



ICAO

*International Civil Aviation Organization*

**Fifteenth Meeting of the ICAO Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF/15)**

Video Teleconference, 01 – 05 June 2020

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**Agenda Item 3: Review Outcomes of Related Meetings**

**RELATED MEETINGS OUTCOMES**

(Presented by the Secretariat)

**SUMMARY**

This paper presents information on the outcomes of meetings relevant to the work of AAITF.

**1. INTRODUCTION**

1.1 The Seventh Meeting of the ATM Sub-Group of APANPIRG (ATM/SG/7) was held in Bangkok, Thailand, from 05 to 09 August 2019.

1.2 The Thirtieth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/30) was held in Bangkok, Thailand from 04 to 06 November 2019.

**2. DISCUSSION**

ATM/SG/7

2.1 ATM/SG/7 was informed of IATA observations and recommendations to AAITF/14 for the improvement of delivery of aeronautical information, citing the need to ensure all aeronautical information was accurate, correctly updated and easily accessible by airspace users. The meeting agreed to the following Conclusion, drafted by AAITF/14:

***Conclusion ATM/SG/7-11: Standardized Aeronautical Information***

*That, noting:*

- 1. previous APANPIRG Conclusions 23/8, 24/19 and 28/7, and ATM/SG Conclusion 6/14;*
- 2. lack of conformance of many States with the provisions of Annex 15 and PANS-AIM on the presentation and promulgation of aeronautical information; and*
- 3. the safety-critical requirement for standardized presentation and content of aeronautical information;*

*States are urged to immediately take all necessary steps to fully review all aeronautical information products and rectify errors and omissions, to ensure full compliance with the provisions of Annex 15 Chapter 5 and PANS-AIM Chapter 5.*

*Regional AIM Implementation Progress*

2.2 Regional AIM transition progress reporting continued to be poor. Only 14 Administrations had provided updated information in the period since AAITF/13. Regional AIM transition measured against Phase 1 of the ICAO Roadmap for Transition from AIS to AIM was approximately 74%, which was unchanged from AAITF/13. Phase 2 AIM transition progress was 42%, compared to 39% at AAITF/13.

2.3 AAITF/14 was informed that a cross-referencing of reported implementation steps had found that in some cases 100% implementation had been reported for transition steps that were heavily dependent on other steps, in which only minimal, or zero, implementation had been reported. The Administrations concerned – Bhutan, China, Macao China, Fiji, Nepal, Pakistan, Papua New Guinea, Republic of Korea, Tonga and USA had been requested to review their reported progress.

2.4 Twenty-six Administrations had provided information on the status of implementation of the performance expectations of the Asia/Pacific Regional Plan for Collaborative AIM. Overall regional implementation of AIM Capability Phase I (immediate implementation) and Phase II (expected implementation 07 November 2019) were 48% and 40% respectively. AAITF/14 had agreed to a proposal to consolidate the two separate regional AIM implementation status monitoring and reporting processes into one.

2.5 Known AIS/AIM compliance status measured against the relevant Universal Safety Oversight Audit Programme (USOAP) protocol questions was 64%, representing a 2% improvement since AAITF/13. However, performance recorded against AIS Quality Management-related PQs was only 46%.

2.6 The following States had either not reported progress in the implementation of electronic AIP (eAIP, **Conclusion APANPIRG 24/19 Electronic AIP** referred), or were requested to provide updated information on their eAIP website status, noting a range of problems related to access limitations and missing aeronautical information:

Bhutan, Brunei Darussalam, Cambodia, DPR Korea, Kiribati, Lao PDR, Marshall Islands, Micronesia, Nauru, Nepal, Pakistan, Palau, Papua New Guinea, Philippines, Samoa, Solomon Islands, Timor Leste, Tonga, Vanuatu and USA.

*NOTAM for Flexible Use of Airspace*

2.7 Following on from discussion at the ATM/SG/6 meeting in August 2018 where India, Japan and Thailand had jointly presented a working paper on the subject of NOTAM templates for Flexible Use of Airspace (FUA), the ATM/SG/7 meeting agreed to the following Conclusion drafted by AAITF/14:

**Conclusion ATM/SG/7-13: NOTAM Format for FUA Operation**

*That,*

- 1. States are urged to use the NOTAM templates provided in **Appendix I to the Report** for promulgation of Flexible Use of Airspace information; and*
- 2. The Flexible Use of Airspace NOTAM Templates be uploaded to the Asia/Pacific Regional Office eDocuments web-page, and included in the next update of the Asia/Pacific Region Operating Procedures for Aeronautical Dynamic Data.*

2.8 The meeting was informed of issues associated with processing monthly NOTAM checklists which were issued in multiple parts. A typical example had been provided to AAITF/14 by Singapore, wherein a multi-part NOTAM Checklist NOTAM was missing the multi-part indicator, and was also missing items Q) to C) in its second and later parts. This had previously resulted in the NOTAMs listed in the second and later parts being automatically deleted from the NOTAM database, prior to a system re-configuration that re-directed non-compliant Checklist NOTAM to the operator queue. This solution was not sustainable in the long term, as operations progressed towards the more digitized, automated information exchange environment.

