

INTERNATIONAL CIVIL AVIATION ORGANIZATION



**REPORT OF THE SEVENTEENTH MEETING OF THE
ICAO AERONAUTICAL INFORMATION SERVICES – AERONAUTICAL INFORMATION
MANAGEMENT IMPLEMENTATION TASK FORCE**

(AAITF/17)

Video Teleconference, 20 – 23 June 2022

The views expressed in this Report should be taken as those of the
Meeting and not the Organization

Approved by the Meeting and published by the ICAO Asia and Pacific Office, Bangkok

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INTRODUCTION

Meeting

1.1 The Seventeenth Meeting of the ICAO Aeronautical Information Services (AIS) – Aeronautical Information Management (AIM) Implementation Task Force (AAITF/17) was held by Video Teleconference (VTC) from 20 to 23 June 2022.

Attendance

2.1 A total of 195 participants from Australia, Bangladesh, Bhutan, Cambodia, China, Hong Kong China, Macao China, Fiji, India, Indonesia, Japan, Lao PDR, Malaysia, Maldives, Mongolia, Nepal, New Zealand, Pakistan, Papua New Guinea, Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, United States, Viet Nam, CANSO, IATA, IFAIMA, Industry Partners and ICAO were registered for the AAITF/17 VTC. A list of participants is at **Appendix A** to this report.

Officers and Secretariat

3.1 Mrs. Tran Duc Hoai Phuong, Deputy Director, Air Navigation Department, Civil Aviation Authority of Viet Nam, chaired the AAITF/17 VTC.

3.2 Mr Shane Sumner, Regional Officer ATM/AIM, was Secretary of the VTC. He was assisted by Mr. Takata Hiroyuki, Regional Officer ATM, Mr. Ying Weng Kit, ATM Officer and Ms. Prakayphet Chalayonnawin, Programme Analysis Associate, ATM.

Opening of the Seminar and Meeting

4.1 On behalf of Mr. Tao Ma, Regional Director ICAO Asia and Pacific Regions, Mr Shane Sumner welcomed all participants to the meeting.

4.2 Mrs. Tran Duc Hoai Phuong welcomed participants to the meeting.

Documentation and Working Language

5.1 The working language of the VTC and all documentation was English.

5.2 A total of 14 Working Papers (WPs), 11 Information Papers (IPs), six presentations and two flimsies were presented to AAITF/17. The list of papers, presentations and flimsies is at **Appendix B** to this report.

Draft Conclusions, Draft Decisions and Decisions of AAITF – Definition

6.1 AAITF recorded its actions in the form of Draft Conclusions, Draft Decisions and Decisions within the following definitions:

- a) **Conclusions** deal with matters relating only to guidance material on the ICAO Asia/Pacific Regional Office website.
- b) **Draft Conclusions** deal with matters that, according to APANPIRG terms of reference, require the attention of States, or action by the ICAO in accordance with established procedures;
- c) **Draft Decisions** deal with the matters of concern only to APANPIRG and its contributory bodies; and
- d) **Decisions** of AAITF that relate solely to matters dealing with the internal working arrangements of AAITF.

List of Conclusions, Draft Conclusions, Draft Decision and Decisions

7.1 List of Conclusions

Nil.

7.2 List of Draft Conclusions

Draft Conclusion AAITF/17-1: State Reports of 5LNC Status	
What: That, States are urged to provide an annual update on the status of duplicated 5LNCs in AAITF/17 WP/7 Attachment B to the ICAO APAC Regional Office by not later than 28 February each year.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: To support State compliance with the provisions of Annex 11 Appendix 2 though regional monitoring of resolution of duplicated 5LNCs	Follow-up: <input checked="" type="checkbox"/> Required from States
When: 21-Oct-22	Status: Draft to be adopted by Subgroup
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

Draft Conclusion AAITF/17-2: Regional Guidance for Postponement of Changes to Aeronautical Information	
What: That: the Asia/Pacific Regional Guidance for Postponement of Changes to Aeronautical Information at Appendix F to the Report be adopted, and uploaded to the Asia/Pacific Regional Office website.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: To provide guidance in development of local procedures to manage late-notice postponement of aeronautical information published under the AIRAC system.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: 21-Oct-22	Status: Draft to be adopted by Subgroup
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

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Draft Conclusion AAITF/17-3: Revalidation of Coordinate Data	
<p>What: That: noting the factors that cause WGS-84 coordinate data to change over time, States are urged to ensure that all surveyed and calculated coordinate data published in AIP or used in Instrument Flight Procedure design is revalidated:</p> <ol style="list-style-type: none"> 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. 	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: To ensure that the coordinates of surveyed and calculated points (calculation based on a surveyed point or points) are updated as necessary to ensure their accuracy and integrity is maintained when changes occur due to geophysical effects.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: 21-Oct-22</p>	<p>Status: Draft to be adopted by Subgroup</p>
<p>Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

7.3 List of Draft Decisions

Nil.

7.4 List of Decisions

Nil.

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REPORT ON AGENDA ITEMS – AAITF/17

Agenda Item 1: Adoption of Agenda

- 1.1 The agenda (WP/1) was adopted by the meeting.
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Agenda Item 2: AIS Workshop – WGS-84 and Data Accuracy

ICAO Global and Regional Provisions (SP/1)

2.1 ICAO provided a briefing on ICAO global and regional provisions for World Geodetic System – 1984 (WGS-84). Information included Annexes to the Convention on International Civil Aviation, Procedures for Air Navigation Services (PANS), data accuracy standards and requirements, global guidance in the WGS-84 Manual, regional planning, related APANPIRG ATM and Airspace Safety Deficiencies, and a proposed regional WGS-84 sampling program.

WGS-84 – What is it – Maintaining Data and the Impacts Related (SP/2)

2.2 USA provided a detailed presentation on WGS-84 describing the WGS-84 Reference frame, Earth Gravitational Models 1996 and 2008 (EGM96 and EGM08) and their differences, and the World Magnetic Model.

2.3 The meeting was formed on the reasons for re-collection of WGS-84 data, the recommendation that data be revalidated each 5 years or after a major natural event or construction of critical airport elements, and the impact of non-maintained WGS-84 data on terminal procedures and aircraft Terrain Awareness Warning Systems (TAWS).

2.4 The information provided included discussion of the pros and cons of various methods of maintaining and revalidating data, and considerations to be taken into account when collecting, validating and publishing data.

Aeronautical Data Quality (SP/3)

2.5 ASBU For Future provided an extensive briefing on Data Quality Requirements (DQR) for aeronautical information, including motivators for DQR, components of DQR, the aeronautical data process, aeronautical information management process, formal arrangements between data originators and the AIS, the aeronautical data catalogue, data sets and their role in maintaining accuracy, data exchange, and planning steps for the next 1 to 5 years.

2.6 A summary of the workshop question and answer sessions is provided in **Appendix C** to the Report.

Agenda Item 3: Outcomes of Related Meetings

Related Meetings Outcomes (WP/2)

- 3.1 ICAO presented a summary of the outcomes of meetings relevant to the work of AAITF:
- The Ninth Meeting of the ATM Sub-Group of APANPIRG (ATM/SG/9, 01 to 05 November 2021);
 - The Thirty-Second Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/32, 01 to 03 December 2021); and
 - The Ninth Meeting of the ICAO Information Management Panel (IMP) AIM Working Group (IMP/WG-A/9, 08 to 10 November 2021).
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Agenda Item 4: Review of Air Navigation Deficiencies in the AIS Field

Asia/Pacific AIS/AIM Air Navigation Deficiencies (WP/3)

- 4.1 AIS/AIM-related Air Navigation Deficiencies as identified/agreed by APANPIRG/32 were provided for review and update by the meeting.
- 4.2 There are three AIS/AIM-related deficiencies in the list agreed by APANPIRG/32:
- WGS-84 not implemented (10 States);
 - AIP Format (2 States); and
 - Quality Management System not implemented (20 States).
- 4.3 No new deficiencies had been identified since APANPIRG/32, and no States had provided evidence supporting the removal of a recorded deficiency. The meeting was, once again, invited to note the ongoing, deep concern about poor quality management of aeronautical information in the APAC Region, and the apparent lack of organizational priority for this safety-critical obligation of all States that are signatory to the Convention on International Civil Aviation.
- 4.4 The criteria used by the Regional Office to determine whether an AIS QMS deficiency may be recommended for deletion was provided in **AAITF/16 WP/4 Attachment B**.
- 4.5 The List of Deficiencies as reviewed by the meeting is provided in **Appendix D** to the report.
- 4.6 Noting that there had been no change in the list since 2021, the Chair urged all States having Deficiencies recorded to take action as soon as possible in order to improve aviation safety.

AIS Quality – Airline Observations (IP/10)

- 4.7 IATA provided a summary of airline observations of AIS issues or improvements primarily in the Asia/Pacific Region. The information provided included *inter alia* late or nil-publication of aeronautical information relating to major infrastructure projects, AIS production capability, NOTAM and AIP amendment issues, aerodrome data, displaced thresholds and RNAV and precision approaches, NOTAM Q codes, use of ‘trial’ in infrastructure NOTAMs, AIP SUP, AIS websites, ARFF downgrade NOTAMs, promulgation of rocket launch information, and AIP subscription charges.

Agenda Item 5: AIS-AIM Updates

Regional Implementation Status of AIM Performance Expectations (WP/4)

5.1 The Secretariat presented a summary of the implementation status of the regional expectations detailed in the Performance Improvement Plan of the APAC Regional Plan for Collaborative AIM, as reported to the Regional Office since AAITF/16. The meeting was reminded of **Conclusion ATM/SG/7-16: Amendment to the Regional Plan for Collaborative AIM** which urged States to report using the revised Regional AIM Implementation Status Reporting form, annually by not later than 30 April each year.

5.2 The performance expectations were arranged in three 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.

5.3 States that had never provided information on their implementation status were:

Brunei Darussalam, Marshall Islands, Micronesia and Nauru.

5.4 The following 17 Administrations that reported their implementation status were:

Australia, Bangladesh, Cambodia, China, Hong Kong China, Fiji, India, Indonesia, Japan, Mongolia, Pakistan, Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, Viet Nam.

5.5 The latest update of regional implementation status of the AIM performance expectations, was provided in **Appendix E**.

5.6 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.

5.7 **Figures 1 and 2** illustrate overall regional implementation of Phase I and II elements of the Regional Plan for Collaborative AIM; approximately 56% for Phase I (54% in 2021), and 40% for Phase II (39% in 2021). Combined progress towards implementation of Phases I and II was 50% (48% in 2021)

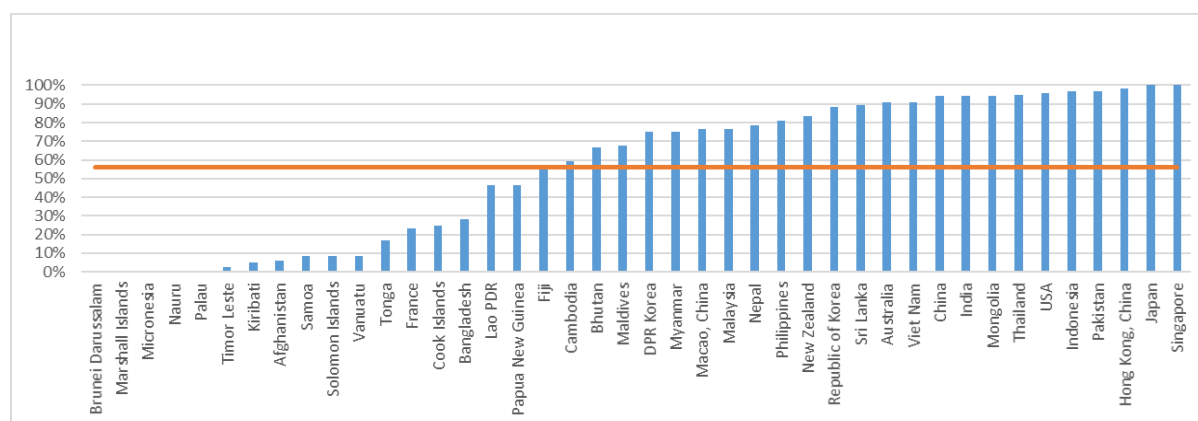


Figure 1: Regional Phase I Implementation Progress (updated 23 June 2022)

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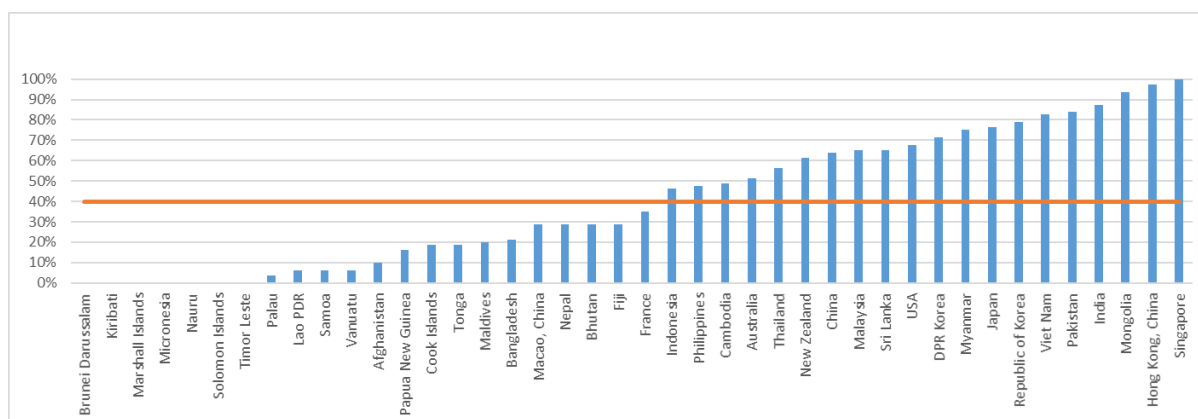


Figure 2: Regional Phase II Implementation Progress (updated 23 June 2022)

5.8 Regional implementation of Phase III elements, expected to be implemented by 2025, was approximately 13%. (12% in 2021)

Aim Implementation Updates Viet Nam (IP/2)

5.9 The meeting was provided with an update on AIM implementation in Viet Nam, including progress of regulations, human performance, quality management, terrain and obstacle database and datasets, investment in the new AIM system, and the annual review of formal agreements between AIS providers and aeronautical data originators.

AIS – AIM Updates (IP/3)

5.10 Philippines presented an AIS to AIM update, including a summary of progress in all performance expectations of the Regional Plan for Collaborative AIM. Philippines planned to complete/target two to three elements every year in order to complete all by 2025. Transitioning from the EAD system to the new AISS remained challenging.

RNP APCH Chart Identification Transition Status in Viet Nam (IP/4)

5.11 Viet Nam informed the meeting of progress in the transition of approach chart identification from RNAV to RNP. 14 of the 22 aerodromes in Viet Nam had implemented PBN flight procedures, with a total of 50 RNP APCH Charts. The nine RNAV(GNSS) approach charts in Viet Nam had completed transition to RNP identification by 21 April 2022.

5.12 Australia informed the meeting that as at 16 June 2022 50% of their RNAV charts had been transitioned to RNP APCH chart identification. Transition of over 700 charts was expected to be completed by November 2023.

NOTAM Proliferation Analysis (WP/5 and SP/4)

5.13 IFAIMA, in collaboration with the Secretariat, provided a regional analysis of NOTAM proliferation.

5.14 AAITF/13 in 2018 had discussed the continuing existence of NOTAM containing information of permanent validity that had not been transferred to AIP in a timely manner, and had developed a Draft Conclusion on the subject, subsequently agreed by ATM/SG/6: **Conclusion ATM/SG/6-14: Management of NOTAMs.**

5.15 AAITF/13 had also agreed to a related action item in the AAITF Task List for the periodic sampling of NOTAM Pre-flight Information Bulletins (PIBs) to examine the proliferation of PERM and long-term temporary NOTAMs.

5.16 **Figures 3 and 4** illustrated APAC NOTAM statistics since June 2020. At 01 June 2022, a total of 6122 NOTAMs were active in the APAC Region. 323 (5.3%) of these were *old* (i.e. more than three months but less than one year), and 666 (10.9%) were *very old* (one year or more).

