International Civil Aviation Organization

The Eighth Meeting of the APANPIRG ATM Sub-Group

Bangkok, Thailand, 23 – 27 November 2020

Agenda Item 7: AOP, MET, AIM, SAR

AIS – AIM IMPLEMENTATION TASK FORCE OUTCOMES

(Presented by the Secretariat)

SUMMARY

This paper presents an update on Aeronautical Information Services (AIS) and Aeronautical Information Management (AIM) implementation, including the outcomes of the Fifteenth Meeting of the ICAO Aeronautical Information Services – Aeronautical Information Management Implementation Task Force.

1. INTRODUCTION

1.1 The Fifteenth Meeting of the ICAO Aeronautical Information Services (AIS) – Aeronautical Information Management (AIM) Implementation Task Force (AAITF/15) was held by Video Teleconference (VTC) from 01 to 05 June 2020. A total of 159 participants were registered for the AAITF/15 VTC. 19 Working Papers (WPs), six Information Papers (IPs) and 12 presentations were presented to AAITF/15.

1.2 AAITF/15 formed one Conclusion, and one Draft Decision for consideration by ATM/SG.

1.3 The full report of the meeting is available on the ICAO Asia/Pacific (APAC) Regional Office web-page at https://www.icao.int/APAC/Meetings/Pages/2020-AAITF15.aspx

2. DISCUSSION

AIM Seminar

2.1 The meeting agenda included an AIM Seminar, consisted of four presentations on the topic of the ICAO Doc 10066 *Procedures for Air Navigation Services – Aeronautical Information Management* (PANS-AIM) Appendix 1 – *Aeronautical Data Catalogue*. Presentations were made by ICAO, Singapore, Mongolia, and ASBU 4 Future (A4F).

AIS-Related Air Navigation Service Deficiencies

2.2 The meeting was presented with the list of AIS-related Air Navigation Deficiencies updated by APANPIRG/30.

2.3 There were three deficiencies identified in the list:

- WGS-84 not implemented (11 States, compared to 12 States at AAITF/14);
- AIP Format (2 States – no change since AAITF/14); and
- Quality Management System not implemented (22 States).

2.4 No new deficiency had been added to the list.

2.5 The AAITF/15 meeting agreed that deficiencies may be deleted as proposed by Indonesia and Thailand, subject to further offline coordination of documented evidence of implementation, and subsequent sampling of aeronautical information products by the ICAO Regional Office. The criteria used by Regional Office are provided at **Attachment A**. The following deficiencies are proposed for deletion:

- Quality Management System not implemented – Indonesia and Thailand.
- WGS-84 not implemented – Thailand;

2.6 The current AIS-related ANS Deficiencies, including the above changes, are listed in ATM/AIM/SAR Deficiencies List provided in a separate working paper.

2.7 The meeting was invited to once again note the ongoing, high level of concern about poor quality management of aeronautical information in APAC Region, and the apparent lack of organizational priority for this safety critical requirement.

2.8 In response to a query on the progress of establishment of AIM Go-Teams within the APAC Region, ICAO informed the meeting that preliminary planning had been undertaken, but there had been difficulty in attracting suitably qualified experts to participate. Some AIS-related missions had been conducted by the Regional Office.

APANPIRG ANS Deficiencies Related to NOTAM Proliferation

2.9 ICAO provided information on NOTAM proliferation, and on the Regional Office's process for recording Air Navigation Deficiencies for non-compliance with the relevant provisions of Annex 15 and PANS-AIM relating to NOTAM management. The meeting was reminded of ***Conclusion ATM/SG/6-14: Management of NOTAMs***, drafted by AAITF/13, which had urged States to take immediate action to reduce the large numbers of permanent, long duration NOTAMs.

2.10 The meeting was informed that the ICAO Regional Office would undertake further analysis of NOTAMs and provide an updated report to ATM/SG/8. Detailed analysis, updated for ATM/SG/8, is provided at **Attachment B**.

2.11 As of 1st September 2020, a total 6844 NOTAMs were valid in the APAC Region, and 1469 NOTAMs had been published before 01 June 2020. PANS-ATM procedures require that information that is valid for more than 90 days must be migrated into the Aeronautical Information Publication (AIP) or, if it is temporary information of long duration, published in AIP Supplement (AIP SUP) The percentage of old aged NOTAMs is 21%. The oldest NOTAM was published in 1992.

2.12 **Figure 1** illustrates percentage of old aged (more than 90 days) NOTAMs of APAC Administrations and Regional NOTAM Statistics of 2019, and at April and September 2020. Since AAITF/15 the total number of valid NOTAMs has been increased 17% and old aged NOTAMs has been decreased by 14.8%. The percentage of old aged NOTAMs, while remaining unacceptably high, has decreased by 8%.

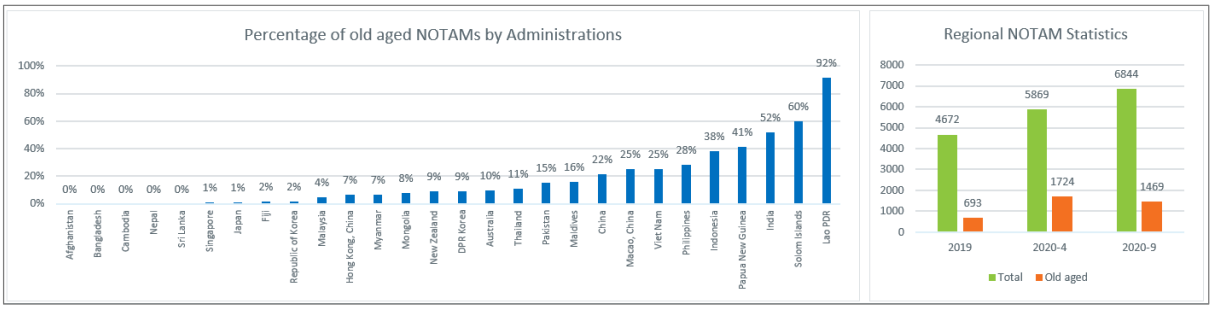


Figure 1: Percentage of old aged NOTAMs and Regional NOTAM Statistics

2.13 **Figure 2** illustrates Administrations which have more than 10 old aged NOTAMs and changes have been made since April 2020.

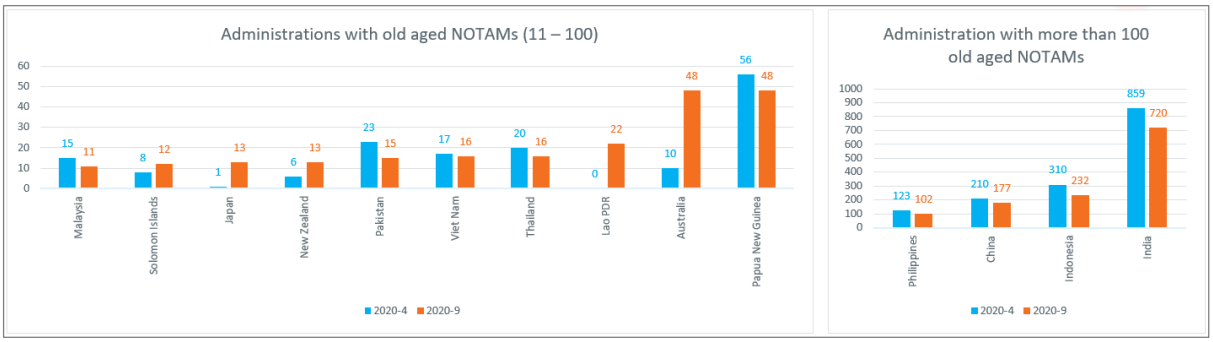


Figure 2: Administrations have more than 10 old aged NOTAMs and changes since April 2020

2.14 In the period since the AAITF/15 meeting ICAO Headquarters has commenced coordination of a global campaign to eliminate old NOTAMs, as the first phase of a program to substantially reduce the proliferation of NOTAMs. In addition to globally coordinated ICAO efforts, local action within the APAC Region will include direct action to inform encourage compliance with the provisions of Annex 15 and PANS-AIM, in addition to consideration of APANPIRG ANS Deficiencies where appropriate.

2.15 The ATM/SG/8 meeting is also invited to note the NOTAMETER application available on the ICAO Headquarters website. While some changes are necessary to ensure all APAC Administrations are correctly represented in the database, it serves as a useful tool to guide in the reduction of the number of NOTAMS. The NOTAMETER is available at:

https://www.icao.int/safety/iStars/Pages/Notameter.aspx.

Standardized Aeronautical Information

2.16 IATA presented observations and recommendations from an IATA airline member perspective for consideration to improve overall delivery of aeronautical information. Standardization and consistency in aeronautical data requirements and processes were vital for airspace users. In ensuring the product was fit-for-purpose, there were multiple considerations including data quality required by airlines, how airlines utilized aeronautical information, and airline challenges in aeronautical information. The flow of information from the source to the user, and obstacles to the information flow, had also caused issues for airlines.

2.17 IATA informed the meeting that the quality of information provided by AIS regularly fell short of user requirements, and that, while the industry continued to progress from AIS to AIM, aeronautical information providers needed to continually focus on end-user requirements. States were urged to ensure that regulatory and quality management oversight continue to improve in order to ensure that airlines, pilots, data houses and other end users could rely on receipt of data and information with the attributes of timeliness, completeness, accuracy, required integrity and resolution, presented in consistent, standardized format.

2.18 The Secretariat presented examples of inconsistencies in AIS products that were identified in a review conducted by the ICAO Regional Office, to follow up on ***Conclusion ATM/SG/7-11: Standardized Aeronautical Information***, which was drafted by AAITF/14.

2.19 The meeting discussed issues related to usage of excessively high resolution, incorrect use of symbology in geographical coordinates, aeronautical chart resolution, AIP content, AIP Supplements (AIP SUPs), NOTAMs, and the promulgation of information related to aerodrome certification.

2.20 The meeting was invited to take action as necessary to comply with ***Conclusion ATM/SG/7-11***, and to note that APANPIRG Air Navigation Deficiencies may be raised against non-compliance with ICAO provisions for promulgation of aeronautical information.

2.21 No Administration provided any follow up information to AAITF/15 on actions taken in response to ***Conclusion ATM/SG/7-11***. Hong Kong, China informed the meeting that information on its vertical reference system had been included in its AIP Amendment 7/20, published 21 May 2020. Australia informed the meeting that resolving non-ICAO compliant structuring of some information in its AIP was a current priority.

