



18th Meeting of the ICAO AIS-AIM Implementation Task Force

19-23 June 2023, Bangkok, Thailand



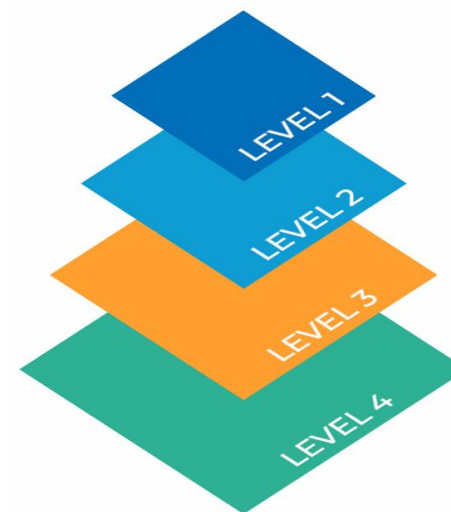
PRELIMINARY REVIEW OF APAC ANP VOL II

Presented by IFAIMA, in collaboration
with the Secretariat



Introduction

- The ICAO Council in June 2014 approved the new structure, format and content of the Regional Air Navigation Plans (ANP), and the ANP amendment process
- APANPIRG/25, in September 2014, adopted Decision 25/1 – Development of the new APAC eANP on the development of the APAC ANP according to the new structure
- The elements in Vol II are reviewed by the APANPIRG in accordance with its schedule of meetings, in consultation with provider and user States, and with the assistance of the ICAO APAC Regional Office
- APAC ANP, VOLUME II, PART VII - Aeronautical Information Management (AIM)





General Regional requirements

2.1 Table AIM II-1 contains list of designated international NOTAM Offices (NOFs), designated States for AIP production, designated States for aeronautical charts (MAP) production, designated States for the provision of the authoritative Integrated Aeronautical Information Database (IAID) and designated States for the provision of the pre-flight information services.

Current status

- Only Singapore has provided complete information
- 14 Administrations have not provided designated NOF
- inconsistencies between international NOTAM Office (NOF) information published in the AIP and contained in APAC ANP, Volume II, Table AIM II-1

TABLE AIM II-1 - RESPONSIBILITY FOR THE PROVISION OF AIS/AIM FACILITIES AND SERVICES IN THE ASIA AND PACIFIC REGIONS

Note: To be completed

EXPLANATION OF THE TABLE

Column:

- 1 Name of the State or territory
- 2 Designated international NOTAM Office (NOF)
- 3 Designated State for AIP production
- 4 Designated State for aeronautical charts (MAP) production
- 5 Designated State for the provision of the authoritative Integrated Aeronautical Information Database (IAID)
- 6 Designated State for the provision of pre-flight information services
- 7 Remarks — additional information, as appropriate.

State	NOF	AIP	MAP	IAID	Pre-flight briefing	Remarks
1	2	3	4	5	6	7
Afghanistan						
Australia	Sydney					
Samoa						
Singapore	Singapore	Singapore	Singapore	Singapore	Singapore	
Solomon Islands	Honiara					
Sri Lanka	Colombo					
Thailand	Bangkok					
Timor-Leste						
Tonga						

ICAO Location Indicator	NOTAM Office	Published in AIP			
		Rec. Series	Country	Received	Send
VABBYNYX	Bombay	A	India	X	X
VCBIYNYX	Colombo	A	Sri Lanka	X	X
VDPPYNYX	Phnom-Penh	A/B	Cambodia	X	X
VECCYNYX	Calcutta	A	India	X	X
VGHSYNYX	Dhaka	A	Bangladesh	X	X
VHHYNYX	Hong Kong	A	Hong Kong	X	X
VIDPYNYX	New Delhi	A/G	India	X	X
VLVTYNYX	Vientiane	A	Laos	X	X
VNKTYNYX	Kathmandu	A	Nepal	X	X
VOMMYNYX	Madras	A	India	X	X
VRMMYNYX	Male	A	Maldives	X	X
VTBDYNYX	Bangkok	A/G/H/J	Thailand	X	X
VVVVYNYX	Ho-Chi-Minh	A/J	Vietnam	X	X
VYYYNYX	Yangon	A/B	Myanmar	X	X
WBSBYNYX	Brunei	A	Brunei	X	X
.....	..	A



General Regional requirements

2.9 Table AIM II-2 contains production responsibility for sheets of the World Aeronautical Chart (WAC) — ICAO 1: 1 000 000 or Aeronautical Chart — ICAO 1: 500 000 (as an alternative to the World Aeronautical Chart — ICAO 1:1 000 000).As shown in Table AIM II-1, 22 Administrations have not provided WAC – ICAO 1:1000000/Aeronautical Chart – 1:500000 sheet numbers(s) for which production responsibility is accepted. In addition, some Administrations have not provided all relevant sheet number(s).