2.9 The meeting agreed to the following Conclusion drafted by AAITF/14:

***Conclusion ATM/SG/7-14: Format for Multi-Part NOTAMs***

*That, States are urged to ensure that all multi-part NOTAMs, including multi-part NOTAM checklist NOTAMs, conform with the format described in the ICAO Guidance Manual for AIS in the Asia/Pacific Region.*

*Issues on Implementation of Data Catalogue*

2.10 ATM/SG/7 was informed of difficulties that had arisen in relation to the use of the data catalogue introduced in the new PANS-AIM. It was noted that there were times when data originators would not be aware of the data catalogue or how to complete it, and where AIS did not necessarily understand the information being provided. Noting there was a need for information sharing in this regard, the meeting agreed to the following Conclusion drafted by AAITF/14:

***Conclusion ATM/SG/7-15: Aeronautical Data Catalogue***

*That, States are urged to:*

- 1. utilize the Asia/Pacific Region AIM Information Sharing Website at <http://aim-tracking.org/> to share information and experience of the use of the Aeronautical Data Catalogue; and*
- 2. participate in a Data Catalogue workshop activity, to be conducted in conjunction with the AAITF/15 meeting in 2020.*

*Amendment to the Regional AIM Plan – Consolidation of Performance Expectations*

2.11 AAITF/14 had agreed to a proposed amendment to the Regional Plan for Collaborative AIM, consolidating its performance expectations to include relevant elements from the ICAO Roadmap for Transition from AIS to AIM, and updating the Regional AIM Plan Monitoring and Reporting Form.

2.12 The meeting agreed to the following Conclusion drafted by AAITF/14:

***Conclusion ATM/SG/7-16: Amendment to the Regional Plan for Collaborative AIM***

*That,*

- 1. the Amendment to the Regional Plan for Collaborative AIM at **Appendix J to the Report** be adopted, and the amended Plan be posted on the ICAO Asia/Pacific Regional Office eDocuments web-page;*
- 2. the revised Regional AIM Implementation Status Reporting Form (Appendix D to the Regional Plan for Collaborative AIM) be separately uploaded to the Regional Office eDocuments web-page for implementation reporting by Asia/Pacific Administrations:*

- a. *immediately on adoption of this Conclusion; and then;*
- b. *annually, by not later than 30 April each year; and*
3. *Asia/Pacific Regional reporting against the transition steps in the ICAO Roadmap for Transition from AIS to AIM be discontinued, and the AIM Transition Table be removed from the Regional Office eDocuments web-page.*

*Note: This Draft Conclusion supersedes **Conclusions APANPIRG 22/2 and APANPIRG/25-15.***

#### *ATS Route Designation Issue*

2.13 EUROCONTROL, on behalf of the Europe (EUR) Region, presented information to ATM/SG/7 on identified issues in designation of ATS routes between adjacent ICAO Regions, and proposed ideas to extend existing route designators and resolve observed issues.

2.14 Examples were provided of the use of different route designators on the same route, on either side of an FIR boundary, and of multiple routes in single FIRs that could be rationalized, releasing route designators for use elsewhere. The use of route designators that were not assigned to Regions where they were used was also highlighted. A sampling of ATS routes published in the Asia/Pacific Region also revealed the use of supplementary letters that were not compliant with Annex 11 Appendix 1 paragraph 2.4. It was proposed that a route designator rationalization process be established and performed by all ICAO Regions.

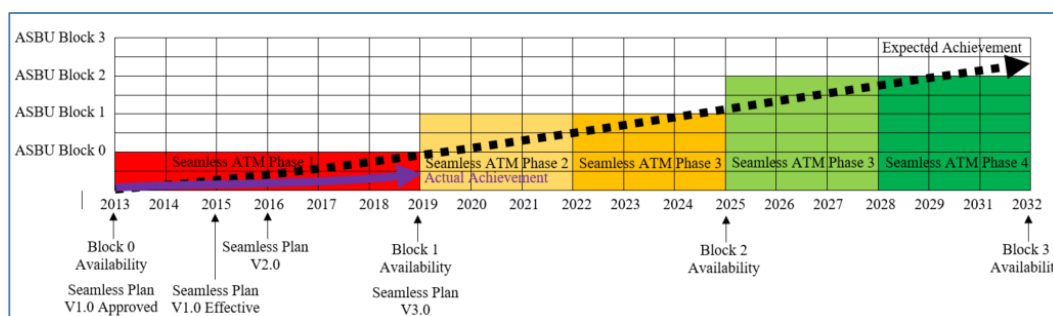
2.15 In response to the proposal that ICARD be used as the database by all ICAO Regional Offices, the meeting was informed that apart from 26 ATS routes which were within the ICAO APAC block allocation but were assigned to other regions, Regional Office had populated ICARD with 411 Regional ATS routes. The Regional Office would take action to address specific issues within the limits of available resources.

