Portal but not to ICARD, go to Step 2.
  - If you already have access to ICARD, but are not registered as an ICARD\_5LNC\_PLANNER, go to Step 3.
1. Register for access to the ICAO Secure Portal (you may already have this access. If so, proceed directly to step 2.)
    - i. Go to <http://portal.icao.int/>
    - ii. Click on **Request an account**
    - iii. Follow the instructions. You will be notified when your registration for access to the ICAO Secure Portal is approved.
  2. Log in to the ICAO Secure Portal <http://portal.icao.int> with your secure login credentials, then register for ICARD as follows:
    - i. Click on the **PROFILE** link in your Secure Portal home page
    - ii. A new window will open. In the menu on the left of the new window, click on the **GROUP SUBSCRIBE/UNSUSCRIBE** link.
    - iii. Enter the group name **ICARD** in the **SUBSCRIBE TO** field, and add the justification for your request in the **JUSTIFICATION** field.
    - iv. Click the **SUBMIT CHANGES** button.
  3. Register for ICARD\_5LNC\_PLANNER in the same manner as described in step 2: Log in to the ICAO Secure Portal <http://portal.icao.int> with your secure login credentials, then register for ICARD\_5LNC\_PLANNER as follows:
    - i. Click on the **PROFILE** link in your Secure Portal home page
    - ii. A new window will open. In the menu on the left of the new window, click on the **GROUP SUBSCRIBE/UNSUSCRIBE** link.
    - iii. Enter the group name **ICARD\_5LNC\_PLANNER** in the **SUBSCRIBE TO** field, and add the justification for your request in the **JUSTIFICATION** field.
    - iv. Click the **SUBMIT CHANGES** button.

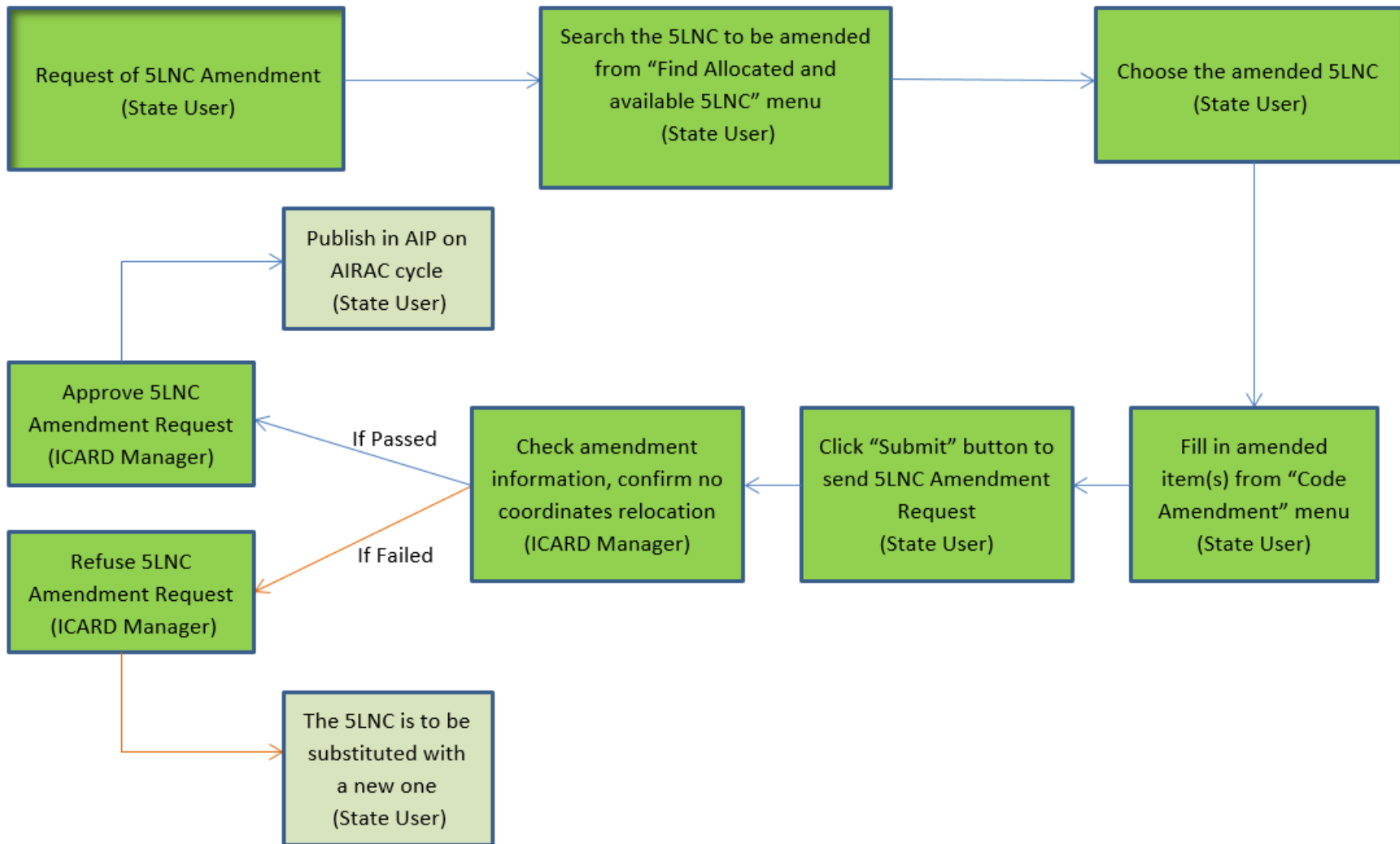
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Flow Chart for New 5LNC Request