Status of Certification of Aerodromes in AIP

2.22 Annex 14, Volume I – *Aerodrome Design and Operations* requires that aerodrome authorities responsible for aerodrome services shall report to the responsible Aeronautical Information Services unit the information on the status of certification of aerodromes for promulgation in the AIP. Annex 14 Volume I paragraph Para. 2.13 refers.

2.23 PANS-AIM Appendix 2 requires States to publish in PART 3 - AERODROMES (AD) of the AIP the status of certification of aerodromes. ICAO APAC Office has received queries from a number of States requesting clarification of the content to be published in AIP AD 1.5. As a result, regional guidance on AIP AD 1.5 was drafted to supplement the ICAO provisions and provide detailed guidance to APAC Administrations. The guidance was approved by the Fourth Meeting of the Aerodromes Operations and Planning Sub-Group of APANPIRG (AOP/SG/4, Video Teleconference, 10 to 13 November 2020), and is included in the outcomes of the AOP/SG/4 meeting presented in WP25. The guidance will be posted on the Asia/Pacific Regional Office eDocuments web-page for use by AOP and AIS authorities.

Regional Implementation Status of AIM Performance Expectations

2.24 A summary of the implementation progress of the AIM performance expectations in the APAC Regional Plan for Collaborative AIM was provided by the Secretariat. The total number of Administrations providing reports in 2020 (13) compares poorly with the 26 Administrations that reported in time for AAITF/14 in 2019. Administrations that reported their implementation status were:

Australia, Bangladesh, Cambodia, China, Hong Kong China, Indonesia, Japan, Mongolia, Pakistan, Singapore, Sri Lanka, Thailand and Viet Nam.

2.25 **Figures 3 and 4** illustrate overall regional implementation of Phase I and II elements of the Regional Plan for Collaborative AIM; approximately 51% percent for Phase I, and 38% for Phase II.

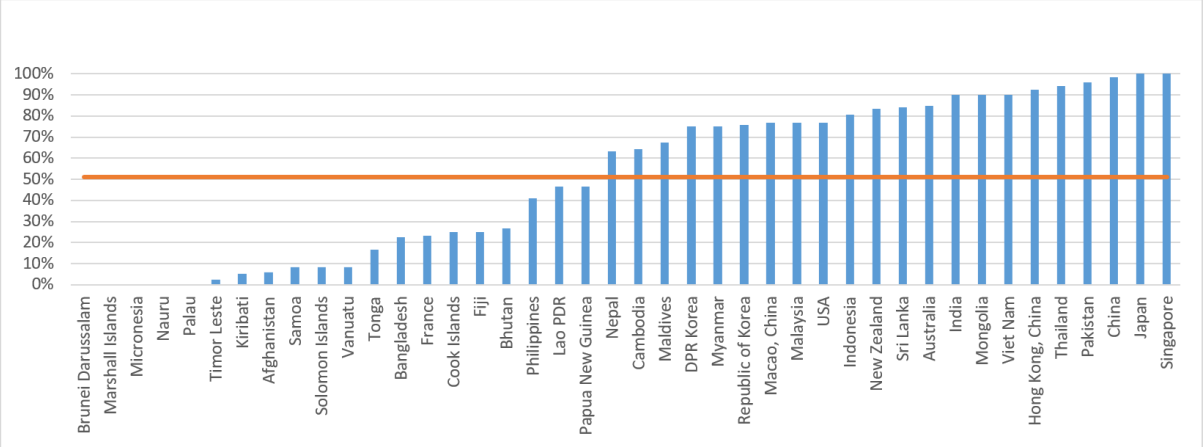


Figure 3: Regional Phase I Implementation Progress (updated on 11 November, 2020)

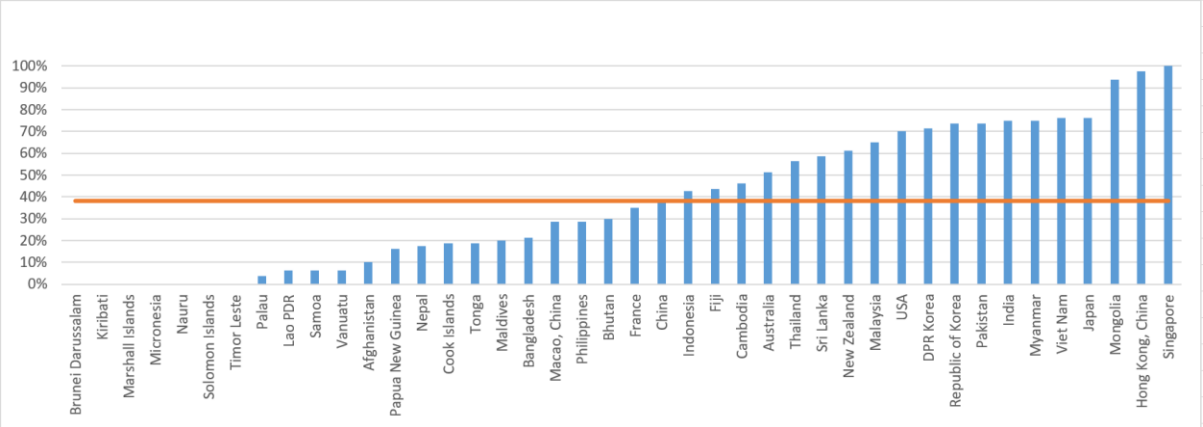


Figure 4: Regional Phase II Implementation Progress (updated on 11 November, 2020)

2.26 Regional implementation of Phase III elements, expected to be implemented by 2025, was approximately 10%.

2.27 Japan and Singapore reported implementation of all Phase I elements. Only Singapore reported implementation of all Phase II elements. No Administration reported implementation of all Phase III elements.

Note: Following the consolidation of AIM Transition Table steps and Regional AIM Capability elements in the amended Regional Plan for Collaborative AIM, agreed by AAITF/14 and approved by ATM/SG/7, there were now 12 Phase I, eight Phase II and three Phase III Regional AIM capability elements listed in the Regional AIM Plan Monitoring and Reporting Form.

Asia/Pacific Region ICARD Status and 5LNC Duplicate Resolution

2.28 ICAO provided an update on the status of the ICAO International Codes and Route Designators (ICARD) application in the APAC Region and the resolution status of 5-letter name code (5LNC) duplicates.

2.29 As of 5th November 2020, **6,983** 5LNCs were registered in ICARD, out of which **2,948** (was only 736 at the AAITF/15) were from APAC region, almost **42%** (was 18% at the AAITF/15) of the total amount. **Figure 5** presents the ICARD usage over the last 5 years.

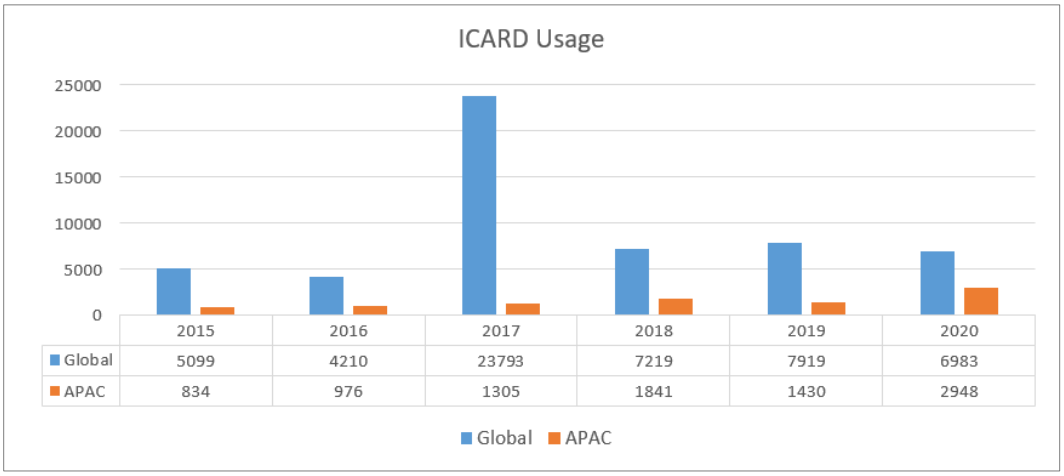


Figure 5: ICARD usage of the last 5 years

2.30 ICAO acknowledges the substantially increased effort by APAC Administrations to comply with Annex 11 *Air Traffic Services* requirements, by registering 5LNCs in ICARD, and actively resolving duplicated 5LNCs.

2.31 As of 05 November 2020, a total **13,538** 5LNCs were registered by APAC Administrations. Of these, **1,618** 5LNCs had been registered without any purpose indicated and **62** 5LNCs had been registered without coordinates. **Figure 6** illustrates the current status of APAC 5LNCs.

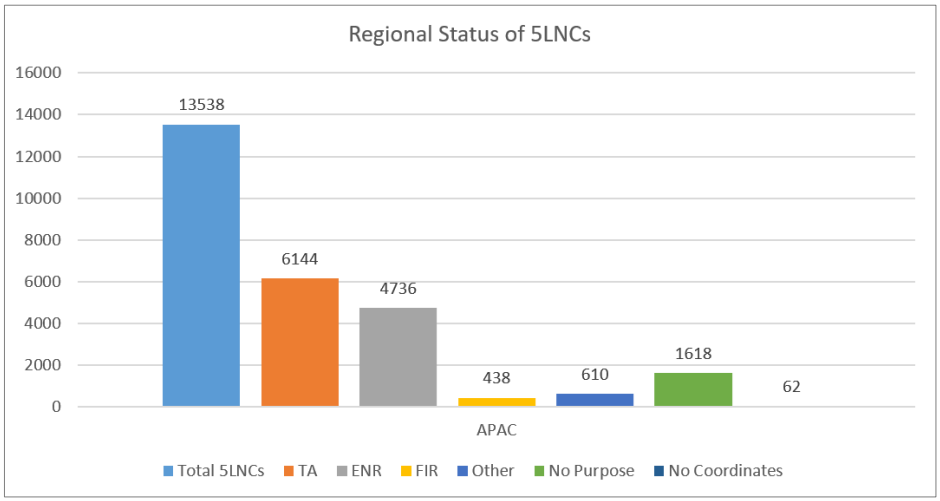


Figure 6: Regional Status of 5LNCs

2.32 ICAO Headquarters had compiled a full global list of duplicated 5LNC in 2018. There were **3,905** duplicated 5LNCs worldwide, of which **2,733** were within the APAC region. The meeting agreed that ICAO and States/Administrations needed to work together to resolve this issue on a case-by-case basis.