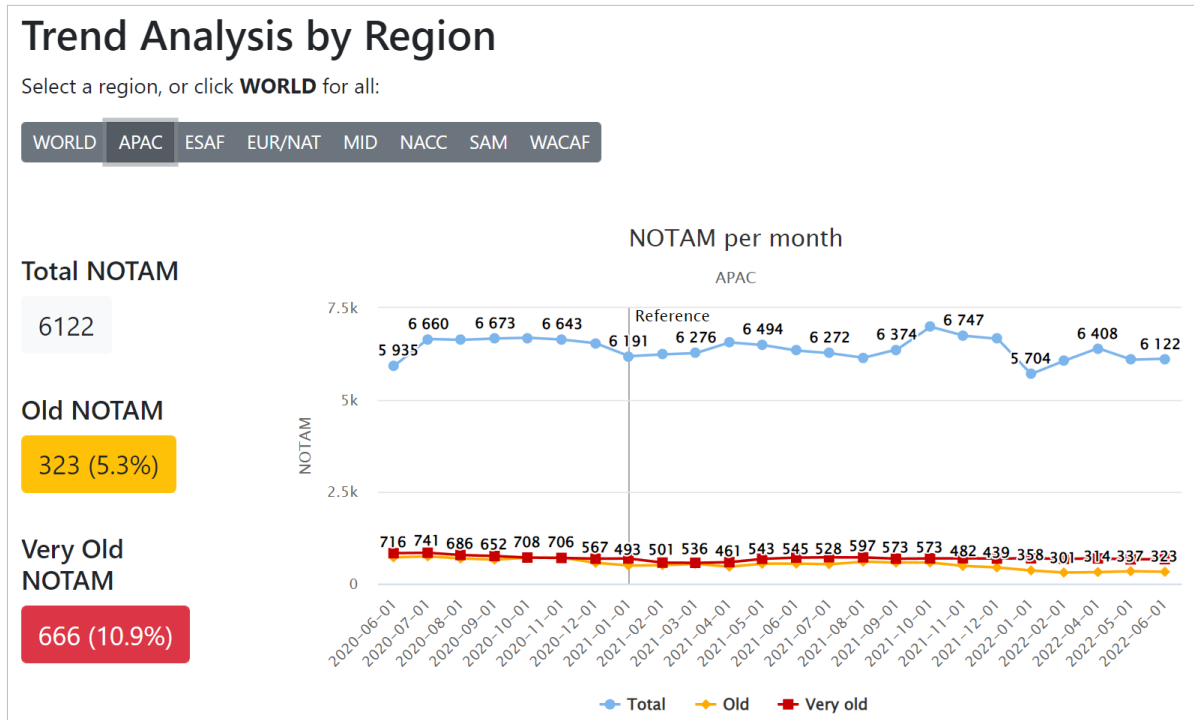


Figure 3: APAC NOTAM Statistics (Total, old and very old)

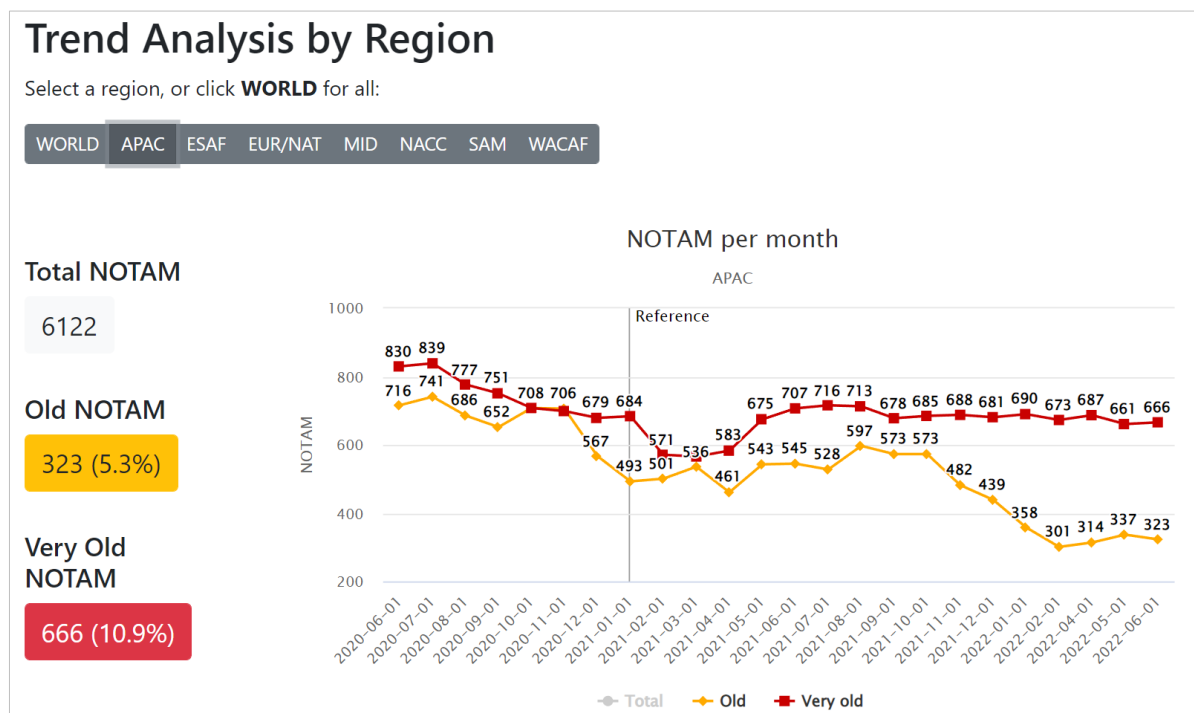


Figure 4: APAC NOTAM Statistics (old and very old)

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5.17 There had been a good downward trend in old NOTAMs, but the number of very old NOTAMs had not decreased since September 2021.

5.18 Detailed statistical data was provided for Asia/Pacific Administrations. **Table 1** listed the 10 top NOTAM-promulgating APAC Administrations at 10 June 2022.

No	Administrations	Total NOTAM	Old NOTAM	Very Old NOTAM	Percent of old and very old NOTAM
1	China	1145	125	41	14.5%
2	Japan	1113	3	1	0.4%
3	India	935	73	394	49.9%
4	Australia	585	64	1	11.1%
5	Republic of Korea	583	1	0	0.2%
6	Philippines	471	54	43	20.6%
7	Malaysia	283	16	2	6.4%
8	Indonesia	191	0	83	43.5%
9	Thailand	163	1	9	6.1%
10	New Zealand	132	5	0	3.8%
		5601	342	574	16.4%

Table 1: Top 10 NOTAM-producing Administrations

5.19 **Table 2** listed the top 10 poorest-performing Administrations responsible for the promulgation of 92.6% in total of old and very old NOTAMs in the APAC Region.

No	Administrations	Total NOTAM	Old NOTAM	Very Old NOTAM	Percent of old and very old NOTAM
1	DPR Korea	10	0	10	100.0%
2	Nepal	1	0	1	100.0%
3	Lao PDR	35	0	32	91.4%
4	Nauru	29	1	21	75.9%
5	India	935	73	394	49.9%
6	Indonesia	191	0	83	43.5%
7	Samoa	5	0	2	40.0%
8	Timor Leste	19	4	3	36.8%
9	Papua New Guinea	84	20	7	32.1%
10	Viet Nam	59	14	0	23.7%
		1368	112	553	48.6%

Table 2: Top 10 Poorest Performing Administrations – Old and Very Old NOTAM

5.20 The oldest current NOTAM in the APAC Region was published in **2008**.

5.21 Both the ICAO NOTAMeter and the Regional NOTAM Analysis used the USA's FAA Defense Internet NOTAM Service (DINS, www.notams.faa.gov) as a primary source of NOTAM information. While DINS was a valuable source of worldwide NOTAMs, occasionally it contained some NOTAMs that were no longer current, due to reasons such as NOTAM Offices not consistently distributing their NOTAMs (NOTAMR, NOTAMC or NOTAM Checklist) to DINS, connection issues, etc.

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5.22 APAC Administrations were invited to take immediate action to ensure full compliance with NOTAM procedures in ICAO Doc 10066 *Procedures for Air Navigation Services – Aeronautical Information Management* (PANS-AIM) and Conclusion ATM/SG/6-14, and to ensure the consistent distribution of NOTAMN, NOTAMR, NOTAMC and NOTAM Checklists to international NOTAM Offices and multinational NOTAM processing units.

5.23 In response to a statement that there was no requirement to send NOTAMs to DINS, the meeting was informed that NOTAMs in DINS were collected from the USA NOTAM service. The meeting was also reminded that the DINS was a valuable information resource for many global stakeholders.

Note: AAITF/16 discussed at length the mater of NOTAMs held in the DINS database. AAITF/16 Report of the Meeting paragraphs 4.24 to 4.30 refer.

Statistics of Old NOTAMs – Selected APAC Administrations (IP/5)

5.24 The Secretariat presented comparative statistics from April 2021 and April 2022 on old NOTAMs for 25 APAC Administrations. The data used in the paper was provided by Viet Nam, responding to Action Item 13/4 in the AAITF Task List.

ICAO Activities Related to NOTAM Proliferation (WP/6)

5.25 The meeting was informed of ICAO global and regional activities to eliminate unnecessary NOTAMs, citing Annex 15 *Aeronautical Information Services* section 5.2.6 PANS-AIM section 6.1.4

5.26 The ICAO Global Campaign on NOTAM Improvement (NOTAM2021) Phase 1 was focused on the elimination of old NOTAMs. Three webinars had been held between April and October 2021. Further details were available on the Campaign website at:

<https://www.icao.int/airnavigation/information-management/Pages/GlobalNOTAMcampaign.aspx>

5.27 The meeting was also reminded of previous AAITF discussion of NOTAM proliferation, and was informed of ICAO Regional Office planned analysis and action regarding the incorrect use of NOTAM which contributed not only to NOTAM proliferation but also to safety risks:

- ‘Bad’ NOTAMs promulgating information that Annex 15 Standards require to be promulgated by AIP Amendment under the Aeronautical Information Regulation and Control (AIRAC) system;
- Unnecessary NOTAMs promulgating information that should not be promulgated in operational information (i.e. administrative or other non-operational matters); and
- ‘Recycled’ NOTAMs of three months’ duration that are replaced more than once by another identical NOTAM of three months’ further duration to ‘work around’ PANS-AIM 6.1.4 provisions.

5.28 Indonesia informed the meeting that management of NOTAMS received was problematic, and several originating International NOTAM Offices (NOFs) did not respond to queries sent by the Aeronautical Fixed Telecommunications Network. Indonesia was asked to provide examples to ICAO to facilitate resolution of this matter.

5.29 Nepal informed the meeting that NOTAM Series A and B received from one State included duplication of NOTAMs that were transmitted in both series.

Handling of Permanent NOTAM (IP/11)

5.30 The meeting was informed of progress on the proliferation of permanent NOTAMs and action taken to handle permanent NOTAMs in Indonesia. Information was provided on valid NOTAMs at May 2022, actions taken, and barriers to improvement and steps taken to overcome them.

Implementation of Digital NOTAM in Japan (IP/9)

5.31 Japan shared the challenges and associated activities of implementing digital NOTAM. Research had been conducted on implementation of digital NOTAM and the related Aeronautical Information Exchange Model (AIXM) that confirmed AIXM version 5.1 was necessary. Japan planned to implement digital NOTAM in 2025 using AIXM version 5.1.1. Information was also provided on digital NOTAM classification, utilization of geographical information, and cooperation with AIM stakeholders.

Asia/Pacific Region ICARD Update (WP/7)

5.32 ICAO provided an update on the use 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.

5.33 Annex 11 – *Air Traffic Services* defined 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 went on to state that significant points shall be established and identified in accordance with the principles set forth in Annex 11 Appendix 2.

5.34 The ICARD application was the sole repository of 5LNCs ensuring global uniqueness, and was the only means by which the requirements of Annex 11 Appendix 2 paragraph 3.5 may be met.

5.35 In all cases where any personnel of a State Regulator or Air Navigation Service Provider were 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, must be registered as an ICARD_5LNC_PLANNER to ensure compliance with Annex 11 requirements. The List of ICARD Planners in the APAC Region was provided in **AAITF/16 WP/7 Attachment A**.

5.36 Several APAC Region Administrations did not have any registered ICARD_5LNC_PLANNER. If these Administrations allocated 5LNC outside the ICARD system, they were not compliant with the requirements of Annex 11.

5.37 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.

5.38 The Regional Office had presented a State 5LNC status report for each Administration to the AAITF/15 meeting in 2020. The Status reports were also appended to this paper (**AAITF/16 WP/7 Attachment B**). The reports summarized 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.

5.39 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 at AAITF/15 to review and maintain their status reports, and send an update to the ICAO Regional Office at least once per year. This would allow the monitoring of regional duplication resolution progress and the generation of accurate reports to AAITF and ATM/SG.

5.40 Demonstrating the scale of work involved in 5LNC registration and duplicate management, Australia informed the meeting that it had replaced 185 duplicated 5LNCs, retained 49, deleted 43, and registered 240.

5.41 In discussing a proposed Draft Conclusion, and in response to a query on whether the global uniqueness of 5LNCs had been reconsidered at the ICAO technical panel level, the meeting was informed that AAITF/7 (Hanoi, Viet Nam, March 2012) had drafted ***Conclusion APANPIRG/23-11 Duplication and Amendment of 5LNC***, which requested that ICAO review and update Annex 11 to ensure its 5LNC provisions were appropriate, and develop standards for Flight Management Systems (FMS) that ensured logic checks of duplicated waypoints were highlighted to pilots. The Conclusion had not been supported by ICAO Headquarters or the relevant technical panels.

5.42 The meeting agreed to the following Draft Conclusion:

Draft Conclusion AAITF/17-1: State Reports of 5LNC Status

That, States are urged to provide an annual update on the status of duplicated 5LNCs in **AAITF/7 WP/7 Attachment B** to the ICAO APAC Regional Office by not later than 28 February each year.

ICARD and 5LNC Status in Viet Nam (IP/6)

5.43 The meeting was informed of the status of ICARD and 5LNC in Viet Nam. Information provided included the status of duplicated 5LNCs and proposed corrective action, and noted the time taken register 5LNCs in ICARD as requested 5LNCs were sometimes already published in the AIP of other States but not registered in ICARD, resulting in Viet Nam having to select another code for registration in ICARD.

Handling 5LNCs on the FIR Boundary (WP/14)

5.44 Indonesia provided information on handling 5LNCs on the FIR boundary, noting differences in coordinates and duplication with other States. The Annex 11 Appendix 2 requirement for uniqueness continued to create difficulties. Information was provided on FIR boundary codes that had different coordinates in the State AIPs, or had the same coordinates in AIPs but were different in ICARD, or where Indonesia AIP and ICARD had the same coordinates but the neighbouring State AIP did not, or where the 5LNC had not been registered and the coordinates in each State AIP were different.

5.45 ICAO proposed that the matter of alignment of information in AIP and the coordination of actions to register 5LNCs in ICARD should be included in the agenda of regular bilateral operational coordination meetings.

ICAO Standardized Training Packages in the AIS/AIM Area (IP/7 and SP/6)

5.46 IFAIMA presented information about existing and newly developed ICAO Standardized Training Packages (STPs) in the AIS/AIM area, noting that the Asia/Pacific Regional Plan for Collaborative AIM (Version 2.0) included performance expectations relating to competency, training and performance assessment of AIS personnel in each of its three implementation phases. A total of 12 STPs had been developed. Details were available on the ICAO Aviation Training and Education Directory web-page at <https://igat.icao.int/ated/TrainingCatalogue>.

User Communication in Japan (IP/8)

5.47 Japan presented information on activities regarding user communication, noting that PANS-AIM 3.1.2 stated *In the framework of the QMS, a user feedback shall be defined and implemented*. Information was provided on the Helpdesk, regular meetings, AIS review, mailing list, and engagement planning moving forward.