Notes:

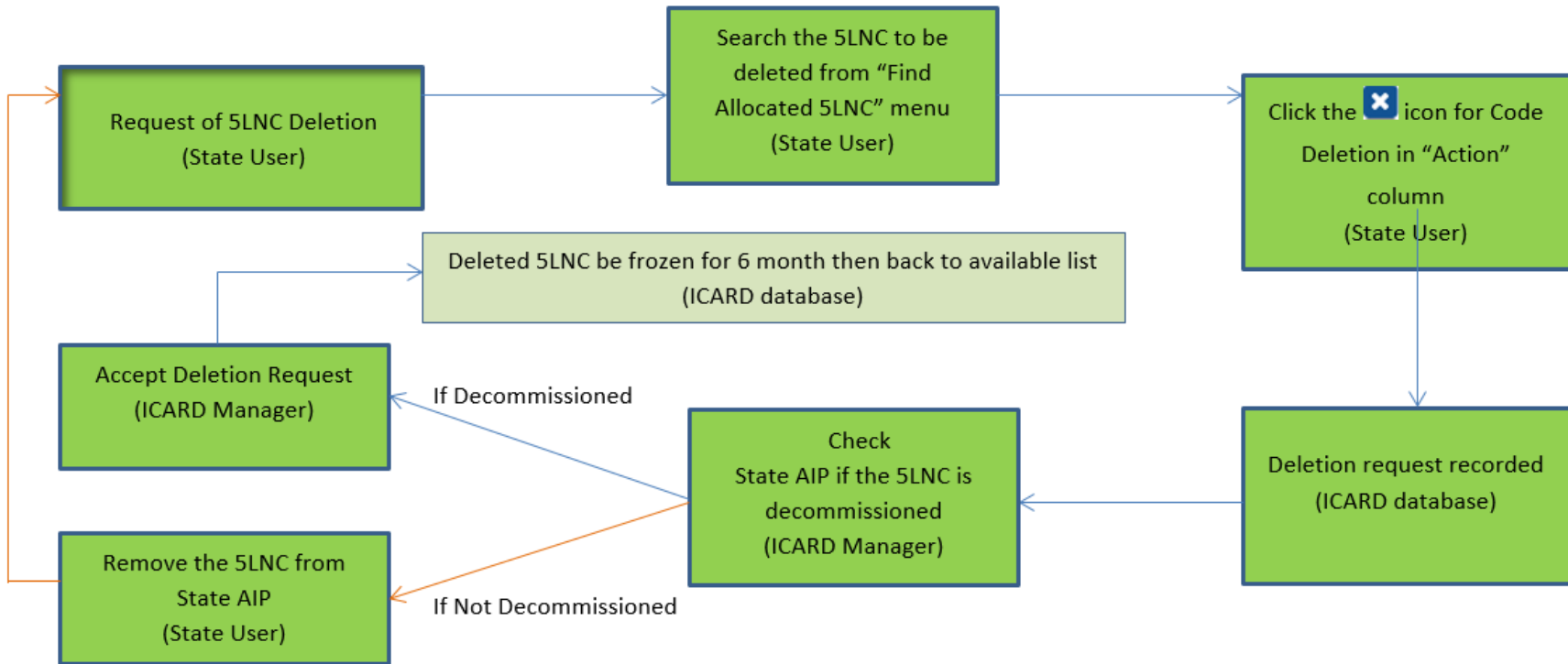
- ❖ In all cases, the coordinates of the requested new 5LNC must be within the territory or any FIR of the requesting State. If this is not the case, the request will be refused.
- ❖ For 5LNCs on FIR boundaries, the requesting State has to coordinate with all State(s) concerned before the new 5LNCs are requested, implemented and published in relevant AIPs, in accordance with the AIRAC cycle and prior notification requirement of Annex 15.
- ❖ After the submission of new 5LNC request, State User's request has been successfully recorded BUT NOT YET approved by ICARD Regional Data Manager. States must wait for Notification of approval by the ICARD Regional Data Manager before proceeding to publication in AIP. If requests are urgent, ICARD Users should inform the ICARD Regional Data Manager by e-mail to expedite processing.