2.33 Consequently, the Regional office created a State 5LNC status report for each Administration (AAITF/15 WP/6 Attachment B). The report summarizing the number and purpose of 5LNC registered in ICARD, and the number and status of duplicated 5LNC published in each Administration's AIP, and full lists of duplicated 5LNC published by the Administration, arranged according to whether or not that Administration had priority to retain the 5LNC.

2.34 Due to the limited information on of actions taken to resolve duplicates, the 5LNC Status reports may not contain the most recent information. In order to improve the process and tracking of duplicate resolution, APAC Administrations were requested to review and maintain 'APAC 5LNC Status' provided in AAITF/15 WP/6 Attachment B, and send an update to the ICAO Regional Office at least once per year.

2.35 Indonesia and Mongolia have taken an excellent follow up action for duplication resolution. As of 05 November, Indonesia replaced 213 of total 316 and Mongolia replaced 37 of total 42 duplicated 5LNCs.

2.36 Regional office has received a total 906 requests from Australia, Indonesia and Republic of Korea to create 5LNCs for significant points that are already published in their respective AIPs. As of 05 November 2020, 771 new 5LNCs that did not previously exist in the ICARD database have been created and 135 requests have been rejected. **Figure 7** illustrates new code requests and its resolution by Administrations.

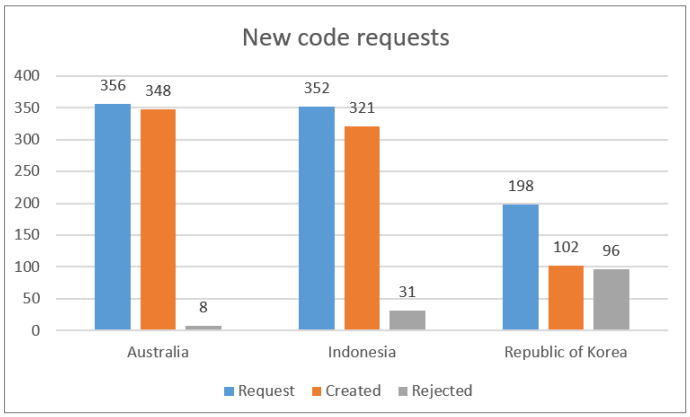


Figure 7: New code requests

2.37 Regional office has coordinated with other ICAO regions and FAA and transferred a total 196 5LNCs to APAC region as requested by Indonesia (116), Mongolia (20) and Republic of Korea (60).

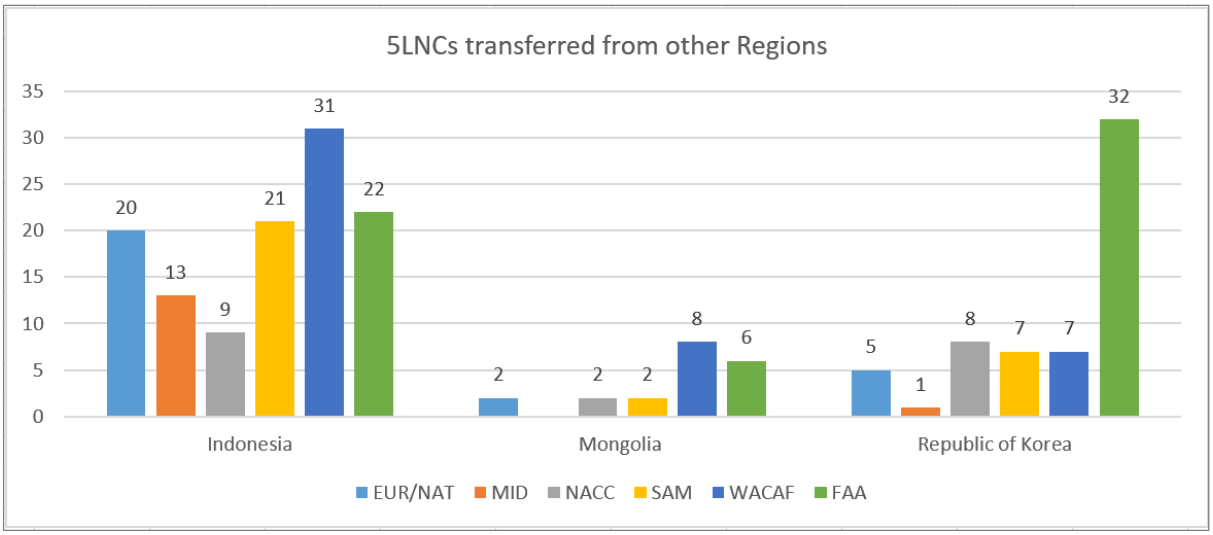


Figure 8: 5LNCs transferred from other regions

2.38 The meeting should note that the considerable number of requests to create new codes for significant points which have already published, and requests for transfer of 5LNCs from other region indicate that APAC Administrations have published many 5LNCs in non-compliance with ICAO Standards and Recommended Practices (SARPs) and Procedures. APAC Administrations should be aware that there are significant problems with this practice:

- Proliferation of duplicates;
- Frequent instances of 5LNCs not meeting the Annex 11 requirement for pronounceability;
- Extremes of workload for the ICARD Regional Manager/s (ICAO Regional Office), and for ICARD 5LNC Planners of APAC Administrations.

2.39 APAC Administrations should therefore note that such 'special request' creation of 5LNCs will only be made available to ensure that 5LNCs that are currently published in AIP are registered in ICARD. Further action must then be taken by the Administrations concerned to replace published 5LNCs with others drawn from the ICARD database in cases where Annex 11 pronounceability requirements have not been met.

NOTAM Code Analysis

2.40 ICAO provided information on an analysis of proposals for new NOTAM Codes for listing in ICAO Doc 8400 *PANS – ICAO Abbreviations and Codes* (PANS-Codes) Section 7 – *The NOTAM Code*. This activity was conducted in response to AAITF Task List Action Item 14/3, and an associated AAITF/14 Working Paper from Hong Kong, China (AAITF/14 WP/18). Hong Kong, China and India had provided data on NOTAMs where there was no specific code to accurately define the information. A total of 80 example NOTAMs were provided. The ICAO Regional Office also collected global data to support the analysis.

2.41 There were currently 179 Q23 codes (i.e. second and third letters, identifying the subject reported upon) and 78 Q45 codes (fourth and fifth letters, denoting the status of the subject) in Doc 8400. NOTAM codes enabled the coding of NOTAM information to permit its storage and retrieval in automated AIS systems and generation of aeronautical information products such as PIB.

2.42 A total of 37 new Q23 and 19 new Q45 codes were proposed. 22 proposed codes were not supported by the Regional Office. 15 of the proposed codes merited further discussion. The following three proposals were considered by the Regional Office to be supportable, and subsequently proposed to ICAO Headquarters:

WH – Blasting, to be amended to include pyrotechnics/fireworks;

WN – Laser emissions/laser displays/searchlights (new code); and

DR – RAIM prediction (new code, noting the proposed code DR may need to be changed).

2.43 The AAITF meeting participants were requested to provide detailed argument, including relevant references from ICAO publications and information on the number of instances where a suitable code was not available, for the remaining 12 codes that merited further discussion. No supporting information has been received.

2.44 ICAO informed the meeting that the volume of information provided in the Attachment to the WP constituted a very large volume of work that was necessary to fully analyze proposals that were not supported by any justifying argument or a significant number of cases. The meeting was also informed that the amendment of information in ICAO PANS would be a task for a specific working group of experts appointed by the relevant ICAO technical panel.

Managing Postponement of Changes of Aeronautical Information Distributed Under the AIRAC System

2.45 Singapore informed the meeting of the need for guidance material on the management of postponement to changes of aeronautical information distributed under the Aeronautical Information Regulation and Control (AIRAC) system, citing the current guidance that any postponement of the effective date of a change should be notified by NOTAM at least 28 days in advance of the effective date, and the incidence of cases where a late-notice postponement may be necessary due to circumstances beyond the control of the data originator and AIS.

2.46 An example given was the case of overnight works to execute a change, such as taxiway re-naming, which may involve months of planning and coordination to culminate in a single night of on-the-ground work to change taxiway signage, only to be impacted by bad weather such as tropical storms necessitating a postponement.

2.47 The meeting agreed to Singapore's proposal that a focus group be formed to develop regional guidance in this regard. China, India, Indonesia, Maldives, Nepal, Pakistan, Singapore, Thailand, Viet Nam and IATA agreed to participate in this activity.

SNOWTAM Guidance

2.48 The Secretariat provided information and proposed guidance material for changes to SNOWTAM format that would become applicable from 05 November 2020, to support the new Global Reporting Format (GRF) for runway surface conditions. All ICAO member States had been informed through State Letter AN 2/2.4-16/18, dated 11 July 2016, and the relevant provisions were now included in ICAO Annexes, PANS and guidance Circulars.

2.49 It was highlighted that, from 05 November 2020, 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 APAC Administrations, introducing the use of SNOWTAM in locations where snow and ice conditions did not normally exist.

2.50 The meeting was informed that due to the COVID-19 pandemic, the ICAO Council was considering deferring the applicability of a number of ICAO provisions that were currently applicable from 05 November 2020, but no decision had yet been formalized. It was therefore proposed that APAC Administrations continue in their planning for the applicability of the new SNOWTAM provisions.

2.51 The meeting agreed to the proposal that the SNOWTAM guidance developed by the ICAO European and North Atlantic (EUR/NAT) Regional Office in collaboration with EUROCONTROL and ICAO Headquarters be made available for use by APAC Administrations, pending a future update of the APAC Operating Procedures for Aeronautical Dynamic Data (OPADD).

2.52 Noting that the guidance should be made available immediately, and that the ATM/SG would not be meeting until about the same time as, or after, the applicability date of the new GRF and SNOWTAM format, the meeting agreed to the following Conclusion under the empowerment provisions of Conclusion **APANPIRG/29/28**:

Conclusion AAITF/15-1: Guidance on the Issuance of SNOWTAM

That the European and North Atlantic Region Guidance on the Issuance of SNOWTAM at ***Appendix F to the Report****:*

1. *be uploaded to the Asia/Pacific Regional Office eDocuments web-page for use by Asia/Pacific Administrations; and*
2. *supersedes, upon the applicability of the new runway surface conditions Global Reporting Format and associated SNOWTAM format, the existing SNOWTAM guidance in the in the Guidance Manual for AIS in the Asia/Pacific Region – OPADD*

2.53 The meeting was reminded that ATM/SG/8 would as a matter of normal practice review the Conclusion and make changes if necessary.