Agenda Item 6: Regional AIM Guidance and Planning

Review of the Term “Authorized Users” (WP/8)

6.1 Singapore proposed that the term *authorized users* contained in ICAO Annex 15 be replaced by *next intended users* for consistency in the provision of AIS. Annex 15 paragraph 5.4.1.1 used the term *authorized users* for the entity that received aeronautical information products, but did not define users who were ‘authorized’ or ‘not authorized’. However, the term *next intended user* was used in various parts of Annex 15 and PANS-AIM, and was clearly defined in both publications as the entity that receives the aeronautical data or information.

6.2 A draft amendment to Annex 15 paragraph 5.4.1.1 was presented to the meeting for consideration.

6.3 Singapore agreed to submit the proposal to the AIM-specific Working Group of the Information Management Panel (IMP/WG-A) for consideration.

Progress Update from the SWG on Guidance for Postponement of Aeronautical Information Distributed under the AIRAC System (WP/9)

6.4 An update on the progress of the AAITF Small Working Group (SWG) on Guidance for Postponement of Aeronautical Information Distributed under the AIRAC System was provided by the SWG Rapporteur, Singapore.

6.5 The guidance had been developed within the context of key principles relating to non-deviation or contravention of Annex 15 SARPS or PANS-AIM procedures, limitation of the scope to focus on postponement initiated by data originators for information already published under AIRAC, the targeting of the guidance for the AIS community, and the potential for AIS to be included in holistic planning of projects and to educate data originators on the consequences of late-notice changes.

6.6 The guidance had been developed using specific scenarios under the following tasks:

- Task 1: Discussion of scenarios for postponement of information published through an AIRAC AIP Supplement and the operational procedures to manage these scenarios

- Task 2: Development of the flow chart showing the consolidated picture for managing postponement of information published through an AIRAC AIP Supplement.
- Task 3: Discussion of scenarios for postponement of information published through an AIRAC AIP Amendment and the operational procedures to manage these scenarios
- Task 4: Development of the flow chart showing the consolidated picture for managing postponement of information published through an AIRAC AIP Amendment.

6.7 Further detailed information on the scenarios, solutions and flowcharts developed by the SWG was also provided.

6.8 The final draft of the guidance document produced by the SWG was discussed under WP/10.

6.9 ICAO acknowledged the effort of the SWG in producing the guidance, and in particular the efforts of Singapore, which had committed significant time and work to drafting the guidance and coordinating the activities of the SWG.

Regional Guidance Document – Postponement of Aeronautical Information Distributed under AIRAC (WP/10)

6.10 ICAO presented the final Draft of the Asia/Pacific Regional Guidance for Postponement of Changes to Aeronautical Information for discussion and agreement by the meeting. The details of the development of the guidance were provided in WP/9.

6.11 In response to a query on the potential failure of data originators to conduct the safety assessments expected in the guidance, ICAO informed the meeting that the requirement for safety assessments was a regulatory matter, as such requirements were included in ICAO Annex 11 and Annex 14 *Aerodromes*. Annex 19 – *Safety Management* also provided standards relating to implementation of Safety Management Systems by data originators such as ATS providers (in accordance with Annex 11) and aerodrome operators (in accordance with Annex 14). The requirement for safety assessments should also be included in the formal agreements that were required under Annex 15 to be established between data originators and the AIS.

6.12 It was also noted that the document was regional guidance material. While APAC Administrations were expected to comply with Conclusions of APANPIRG and its Sub-Groups adopting regional guidance, such material was non-binding. The purpose of the guidance was to provide a uniform method for AIS to respond to late notice changes of information which had been increasingly occurring in situations where the AIS did not have a process in place to deal with what was already a breach of ICAO SARPS and PANS.

6.13 The following changes to the guidance document were agreed by the meeting:

6.6 If the ‘effective date’ change for the published AIRAC AIP Supplement could be informed 28 days before the previously indicated effective date, data originator should inform the new effective date to AIS as soon as possible. AIS should issue a NOTAM using guidance contained in the current ICAO Doc 8126 – *AIS Manual* (Chapter 3. Aeronautical Information Updates para 3.2.10) the data originator and AIS shall adhere to the operational procedures stated below:

6.7 If the ‘effective date’ change for the published AIRAC AIP Supplement could not be informed 28 days before the previously indicated effective date, the data originator should check whether new effective date is next AIRAC effective date or beyond. Data originator and AIS shall adhere to the operational procedures stated below:

6.9 If aeronautical information has been published via AIRAC AIP Supplement, the NOTAM should contain information such as the reason of the delay and the new effective date. The data originator and AIS shall adhere to the operational procedures stated below:

6.10 If aeronautical information has been published via AIRAC AIP Amendment, following NOTAMs should be promulgated depending on usage of previously published aeronautical information. The data originator and AIS shall adhere to the operational procedures stated below:

Reversal of the order of the current Section 6 – *Guidance for Postponement of Changes to Aeronautical Information* and Section 7 – *Guiding Principles for Postponement of Aeronautical Information*.

6.14 Subject to the editorial amendments listed above, the meeting agreed to the following Draft Conclusion:

Draft Conclusion AAITF/17-2: Regional Guidance for Postponement of Changes to Aeronautical Information

That, the Asia/Pacific Regional Guidance for Postponement of Changes to Aeronautical Information at **Appendix F to the Report** be adopted, and uploaded to the Asia/Pacific Regional Office website.

6.15 The meeting also requested that the guidance be coordinated with ICAO Headquarters for comment before the Draft Conclusion was considered by ATM/SG/10. Other Regions would also be informed.

Update on ICAO AIS/AIM Guidance Documents (WP/11)

6.16 ICAO provided an update on the status of global guidance material.

6.17 Doc 8126 was now available in its final, edited version (Seventh Edition) through the ICAO Secure Portal.

6.18 Docs 9839 *AIM Quality Manual* and 9991 *AIM Training Manual* were not yet available.

6.19 Recalling the AAITF/16 WP/10 proposal that, with the availability of the updated Doc 8126 AAITF should initiate a review of APAC regional guidance material, the meeting noted that the current regional guidance documents included considerable information on AIS quality management and AIS training. The review and consolidation of regional documents was therefore dependent on the availability of Docs 9839 and 9991. AAITF should consider deferring the Task List action item on this subject, pending their availability.

Agenda Item 7: Any Other Business

WGS-84 Data Revalidation (Flimsy 1)

7.1 Flimsy 1 presented a Draft Conclusion arising from discussion in the Workshop on WGS-84 and Data Accuracy (AAITF/17 Agenda Item 2). The workshop presentation *WGS-84 – What is it – Maintaining Data and the Impacts Related* had discussed the reasons that data revalidation was necessary, and recommended that data be revalidated every five years, after a major natural event, or following construction of critical airport elements.

7.2 In response to a query on what criteria should be used to determine whether a major natural event had occurred, the meeting was informed that this was a matter for State-specific evaluation.

7.3 The meeting noted that ICAO Doc 9674 *WGS-84 Manual*, which had not been updated since 2002, did not provide guidance in this regard. However, it was also noted that Annex 11 Appendix 7 required the State to ensure that maintenance and periodic review of instrument flight procedures for aerodromes and airspace under the authority of the State were conducted, and that State must establish an interval for periodic review of instrument flight procedures not exceeding five years.

7.4 The meeting noted the significant expenditure required to conduct survey activities to revalidate coordinate data. It was also suggested that this outcome may not fall within the scope of the AAITF Terms of Reference (TOR).

Note: The AAITF TORs include the objective: assist States to implement Quality Management Systems for aeronautical information in an expeditious manner. ICAO considers the assurance of the accuracy and integrity of coordinate data published in State AIP to be a key component of AIS quality management.

7.5 The meeting agreed to the following Draft Conclusion:

Draft Conclusion AAITF/17-3: Revalidation of Coordinate Data

That, noting the factors that cause WGS-84 coordinate data to change over time, States are urged to ensure that all surveyed and calculated coordinate data published in AIP or used in Instrument Flight Procedure design is 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.

7.6 The meeting noted that the cooperation of other entities such as aerodrome operators and flight procedure design agencies would be necessary. The Draft Conclusion would be coordinated with other ICAO APAC technical groups, including the Aerodromes Operations and Planning Sub-Group (AOP/SG) and Communications, Navigation and Surveillance Sub Group (CNS SG).

AIS Points of Contact (WP/12)

7.7 ICAO presented the consolidated Asia/Pacific ATM Contact List, including the list of AIS Points of Contact (POCs), for updating. Participants were requested to notify ICAO of any update to their POC information.

NOTAM IPacks (Flimsy 2)

7.8 The meeting was informed of the ICAO Implementation Package (iPack) – Improving the Quality of NOTAM for Safe Flight Operations, which was available on the web-page of the ICAO Technical Cooperation Bureau at:

<https://www.icao.int/secretariat/TechnicalCooperation/Pages/iPACK.aspx>

7.9 The meeting was invited to consider taking the opportunity provided by the iPack to improve NOTAM service.

Agenda Item 8: Review of the Task List

Review the AAITF TOR and Task List (WP/13)

8.1 The meeting reviewed the AAITF Terms of Reference and Task List.

8.2 The Task List as updated by the meeting is provided in **Appendix G to the Report**.

Agenda Item 9: Date and Venue for the Next Meeting

9.1 The next AAITF meeting would be held at a time and venue to be advised, tentatively in the May to June 2023 timeframe. Any Administration considering hosting the meeting should contact the Secretariat.

Closing of the Meeting

10.1 In closing the Meeting, the Chair thanked participants for their support and contributions for the duration of the meeting.

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List of Participants

	STATE/NAME		TITLE/ORGANIZATION
1.	AUSTRALIA (3)		
	1.	Mr. Tim Hurley	Aviation Safety Inspector Civil Aviation Safety Authority - Australia <u>AUSTRALIA</u>
	2.	Mr. JP Lamilla	AIS Business Manager Airservices <u>AUSTRALIA</u>
	3.	Ms. Anita Chong	AIS QA Safety and Service Improvement Manager Airservices Australia <u>AUSTRALIA</u>
2.	BANGLADESH (5)		
	4.	Mr. Zahid Qayum	Deputy Director Civil Aviation Authority, Bangladesh <u>BANGLADESH</u>
	5.	Mr. Rafiuddin Ahmed	Assistant Director (ATM) Civil Aviation Authority, Bangladesh <u>BANGLADESH</u>
	6.	Mr. Sultanul Arafin	Assistant Director CAAB <u>BANGLADESH</u>

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	STATE/NAME		TITLE/ORGANIZATION
	7.	Ms. Honsneyara Begum	Assistant Director Civil Aviation Authority of Bangladesh (CAAB) <u>BANGLADESH</u>
	8.	Mr. Iqbal Hossain	Assistant Director (ATM) Civil Aviation Authority of Bangladesh <u>BANGLADESH</u>
3.	BHUTAN (2)		
	9.	Mr. Kinley Yangden	AIS Officer Department of Air Transport <u>BHUTAN</u>
	10.	Mr. Kencho Tshering	AIS/PANS-OPS Officer Bhutan Civil Aviation Authority <u>BHUTAN</u>
4.	CAMBODIA (6)		
	11.	Mr. Peou Vuthy	Chief of Standard of AIS/ANSSD State Secretariat of Civil Aviation (SSCA) <u>CAMBODIA</u>
	12.	Mr. Sivarak Chutipong	Director of Technical Development Cambodia Air Traffic Services <u>CAMBODIA</u>

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	STATE/NAME		TITLE/ORGANIZATION
	13.	Mr. Sampan Janseam	Deputy Director AIM Cambodia Air Traffic Services <u>CAMBODIA</u>
	14.	Mr. Bunkong Nov	Procedure Design and Airspace Development Manager Cambodia Air Traffic Services <u>CAMBODIA</u>
	15.	Mr. Lakhin Khen	Aeronautical Chart Officer Cambodia Air Traffic Services <u>CAMBODIA</u>
	16.	Ms. Sreynoch San	Static Data Management Officer Cambodia Air Traffic Services <u>CAMBODIA</u>
5.	CHINA (17)		
	17.	Ms. Rong Yang	Deputy manager ATMB-ANSP-NOF <u>CHINA</u>
	18.	Mr. Hang Guo	Assistant of ATC division ATMB of CAAC <u>CHINA</u>

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	STATE/NAME		TITLE/ORGANIZATION
	19.	Mr. Yu Lei	Engineer ATMB,CAAC <u>CHINA</u>
	20.	Mr. Yin Peng	Assistant Northeast Air Traffic Administration of CAAC <u>CHINA</u>
	21.	Ms. Feng jing	Engineer Northeast ATMB OF CAAC <u>CHINA</u>
	22.	Mr. Chen Yang Yan	AIS Engineer East China Regional Air Traffic Management Bureau of CAAC <u>CHINA</u>
	23.	Ms. Huiling Hu	Deputy Director of ATC Division MS-regional ATMB,CAAC <u>CHINA</u>
	24.	Ms. Mao Yingnan	Senior Engineer MIDDLE SOUTH ATMB OF CAAC <u>CHINA</u>

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	STATE/NAME		TITLE/ORGANIZATION
	25.	Mr. Yunfei Peng	Assistant Air Traffic Control Division of Southwest Regional Air Traffic Management Bureau of Civil Aviation of China <u>CHINA</u>
	26.	Ms. Weixi Wang	AIS Engineer East China Regional Air Traffic Management Bureau Of China <u>CHINA</u>
	27.	Mr. Peng Zhao	Engineer of Aviation Data Communication CoRP of ATMB,CAAC Aviation Data Communication CoRP of ATMB,CAAC <u>CHINA</u>
	28.	Ms. WANG, Li	Engineer Northwest ATMB of CAAC <u>CHINA</u>
	29.	Ms. Jing Wang	Engineer ADCC OF CAAC <u>CHINA</u>
	30.	Mr. SONG, Ke	General Engineer NavChina <u>CHINA</u>

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	STATE/NAME		TITLE/ORGANIZATION
	31.	Mr. Sunyao	Engineer AISC of CAAC <u>CHINA</u>
	32.	Mr. Bo Pang,	AIS Engineer Xinjiang ATMB OF CAAC <u>CHINA</u>
	33.	Mr. Zhenghu Liu,	AIS Engineer Xinjiang ATMB OF CAAC <u>CHINA</u>
6.	HONG KONG, CHINA (6)		
	34.	Mr. Po Keung Cheng	Chief Air Traffic Control Officer Civil Aviation Department Hong Kong <u>HONG KONG, CHINA</u>
	35.	Ms. Sarah Wong	Senior Evaluation Officer Civil Aviation Department, Hong Kong <u>HONG KONG, CHINA</u>
	36.	Mr. Wing Cheong Leung	Evaluation Officer Civil Aviation Department, Hong Kong <u>HONG KONG, CHINA</u>
	37.	Ms. Angel Kwan	Senior Enginneer Civil Aviaiton Department Hong Kong <u>HONG KONG, CHINA</u>

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	STATE/NAME		TITLE/ORGANIZATION
	38.	Ms. Elsa Kwan	Operations Officer Civil Aviation Department, Hong Kong <u>HONG KONG, CHINA</u>
	39.	Ms. Suet Chui Koon	Electronics Engineer Civil Aviation Department, Hong Kong <u>HONG KONG, CHINA</u>
7.	MACAO, CHINA (3)		
	40.	Mr. Edward Ip Veng Chon	Assistant Safety Officer (AIS) Civil Aviation Authority of Macao China <u>MACAO, CHINA</u>
	41.	Mr. Koi Cheng Cheang	Assistant Safety Officer Civil Aviation Authority of Macao China <u>MACAO, CHINA</u>
	42.	Ms. Choi Vai Man, Brendah	Senior Head of AIC CAM - Macau International Airport Co. Ltd. <u>MACAO, CHINA</u>
8.	FIJI (4)		
	43.	Ms. Alisi Namoro	ANSI-ATM/SAR Civil Aviation Authority of Fiji <u>FIJI</u>