Flow Chart for 5LNC Amendment

Notes:

- ❖ There are many types of amendments requested by State users, eg. changes of coordinates, comments, purpose, addition or deletion of coordinating States, etc. It is advised to add reason and purpose of the amendment in the “comment box”.
- ❖ If the request is the change of coordinates not published yet in States AIP, after proximity checking, if the result is fine, the request can be approved.
- ❖ For an implemented 5LNC is to be relocated, it must be substituted with a new 5LNC drawn from ICARD (Annex 11 Appendix 2 paragraph 3.4); and
- ❖ For 5LNCs on FIR boundaries, the State/Administration requesting State must coordinate with the State(s) concerned before the submission of amendment request.



Flow Chart for 5LNC Deletion

Note:

- ❖ Before the submission of a 5LNC deletion request, the 5LNC must be deleted from relevant State AIP(s):
- ❖ For the 5LNC deletion which is at FIR boundary, make sure it has been coordinated between all States concerned and removed from all State AIPs involved; and
- ❖ Deleted 5LNC will remain frozen for a period of 6 months. After that time, it will automatically return to the reserve list of the ICARD database of the same ICAO Region.

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**REGIONAL AIM PLAN MONITORING AND REPORTING FORM  
AIM PERFORMANCE INDICATORS**

The following indicators are based on the Performance Improvement Plan of the Asia/Pacific Regional Framework for Collaborative AIM, which should be read in conjunction with this form. The information provided will be used by the relevant Regional bodies to assess individual Administration and overall regional compliance with the AIM Plan and may be used by Administrations to internally evaluate their implementation status.


**INSTRUCTIONS**

**1. Use the drop-down menu to input a value corresponding to each question.**

**2. Forward the completed form in MS Excel format to apac@icao.int.**

*Indicate whether your administration has:*



**Regional AIM Capability Phase I**

- |   |  |   |
|---|--|---|
| 1 | Developed policy and enacted primary legislation and supporting regulations for Annex 4 and Annex 15 SARPS, and PANS-AIM Procedures including:   |  |
|   | 1a establishment of an organizational structure for the safety oversight of aeronautical information service providers;  | 0%  |
|   | 1b requirements for monitoring of differences from Annex 4 and Annex 15 SARPS;   | 0%  |
|   | 1c requirements for aeronautical information/data originators;   | 0%  |
|   | 1d requirement for AIS quality management systems and processes to be established by all entities in the end-to-end AIS data chain.  | 0%  |
| 2 | Ensured National Air Navigation Plans include implementation planning for each of the performance expectations of the Regional Plan for Collaborative AIM.   | 0%  |
| 3 | Established AIS either as a separate entity within, or separated from the civil aviation administration.   | 0%  |
| 4 | Developed competency requirements for AIS personnel, including English language proficiency requirements, supported by a program of regular performance assessment.  | 0%  |
| 5 | Established regular programs of engagement with all stakeholders.  | 0%  |
| 6 | Established quality management processes for aeronautical information.   | 0%  |
| 7 | Established formal agreements between AIS providers and aeronautical data originators.   | 0%  |
| 8 | Provided full access to relevant ICAO Annexes and Documents to all personnel having responsibility for the reception, management, publication and/or distribution of aeronautical information and aeronautical data. | 0%  |
| 9 | Ensured compliance of all aeronautical products with common reference systems WGS-84, MSL/EGM-96 and UTC   | 0%  |

**Regional AIM Capability Phase II**



Asia/Pacific Regional Plan for Collaborative AIM  
Appendix C

10	Adapted policy, primary legislation and supporting regulations to support digital data sets of aeronautical information and associated products	0%
11	Adapted training, competency and performance assessment of AIS personnel for digital data sets and eAIP	0%
12	Implemented and maintained quality management systems encompassing all functions of the AIS	0%
13	Established and maintained digital databases of aeronautical information (PANS-AIM Appendix 1)	0%
14	Managed terrain, obstacle and aerodrome mapping data through the establishment of:	
14a	a terrain database, from which terrain data sets conforming with Annex 15 Section 5.3.3.3 may be generated	0%
14b	an obstacle database, from which obstacle data sets conforming with Annex 15 Section 5.3.3.4 may be generated	0%
14c	an aerodrome mapping database, from which aerodrome mapping data sets conforming with Annex 15 Section 5.3.4 may be generated	0%
15	Implemented internet-accessible electronic AIP generated from digital database of aeronautical information	0%
	<b><u>Regional AIM Capability Phase III</u></b>	
16	Adapted policy, primary legislation and supporting regulations to support automated exchange of aeronautical data in a SWIM environment	0%
17	Adapted competency development and performance assessment of AIS personnel to support the automated exchange of aeronautical data and production of electronic charts in a SWIM environment.	0%
18	Commenced aeronautical information exchange through digital data sets, integrated briefing and electronic charts in a SWIM environment.	0%
		<b>0%</b>