2.54 Subsequent to the AAITF/15 meeting, ICAO issued State Letter 2020/73, dated 30/07/2020, notifying the postponement of the applicability of SARPS and PANS related to the enhanced global reporting format for assessing and reporting runway surface conditions (GRF) until 04 November 2021. The State Letter is available through the ICAO Secure Portal (https://portallogin.icao.int/).

2.55 The *Guidance on the Issuance of SNOWTAM* document on the APAC Regional Office eDocuments web-page has been updated to reflect the changed applicability date.

PBN Approach Chart Identification Transition Update

2.56 The meeting was provided with an update on PBN Approach Chart Identification transition planning, as previously discussed at AAITF/13 and AAITF/14.

2.57 The meeting was reminded that Amendment 6 to ICAO Doc 8168 *Procedures for Air Navigation Services – Aircraft Operations Volume II*, effective on 13 November 2014, introduced a change in chart identification for Performance-Based Navigation (PBN) approaches. As a transitional measure for implementation, it allowed the use of both existing and new chart identification until 30 November 2022. To provide guidance for the transition, ICAO published Circular 336 *Area Navigation (RNAV) to Required Navigation Performance (RNP) Instrument Approach Chart Depiction.* Revised guidance was then published in Circular 353, *Transition Planning for Change to Instrument Flight Procedure Approach Chart Identification from RNAV to RNP*.

2.58 The APAC Regional Transition Plan for RNP APCH Chart Identification from RNAV to RNP had been agreed by APANPIRG/30 (***Conclusion APANPIRG/30/14 (CNS SG/23/8-PBNICG/6/1)***).

2.59 The meeting was further informed of ICAO Electronic Bulletin (EB) 2020/21 which advised States to limit as much as possible the information provided under the AIRAC system, due to the COVID-19 pandemic and consequent contingency operations of aeronautical data houses.

2.60 Noting that the Regional Transition Plan was part of an overall globally coordinated and agreed plan to ensure implementation by the November 2022 applicability date specified in PANS-OPS, the significant number of APCH charts that some APAC States must transition, and the APANPIRG Conclusion supporting the Regional Transition Plan, the meeting stressed that APAC Administrations should continue to process the chart changes in accordance with the plan.

2.61 APAC Administrations were encouraged to inform the ICAO Regional Office in cases where data houses either rejected or failed to process chart identification changes from RNAV to RNP that were included in AIP Amendments promulgated in compliance with AIRAC and in accordance with the APANPIRG-agreed transition plan.

COVID-19 Contingency NOTAMs

2.62 ICAO provided information on the content of NOTAMs that may be issued to promulgate information on COVID-19-related State entry requirements, aerodrome availability and ATS contingency operations.

2.63 The information provided included the Annex 15 standards relating to information that shall, or shall not, be promulgated by NOTAM, the need for NOTAMs to be promulgated for changes to entry, transit and departure information in AIPs section GEN 1.

2.64 The meeting was also informed of ICAO State Letter AP086/20 (ATM), dated 26 March 2020 (AAITF/15 WP/17 Attachment A), in response to global concerns about the quality of NOTAMS promulgating information on COVID-19-related aerodrome and/or ATS contingency operations. The State Letter included template NOTAMs for the guidance of States.

2.65 It was noted that some aerodrome NOTAMs originated by APAC Administrations had indicated that, while the aerodrome was not available for scheduled passenger flights, it may available for aircraft in a state of emergency, cargo flights, technical stops/landings without disembarking passengers, humanitarian/medevac/repatriation flights, and/or United Nations flights. However, several such NOTAMs also included the requirement for prior permission from the Civil Aviation Authority. APAC Administrations, and their International NOTAM Offices (NOFs) were urged to note that, in the case of aircraft in a state of emergency, obtaining prior permission from the CAA is not feasible. Such NOTAMs should make a clear distinction between the prior permission requirements for normal operations, and those in a state of emergency.

2.66 The meeting was invited to ensure that all cases of changes to requirements specified in AIP GEN 1.2, 1.3 or 1.4 that had an operational impact were promulgated by NOTAM or, where necessary, AIP SUP, and to consider using the NOTAM templates provided in the State Letter.

AIS Points of Contact

2.67 The consolidated APAC ATM Contact List, which included the list of AIS Points of Contact, was provided for update by the meeting (AAITF/15 WP/18 Attachment A). Participants were invited to examine the Points of Contact (POCs) recorded for their Administrations, and to inform the Regional Office at the earliest possible opportunity of any changes to the names, position titles and contact details for their nominated POCs.

2.68 The following APAC Administrations had not yet nominated any AIS POC:

Brunei Darussalam, France (French Polynesia and New Caledonia), Kiribati, Marshall Islands, Micronesia, Nauru, Palau, Samoa, Solomon Islands, Tonga

Update on ICAO Publications Supporting AIS/AIM

2.69 ICAO Headquarters provided the following information on expected publication of new and amended guidance materials supporting AIS/AIM:

Doc 8126 – *AIS Manual* restructured/updated Volumes I, II and III was in the final stages of review by the AIM-specific Working Group of the Information Management Panel (IMP/WG-A) and Secretariat. Vol IV *Digital Data Sets* was currently being developed by a dedicated focus group;

AIS Quality Manual was anticipated to be ready for final review by the end of 2020, subject to the availability of the experts of the dedicated focus group of IMP/WG-A:

AIM Training Manual was also anticipated to be ready for final review by the end of 2020, also subject to experts' availability;

Doc 9881 *Guidelines for Electronic Terrain, Obstacle and Aerodrome Mapping Information*, currently available as an unedited advance version, was intended to be reviewed when appropriate expert resources were made available;

Doc 9674 *WGS Manual* would also be subject to review, subject to the completion of higher priority work and the availability of expert resources;

Doc 8697 *Aeronautical Chart Manual* would be subject to a minor update in the near term (accommodation of aeroplanes with folding wingtips). A more comprehensive review would commence after responses to a charting questionnaire were analyzed. ICAO State Letter AN 2/19-20/10, dated 1 February 2020 referred; and

A review of the ICAO Roadmap for Transition from AIS to AIM was also under consideration, but this was a lower priority than the abovementioned tasks.

AAITF Terms of Reference

2.70 AAITF/15 reviewed the AAITF Terms of Reference and proposed minor changes to incorporate reference to PANS-AIM, and to reflect the renaming of the APAC Seamless ANS Plan. The following Draft Decision was agreed, for consideration by ATM/SG/8:

Draft Decision AAITF/15-2: Amend AAITF Terms of Reference

That, the amended Terms of Reference for AAITF at **Attachment C** be adopted.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the information contained in this paper;

b) note the continuing, high level of concern about poor quality management of aeronautical information in the APAC Region;

c) note the availability of regional guidance for the publication of aerodrome status certification in AIP;

d) note the continuing poor progress of AIM implementation in the APAC Region;

e) note the improved activity in 5LNC processing, and the limitations on 'special request' 5LNC;

f) support the action taken by AAITF and the ICAO Secretariat to eliminate the proliferation of NOTAMs and the inappropriate promulgation of NOTAMs in non-compliance with the provision of Annex 15;

g) note the deferral of GRF and new SNOWTAM format, and associated SNOWTAM guidance, to 04 November 2021;

h) Continue to transition RNP APCH Charts to the new chart identification in accordance with the APANPIRG-agreed transition plan;

i) Ensure AIS points of contact (POCs) are provided and updated, where necessary;

j) Agree to **Draft Decision AAITF/15-2: Amend AAITF Terms of Reference**; and

k) discuss any relevant matters as appropriate.

……

Conclusion AAITF/15-1: Guidance on the Issuance of SNOWTAM		
What: That the European and North Atlantic Region Guidance on the Issuance of SNOWTAM at **Appendix F to the AAITF/15 Meeting Report**: 1. be uploaded to the Asia/Pacific Regional Office eDocuments web-page for use by Asia/Pacific Administrations; and 2. supersedes, upon the applicability of the new runway surface conditions Global Reporting Format and associated SNOWTAM format, the existing SNOWTAM guidance in the Guidance Manual for AIS in the Asia/Pacific Region – OPADD.		Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
Why: To ensure the availability of guidance for the promulgation of runway surface condition information by SNOWTAM, in advance of the applicability date of 05 November 2020	Follow-up:	☒Required from States
When: 5-Jun-20	Status:	Adopted by Task Force
Who: ☐Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other:		

Draft Decision AAITF/15-2: Amend AAITF Terms of Reference		
What: That, the amended Terms of Reference for AAITF at **Attachment C** be adopted.		Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
Why: To incorporate reference to ICAO Doc 10066 Procedures for Air Navigation Services – Aeronautical Information Management (PANS-AIM), and to reflect the renaming of the Asia/Pacific Seamless ANS Plan (formerly the Seamless ATM Plan)	Follow-up:	☐Required from States
When: 27-Nov-20	Status:	Draft to be adopted by Subgroup
Who: ☒Sub groups ☐APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other:		

ICAO ASIA/PACIFIC REGIONAL OFFICE

Checklist of Evidence Supporting Withdrawal of APANPIRG ANS Deficiency – AIS Quality Management System (QMS)

The relevant authority should write to the ICAO Asia/Pacific Regional Director (apac@icao.int), requesting withdrawal of the APANPIRG ANS Deficiency and including the following supporting information:

AIS QM Area	Evidence	Purpose
Quality Management Scope and Process *Annex 15 Section 3.6* *PANS-AIM Chapter 3*	**Provide a copy of:** 1. the AIS Quality Management Manual; *or* 2. Other equivalent document or formal procedures detailing: • Scope of QMS; and • QM processes; *or* 3. Other procedure document detailing processes for rectification of non-conformities.	1. To provide evidence that: • formal documentation of the scope of the QMS, and its processes have been developed; and • QMS documentation and processes are formally approved by the accountable authority, and are subject to regular review; and • that the QMS is formally applied to the aeronautical information production activities of all AIS and associated entities in the preparation and publication of aeronautical information products (AIP, AIP Amendments, AIP SUPs, AICs, NOTAMs). Example: in some states, the CAA retains responsibility for AIP production, but the Air Navigation Service Provider is responsible for NOTAMs); or 2. To demonstrate the application of quality management processes to the management of non-conformities including detection, reporting, rectification, recording and procedure improvement.
ISO Certification (optional) *Annex 15 Section 3.6 (Recommendation)*	4. Provide a copy of the ISO 9001 QMS Certificate (optional)	To provide evidence that the State has achieved ISO certification of its QMS. *Note that ISO certification of AIS QMS is recommended, but is not mandatory. ISO certification is not a sole means of demonstrating effective QMS implementation.*

Other Critical AIS QM Areas *Annex 15 Sections 2.1, 3.2, 3.3 and 3.6* *PANS-AIM Section 2.1.3*	**Provide a <u>statement</u> confirming that the State has established:** 1. Formal arrangements with originators of aeronautical data and aeronautical information in relation to the timely and complete provision of aeronautical data; *Note: originators of aeronautical data include aerodrome operators, ATS units, geospatial agencies military agencies and any other agency or authority providing aeronautical data or aeronautical information for publication in aeronautical information products.* 2. Verification and validation procedures which ensure that upon receipt of aeronautical data and aeronautical information, quality requirements are met. 3. Quality check procedures to ensure compliance with product specifications (PANS-AIM Chapter 5). 4. Competency, knowledge, skill and ability criteria for personnel engaged in: a. production of aeronautical information products; b. AIS training delivery; and/or c. AIS competency assessment; 5. AIS training and competency assessment plan
Note: ICAO Asia/Pacific Regional Office will also conduct sampling of aeronautical information products before then making a recommendation to APANPIRG to remove the ANS Deficiency, where appropriate.	