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	STATE/NAME		TITLE/ORGANIZATION
	44.	Mr. Amit Singh	Assistant GM ATM & Operations Fiji Airports <u>FIJI</u>
	45.	Ms. Kalesi Cagi	AIS-Coordination Information Support Fiji Airports <u>FIJI</u>
	46.	Mr. Ilimeleki Navula	Controller Standards/SAR-ATM Fiji Airports <u>FIJI</u>
9.	INDIA (18)		
	47.	Mr. Slv Santhosh David	Deputy Director Directorate General of Civil Aviation of India Government of India <u>INDIA</u>
	48.	Mr. Rishi Shankar Jha	Assistant Director (Operations) Directorate General of Civil Aviation of India <u>INDIA</u>
	49.	Mr. Davinder Arora	General Manager (ATM - AIS) Airports Authority of India <u>INDIA</u>

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	STATE/NAME		TITLE/ORGANIZATION
	50.	Mr. Ajay Kapur	General Manager (CNS-OM) Airports Authority of India <u>INDIA</u>
	51.	Mr. Yogendra Kumar Rohilla	Jt. General Manager (ATM-AIS) Airports Authority of India <u>INDIA</u>
	52.	Mr. Satymave Gupta	Jt. General Manager (ATM-AIS) Airports Authority of India <u>INDIA</u>
	53.	Mr. Jitendra Kumar Shukla	JGM (CNS-OM) Airports Authority of India <u>INDIA</u>
	54.	Mr. Sunil Kumar Saharawat	DGM (ATM-AIS) Airports Authority of India <u>INDIA</u>
	55.	Ms. Punithavathy Charles	Assistant General Manager (CNS-OM) Airports Authority of India <u>INDIA</u>
	56.	Mr. Mukesh Aggarwal	Assistant General Manager (ATM - AIS) Airports Authority of India <u>INDIA</u>

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	STATE/NAME		TITLE/ORGANIZATION
	57.	Mr. Amit Kumar	Assistant General Manager (CNS - OM) Airports Authority of India <u>INDIA</u>
	58.	Ms. T.Vasugi Vennila	Assistant General Manager (COM-OPS) Airports Authority of India <u>INDIA</u>
	59.	Ms. Remabai Ramakrishna Pal	Asst. General Manager (C - E) Airports Authority Of India <u>INDIA</u>
	60.	Mr. Lalit Pawar	Sr. Manager (CNS - OM) Airports Authority of India <u>INDIA</u>
	61.	Ms. Ritika Sharma	Senior Manager (ATSEP) Airports Authority Of India <u>INDIA</u>
	62.	Mr. Shashank Jaiswal	Manager (IT) Airports Authority Of India <u>INDIA</u>
	63.	Ms. Nisha Kumari	JE (CNS) Airports Authority of India <u>INDIA</u>

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10.	INDONESIA (12)		
	64.	Mr. Hedriansyah	Air Navigation Inspector Indonesia DGCA <u>INDONESIA</u>
	65.	Mr. Iqbal Maududi	Air Navigation Inspector Indonesia DGCA <u>INDONESIA</u>
	66.	Mr. Guntur Wira Yudha	Inspector of Air Navigation Ministry of Transportation of Indonesia <u>INDONESIA</u>
	67.	Ms. Suyanti Aviany	Air Navigation Inspector DGCA Indonesia Directorate of Air Navigation <u>INDONESIA</u>
	68.	Mr. Ruby Nugraha	Manager of Publication. Perum LPPNPI (AirNav Indonesia) <u>INDONESIA</u>
	69.	Mr. Ahmad Hasyim	QMS Junior Manager Perum LPPNPI (AirNav Indonesia) <u>INDONESIA</u>

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	70.	Mr. Agung Dwi Putra	AIS Staf AirNav Indonesia <u>INDONESIA</u>
	71.	Mr. Haris Defriyan	Project Specialist. Perum LPPNPI (AirNav Indonesia) <u>INDONESIA</u>
	72.	Mr. Irwandi Krisnata	Flight Procedure Designer Perum LPPNPI (AirNav Indonesia) <u>INDONESIA</u>
	73.	Mr. Mohamad Iqbal Firdaus	flight procedure design Perum lppnpi airnav indonesia <u>INDONESIA</u>
	74.	Mr. Syamsudin Wahyudi	Jr Manager of AIM Planning and Development AirNav Indonesia <u>INDONESIA</u>
	75.	Mr. Yayat Supriyatna	Aeronautical Information Evaluation Junior Manager Perum LPPNPI (AirNav Indonesia) <u>INDONESIA</u>
11.	JAPAN (4)		
	76.	Mr. Tomohiro HOSHINO	Special Assistant to the Director Japan Civil Aviation Bureau <u>JAPAN</u>

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	77.	Mr. Yasushi Iwasawa	Special Assistant to the Director Japan Civil Aviation Bureau (JCAB) <u>JAPAN</u>
	78.	Ms. Takako Sakamoto	AIS Officer Japan Civil Aviation Bureau <u>JAPAN</u>
	79.	Ms. Ikue Yagi	AIS Officer Japan Civil Aviation Bureau <u>JAPAN</u>
12.	LAO PDR (5)		
	80.	Ms. Chanthida Khammingsavath	Officer Department of Civil Aviation of Lao PDR <u>LAO PDR</u>
	81.	Ms. Davone Vilayseng	Deputy Director of AIS Division Lao Air Navigation Services (LANS) <u>LAO PDR</u>
	82.	Mr. Khampoun Chanthasone	Deputy Director of AIS Lao Air Navigation Services (LANS) <u>LAO PDR</u>
	83.	Ms. Thippavanh Phanvongsa	AIS Officer Lao Air Navigation Services (LANS) <u>LAO PDR</u>

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	84.	Mr. Khamsouk Thongsong	AIS Officer Lao Air Navigation Services (LANS) <u>LAO PDR</u>
13.	MALDIVES (3)		
	85.	Ms. Fathimath Samiya	General Manager, AIS Maldives Airports Company Limited <u>MALDIVES</u>
	86.	Mr. Ayyoob Adam	Manager AIS Quality Maldives Airports Company Limited <u>MALDIVES</u>
	87.	Mrs. Haseena Hadhee	Manager, AIS Maldives Airports Company Limited <u>MALDIVES</u>
14.	MONGOLIA (7)		
	88.	Mrs. Ariungerel Purev	Director of AIS Division, National Civil Aviation Center, Civil Aviation Authority of Mongolia, <u>MONGOLIA</u>
	89.	Mr. Ulemj Davaa	Deputy director of AIS Division, National Civil Aviation Center, Civil Aviation Authority of Mongolia <u>MONGOLIA</u>

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	STATE/NAME		TITLE/ORGANIZATION
	90.	Mrs. Bat-Uyanga Alyeksandr	Manager of Quality and Safety Section of AIS Division, National Civil Aviation Center, Civil Aviation Authority of Mongolia, <u>MONGOLIA</u>
	91.	Mr. Uuganbayar Enkhbat	Database engineer of AIS Division, National Civil Aviation Center, Civil Aviation Authority of Mongolia, <u>MONGOLIA</u>
	92.	Mrs. Altantsetseg Ulambayar	Data Engineer of AIS Division, National Civil Aviation Center, Civil Aviation Authority of Mongolia, <u>MONGOLIA</u>
	93.	Mrs. Lkhagvadolgor Dugerdorj	AIP Specialist of AIS Division National Civil Aviation Center, Civil Aviation Authority of Mongolia, <u>MONGOLIA</u>
	94.	Mrs. Battungalag Jugdernamjil	Specialist Air Navigation Services Department National Civil Aviation Center, Civil Aviation Authority of Mongolia. <u>MONGOLIA</u>

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15.	NEPAL (6)		
	95.	Mrs. Maiya Shrestha	Director Civil Aviation Authority of Nepal <u>NEPAL</u>
	96.	Ms. Sarita Sipahi	AIM Manager Civil Aviation Authority of Nepal <u>NEPAL</u>
	97.	Mr. Mausam Shrestha	Manager Civil Aviation Authority of Nepal <u>NEPAL</u>
	98.	Ms. Manju Paudyal	Manager Civil Aviation Authority of Nepal <u>NEPAL</u>
	99.	Mr. Nabin Sharma	Manager Civil Aviation Authority of Nepal (CAAN) <u>NEPAL</u>
	100.	Ms. Sita Adhikari Dhital	ATC Civil Aviation Authority of Nepal (CAAN) <u>NEPAL</u>

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16.	NEW ZEALAND (2)		
	101.	Mr. Chris Cloughley	Software Engineer Airways New Zealand <u>NEW ZEALAND</u>
	102.	Mr. Hamish Helm	Systems Specialist Airways New Zealand <u>NEW ZEALAND</u>
17.	PAKISTAN (3)		
	103.	Mr. Asif Khan	Senior Deputy Director AIM/Ops Pakistan Civil Aviation Authority <u>PAKISTAN</u>
	104.	Mr. Saad Qaisar	Assistant Director Pakistan Civil Aviation Authority – DAAR <u>PAKISTAN</u>
	105.	Mr. Khalid Bin Yousuf	Senior Assistant Director (AIS) Pakistan Civil Aviation Authority – DAAR <u>PAKISTAN</u>
18.	PAPUA NEW GUINEA (7)		
	106.	Ms. Collette Karang	AIS Inspector Civil Aviation Safety Authority of PNG <u>PAPUA NEW GUINEA</u>

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	STATE/NAME		TITLE/ORGANIZATION
	107.	Ms. Joyce Nanong	Manager AIS NiuSky Pacific Limited <u>PAPUA NEW GUINEA</u>
	108.	Ms. Nelisa Katsin	AIS Supervisor Publications NiuSky Pacific Limited <u>PAPUA NEW GUINEA</u>
	109.	Mrs. Lorraine Tuat	AIS Publications Officer NiuSky Pacific Limited <u>PAPUA NEW GUINEA</u>
	110.	Ms. Lorraine Lau Tomun K	Safety and Quality Assurance Officer NiuSky Pacific Limited <u>PAPUA NEW GUINEA</u>
	111.	Ms. Susan Korere	NOTAMS Officer NiuSky Pacific Limited <u>PAPUA NEW GUINEA</u>
	112.	Mr. David Boschat	Cartographer NiuSky Pacific Limited <u>PAPUA NEW GUINEA</u>
19.	PHILIPPINES (8)		
	113.	Mrs. Alicia Bagot	Acting Division Chief AIS Civil Aviation Training Center – Civil Aviation Authority of the Philippines <u>PHILIPPINES</u>

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	STATE/NAME		TITLE/ORGANIZATION
	114.	Ms. Jesseelyn Heje	Asst. Division Chief AIS/MAPS Division Air Traffic Service Civil Aviation Authority of the Philippines <u>PHILIPPINES</u>
	115.	Mr. George Don Narvaez	Air Traffic Management Officer Air Traffic Service Civil Aviation Training Center – Civil Aviation Authority of the Philippines <u>PHILIPPINES</u>
	116.	Ms. Cyndi Balucating	Air Traffic Management Officer IV Air Traffic Service Civil Aviation Authority of the Philippines <u>PHILIPPINES</u>
	117.	Ms. Janice Palaganas	Air Traffic Management Officer II, AIS Ops Air Traffic Service Civil Aviation Authority of the Philippines <u>PHILIPPINES</u>
	118.	Ms. Dolly Marie Sartaguda	AIS Officer Civil Aviation Authority of the Philippines <u>PHILIPPINES</u>
	119.	Ms. Ann Marie Pasaporte	Air Traffic Management Officer II Civil Aviation Authority of the Philippines <u>PHILIPPINES</u>

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	STATE/NAME		TITLE/ORGANIZATION
	120.	Ms. Lea Bordon	Aviation Services Safety Inspector Civil Aviation Authority of the Philippines <u>PHILIPPINES</u>
20.	REPUBLIC OF KOREA (8)		
	121.	Mr. Meong-Jun Cho	Assistant Director Ministry of Land, Infrastructure and Transport of the Republic of Korea (MOLIT) <u>REPUBLIC OF KOREA</u>
	122.	Mr. Byung-pyo Kim	Assistant Director Ministry of Land, Infrastructure and Transport of the Republic of Korea (MOLIT) <u>REPUBLIC OF KOREA</u>
	123.	Ms. Min Gakyoung	Assistant Director Ministry of Land, Infrastructure and Transport of the Republic of Korea (MOLIT) <u>REPUBLIC OF KOREA</u>
	124.	Ms. Sujin Park	Assistant Ministry of Land, Infrastructure and Transport of the Republic of Korea (MOLIT) <u>REPUBLIC OF KOREA</u>
	125.	Mr. Jaeho Shin	Assitant Director Korea Office Of Civil Aviation <u>REPUBLIC OF KOREA</u>

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	STATE/NAME		TITLE/ORGANIZATION
	126.	Mr. Seungju Nam	Research Engineer KIAST(Korea Institute of Aviation Safety Technology) <u>REPUBLIC OF KOREA</u>
	127.	Ms. Juhyeon Kim	Researcher KIAST(Korea Institute of Aviation Safety Technology) <u>REPUBLIC OF KOREA</u>
	128.	Ms. Song Ji yeon	KIAST(Korea Institute of Aviation Safety Technology) <u>REPUBLIC OF KOREA</u>
21.	SINGAPORE (9)		
	129.	Mr. Balasupparamaniam R. Gurusamy	Chief (Air Traffic Control Support Officer) Civil Aviation Authority of Singapore <u>SINGAPORE</u>
	130.	Ms. Monica Pang	Deputy Chief (Air Traffic Control Support Officer) Civil Aviation Authority of Singapore <u>SINGAPORE</u>
	131.	Ms. Pei Li Lee	Senior Manager (Air Traffic Services Regulation) Civil Aviation Authority of Singapore <u>SINGAPORE</u>

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	STATE/NAME		TITLE/ORGANIZATION
	132.	Mr. Victor Lee	Principal Manager (CNS Regulation) Civil Aviation Authority of Singapore <u>SINGAPORE</u>
	133.	Mr. Kevin Koh	Manager (AIS) Civil Aviation Authority of Singapore <u>SINGAPORE</u>
	134.	Mr. Hon Yu Sia	H(CNS/MET Regulation) Civil Aviation Authority of Singapore <u>SINGAPORE</u>
	135.	Ms. Noorain Kamal	AIM Specialist Civil Aviation Authority of Singapore <u>SINGAPORE</u>
	136.	Ms. Yeoh Yee Leng	Engineer Civil Aviation Authority of Singapore <u>SINGAPORE</u>
	137.	Mr. Vevaganandam Ravichandran	Aeronautical Information Service Officer Civil Aviation Authority of Singapore <u>SINGAPORE</u>
22.	SRI LANKA (6)		
	138.	Mr. Dhanula Jayarathna	Civil Aviation Inspector - AIS Civil Aviation Authority of Sri Lanka <u>SRI LANKA</u>

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	STATE/NAME		TITLE/ORGANIZATION
	139.	Ms. Sarojanie S.A.N.	Civil Aviation Inspector - AIS Civil Aviation Authority of Sri Lanka <u>SRI LANKA</u>
	140.	Ms. Nishani Cooray	Head of the AIM Unit Airport & Aviation Services (Sri Lanka) Ltd. <u>SRI LANKA</u>
	141.	Mr. Prasad Perera	Manager AIS/AD Airport & Aviation Services (Sri Lanka) Ltd. <u>SRI LANKA</u>
	142.	Mr. Asanga Bandara	Senior Electronics Engineer Airport & Aviation Services (Sri Lanka) Ltd. <u>SRI LANKA</u>
	143.	Mr. Prasanna Wijeratne	Electronics Engineer Airport & Aviation Services (Sri Lanka) <u>SRI LANKA</u>
23.	THAILAND (7)		
	144.	Mr. Chai Kaewkitinarong	Head of Aeronautical Information Services Oversight Division The Civil Aviation Authority of Thailand <u>THAILAND</u>