Current status

- 22 Administrations have not provided WAC – ICAO 1:1000000/Aeronautical Chart – 1:500000 sheet numbers(s) for which production responsibility is accepted
- Some Administrations have not provided all relevant sheet number(s)

TABLE AIM II-2 - PRODUCTION RESPONSIBILITY FOR SHEETS OF THE WORLD AERONAUTICAL CHART - ICAO 1:1 000 000 OR AERONAUTICAL CHART — ICAO 1: 500 000

EXPLANATION OF THE TABLE

Column:

- 1 Name of the State accepting production responsibility.
- 2 World Aeronautical Chart — ICAO 1:1 000 000/Aeronautical Chart — 1: 500 000 sheet number(s) for which production responsibility is accepted.
- 3 Remarks.

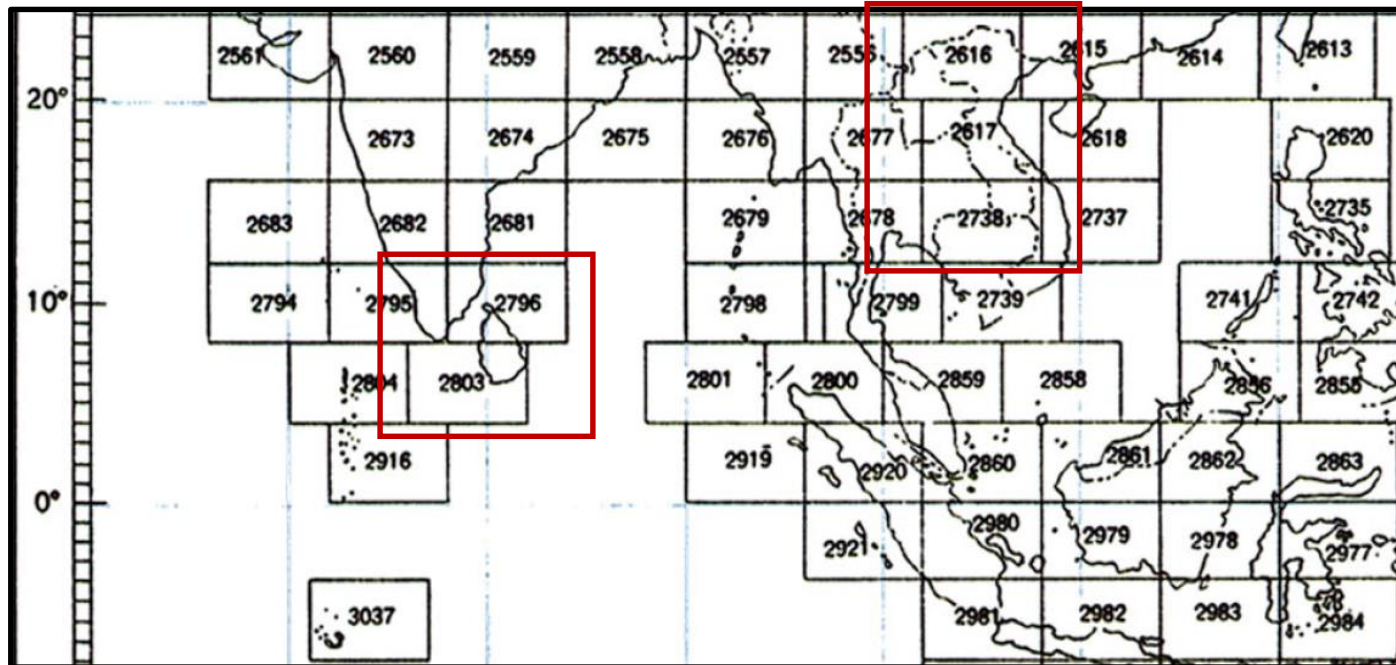
Note — In those instances where the production responsibility for certain sheets has been accepted by more than one State, these States by mutual agreement should define limits of responsibility for those sheets. This should be reflected in the Remarks column.