Update on NOTAM Proliferation Analysis

Erdenebaatar Davaasuren,

Associate Regional Officer - Aeronautical Information Management,
International Civil Aviation Organization (ICAO),
Asia and Pacific Regional Office

Bangkok, Thailand, September 2020

Introduction

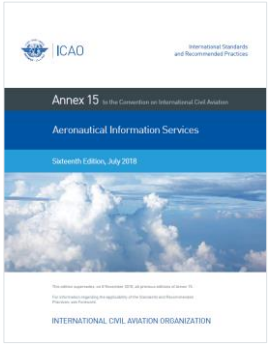
- Task '13/4 – Periodic sampling of NOTAM PIB to examine the proliferation of PERM and long-term temporary NOTAMs' was assigned by AAITF/13
- AAITF/13 developed the following Conclusion, subsequently agreed by ATM/SG/6:

Conclusion ATM/SG/6-14: Management of NOTAMs

That, States are urged to take immediate action to reduce the large numbers of permanent, long duration NOTAMs by:

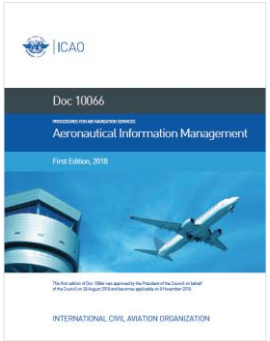
1. *conducting a full review of all NOTAMs issued by the State;*
2. *expediting the transfer of valid permanent NOTAM information into AIP;*
3. *expediting the transfer of valid temporary NOTAM information of long duration into AIP SUP; and*
4. *cancelling the NOTAMs accordingly.*

ICAO Standards and Procedures



– Annex 15

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



– PANS AIM Doc 10066

- 6.1.4.4 Within three months from the issuing of a permanent NOTAM, the information contained in the NOTAM shall be included in the aeronautical information products affected.

- 6.1.4.5 Within three months from the issuing of a temporary NOTAM of long duration, the information contained in the NOTAM shall be included in the AIP Supplement.

Regional NOTAM Analysis

– Source

- NOTAM Checklist (June & September)
- Integrated Safety Trend Analysis and Reporting System (iSTARS)

– Methodology

- NOTAMs issued before 01 June 2020 *(before NOTAM Checklist - June)* are considered old aged NOTAMs.

NOTAMs issued before 01 June 2020 which have more than 3 months validity are considered old aged NOTAMs as well.

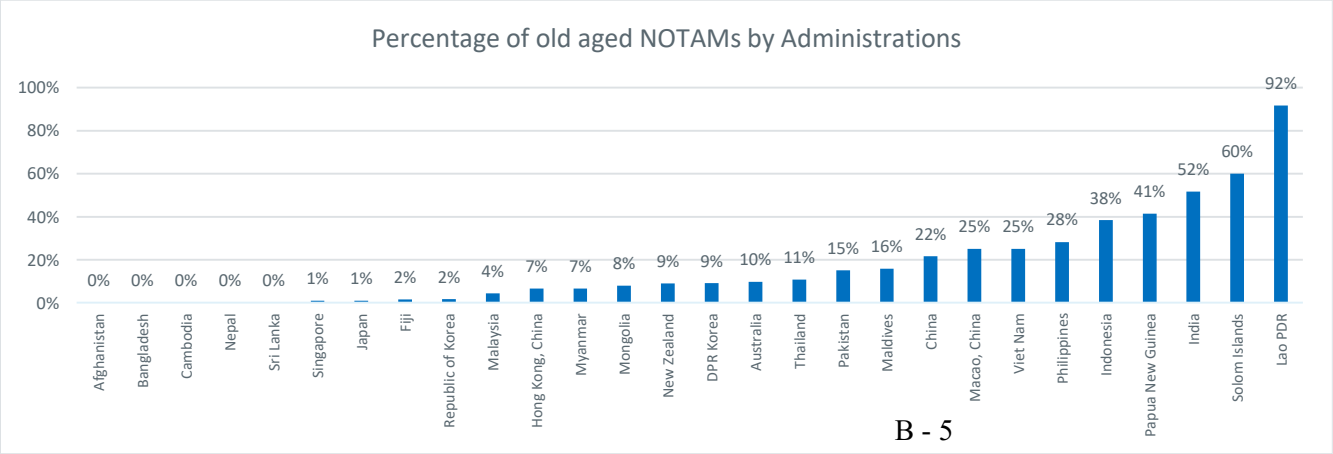
A1225/20 NOTAMR A1034/20
Q) /QKKKK/K/K/K/000/999/1354N10036E999
A) B) 2006010032 C) 2007010300 EST

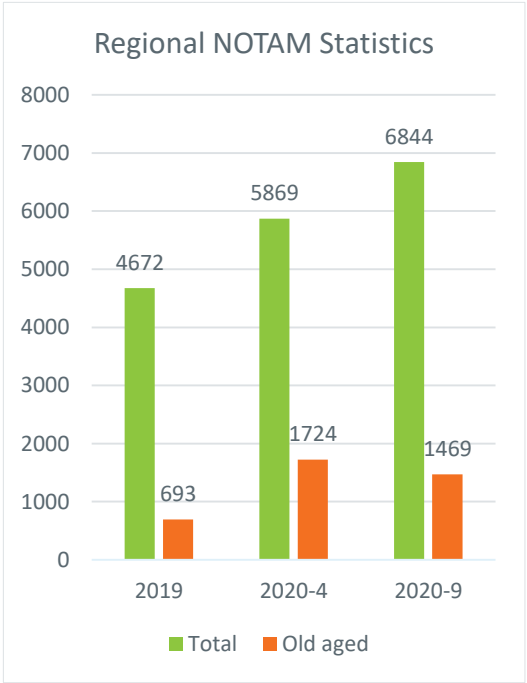
A2022/20 NOTAMR A1696/20
Q) /QKKKK/K/K/K/000/999/1354N10036E999
A) B) 2009010032 C) 2010010300 EST
E) CHECKLIST
YEAR=2010 0721
YEAR=2012 1000
YEAR=2013 4629
YEAR=2014 2069 4114 4115
YEAR=2015 2291
YEAR=2016 0177 0332 0416 2266
YEAR=2017 1433 1616
YEAR=2018 0200
YEAR=2020 0049 0453 1292 1294 1296 1308 1321 1327
1362 1383 1400 1401 1408 1409 1410 1411 1412 1413
1414 1415 1416 1423 1424 1434 1441 1455 1457 1461
1465 1466 1497 1500 1501 1516 1517 1525 1539 1550
1551 1559 1560 1591 1615 1634 1657 1659 1660 1662
1691 1694 1760 1761 1776 1783 1795 1801 1802 1810
1812 1815 1822 1836 1861 1871 1897 1904 1905 1934
1939 1949 1961 1966 1967 1968 1975 1976 1977 1989
1998 2001 2004 2008 2010 2013 2014 2015 2017 2018
2021
LATEST PUBLICATIONS

Old Aged

Regional NOTAM Statistics

- Total NOTAMs: **6844** (16.6% ↑)
- Old aged NOTAMs: **1469** (14.8% ↓)
- Percentage of old aged NOTAMs: **21%** (8% ↓)
- Oldest NOTAM: **1992** (28 years old)