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	STATE/NAME		TITLE/ORGANIZATION
	145.	Mr. Jakrin Kutantham	Air Navigation Services Senior Officers The Civil Aviation Authority of Thailand <u>THAILAND</u>
	146.	Ms. Sireetorn Aimsomboon	Air Navigation Services Standards Department Officer The Civil Aviation Authority of Thailand <u>THAILAND</u>
	147.	Ms. Nichapan Kumboot	Offier Civil Aviation Authority of Thailand <u>THAILAND</u>
	148.	Mr. Bunpot Kujaphun	International NOTAM Officer Aeronautical Radio of Thailand Limited <u>THAILAND</u>
	149.	Mr. Somboon Saelim	Air Traffic Engineering Manager Aeronautical Radio of Thailand Limited <u>THAILAND</u>
	150.	Ms. Siree Vatanavigkit	Strategic Planning Manager (Engineering) Aeronautical Radio of Thailand Limited <u>THAILAND</u>

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	STATE/NAME		TITLE/ORGANIZATION
24.	UNITED STATES OF AMERICA (8)		
	151.	Michael Watkins	Senior Air Traffic Representative, Asia Pacific Federal Aviation Administration Air Traffic Organization, Mission Support Services <u>SINGAPORE</u>
	152.	Mr. Shayne Campbell	Senior Air Traffic Representative Asia Pacific United States Federal Aviation Administration (FAA) <u>SINGAPORE</u>
	153.	Ms. Lynette Jamison	Air Traffic Control Specialist Air Traffic Safety Oversight Service Federal Aviation Administration <u>UNITED STATES OF AMERICA</u>
	154.	Mr. Gary Bobik	Flight Services NOTAM Governance and Operations Office of Flight Service Directorate Federal Aviation Administration <u>UNITED STATES OF AMERICA</u>
	155.	Ms. Katie Ludwig	Aeronautical Information Specialist Federal Aviation Administration <u>UNITED STATES OF AMERICA</u>

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	STATE/NAME		TITLE/ORGANIZATION
	156.	Mr. John B. Warner	Air Traffic Control Specialist Federal Aviation Administration US NOTAM Governance <u>UNITED STATES OF AMERICA</u>
	157.	Mr. Dez Silagyi	US NOTAM Governance Federal Aviation Administration <u>UNITED STATES OF AMERICA</u>
	158.	Ms. Jodi Brainard	Aeronautical Liaison Officer NGA <u>UNITED STATES OF AMERICA</u>
25.	VIET NAM (31)		
	159.	Mrs. Tran Duc Hoai Phuong	Deputy Director of Air Navigation Department/Civil Aviation Authority of Viet Nam (CAAV) <u>VIET NAM</u>
	160.	Mr. Dao Xuan Hoach	Director of Airport Management Department/CAAV <u>VIET NAM</u>
	161.	Mr. Ngo Thanh Phuong	Deputy Director of Legal and International Affairs Department/CAAV <u>VIET NAM</u>

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	STATE/NAME		TITLE/ORGANIZATION
	162.	Mr. Nguyen Duong	Deputy Director of Airport Management Department/CAAV <u>VIET NAM</u>
	163.	Mr. Nguyen Thanh Dat	Official of of Airport Management Department/CAAV <u>VIET NAM</u>
	164.	Mr. Nguyen Cong Long	Deputy General Director Vietnam Air Traffic Management Corporation (VATM) <u>VIET NAM</u>
	165.	Mr. Nguyen Tien Giang	Deputy Director of Department of Air Traffic Services Vietnam Air Traffic Management Corporation (VATM) <u>VIET NAM</u>
	166.	Mrs. Nguyen Thi Hang	Official - Department of Air Traffic Services – VATM <u>VIET NAM</u>
	167.	Mrs. Bui Hanh Hoa	Official - Department of Air Traffic Services – VATM <u>VIET NAM</u>

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	STATE/NAME		TITLE/ORGANIZATION
	168.	Mrs. Ngo Thi Thuy Van	Deputy Director of Aeronautical Information Centre (AIS) <u>VIET NAM</u>
	169.	Mrs. Le Thi Phuong	Manager - Division of AIS Operations – AIS <u>VIET NAM</u>
	170.	Mr. Tran Hieu	Manager - Division of Flight Procedure Design and Cartography – AIS <u>VIET NAM</u>
	171.	Mrs. Ho Bich Phuong	Official - Division of Flight Procedure Design and Cartography – AIS <u>VIET NAM</u>
	172.	Mr. Nguyen Van Nguyen	Deputy Manager - Division of Safety & Quality – AIS <u>VIET NAM</u>
	173.	Mrs. Vu Thanh Thuy	Deputy Manager - Division of AIP – AIS <u>VIET NAM</u>
	174.	Mrs. Bui Thi Mai Huong	Manager of International NOTAM Office – AIS <u>VIET NAM</u>
	175.	Mrs. Bui Thi Nhat	Deputy Manager of International NOTAM Office – AIS <u>VIET NAM</u>

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	STATE/NAME		TITLE/ORGANIZATION
	176.	Mrs. Hoang Dieu Linh	Deputy Manager of International NOTAM Office – AIS <u>VIET NAM</u>
	177.	Mr. Nguyen Hong Hiep	IT Specialist Viet Nam Air Traffic Management Corporation (VATM) <u>VIET NAM</u>
	178.	Mr. Le Quang Thuan	Supervisor of International NOTAM Office –AIS <u>VIET NAM</u>
	179.	Mr. Thach Canh Hai	Deputy Manager of Airport Operation Department/Airport Cooperation of Vietnam (ACV) <u>VIET NAM</u>
	180.	Mr. Pham Huynh Anh Man	Executive of Airport Operation Department/ACV <u>VIET NAM</u>
	181.	Mr. Dang Quoc Bao	Manager of Quality control Division/ Safety and Quality control Department/ ACV <u>VIET NAM</u>
	182.	Mr. Pham Xuan Quang	Executive of Safety control Division/ Safety and Quality control Department / ACV <u>VIET NAM</u>

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	STATE/NAME		TITLE/ORGANIZATION
	183.	Mr. Tran Vo Duy Phat	Executive of Safety control Division/ Safety and Quality control Department / ACV <u>VIET NAM</u>
	184.	Mr. Mai Duy Linh	Executive of Technical Equipment Division/ Technical and Enviromental / ACV <u>VIET NAM</u>
	185.	Mr. Nguyen Quoc Hoan	Executive of Technical Equipment Division/ Technical and Enviromental / ACV <u>VIET NAM</u>
	186.	Mr. Đang Ngoc Phuc	Deputy Chief of Airport Control Center Noi Bai International Aiport <u>VIET NAM</u>
	187.	Mr. Hoang Ngoc Tam	Deputy Chief of Airport Control Center Da Nang International Aiport <u>VIET NAM</u>
	188.	Mr. Cao Quoc Phong	Deputy Director of Airport Control Center Tan Son Nhat International Aiport <u>VIET NAM</u>
	189.	Mr. Pham Quang	Safety Staff Airports Corporation of Vietnam <u>VIET NAM</u>

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	STATE/NAME		TITLE/ORGANIZATION
26.	CANSO (1)		
	190.	Mr. Poh Theen Soh	Director, Asia Pacific Affairs CANSO Civil Air Navigation Services Organisation (CANSO) - Asia Pacific <u>SINGAPORE</u>
27.	IATA (4)		
	191.	Mr. Blair Cowles	Regional Director Safety and Flight Operations, Asia Pacific International Air Transport Association <u>SINGAPORE</u>
	192.	Mr. John Moore	Assistant Director, Safety & Flight Operations, ASPAC IATA <u>SINGAPORE</u>
	193.	Mr. George Chan	Regulatory Affairs Manager - Operations and Industry IATA <u>HONG KONG, CHINA</u>
	194.	Mr. Shin Imshik	Deputy General Manager / Performance Engineering Korean Air <u>REPUBLIC OF KOREA</u>

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	STATE/NAME		TITLE/ORGANIZATION
28.	IFAIMA (1)		
	195.	Mr. Erdenebaatar Davaasuren	APAC Regional Director IFAIMA <u>MONGOLIA</u>
29.	ASBU FOR FUTURE GMBH (2)		
	196.	Mr. Peter Rudolph	Managing Director ASBU for Future GmbH <u>GERMANY</u>
	197.	Mr. Michael Rudolph	IT Operations/Support ASBU for Future GmbH <u>GERMANY</u>
30.	IDS AIRNAV (1)		
	198.	Mr. Marcello Davide Mannino	Head of Marketing Operations IDS AIRNAV S.r.l. <u>ITALY</u>
31.	NAVBLUE (1)		
	199.	Ms. Rachel Carson	Production Standards Specialist NavBlue Ltd. <u>UNITED KINGDOM</u>

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	STATE/NAME		TITLE/ORGANIZATION
32.	ICAO (5)		
	200.	Mr. Shane Sumner	Regional Officer, Air Traffic Management ICAO Asia and Pacific Regional Office <u>THAILAND</u>
	201.	Mr. Hiroyuki Takata	Regional Officer, ATM ICAO Asia and Pacific Regional Office <u>THAILAND</u>
	202.	Mr. Weng Kit Ying	Air Traffic Management Officer ICAO Asia and Pacific Regional Office <u>THAILAND</u>
	203.	Ms. Pornrudee Ruthapichairak	Business Development Officer ICAO Asia and Pacific Regional Office <u>THAILAND</u>
	204.	Ms. Prakayphet Chalayonnawin	Programme Analysis Associate, Air Traffic Management ICAO Asia and Pacific Regional Office <u>THAILAND</u>



ICAO

International Civil Aviation Organization

Seventeenth Meeting of the ICAO Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF/17)

Video Teleconference, 20 – 24 June 2022

LIST OF WORKING PAPERS (WPs) and INFORMATION PAPERS (IPs)

(Presented by the Secretariat)

WORKING PAPERS

NUMBER	AGENDA	WORKING PAPERS	PRESENTED BY
WP/1	1	Provisional Agenda	Secretariat
WP/2	2	Related Meetings Outcomes	Secretariat
WP/3	4	Asia/Pacific AIS/AIM Air Navigation Deficiencies	Secretariat
WP/4	5	Regional Implementation Status of AIM Performance Expectations	Secretariat
WP/5	5	NOTAM Proliferation Analysis	IFAIMA in cooperation with ICAO
WP/6	5	ICAO Activities Related to NOTAM Proliferation	Secretariat
WP/7	5	Asia/Pacific Region ICARD Status and 5LNC Duplicate Resolution	Secretariat
WP/8	6	Review of the Term “Authorized Users”	Singapore
WP/9	6	Progress Update from the SWG on Guidance for Postponement of Aeronautical Information Distributed under the AIRAC System	SWG Rapporteur (Singapore)
WP/10	6	Regional Guidance Document - Postponement of Aeronautical Information Distributed under AIRAC	Secretariat
WP/11	6	Update on ICAO AIS/AIM Guidance Documents	Secretariat
WP/12	7	AIS Points of Contact	Secretariat
WP/13	8	Review the AAITF Terms of Reference and Task List	Secretariat
WP/14	5	Handling 5LNCs on the FIR Boundary	Indonesia

INFORMATION PAPERS

NUMBER	AGENDA	INFORMATION PAPERS	PRESENTED BY
IP/1	-	List of Working Papers (WPs) and Information Papers (IPs)	Secretariat
IP/2	5	AIM Implementation Update in Viet Nam	Viet Nam
IP/3	5	AIS – AIM Updates	Philippines

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NUMBER	AGENDA	INFORMATION PAPERS	PRESENTED BY
IP/4	5	RNP APCH Chart Identification Transition in Viet Nam	Viet Nam
IP/5	5	Statistics of Old NOTAMs – Selected APAC Administrations	Secretariat
IP/6	5	ICARD and 5LNC Status in Vietnam	Viet Nam
IP/7	5	ICAO Standardized Training Packages in the AIS/AIM Area	IFAIMA
IP/8	5	User Communication in Japan	Japan
IP/9	5	Implementation of Digital NOTAM in Japan	Japan
IP/10	4	AIS Quality – Airline Observations	IATA
IP/11	5	Handling of Permanent NOTAM	Indonesia

PRESENTATIONS

NUMBER	AGENDA	INFORMATION PAPERS	PRESENTED BY
SP/01	2	ICAO Global and Regional Provisions - WGS-84 and Data Accuracy	Secretariat
SP/02	2	WGS-84 - What is it - Maintaining Data and the Impacts Related	US NGA
SP/03	2	Aeronautical Data Quality	ASBU For Future
SP/04	5	NOTAM Proliferation	IFAIMA
SP/05	5	Digital NOTAM	Japan
SP/06	5	ICAO Standardized Training Packages in the AIS/AIM Area	IFAIMA

FLIMSIES

NUMBER	AGENDA	INFORMATION PAPERS	PRESENTED BY
Flimsy 01	6	WGS-84 Data Revalidation	Secretariat
Flimsy 02	7	ICAO NOTAM Implementation Package	Secretariat

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AAITF/17 APPENDIX C TO THE REPORT

WGS-84 and Data Accuracy Workshop - Q&A Session

Questions during workshop

1. Does NOTAM need to comply ADQ?

NOTAM are not normally used to publish data that must meet Aeronautical Data Quality (ADQ) requirements.

However, if NOTAM must be published to urgently correct erroneous data, then that data must meet ADQ requirements.

2. If we use EGM-08 instead of EGM-96, do we need to notify difference to ICAO?

Yes. Annex 15 Section 1.2.2 states that EGM-96 shall be used as the global gravity model for international air navigation. Therefore, if EGM-96 is not used then a difference must be notified.

3. In data catalogue, publication resolution is 1f/1m. In 1m=3ft, so I think there should be only 1f. Please explain.

Publication resolution of either 1 m or 1 ft may be used when expressing runway length and width. This provides flexibility in the procedure for cases where States may express them in either metres or feet, depending on local requirements. However, the accuracy requirement is that the published value must be within 1 metre of the actual value, regardless of the unit of measurement used in publication.

4. What is appropriate tool for validate / verify WGS - 84 data before publish?

ICAO Doc 10066 PANS-AIM Appendix 1 – Data Catalogue specifies the origination type of data. It may be surveyed, calculated or declared. Surveyed data may be verified by ground survey, LIDAR survey or imagery collection.

5. How often do we need to re-validate data?

Annex 11 Appendix 7 specifies that Instrument Flight Procedures be reviewed at intervals not exceeding five years. While ICAO Doc 9674 WGS-84 Manual (Second Edition 2002) does not specify a review interval, many States revalidate surveyed data at intervals not exceeding five years, and in response to significant natural events or construction of critical airport elements.

6. Many stakeholders submit coordinates using Google Maps, Are these data acceptable?

Google maps have up to 250 foot error on the coordinates. Additionally, Google Maps does not correct the values for elevation, which can add up to an additional 500 foot error. There is a method to correct this error - but you cannot do that via the public webpage.

7. What is the time duration difference between old and very old NOTAM?

The ICAO Global Campaign on NOTAM improvement defines OLD NOTAM as those NOTAM that have been valid for more than three months, but not more than one year, and VERY OLD NOTAM are defined as those that have been valid for more than one year.