#### APANPIRG/30

##### *Seamless ATM Reporting and Monitoring Update*

2.16 The APANPIRG/30 meeting discussed the status of the Seamless ATM reporting, reflecting the implementation progress of air navigation improvements in the Region against the objectives set out in the *Asia/Pacific Seamless ATM Plan V2.0*.

2.17 States had been urged by APANPIRG/27 to give higher priority at CAA and Air Navigation Service Provider (ANSP) levels and to mobilize human and financial resources to complete the implementation of Phase 1 objectives by November 2019 (commencement of Phase II). ICAO had stressed that the significant gap noted between expected and actual achievement (**Figure 1**) represented a major failure by most States to conduct whole-of government planning and to execute such plans. (note: IATA 2013 analysis determined that a ‘worst case’ scenario of non-implementation would potentially represent an accumulated regional economic benefit loss of US\$ 502 billion by 2030).



**Figure 1:** Gap between Planned and Actual Seamless ATM Implementation

2.18 Given that the overall implementation progress of Seamless ATM/Block 0 elements had been poor, the *Asia/Pacific Seamless ANS Plan V3.0* proposed to place greater emphasis on ‘robust’ status National Air Navigation Plans (NANPs), developed by a whole-of-government approach, which was dependent on whether the NANP included the expected NANP Basic Planning Elements (BPEs) of the Regional Air Navigation Plan.

2.19 The Secretariat stated that the expectation was that States that had reached 90% or more would not receive an APANPIRG Air Navigation Deficiency, but those that did not reach this requirement may be considered for such, on a case-by-case base. The meeting, taking notice of concerns raised by some States on the assessment methodology, agreed to the following Conclusion:

***Conclusion APANPIRG/30-5: Asia/Pacific Seamless ANS Plan***

*That, given the urgency and priority of Air Navigation Service (ANS) planning and modernization, and the lack of progress in implementing the Aviation System Block Upgrade (ASBU) Block 0, Asia/Pacific States are urged to:*

1. *Review Version 3.0 of the Asia/Pacific Seamless ANS Plan appended as **Appendix A to the Report in Agenda Item 3.2**; and*
2. *Consider utilizing the Asia/Pacific Seamless ANS OPlan to develop a National Air Navigation Plan (NANP) after considering the NANP Template at **Appendix B to the Report on Agenda Item 3.2**, to enable timely implementation of applicable Seamless ANS elements.*

2.20 Version 3.0 of the Seamless ANS Plan is available on the ICAO Asia/Pacific Regional Office eDocuments web-page at <https://www.icao.int/APAC/Pages/eDocs.aspx>.

***Space Vehicle Launch and Re-Entry***

2.21 The matter of incidents relating to the coordination of space vehicle launch and re-entry operations by China as discussed at AAITF/14 was also discussed at ATM/SG/7 and subsequently at APANPIRG/30. ICAO was particularly concerned that direct coordination between the relevant ATS Authorities as required in Annex 11 Section 2.19.1 had not occurred, and it appeared that the receipt of the notification emailed to NOTAM Offices did not prompt an immediate *operational* response by the States concerned to ensure appropriate ATC and NOTAM Office action.

2.22 AAITF/14 had been advised that AIS could not publish NOTAMs based on another State’s unilateral AFTN message, but could only be published as directed by the FIR’s ATS Authority. ATM/SG/7 agreed to the following Conclusion drafted by AAITF/14:

***Conclusion APANPIRG/30-10: Ballistic Launch and Space Re-Entry Notification and Response.***

*That, States are urged to:*

1. *Comply with Asia/Pacific Seamless ANS Plan provisions for advance notification of ballistic launch and space re-entry activities;*
2. *Ensure that, in addition to the coordination specified in Annex 11, and in the Asia/Pacific Seamless ANS Plan, all notifications for ballistic launch and space re-entry are addressed to*
  - a. *the ATC Centres in Charge of all affected Flight Information Regions; and*
  - b. *the International NOTAM Office of all affected Flight Information Regions; and*
3. *Ensure that NOTAMs are promulgated and tactical coordination undertaken for the management of affected airspace and traffic, immediately on receipt of notification from another State, and on receipt of any notification of changes or cancellation.*

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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