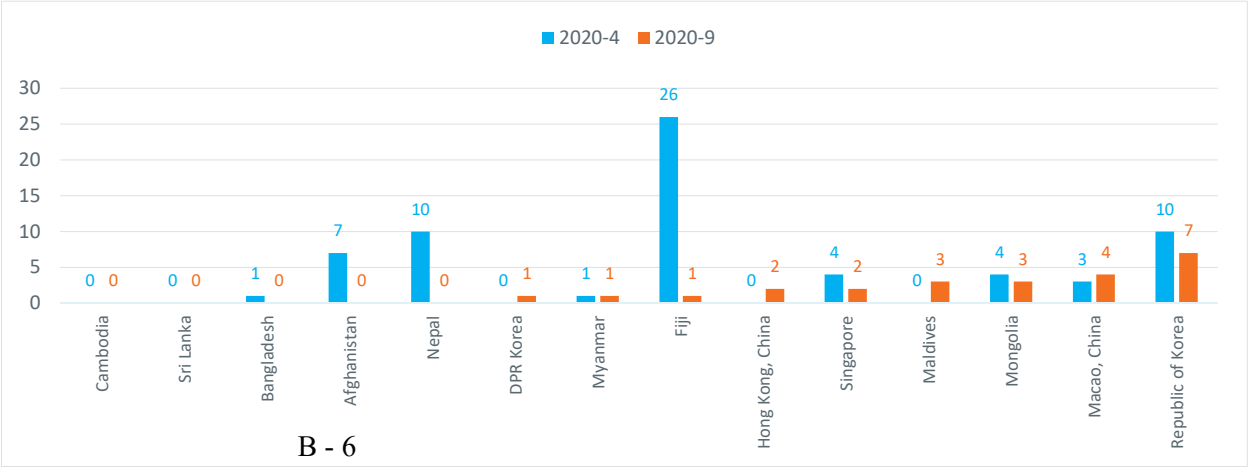




As of 1st September 2020

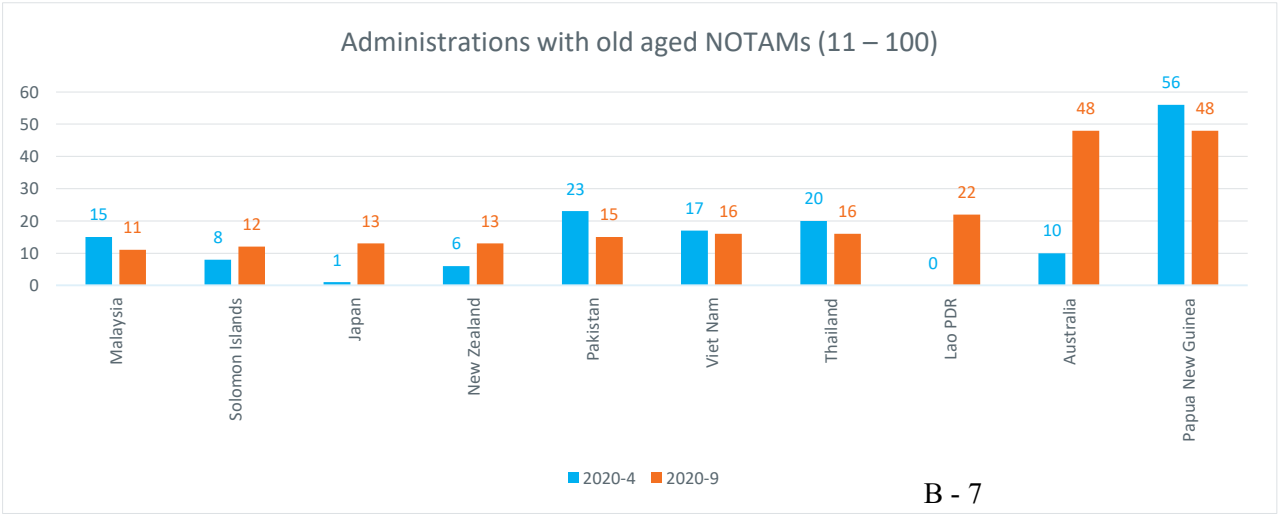
Old aged NOTAMs by Administrations (less than 10)

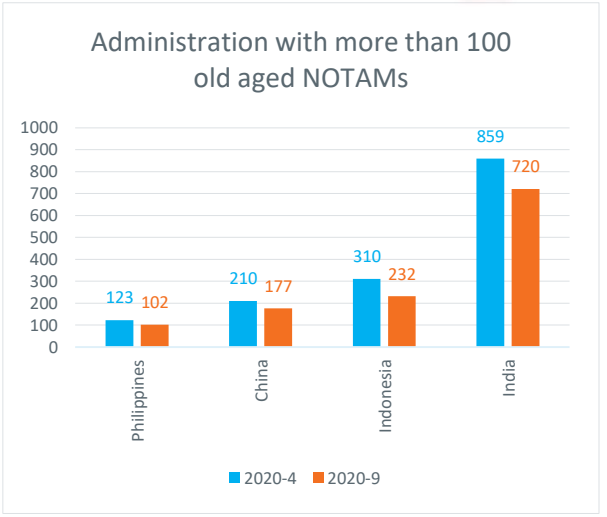
- None of old aged NOTAMs: Cambodia, Sri Lanka, Bangladesh, Afghanistan and Nepal
- Positive change: Fiji, Nepal, Afghanistan, Republic of Korea, Singapore, Mongolia and Bangladesh
- Negative change: DPR Korea, Hong Kong China, Maldives and Macao China
- No change: Myanmar



Old aged NOTAMs by Administrations (11-100)

- Positive change: Papua New Guinea, Pakistan, Thailand, Malaysia, Viet Nam
- Negative change: Australia, Lao PDR, Japan, New Zealand, Solomon Islands



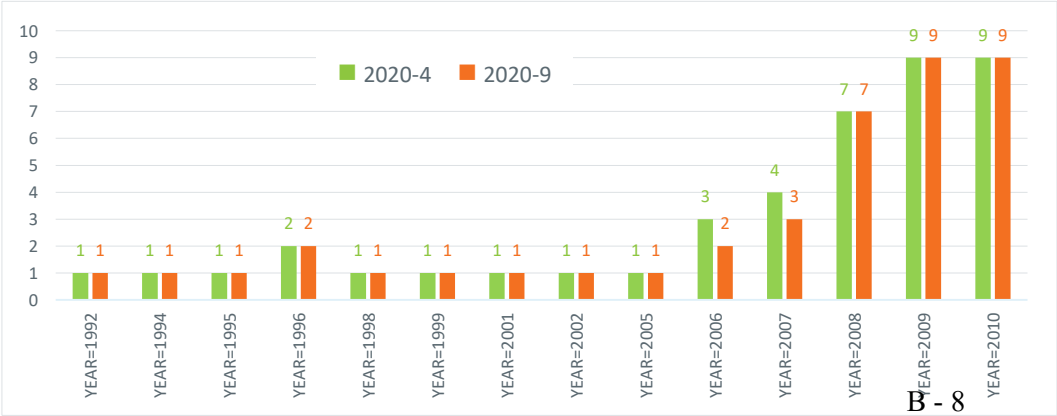


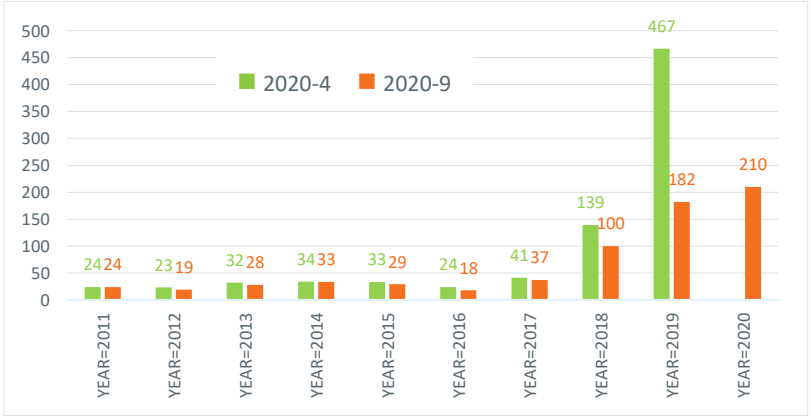
As of 1st September 2020

State NOTAM Statistic - India

- NOTAM Series: **A, C and G**
- Total NOTAMs: **1393**
- Old aged NOTAMs: **720** (859 in April 2020, 16.2% ↓)
- Oldest NOTAM: **1992** (28 years old)
- Percentage of old aged NOTAMs: **51.7%** (4.3% ↓)

Minor changes in old aged NOTAMs issued before 2017

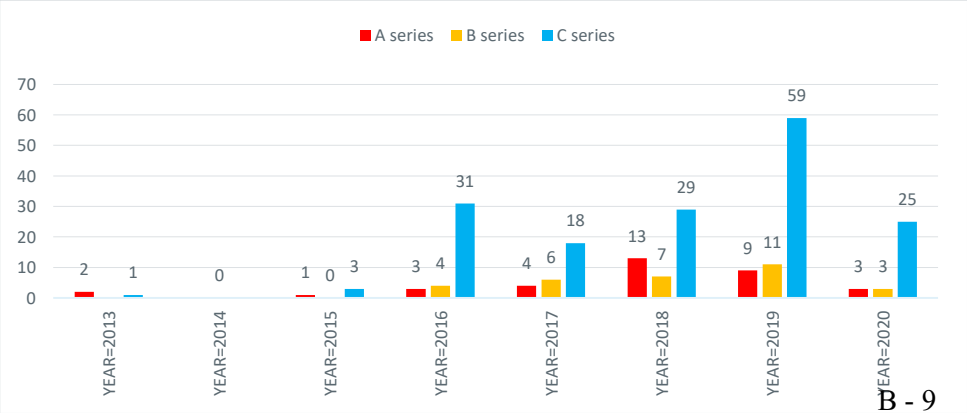


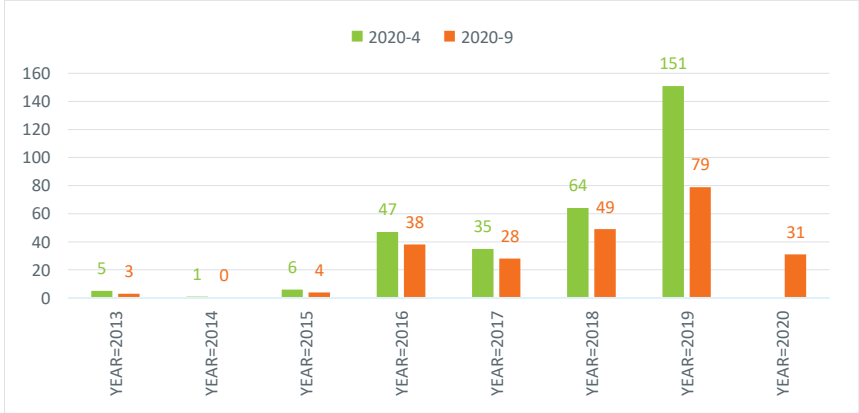


State NOTAM Statistic - Indonesia

- NOTAM Series: **A, B and C**
- Total NOTAMs: **604**
- Old aged NOTAMs: **232** (309 in April 2020, 24.9% ↓)
- Oldest NOTAM: **2013**
- Percentage of old aged NOTAMs: **38.4%** (12.3% ↓)

Good progress, need to focus NOTAM Series C (domestic NOTAMs)





State NOTAM Statistic - China

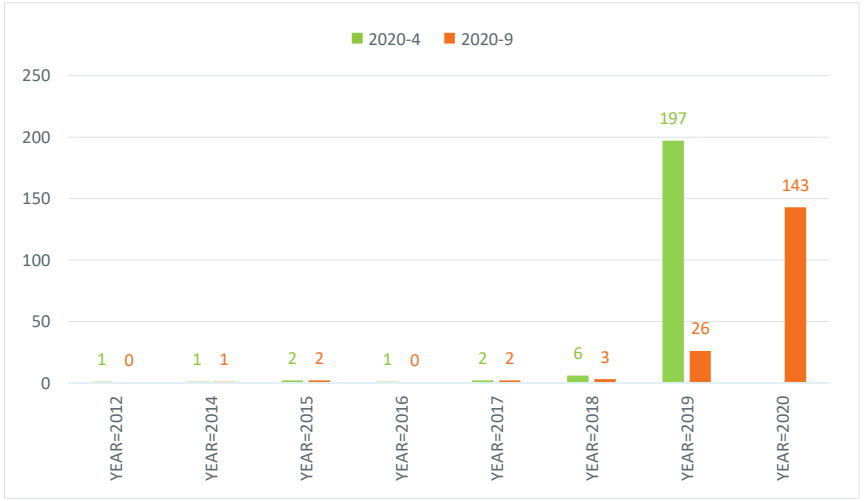
- NOTAM Series: **A, E, F, G, L, U, W and Y**
- Total NOTAMs: **818**
- Old aged NOTAMs: **177** (210 in April 2020, 15.7% ↓)
- Oldest NOTAM: **2014**
- Percentage of old aged NOTAMs: **21.6%** (9.1% ↓)

Outstanding progress.