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AIS Deficiencies List

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
	<u>WGS-84 Requirements of Paragraph 1.2.1 of Annex 15</u>					
Afghanistan	WGS-84 - Not implemented	24/6/2014		Afghanistan	TBD	A
Bangladesh	WGS-84 - Not implemented	24/6/2014		Bangladesh	TBD	A
Bhutan	WGS-84 - Not implemented	2/7/1999	Data conversion completed, but not published	Bhutan	TBD	A
Brunei Darussalam	WGS-84 - Not implemented	24/6/2014		Brunei Darussalam	TBD	A
Marshall Islands	WGS-84 - Not implemented	24/6/2014		Marshall Islands	TBD	A
Micronesia	WGS-84 - Not implemented	24/6/2014		Micronesia	TBD	A
Nauru	WGS-84 - Not implemented		Conferring with consultant	Nauru	TBD	A
Palau	WGS-84 - Not implemented	24/6/2014		Palau	TBD	A
Samoa	WGS-84 - Not implemented	24/6/2014		Samoa	TBD	A
Vanuatu	WGS-84 – Not implemented	2/7/1999	Implemented at main airports	Vanuatu	1999	A
	<u>AIP Format Requirements of Chapter 4 of Annex 15</u>					
Kiribati	AIP Format - Not implemented	7/7/99	ATM/AIS/SAR/SG/18 (June 2009) was advised AIP in draft stage	Kiribati		A
Nauru	AIP Format - Not implemented	7/7/99	ATM/AIS/SAR/SG/18 (June 2008) was advised work soon to start	Nauru		A
	<u>AIS Quality Management System Requirements of Paragraph 3.6.1 of Annex 15 Quality Management System - Not implemented</u>					

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States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Afghanistan	AIS Quality Management System - Not implemented	24/6/2014		Afghanistan	TBD	A
Bangladesh	AIS Quality Management System - Not implemented	24/6/2014		Bangladesh	TBD	A
Bhutan	AIS Quality Management System - Not implemented	24/6/2014		Bhutan	TBD	A
Brunei Darussalam	AIS Quality Management System - Not implemented	24/6/2014		Brunei Darussalam	TBD	A
Cambodia	AIS Quality Management System - Not implemented	24/6/2014		Cambodia	TBD	A
Kiribati	AIS Quality Management System - Not implemented	24/6/2014		Kiribati	TBD	A
Lao PDR	AIS Quality Management System - Not implemented	24/6/2014		Lao PDR	TBD	A
Maldives	AIS Quality Management System - Not implemented	24/6/2014		Maldives	TBD	A
Marshall Islands	AIS Quality Management System - Not implemented	24/6/2014		Marshall Islands	TBD	A
Micronesia	AIS Quality Management System - Not implemented	24/6/2014		Micronesia	TBD	A
Myanmar	AIS Quality Management System - Not implemented	9/6/2016		Myanmar	TBD	A
Nauru	AIS Quality Management System - Not implemented	24/6/2014		Nauru	TBD	A
Nepal	AIS Quality Management System - Not implemented	24/6/2014		Nepal	TBD	A

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States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Palau	AIS Quality Management System - Not implemented	24/6/2014		Palau	TBD	A
Philippines	AIS Quality Management System - Not implemented	24/6/2014		Philippines	TBD	A
Samoa	AIS Quality Management System - Not implemented	24/6/2014		Samoa	TBD	A
Solomon Islands	AIS Quality Management System - Not implemented	24/6/2014		Solomon Islands	TBD	A
Sri Lanka	AIS Quality Management System - Not implemented	9/6/2016		Sri Lanka	TBD	A
Timor Leste	AIS Quality Management System - Not implemented	24/6/2014		Timor Leste	TBD	A
Vanuatu	AIS Quality Management System - Not implemented	24/6/2014		Vanuatu	TBD	A

Appendix E to the Report Regional Implementation Status of AIM Performance Expectations

Date Last Amended: June 23, 2022

	Phase 1				Phase 2										Phase 3								
	1				2	3	4	5	6	7	8	9	10	11	12	13	14			15	16	17	18
	1a	1b	1c	1d													14a	14b	14c				
Afghanistan	0%	0%	0%	0%	0%	0%	40%	0%	30%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	50%	0%	0%	0%
Australia	100%	100%	100%	100%	40%	100%	100%	50%	100%	100%	100%	100%	100%	50%	100%	60%	0%	100%	0%	0%	100%	0%	0%
Bangladesh	50%	0%	0%	0%	0%	50%	0%	30%	0%	30%	80%	100%	50%	0%	0%	0%	0%	90%	0%	30%	0%	0%	
Bhutan	100%	100%	100%	100%	0%	100%	40%	20%	50%	30%	60%	100%	50%	50%	50%	40%	10%	10%	20%	0%	100%	0%	
Brunei Darussalam	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cambodia	100%	50%	70%	70%	10%	80%	50%	30%	50%	50%	50%	100%	50%	50%	30%	80%	50%	50%	10%	70%	10%	20%	10%
China	100%	100%	100%	80%	100%	100%	100%	100%	100%	60%	100%	90%	40%	70%	100%	100%	0%	50%	50%	100%	30%	10%	10%
Hong Kong, China	100%	100%	100%	100%	100%	100%	100%	100%	100%	80%	100%	100%	100%	100%	100%	100%	100%	100%	80%	100%	70%	50%	50%
Macao, China	100%	100%	100%	100%	0%	100%	100%	100%	50%	0%	100%	70%	0%	0%	50%	50%	0%	0%	0%	80%	0%	0%	0%
Cook Islands	0%	100%	0%	0%	0%	0%	100%	0%	30%	0%	0%	70%	0%	0%	100%	0%	0%	0%	0%	50%	0%	0%	0%
DPR Korea	100%	100%	50%	100%	0%	0%	100%	100%	80%	100%	100%	70%	0%	100%	100%	100%	30%	50%	100%	90%	0%	0%	60%
Fiji	100%	100%	30%	0%	30%	100%	10%	0%	100%	30%	100%	60%	100%	50%	70%	10%	0%	0%	0%	0%	0%	0%	0%
India	100%	100%	100%	100%	30%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	0%	100%	0%	0%	0%
Indonesia	100%	100%	100%	100%	80%	80%	100%	100%	100%	100%	100%	100%	100%	70%	100%	50%	10%	10%	50%	50%	50%	50%	0%
Japan	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	80%	80%	100%	80%	80%	90%	0%	100%	0%	0%	0%
Kiribati	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Lao PDR	100%	100%	100%	100%	0%	100%	0%	0%	0%	30%	0%	30%	0%	0%	20%	0%	0%	30%	0%	0%	0%	0%	0%
Malaysia	100%	100%	100%	50%	0%	100%	50%	50%	100%	100%	100%	70%	0%	50%	100%	100%	60%	60%	50%	100%	0%	0%	50%
Maldives	100%	80%	50%	100%	0%	100%	50%	50%	60%	50%	100%	70%	0%	50%	60%	0%	0%	0%	0%	50%	0%	0%	0%
Marshall Islands	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Micronesia	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Mongolia	100%	100%	100%	100%	30%	100%	100%	100%	100%	100%	100%	100%	50%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%
Myanmar	100%	100%	100%	100%	0%	100%	0%	100%	30%	100%	100%	70%	0%	50%	50%	100%	100%	100%	100%	100%	0%	0%	100%
Nauru	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Nepal	100%	100%	100%	100%	20%	100%	20%	100%	50%	50%	100%	100%	30%	0%	30%	0%	20%	50%	50%	50%	0%	0%	0%
New Zealand	100%	100%	100%	100%	0%	100%	50%	100%	80%	100%	100%	70%	0%	50%	100%	90%	100%	80%	20%	50%	0%	0%	0%
Pakistan	100%	100%	100%	100%	100%	100%	100%	100%	100%	60%	100%	100%	70%	70%	100%	100%	70%	100%	60%	100%	100%	50%	50%
Palau	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%
Papua New Guinea	50%	100%	50%	50%	0%	100%	50%	50%	30%	50%	0%	30%	0%	50%	50%	30%	0%	0%	0%	0%	0%	0%	0%
Philippines	100%	100%	100%	100%	0%	50%	100%	70%	100%	50%	100%	100%	100%	50%	100%	100%	0%	0%	0%	30%	50%	0%	0%
Republic of Korea	100%	100%	80%	100%	80%	0%	100%	100%	100%	100%	100%	100%	20%	100%	80%	50%	80%	100%	100%	100%	0%	30%	30%
Samoa	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	70%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%
Singapore	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	0%	0%	0%	0%
Solomon Islands	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	70%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Sri Lanka	100%	100%	100%	100%	100%	100%	70%	60%	100%	40%	100%	100%	70%	70%	100%	40%	40%	20%	90%	10%	10%	10%	10%
Thailand	100%	100%	100%	100%	80%	100%	90%	100%	100%	80%	100%	90%	100%	100%	100%	30%	20%	0%	0%	100%	30%	20%	20%
Timor Leste	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Tonga	0%	100%	0%	0%	0%	0%	0%	0%	30%	0%	0%	70%	0%	0%	100%	0%	0%	0%	50%	0%	0%	0%	0%
Vanuatu	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	70%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%
Viet Nam	100%	100%	100%	100%	70%	100%	100%	70%	70%	80%	100%	100%	100%	80%	100%	80%	80%	70%	70%	80%	0%	0%	0%
USA	100%	100%	100%	100%	50%	100%	100%	100%	100%	100%	100%	100%	70%	70%	100%	100%	0%	70%	30%	100%	100%	50%	50%
France	0%	100%	0%	0%	0%	0%	0%	0%	80%	0%	0%	100%	0%	0%	100%	100%	0%	0%	80%	0%	0%	10%	10%

64% 70% 58% 58% 27% 59% 50% 50% 58% 47% 59% 70% 38% 39% 60% 47% 27% 36% 23% 53% 20% 7% 11%

Phase 1

- 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;
 - 1b requirements for monitoring of differences from Annex 4 and Annex 15 SARPS;
 - 1c Requirements for aeronautical information/data originators;
 - 1d Requirement for AIS quality management systems and processes to be established by all entities in the end-to-end AIS data chain.
- 2 Ensured National ATM Plans include implementation planning for each of the performance expectations of the Regional Plan for Collaborative AIM.
- 3 Established AIS either as a separate entity within, or separated from the civil aviation administration.
- 4 Developed competency requirements for AIS personnel, including English language proficiency requirements, supported by a program of regular performance assessment.
- 5 Established regular programs of engagement with all stakeholders.
- 6 Established quality management processes for aeronautical information.
- 7 Established formal agreements between AIS providers and aeronautical data originators.
- 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.
- 9 Ensured compliance of all aeronautical products with common reference systems WGS-84, MSL/EGM-96 and UTC

Phase 2

- 10 Adapted policy, primary legislation and supporting regulations to support digital data sets of aeronautical information and associated products
- 11 Adapted training, competency and performance assessment of AIS personnel for digital data sets and eAIP
- 12 Implemented and maintained quality management systems encompassing all functions of the AIS
- 13 Established and maintained digital databases of aeronautical information (PANS-AIM Appendix 1)
- 14a 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
 - 14b an obstacle database, from which obstacle data sets conforming with Annex 15 Section 5.3.3.4 may be generated
 - 14c an aerodrome mapping database, from which aerodrome mapping data sets conforming with Annex 15 Section 5.3.4 may be generated
- 15 Implemented internet-accessible electronic AIP generated from digital database of aeronautical information

Phase 3

- 16 Adapted policy, primary legislation and supporting regulations to support automated exchange of aeronautical data
- 17 Adapted competency development and performance assessment of AIS personnel to support the automated exchange of aeronautical data and production of electronic charts and digital NOTAM.
- 18 Commenced aeronautical information exchange through digital data sets, digital NOTAM, integrated briefing and electronic charts

Color Code:

Green - Increased implementation
Red - Decreased implementation
Blue - No Change

INTERNATIONAL CIVIL AVIATION ORGANIZATION



**ASIA/PACIFIC REGIONAL GUIDANCE FOR POSTPONEMENT OF CHANGES TO
AERONAUTICAL INFORMATION**

Draft, June 2022

This guidance was developed by the Asia/Pacific Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF)

Approved by ATM/SG/10 and published by the
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SCOPE OF THE DOCUMENT

Guidance for Postponement of Changes to Aeronautical Information

1.1 This document, the *Asia/Pacific Regional Guidance for the Postponement of changes to aeronautical information*, provides background information, responsibilities of stakeholders and guidance.

1.2 The document is not intended to encourage States/Administrations to fail to meet their obligations under the Convention on International Civil Aviation to conform with the Standards and Recommended Practices (SARPS) and Procedures in the relevant Annexes to the Convention and Procedures for Air Navigation Services (PANS), in particular Annex 15 *Aeronautical Information Services*, Annex 4 *Aeronautical Charts* and Doc 10066 *PANS – Aeronautical Information Management (AIM)*.

1.3 The Aeronautical Information Regulation and Control (AIRAC) System and associated SARPS are of central importance to the functioning of an ICAO-compliant, quality-managed Aeronautical Information Service (AIS). This document is intended to provide guidance for aeronautical project planning to ensure compliance with the AIRAC system, and for the operational response by the AIS and, where necessary, the regulatory authority whenever there is a short-notice need to postpone changes to aeronautical information that have been promulgated under the Aeronautical Information Regulation and Control (AIRAC) system.

Document Review

1.4 The document will be subject to ad-hoc review as needed, in response to relevant global or regional developments in the regulation of AIM Implementation.

1.5 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.

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OBJECTIVES

2.1 The objective of this document is to provide guidance for handling last minute postponement of changes to aeronautical information distributed under AIRAC system. The guidance is intended to include:

- Scenarios for postponement of aeronautical information/data published through an AIRAC AIP Supplement / AIRAC AIP Amendment and operational procedures to manage these scenarios.
- Workflow charts showing the consolidated general overview on the management of last-minute postponement of aeronautical information/data published through the AIRAC system. *Ref Appendix A and Appendix B.*
- A sample Safety assessment form to identify operational consequences and risks associated with the last-minute delays resulting in users not being updated on time and implement mitigation measures to reduce the risk before initiating the *postponements. A Sample Safety Assessment Form is provided in Appendix C.*

2.2 Without a global standardised procedure or guidance for managing such postponements, each AIS provider from various States/Administration is likely to have developed their own solution.

2.3 Lack of standardisation will result in ambiguity and affects aeronautical data quality requirements set in relevant Annexes intended to assist States/Administration in managing aviation risks associated with Aeronautical publications.

2.4 This regional guidance is intended to guide Asia/Pacific Administrations in development of a standardised procedure to manage last-minute postponements of aeronautical information distributed under the AIRAC system, due to circumstances beyond the control on the part of the Data Originators. However, States/Administration must take all necessary steps to avoid last-minute postponements and put in their best efforts to adhere to the AIRAC system.

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EXECUTIVE SUMMARY

3.1 The *Asia Pacific Guidance for the Postponement of Changes to Aeronautical Information* was developed in response to the concerns expressed by the Asia/Pacific AIM community at the 15th Meeting of the AIS – AIM Implementation Task Force (AAITF/15, 01 to 05 June 2020) and the Eighth Meeting of the Air Traffic Management Sub-Group of APANPIRG (ATM/SG/8, 23 – 27 June 2020). Those meetings were informed of the need for guidance on the management of postponement of changes to aeronautical information distributed under AIRAC, citing the current guidance in ICAO Doc 8126 – *AIS Manual* that any postponement of the effective date of new or amended AIRAC information 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.

3.2 AIRAC is a system established to ensure that changes to specified aeronautical information¹ are made available and effective by States/Administrations in a consistent manner on globally agreed timelines. This ensures that the downstream stakeholders in the data chain, such as the data integrators and aircraft operators, are able to perform their obligations and keep the necessary manuals and documents up-to-date and in a timely manner.

3.3 Adherence to the AIRAC system, where changes are effected on scheduled predetermined dates, does not just depend on the AIS provider. The upstream stakeholders of the data chain i.e., the data originators, play a significant role as well, given that they are the trigger for changes in aeronautical information. It is imperative that these data originators factor the AIRAC timeline into their project planning and change management. Thorough planning and the cooperation of all parties involved would be needed to ensure that the project proceeds on time and there is no postponement of the effective date of change.

3.4 The current Doc 8126 guidance stipulates that any postponement of effective date of change should be notified by way of NOTAM at least 28 days in advance of the indicated effective date. However, there may be occasions when, due to events that are beyond the control of the data originators and AIS provider, there is a delay in the project which results in the effective date of the change being required to be postponed at the last minute. This may happen despite the fact that all parties involved had taken all possible and reasonable measures to ensure that the project takes place as planned.

3.5 Nonetheless State/Administrations must take all possible steps to avoid undesirable consequences that may impact flight safety and efficiency. Hence, there is a need to ensure changes to the circumstances listed in Annex 15, Chapter 6 section 6.2 related to AIRAC information must come into effect as per AIRAC schedule effective dates, through proper coordination with all the stakeholders involved.

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¹ The items of aeronautical information that must be promulgated under AIRAC are listed in Annex 15 *Aeronautical Information Services* Chapter 6.