ICAO Standards and Procedures

- Annex 15
  - 6.3.2.2 A NOTAM shall be originated and issued promptly whenever the information to be distributed is of a temporary nature and of short duration, or when operationally significant permanent changes or temporary changes of long duration are made at short notice, except for extensive text and/or graphics

- PANS AIM Doc 10066
  - 6.1.4.4 Within three months from the issuing of a permanent NOTAM, the information contained in the NOTAM shall be included in the aeronautical information products affected.
  - 6.1.4.5 Within three months from the issuing of a temporary NOTAM of long duration, the information contained in the NOTAM shall be included in the AIP Supplement.



As of 1st September 2020

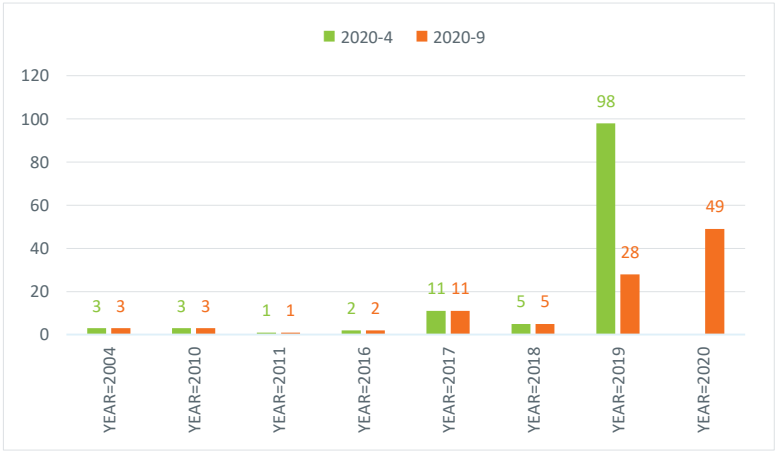
State NOTAM Statistic - Philippines

- NOTAM Series: **B and C**
- Total NOTAMs: **361**
- Old aged NOTAMs: **102** (123 in April 2020, 17.1% ↓)
- Oldest NOTAM: **2004**
- Percentage of old aged NOTAMs: **28.3%** (1% ↓)

B0060/20 NOTAMR B3994/19
Q)RPHI/QPFCA/IV/NBO/E/000/999/1216N12435E999
A) RPHI B) 2001071239 C) **2004061000 EST**
E) NR OF ACFT IN THE TFC PATTERN LTD TO TWO (2) AT ANY GIVEN TIME AT THE FLW ADVS AP:

1. RPUO 7. RPUV 13. RPMP
2. RPUT 8. RPVF 14. RPMO
3. RPUY 9. RPVC 15. RPMC
4. RPUS 10. RPUQ 16. RPMJ
5. RPUH 11. RPMS 17. RPMN
6. RPVJ 12. RPMG

Good progress, need to focus NOTAMs issued before 2018



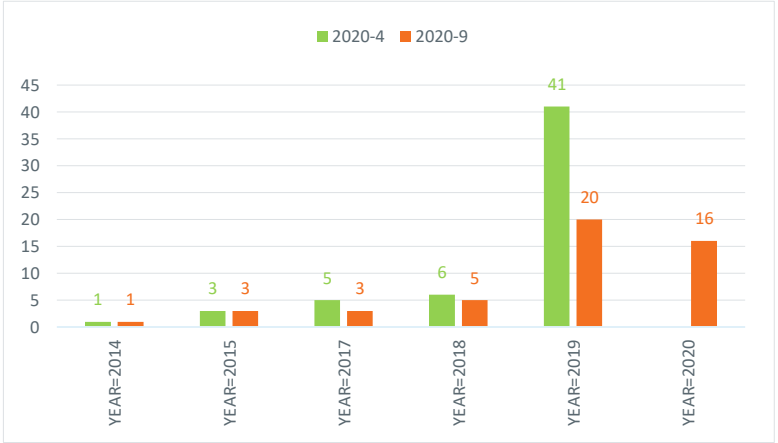
As of 1st September 2020

State NOTAM Statistic – Papua New Guinea

- NOTAM Series: **A**
- Total NOTAMs: **116**
- Old aged NOTAMs: **48** (56 in April 2020, 14.3% ↓)
- Oldest NOTAM: **2014**
- Percentage of old aged NOTAMs: **41.4%** (3% ↑)

Checklist format is not compliant with Regional 'Guidance Manual for Aeronautical Information Services (AIS) in the Asia/Pacific Region'

A1038/20 NOTAMN
Q) AYPM/QKKKK/K/K/K/000/999/
A) AYPM B) 2009010000 C) 2009302359 EST
E) CHECKLIST **OF CURRENT 'A' SERIES**
YEAR 2014 = 0047
YEAR 2015 = 0531 0534 0755
YEAR 2017 = 0649 0972 1289
YEAR 2018 = 0380 0423 0958 1475 1476
YEAR 2019 = 0461 0655 0660 0715 0716 0816 0833 1001 1008 1408 1486 1495 1643 1650 1651 1652 1654 1763 1765 1766
YEAR 2020 = 0028 0043 0180 0221 0222 0307 0324 0349 0370 0431 0458 0484 0505 0545 0555 0627 0664 0665 0732 0745 0762 0763 0773 0780 . . .

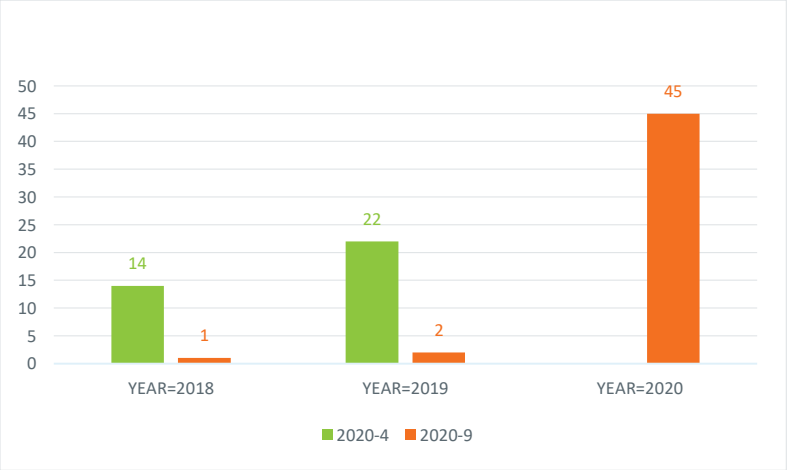


As of 1st September 2020

State NOTAM Statistic - Australia

- NOTAM Series: **D, E, F, G, I, J, K, L, N and M**
- Total NOTAMs: **492**
- Old aged NOTAMs: **48** (36 in April 2020, 16.7% ↑)
- Oldest NOTAM: **2018**
- Percentage of old aged NOTAMs: **9.8%** (2% ↑)

(J1623/20 NOTAMN
Q) YBBB/QOBCE/IV/M/AE/000/999/2810S15330E005
A) YBCG B) **2004302000** C) **2104300600** EST
E) OBST CRANE 227FT AGL BRG 099 MAG 2400M FM ARP INFRINGES INNER TRANSITIONAL SFC BY 65FT)



PANS AIM

- 6.1.4.4 Within three months from the issuing of a permanent NOTAM, the information contained in the NOTAM shall be included in the aeronautical information products affected.
- 6.1.4.5 Within three months from the issuing of a temporary NOTAM of long duration, the information contained in the NOTAM shall be included in the AIP Supplement.

State NOTAM Statistic – Lao PDR

- NOTAM Series: **A**
- Total NOTAMs: **24**
- Old aged NOTAMs: **22** (0 in April 2020)
- Oldest NOTAM: **2020**
- Percentage of old aged NOTAMs: **91.7%**

- *NOTAM Code*
- *Correlation between scope & item A*
- *Geographical reference (coordinate & radius)*
- *Item A (FIR or AD)*
- *Unnecessary information in item E*
- *Lower & Upper limit (F and G)*
- *Unnecessary NOTAM duplications*

A0059/20 NOTAMN
Q) VLVT/Q**XXCH**/I/NBO/**A**/000/999/**1759N10234E999**
A) **VLVT** B) 2005080817 C) PERM
E) REF **VLPS** AD2-18 OF AIP LAO PDR. AD ELEV IS CHANGED TO 347FT.
~~**AMEND VLPS AD2-18 OF AIP LAO PDR ACCORDINGLY**~~.
F) GND G) UNL

A0058/20 NOTAMN
E) **REF VLPS AD2-15 IAC-1 OF AIP LAO PDR. AD ELEV IS CHANGED TO 347FT.**
~~AMEND VLPS AD2-15 IAC-1 OF AIP LAO PDR ACCORDINGLY~~.

A0057/20 NOTAMN
E) **REF AD2.VLPS IAC-2 OF AIP LAO PDR. AD ELEV IS CHANGED TO 347FT.**
~~AMEND AD2.VLPS IAC-2 OF AIP LAO PDR ACCORDINGLY~~.

A0056/20 NOTAMN
E) **REF AD2.VLPS IAC-1 OF AIP LAO PDR. AD ELEV IS CHANGED TO 347FT.**
~~AMEND AD2.VLPS IAC-1 OF AIP LAO PDR ACCORDINGLY~~.

A0055/20 NOTAMN
E) **REF VLPS AD2-10 OF AIP LAO PDR. AD ELEV IS CHANGED TO 347FT.**
~~AMEND VLPS AD2-10 OF AIP LAO PDR ACCORDINGLY~~.

A0054/20 NOTAMN
E) **REF VLPS AD 2.2 OF AIP LAO PDR. AD ELEV IS CHANGED TO 347FT.**
~~AMEND VLPS AD 2.2 OF AIP LAO PDR ACCORDINGLY.~~

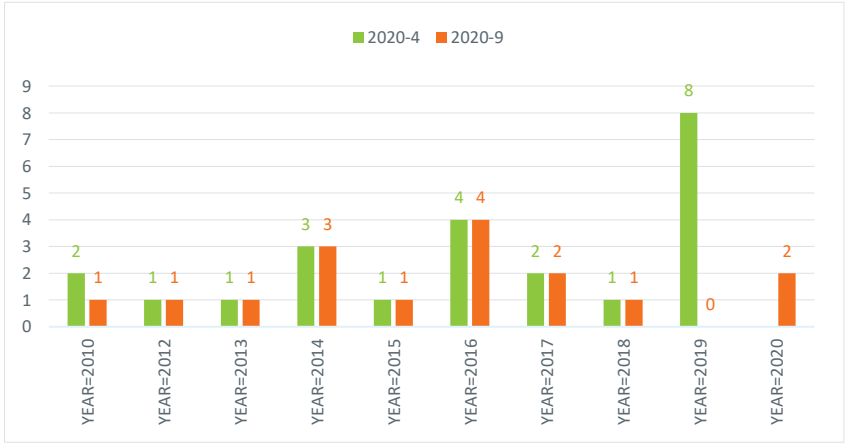
State NOTAM Statistic – Thailand

- NOTAM Series: **A, J, G and H**
- Total NOTAMs: **148**
- Old aged NOTAMs: **16** (20 in April 2020, 20% ↓)
- Oldest NOTAM: **2010**
- Percentage of old aged NOTAMs: **10.8%** (5.5% ↓)

A0721/10 NOTAMN
Q) VTBB/QPIXX/I /NBO/A /000/999/0656N10024E005
A) VTSS B) 1003231005 C) PERM
E) IAC VOR RWY26 AMD AS FLW:
1. **FAF R-086 AMD R-084 065632.15N1003017.76E AMD 065646.81N1003016.48E**
2. **IF R-086 AMD R-084 065653.07N1003518.70E AMD 065718.22N1003516.51E**
3. **TWR: 118.1, 236.6 AMD 118.1, 275.8**
REF AIP VTSS AD 2-33 DATED 19 NOV 09

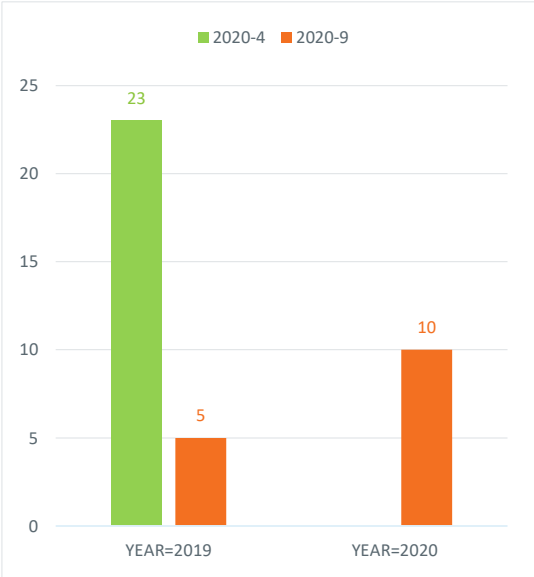
2-VTSS-8-5 13 AUG 20

- *Good progress in 2019*
- *Minor progress in NOTAMs issued before 2018*
- *IAP updated, but NOTAM not updated accordingly*



State NOTAM Statistic – Pakistan

- NOTAM Series: **A and C**
- Total NOTAMs: **99**
- Old aged NOTAMs: **15** (23 in April 2020, 34.8% ↓)
- Oldest NOTAM: **2019**
- Percentage of old aged NOTAMs: **15.2%** (9% ↓)

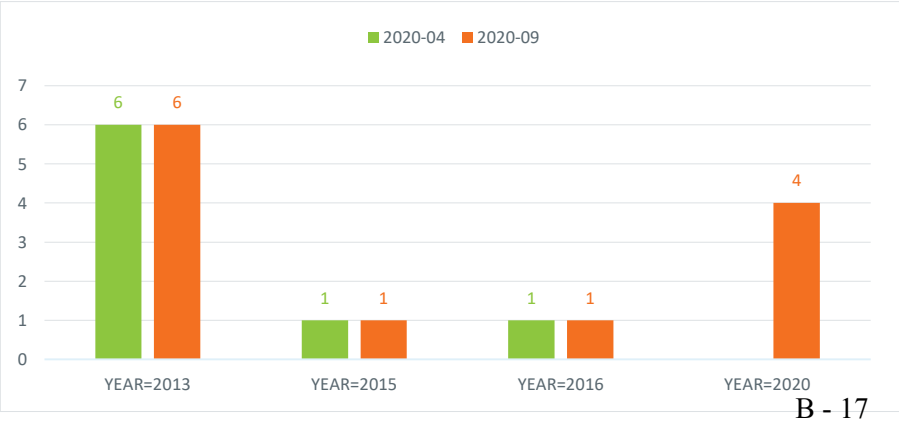


A0285/20 NOTAMR A0284/20
Q) OPLR/QFFCG/IV/NBO/A/000/999/
A) OPFA **B) 2004211330** **C) 2010202359 EST**
E) RESCUE AND FIRE FIGHTING CATEGORY HAS BEEN DOWN GRADED FM CAT-08 TO CAT-07. 04 HOURS PRIOR NOTICE IS REQUIRED FOR RESCUE AND FIRE FIGHTING CAT-08 FACILITY/OPERATION

6.3.1.3 Temporary changes of long duration (three months or longer) and information of short duration which contains extensive text and/or graphics shall be published as AIP Supplements. *(Annex 15)*

State NOTAM Statistic – Solomon Islands

- NOTAM Series: **A**
- Total NOTAMs: **20**
- Old aged NOTAMs: **12** (8 in April 2020, 50% ↑)
- Oldest NOTAM: **2013**
- Percentage of old aged NOTAMs: **60%** (15.6% ↑)



A0135/20 NOTAMR A0044/20
Q) AGGG/QLPXX/IV/M/A/000/999/
A) AGGM **B) 2009302359 C) 2101312359 EST**
E) PAPI RWY 25 OPR, BUT CTN ADZ DUE AZIMUTH SPREAD RESTRICTED TO APPROX 6 DEGREES TO THE N OF THE RWY. NO VISUAL GUIDANCE IN THIS AREA OF HIGH TERRAIN.

A0044/20 NOTAMR A0210/19
B) 2003312359 C) 2009302359 EST — **6 months**

A0210/19 NOTAMR A0112/19
B) 1911302359 C) 2003312359 EST — **4 months**

A0112/19 NOTAMR A0057/19
B) 1907310600 C) 1911302359 EST — **4 months**

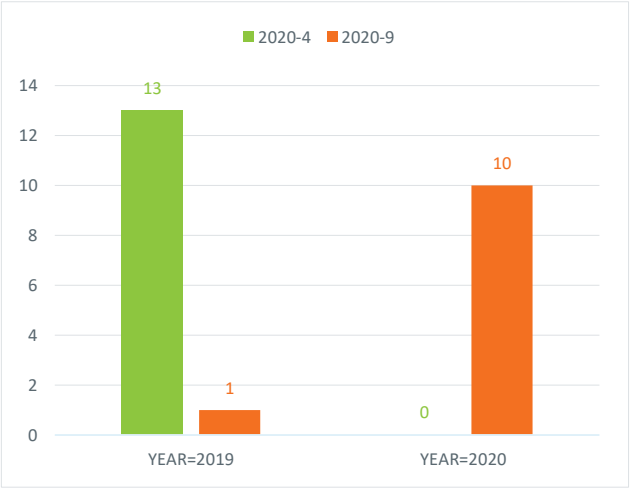
A0057/19 NOTAMR A0051/19
B) 1904300000 C) 1907310600 EST — **3 months**

A0051/19 NOTAMR A0021/19
B) 1904010000 C) 1904300600 — **1 month**

State NOTAM Statistic – Malaysia

- NOTAM Series: **A and D**
- Total NOTAMs: **249**
- Old aged NOTAMs: **11** (13 in April 2020, 15.4% ↓)
- Oldest NOTAM: **2019**
- Percentage of old aged NOTAMs: **4.4%** (1.7% ↓)

Outstanding progress.



A3224/20 NOTAMR A2806/20
Q) WMFC/QKKKK/K /K /K /000/999/0541N09923E999
A) WMFC B) 2009010129 C) 2010012359 EST
E) CHECKLIST
SERIES A
2019: 4733
2020: 0606 0642 0941 1232 1238 1250 1272 1484 2009 2010 2011 2051 . . .

ICAO


North American Central American and Caribbean (NACC) Office Mexico City
South American (SAM) Office Lima
ICAO Headquarters Montréal
Western and Central African (WACAF) Office Dakar
European and North Atlantic (EUR/NAT) Office Paris
Middle East (MID) Office Cairo
Eastern and Southern African (ESAF) Office Nairobi
Asia and Pacific (APAC) Sub-office Beijing
Asia and Pacific (APAC) Office Bangkok
THANK YOU

Terms of Reference of the AIS-AIM Implementation Task Force (AAITF)

The objectives of the Task Force are to:

a) study means of aeronautical data management by civil aviation authorities and/or ATS providers in other regions including the aeronautical information exchange model (AIXM) and the electronic AIP (eAIP), promote the implementation of these methods/models in the Asia/Pacific Region;

b) examine the means of aeronautical data exchange used in other regions and application in the Asia/Pacific Region;

c) assist States to implement Quality Management Systems for aeronautical information in an expeditious manner;

d) develop training material and conduct workshops on the Guidance Manual for AIS in the Asia/Pacific Region;

e) develop guidance material for Static Data Procedures and the AIS Automation Plan;

f) review and update the Guidance Manual taking into account amendments to ICAO SARPs, procedures and guidance material;

g) monitor and review technical and operating developments in the AIS field especially in the area of automation and database management; and

h) monitor the transition from AIS to AIM, and in particular monitor development of the replacement of Annexes 4 & 15, PANS-AIM (Doc 10066) and guidance documents under development by ICAO.

To achieve the above objectives, the Task Force shall consider:

1. results of the ICAO Information Management Panel (IMP);

2. amendments to Annex 4, Annex 15, PANS-AIM, the AIS Manual (Doc 8126), and the Aeronautical Chart Manual (Doc 8697); and

3. revisions to the EUROCONTROL *Operating Procedures for AIS Dynamic Data* (OPADD); and

4. implementation of the regional priorities and the performance objectives of the Asia/Pacific Seamless ~~ATM~~ ANS Plan.

The Task Force will report to the ATM Sub-Group of APANPIRG

(Adopted by the 14th Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group, 2003, and amended by the 20th and 21st Meetings of the ATM/AIS/SAR/SG and the 4th Meeting of the ATM/SG)