ABBREVIATIONS, ACRONYMS AND DEFINITIONS

APANPIRG	Asia/Pacific Air Navigation Planning and Implementation Regional Group
AIM	Aeronautical Information Management
AIRAC	Aeronautical Information Regulation and Control
AIS	Aeronautical Information Service
AIP	Aeronautical Information Publication
AIC	Aeronautical Information Circular
ATC	Air Traffic Control
ATM	Air Traffic Management
Eff	Effective
FMS	Flight Management System
NOTAM	Notice to Airmen
ATS	Air Traffic Services
SARPS	Standards and Recommended Practices

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BACKGROUND INFORMATION

Current ICAO standards, procedures and guidance

Annex 15, Aeronautical Information Services

5.1 The following Standards and Recommended Practices (SARPS) are included in Annex 15 – *Aeronautical Information Services*:

Chapter 6. Aeronautical Information Updates

6.2 Aeronautical information regulation and control (AIRAC)

6.2.1 *Information concerning the following circumstances shall be distributed under the regulated system (AIRAC), i.e. basing establishment, withdrawal or significant changes upon a series of common effective dates at intervals of 28 days, including 8 November 2018:*

- a) *limits (horizontal and vertical), regulations and procedures applicable to:*
 - 1. *flight information regions;*
 - 2. *control areas;*
 - 3. *control zones;*
 - 4. *advisory areas;*
 - 5. *air traffic services (ATS) routes;*
 - 6. *permanent danger, prohibited and restricted areas (including type and periods of activity when known) and air defence identification zones (ADIZ);*
 - 7. *permanent areas or routes or portions thereof where the possibility of interception exists;*
- a) *positions, frequencies, call signs, identifiers, known irregularities and maintenance periods of radio navigation aids, and communication and surveillance facilities*
- b) *holding and approach procedures, arrival and departure procedures, noise abatement procedures and any other pertinent ATS procedures;*
- c) *transition levels, transition altitudes and minimum sector altitudes;*
- d) *meteorological facilities (including broadcasts) and procedures;*
- e) *runways and stopways;*
- f) *taxiways and aprons;*
- g) *aerodrome ground operating procedures (including low visibility procedures);*
- h) *approach and runway lighting; and*
- i) *aerodrome operating minima if published by a State.*

6.2.2 *The information notified under the AIRAC system shall not be changed further for at least another 28 days after the effective date, unless the circumstance notified is of a temporary nature and would not persist for the full period.*

6.2.3 *Information provided under the AIRAC system shall be made available by the aeronautical information service (AIS) so as to reach recipients at least 28 days in advance of the effective date.*

6.2.5 *Implementation dates other than AIRAC effective dates shall not be used for pre-planned operationally significant changes requiring cartographic work and/or for updating of navigation databases.*

6.2.6 **Recommendation.** — *The regulated system (AIRAC) should be used for the provision of information relating to the establishment and withdrawal of, and premeditated significant changes in, the circumstances listed below:*

- a) position, height and lighting of navigational obstacles;*
- b) hours of service of aerodromes, facilities and services;*
- c) customs, immigration and health services;*
- d) temporary danger, prohibited and restricted areas and navigational hazards, military exercises and mass movements of aircraft; and*
- e) temporary areas or routes or portions thereof where the possibility of interception exists.*

6.3 Aeronautical information product updates

6.3.1.2 *Permanent changes to the AIP shall be published as AIP Amendments.*

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.*

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.*

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

Doc 10066 – PANS AIM

5.2 The following procedures are included in ICAO Doc. 10066 – *Procedures for Air Navigation Services – Aeronautical Information Management*:

Chapter 5. Aeronautical Information Products and Services

5.2.1.4.4 *A checklist of valid AIP Supplements shall be issued at intervals of not more than one month as part of the checklist of NOTAM required by 5.2.5.3 and with distribution as for the AIP Supplements.*

5.2.5.1.9 *Each NOTAM shall deal with only one subject and one condition of the subject.*

5.2.5.1.12 *A NOTAM containing permanent information or temporary information of long duration shall carry appropriate AIP or AIP Supplement references.*

5.2.5.3.3 *A NOTAM checklist shall refer to the latest AIP Amendments, AIP Supplements, data sets and at least the internationally distributed AIC, and, when it is selected, include the checklist of AIP Supplements.*

Chapter 6. Aeronautical information product updates

6.1.3 Specifications for AIP Supplements. When an error occurs in an AIP Supplement or when the period of validity of an AIP Supplement is changed, a new AIP Supplement shall be published as a replacement.

Note 1. — The requirements for NOTAM apply when time constraints do not allow sufficient time for the distribution of an AIP Supplement.

6.1.4.1 NOTAM should be published with sufficient lead time for the affected parties to take any required action, except in the case of unserviceability, volcanic activity, release of radioactive material, toxic chemicals and other events that cannot be foreseen.

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.

6.1.4.6 When a NOTAM with estimated end of validity unexpectedly exceeds the three-month period, a replacement NOTAM shall be issued, unless the condition is expected to last for a further period of more than three months; in this case, an AIP Supplement shall be issued.

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

Doc 8126 - Aeronautical Information Service Manual

5.3 The following guidance is included in ICAO Doc 8126 – *Aeronautical Information Service Manual*:

Chapter 3. Aeronautical Information Updates

Postponement or cancellation of changes to aeronautical information

3.2.10.1 Postponement or cancellation of changes to circumstances listed in Annex 15, Chapter 6, section 6.2 has the effect of cancelling information notified by AIRAC and reinstating previously valid information. Doing so by NOTAM less than 28 days before the effective date for changes to circumstances listed in Annex 15, Chapter 6, section 6.2 does not generally allow sufficient time for previously valid information to be reinstated in airborne navigation databases, with the result that erroneous information would be presented to flight crews. Furthermore, since charts used by flight crews and ATC are updated on a different schedule than airborne navigation databases, it is possible that valid information which is not reflected in the airborne database may nevertheless appear on charts. The resulting mismatch of information would lead to considerable operational difficulties and potential safety hazards. In the worst case, area navigation (RNAV) procedures that require a navigation database may not be flown (operated).

3.2.10.2 In order to avoid negative consequences to the safety and efficiency of flights, all possible measures should be taken to ensure that changes to circumstances listed in Annex 15, Chapter 6, section 6.2 take place as notified on the AIRAC date. This requires

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careful planning of aeronautical information changes and the cooperation of all parties involved, including AIS.

Note 1. — Current AIS Manual has not updated by latest Annex 15 Amendment. Therefore, Annex 15 references in 2.6.21 – 2.6.23 should be read as follows:

- *Annex 15, Appendix 4, Parts 1 and 3 as ‘Annex 15, paragraph 6.2.1 and 6.2.7’*
- *Annex 15, Appendix 4 as ‘Annex 15, 6.2 Aeronautical information regulation and control (AIRAC)’*

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GUIDING PRINCIPLES FOR POSTPONEMENT OF AERONAUTICAL INFORMATION

6.1 While this document presents various scenarios to address the postponements of AIRAC publications, it shall by no means taken as an 'option of convenience' for data originators to adopt due to poor planning. On the contrary, it should only be used as a last resort for large-scale projects where inevitable delays may occur due to multiple coordination taking place

6.2 State/Administrations shall endeavor to engage and educate their Data Originators on the consequences of last-minute postponements and emphasize on the need to engage all relevant stakeholders who will be impacted before initiating the postponement.

6.3 States/Administrations must implement procedures for Data Originators to conduct a Safety Assessment to identify operational consequences and the risks associated with the last-minute delay resulting in users not being updated on time and implement mitigation measures to reduce the risk before initiating a postponement. Safety Assessment Form is provided in Appendix C for reference.

6.4 States/Administrations must be involved at the planning stage, particularly for large projects, to ensure the data quality requirements, AIRAC cycle and the associated cut-off dates for providing information to AIS and the AIRAC cycle limitations are well understood, and contingency arrangements are built into the planning in case of postponements.

6.5 When planning, States/Administrations should in collaboration with their Data Originators consider the following options to reduce the potential for an aeronautical information roll back if delays occur. For example:

- a. consider if the circumstances may safely allow the existing and planned new information to be current at the same time over a transition period.
- b. the actual change over date/time (e.g., operational availability of a facility) may be managed by NOTAM and/or ATC in some cases.
- c. to allow the new information to become effective as published but make the facility not available for use. (e.g., managed operationally in real-time by ATC or Aerodrome operator).
- d. consider if very changes could be done in stages to reduce the likelihood and impact of any delays.

6.6 Additionally, to avoid the need to roll-back or make changes after 28 days prior to effective date unless absolutely safety critical, particularly for instrument flight procedure related data, Data originators should consider the following:

- e. Data houses who would have likely processed the data and it may be being uploaded to aircraft as the effective date approaches.
- f. Number of days taken for airlines to update their fleet's navigation database once received.
- g. Cost to airlines to request an updated database for a cycle and to roll-back.

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6.7 In mitigating postponements for AIRAC information publication e.g., AIRAC AIP SUPs containing large or complex changes, States/Administrations may consider, in collaboration with Data Originators, to plan the implementation of large changes in smaller tranches where possible. Additionally, States should, in particular, identify the type of changes that would be more manageable at short notice than others in order to provide Airspace Users with better decision-making options.

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GUIDANCE FOR POSTPONEMENT OF CHANGES TO AERONAUTICAL INFORMATION

Responsibilities

Data originator

7.1 Data originators should provide all information required to postpone changes to aeronautical information such as:

- New effective date of aeronautical information;
- All previous aeronautical data (in case it needs to be reinstated);

AIS Provider

7.2 AIS Provider should take appropriate action depending on raw data provided by Data originator in accordance with ICAO SAPRs, procedures and guidance.

Guidance

7.3 Postponement of changes to aeronautical information should be carried out via workflow appended in **Appendix A and Appendix B**.

7.4 Data originators are required to make assessment and determine new effective date as soon as they are aware of a delay which will result in the postponement of the effective date of aeronautical information.

7.5 Data originator should check whether effective date change could be informed at least 28 days before the previously indicated effective date.

7.6 If the effective date change for the published AIRAC AIP Supplement could be informed 28 days before the previously indicated effective date, data originator should inform the new effective date to AIS as soon as possible. AIS should issue a NOTAM using guidance contained in the current ICAO Doc 8126 – AIS Manual (Chapter 3. Aeronautical Information Updates para 3.2.10.) the data originator and AIS shall adhere to the operational procedures stated below:

Postponement of information informed by Data originator more than or equal to 28 days prior to the indicated AIRAC effective date

- a. Data originator should inform the new effective date to AIS as soon as possible.
- b. AIS to promulgate a NOTAM to cancel the AIRAC AIP Supplement.
 - i. The validity of the NOTAM is to last till the publication of the next round of NOTAM checklist
 - ii. NOTAM Format: “XX” should not be used in the Q-code. Instead, the Trigger NOTAM Q-code should be used
 - iii. NOTAM Content: Specific keywords should be used in item E such as Trigger and postpone
- c. AIS to promulgate a “CNL Trigger NOTAM” using the Trigger NOTAM Q-code.

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- d. AIS to promulgate ‘NIL AIRAC FOR EFFECTIVE DATE’ if applicable.
- e. AIRAC AIP Supplement to be removed as soon as possible but preferably on the same day.
- f. Data-houses proceeding to perform the update work e.g., charting products or flight planning system/navigation databases should maintain a back-up copy of the previous information should the need arise to reinstate the information and distribute to the users.
- g. Data originator to determine the next AIRAC effective date. AIS to publish the new AIRAC AIP Supplement on the corresponding publication date e.g., Pub-2 or Pub-3 for effective date Eff-2 or Eff-3.

7.7 If the effective date change for the published AIRAC AIP Supplement could not be informed 28 days before the previously indicated effective date, the data originator should check whether new effective date is next AIRAC effective date or beyond. Data originator and AIS shall adhere to the operational procedures stated below:

Postponement of information less than 28 days prior to the indicated AIRAC Effective date, with the estimated effective date on or prior to the next scheduled AIRAC effective date.

- a. AIS should inform Data Originators that such postponement should be avoided unless absolutely necessary as there will be impact to aviation users:
 - i. Operators may not be able to roll-back to the previous aeronautical data in the navigational databases (NAVDBs).
 - ii. Pilots are limited on the type of navigation data that can be manually inserted or modified in the FMS.
 - iii. Significant cost and operational resources incurred to roll-back to the previous aeronautical data into NAVDBs.
- b. Data originators should engage relevant stakeholders and conduct a Safety Assessment to identify operational impact and the risks associated with the last-minute postponement.
- c. Data originators to implement mitigation measures to reduce the risk.
- d. AIS to publish NOTAM informing the aviation community of the delay, using guidance contained in the current ICAO Doc 8126 – AIS Manual (Chapter 3. Aeronautical Information Updates para 3.2.10)
 - i. including reason for the delay (for accountability), and the new effective date. NOTAM to also include information on the current status of the facility/ service, if available e.g., whether to revert to the pre-implementation state, or if the facility/ service is unavailable/ closed in the meantime.
- e. Replace Trigger NOTAM to indicate new Effective date.

7.8 If new effective date is not next AIRAC effective date or beyond, a NOTAM should be promulgated. NOTAM content depends on whether aeronautical information has been published via AIP Amendment or AIP Supplement.

7.9 If aeronautical information has been published via AIRAC AIP Supplement, the NOTAM should contain information such as the reason of the delay and the new effective date. The data originator and AIS shall adhere to the operational procedures stated below:

Postponement of information less than 28 days prior to the indicated AIRAC Effective date and i) the new estimated effective date is on or after the next scheduled AIRAC effective date; or ii) data originators are unable to determine the new effective date.

- a. Data originators to engage relevant stakeholders and conduct a Safety Assessment to identify risks associated with the last-minute postponement and implement mitigation measures to reduce the risk. AIS to publish NOTAM to cancel the AIRAC AIP Supplement.
- b. AIS to publish NOTAM to cancel the AIRAC AIP Supplement.
 - i. Validity of the NOTAM is to last till the publication of the next round of NOTAM checklist, and
- c. AIS to promulgate a “CNL Trigger NOTAM” using the Trigger NOTAM Q-code.
- d. AIRAC AIP Supplement is to be removed as soon as possible but preferably on the same day.
- e. Data-houses should reinstate the previous information in the navigation database and distribute to the users as soon as possible.
- f. Data originator to determine the next AIRAC effective date and send the information to AIS at least 7 days prior to publication date in accordance with the AIRAC system.
- g. AIS to publish the new AIRAC AIP Supplement on the corresponding publication date once the new effective date has been finalized.

7.10 If aeronautical information has been published via AIRAC AIP Amendment, following NOTAMs should be promulgated depending on usage of previously published aeronautical information. The data originator and AIS shall adhere to the operational procedures stated below:

Postponement of information informed by data originators **more / less** than or equal to 28 days prior to the indicated AIRAC effective date.

- a. Data originators to engage relevant stakeholders and conduct a Safety Assessment to identify risks associated with the last-minute postponement and implement mitigation measures to reduce the risk.
- b. Data originator should inform the new effective date to AIS as soon as possible.
- c. AIS to promulgate a NOTAM informing the aviation community of the intended postponement.
 - i. NOTAM should indicate the rationale for the postponement.

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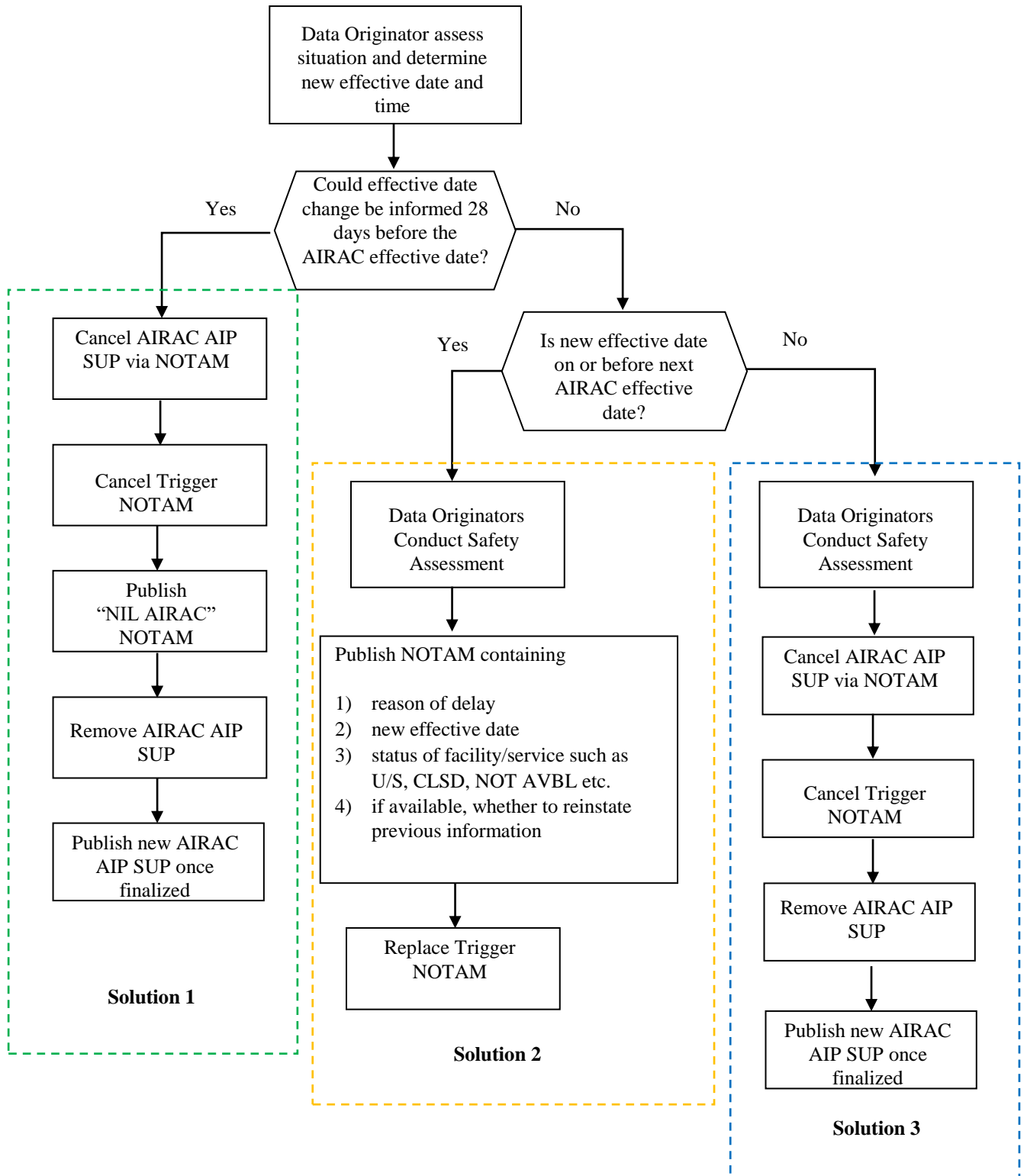
- ii. Contain specific keywords in item E such as postponement of specific information to AIRAC EFF-2 or EFF-3. (e.g., Reference to AIRAC AIP Amendment XX/22 page XX, an AIP Supplement will be published to reinstate the previous information.)
 - iii. Validity of the NOTAM is to last till the next 'AIRAC Eff-2 or Eff-3' and an AIP Supplement is to be published as soon as possible but preferably on the same day to reinstate previous information.
- d. Data originator to determine the next AIRAC effective date. AIS to publish the new AIP Supplement on the corresponding publication date.
- e. AIS to publish an AIP Supplement informing the aviation community of the intended postponement.
- i. AIP Supplement shall contain previous AIP information that will be reinstated.
 - ii. AIP Supplement start date: 'AIRAC Eff-1, end date: 'AIRAC Eff-2' or 'AIRAC Eff-3'
 - iii. Validity of the AIP Supplement to last till 'AIRAC Eff-2 or 'AIRAC Eff-2'
- f. If there is no need to use previously published aeronautical information, NOTAM should contain 'not availability' of aeronautical information such as closed, unserviceable, not available and etc. NOTAM will be valid until the change become effective.

7.11 If new effective date is next AIRAC effective date or beyond, following action should be taken depending on whether aeronautical information has been published via AIP Amendment or AIP Supplement:

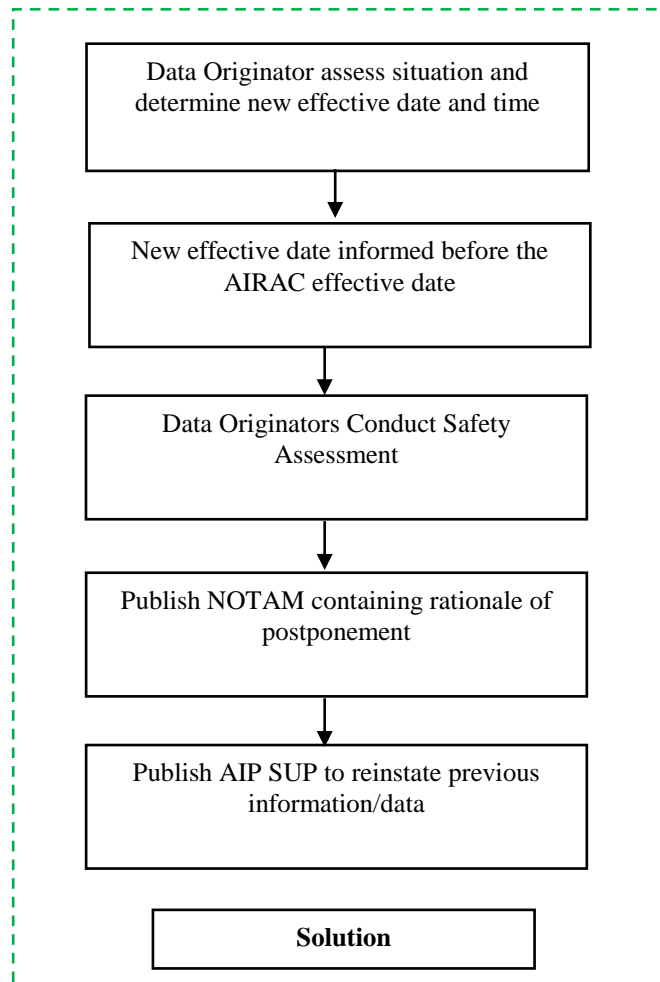
- a. If aeronautical information has been published via AIP Amendment, action stated in paragraph 6.10 should be taken.
- b. If aeronautical information has been published via AIP Supplement, previously published AIP Supplement should be cancelled by NOTAM. The validity of NOTAM will last till 1st of the following month, which is when the AIS provider publishes the NOTAM Checklist. Cancelled AIP Supplement should be excluded from checklist of valid AIP Supplement which is part of NOTAM Checklist. A new AIRAC AIP Supplement should be published at the next AIRAC publication date.

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APPENDIX A – Flow Chart on Postponement of AIRAC AIP Supplement



APPENDIX B – Flow Chart on Postponement of AIRAC AIP Amendment



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APPENDIX C – Sample Safety Assessment Form for Postponement of AIRAC Information

* Delete as appropriate

Part I – Application and Declaration		
Type of Postponement: AIRAC AIP Amendment (<input type="checkbox"/>) AIRAC AIP Supplement (<input type="checkbox"/>) <i>(Please indicate a tick (✓) on the type of postponement required.)</i>		
Requests for postponement should be submitted as soon as possible to AIS upon knowledge of postponement.		
A. Postponement Request		
Name of requestor: _____ Contact Nos: _____ Organisation: _____	<div style="text-align: center; margin-bottom: 10px;">X _____</div> <div style="text-align: right;">Signature</div> <div style="text-align: center; margin-top: 10px;">/ Designation</div>	
AIP AMDT/ AIP SUP No: _____	AIP Section affected (if applicable): *Part: GEN / ENR / AD	Section: _____
Please complete Part III in the next page of the <u>Safety Assessment Form</u> prior to submission for approval.		
Submission date: _____	Publication date: _____	Effective Date: _____
B. Postponement endorsed by Section Head		
I, _____ (Name of Section Head), confirm that the postponement of aeronautical data and information set out in this form was due to extenuating circumstances and has gone through our internal checking processes. The requestor has done his/her due diligence in engaging the stakeholders and appropriate mitigations are addressed to reduce the risk to aviation community in accordance with " <i>Regional Guidance Material on postponement AIRAC information publication</i> "		<div style="text-align: center; margin-bottom: 10px;">X _____</div> <div style="text-align: right;">Signature / Designation / Date</div>
C. Approved by Division Head		
I, _____ (Name of Division Head), acknowledge and take responsibility for the risk and outcomes associated with non-adherence to the AIRAC system requirements for the data/information submitted. I am satisfied with Part III of the Safety Assessment Form. Comprehensive safety assessment has been conducted and appropriate mitigation actions have been taken to minimize the risk. (Please attach Safety Assessment Form for record purposes.)		<div style="text-align: center; margin-bottom: 10px;">X _____</div> <div style="text-align: right;">Signature / Designation / Date</div>
D. Consultation with CAA Regulator		
I, _____ (Name of Regulator), confirm that Data Originator has consulted me on the non-compliance to AIRAC publication requirements and we are satisfied with the mitigation measures put in place by the Data Originator to address any safety risk posed by the postponement of the aeronautical data and information publication. The actions carried out by the requestor is in accordance with " <i>Regional Guidance Material</i> "		

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	<p>X _____</p> <p>Signature / Designation / Date</p>
Part II – For Official Use	
E. Approved by CAA Division Head	
<p>X _____</p> <p>Signature / Designation / Date</p>	
F. Action by AIS (in accordance with <i>Regional Guidance Material</i>)	
AIRAC AIP Amendment:	AIRAC AIP Supplement:
Scenario 1 – Postponement informed $\geq 28 \leq$ days prior to Effective Date	Scenario 1 – Postponement informed ≥ 28 days prior to Effective Date
<input type="checkbox"/> Publish NOTAM to postpone AIRAC AIP AMDT	<input type="checkbox"/> Publish NOTAM to cancel AIRAC AIP SUP
<input type="checkbox"/> Publish AIP SUP to reinstate previous information	<input type="checkbox"/> Remove AIRAC AIP SUP
	<input type="checkbox"/> Cancel Trigger NOTAM
	<input type="checkbox"/> Publish NOTAM "NIL AIRAC"
	Scenario 2 – Postponement informed ≤ 28 days prior to Effective Date
	<input type="checkbox"/> Publish NOTAM on the reason of the postponement
	<input type="checkbox"/> Replace Trigger NOTAM for the new Effective date
	Scenario 3 – Postponement informed ≤ 28 days prior to Effective Date
	<input type="checkbox"/> Publish NOTAM to cancel AIRAC AIP SUP
	<input type="checkbox"/> Remove AIRAC AIP SUP
	<input type="checkbox"/> Cancel Trigger NOTAM
Part III – Determination of Safety Significance of the Postponement	
Requests for postponement of AIRAC AIP Amendment/AIRAC AIP Supplement shall complete the below but not limited to:	
<p>1) Reason(s) for the AIRAC postponement.</p> <p>_____</p> <p>–</p> <p>_____</p>	

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2) Have the relevant stakeholders been consulted and the impact to stakeholders analysed? _____ - _____ -
3) What are the safety risks identified and mitigation measures put in place? _____ - _____ -

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AAITF TASK LIST

(Last updated 23 June 2022)

	ACTION ITEM	TIME FRAME	RESPONSIBLE PARTY	Status	REMARKS
10.	Update AIS – AIM implementation status	Ongoing	All States/Secretariat	Open	
14.	Ensure States have minimum 2 registered ICARD_5LNC_PLANNERS	Ongoing	All States	Open	
11/5	Check status of close proximity duplicated 5LNC within 1000NM	Ongoing	APAC Administrations/Secretariat	Open	AAITF/11 WP/8 Updated AAITF/15
11/8	Report on the outcome of the AIM Working Group of the Information Management Panel (IMP)	Ongoing	Secretariat	Open	Updated AAITF/16 AIM Steering Group was dissolved and tasks assigned to IMP/AIM-WG
11/9	Review amendments to Annexes 4 and 15, new PANS/AIM and new or amended guidance material, and report to AAITF.	Ongoing	States/Secretariat	Open	
12/3	Update AIM Points of Contact details	Ongoing	States	Open	
13/3	Follow-up with ICAO HQ on finalization of AIM-related guidance documents.	Ongoing	Secretariat	Open	AAITF/13 5.49 Updated AAITF/15 Updated AAITF/16
13/4	Periodic sampling of NOTAM to examine the proliferation of PERM and long-term temporary NOTAMs	Ongoing	Secretariat, Viet Nam, USA IFAIMA	Open	AAITF/13 6.7 Updated AAITF/16

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	ACTION ITEM	TIME FRAME	RESPONSIBLE PARTY	Status	REMARKS
14/1	Check and report on progress in development of the operational concept of the future NOTAM replacement system.	AAITF/17 AAITF/18	Secretariat	Open	AAITF/14 Updated AAITF/16: IMP/WG-A is working on defining the operational concept of a future NOTAM replacement system. The EUROCONTROL term <i>digital NOTAM</i> is not being pursued.
14/2	Engage with Pacific Island States on NOTAM management	Ongoing	Secretariat/Fiji	Open	AAITF/14 – Fiji provides a NOTAM promulgation service for Pacific Island States. Address Management of PERM NOTAM and any other noted issues. Updated AAITF/16 IP/8
14/4	Register ATS routes in ICARD	Open	All APAC Administrations Secretariat	Open	Subject to State Letter notification. Updated AAITF/16 Notify Secretariat of ATS route designator requirements
15/3	Coordinate with ICAO HQ on the matter of military-only (non-published) 5LNCs included in global list of 5LNCs (2018)	AAITF/17 AAITF/18	Secretariat	Open	AAITF/15 Report 5.23 Updated AAITF/16

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	ACTION ITEM	TIME FRAME	RESPONSIBLE PARTY	Status	REMARKS
15/6	Draft Guidance for Postponement of Changes of Aeronautical Information Distributed under AIRAC	AAITF/17	China, India, Indonesia, Maldives, Nepal, Pakistan, Singapore, Thailand, Viet Nam, IATA.	Open Completed	AAITF/15 Report 6.3 AAITF/16 Report 5.19
16/1	Enquire on State or sub-regional development or research activity (such as SWIM in ASEAN) in the exchange of aeronautical information using AIXM.	AAITF/17 AAITF/18	Secretariat, IATA	Open	AAITF/16 Report 2.6 IATA included to coordinate where needed between AAITF and SWIM/TF Updated AAITF/17
16/2	Discrepancies between NOF NOTAM databases and the DINS information provided in AAITF/16 WP/7 Table 5 AAITF/17 WP/5 Table 1 to be provided to the Secretariat	30 June 2021 31 July 2022	APAC Administrations	Open	AAITF/16 Report 4.29 Updated AAITF/17
16/3	Review <i>Guidance Manual for AIS in the Asia/Pacific Region</i> , the <i>Asia/Pacific Plan for Collaborative AIM</i> and the <i>Guidance on the Issuance of SNOWTAM</i> against new Docs 8126 (available), 9839 and 9991 (pending)	Progress report to AAITF/17 AAITF/18	China, India Secretariat	Open	Secretariat to also approach other Administrations offline Updated AAITF/17: Doc 8126 available. Docs 9829 and 9991 still under development.
16/4	Working Paper to IMP-AIM/WG on AIP GEN 0.3	TBA	Singapore	Open Completed	Updated AAITF/17
17/1	Provide examples to ICAO APAC Office of AFTN messages sent to NOFs that did not get a reply	31 July 2022	Indonesia	Open	AAITF/17 Report 5.28

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	ACTION ITEM	TIME FRAME	RESPONSIBLE PARTY	Status	REMARKS
17/2	Provide examples to ICAO APAC Office of duplicated NOTAMs received in different NOTAM Series	31 July 2022	Nepal	Open	AAITF/17 report 5.29
17/3	Submit a proposal to IMP/WG-A for replacement of <i>authorized user</i> with <i>next intended user</i> in Annex 15 5.4.1.1	TBA	Singapore	Open	AAITF/17 report 6.3