State	Sheet number(s)	Remarks
1	2	3
Afghanistan	2336, 2337, 2430, 2431, 2442	
Australia	3097, 3098, 3099, 3103, 3108, 3109, 3110, 3111, 3112, 3164, 3219, 3220, 3221, 3222, 3223, 3229, 3230, 3231, 3232, 3233, 3234, 3235, 3340, 3341, 3342, 3343, 3344, 3345, 3346, 3351, 3352, 3353, 3354, 3355, 3356, 3357, 3358, 3359, 3456, 3457, 3458, 3459, 3461, 3462, 3469, 3470, 3556	
Solomon Islands	2990, 3094	
Bangladesh	2557	
Bhutan		
Brunei Darussalam		
Cambodia		
China		
Hong Kong, China		
Macao, China		
Cook Islands		
Democratic People's Rep. of Korea		
Fiji		
French Polynesia		



Annex 4

APPENDIX 5. SHEET LAYOUT FOR THE WORLD AERONAUTICAL CHART – ICAO 1:1 000 000



- Sheet number 2796 covers some part of Sri Lanka
- Sheet number 2738 covers some part of Lao PDR

Examples

- **India:**
2796 (Excluding Sri Lanka)
- **Sri Lanka:**
2803 (With sheet lines extended to include the whole Sri Lanka)
- **Lao PDR:**
2616 (Lao PDR to cover its own territory)
2617 (Lao PDR to cover its own territory and Viet Nam to cover Ho Chi Minh)
- **Viet Nam**
2617, 2737, 2738, 2739 (Lao PDR to cover its own territory and Viet Nam to cover Ho Chi Minh FIR)



Current Provision

2.2 States should designate and implement an authoritative Integrated Aeronautical Information Database (IAID) where data sets are integrated and used to produce current and future AIS/AIM products and services, which is a fundamental step in the transition to AIM. The designation of authoritative databases should be clearly stated in the **Aeronautical Information Package AIP**

Proposed Provision

2.2 States should designate and implement . . . stated in the **Aeronautical Information Publication (AIP)**.

Doc 10066

PROCEDURES FOR AIR NAVIGATION SERVICES

Aeronautical Information Management

First Edition, 2018

Appendix 2 CONTENTS OF THE AERONAUTICAL INFORMATION PUBLICATION (AIP)

GEN 3.1.6 Digital data sets

Description of the available data sets, including:

- 1) data set title;
- 2) short description;
- 3) data subjects included;
- 4) geographical scope; and
- 5) if applicable, limitations related to its usage.
- 6) Contact details of how data sets may be obtained, containing:
 - a) name of the individual, service or organization responsible;
 - b) street address and e-mail address of the individual, service or organization responsible;
 - c) telefax number of the individual, service or organization responsible;
 - d) contact telephone number of the individual, service or organization responsible;
 - e) hours of service (time period including time zone when contact can be made);
 - f) online information that can be used to contact the individual, service or organization; and
 - g) supplemental information, if necessary, on how and when to contact the individual, service or organization.

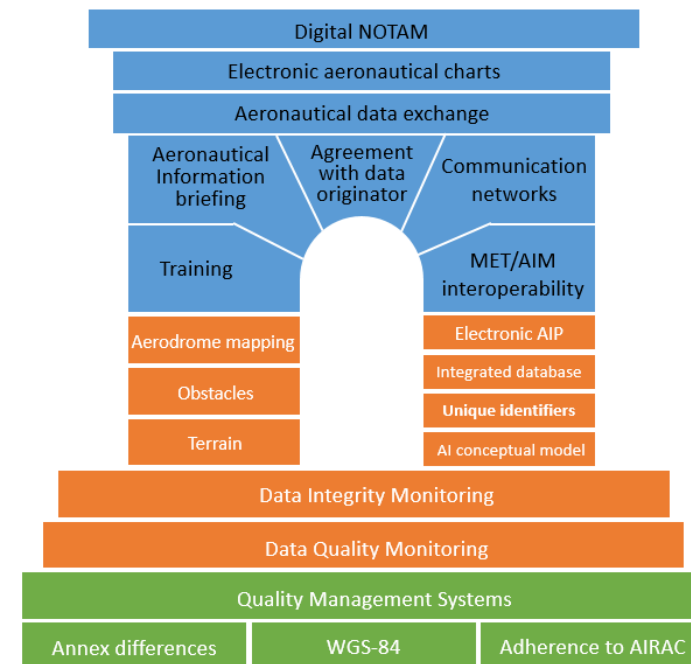


Current Provision

2.3 The national plans for the transition from AIS to AIM identifying clearly the timelines for the implementation of the different **elements of the ICAO Roadmap for the transition from AIS to AIM** should be submitted by States to the ICAO Asia and Pacific Regions Regional Office. States should also inform the ICAO APAC Regional Office of any update.

Proposed Provision

2.3 The national plans for the transition from AIS to AIM identifying clearly the timelines for the implementation of the different **performance expectations of the Asia/Pacific Plan for Collaborative AIM** should be submitted by States to the ICAO Asia and Pacific Regions Regional Office. States should also inform the ICAO APAC Regional Office of any update.



ATMSG/7-A16 WP31
Attachment F

**General principles used for merging
AIS AIM Transition Table and Regional AIM Plan Monitoring and Reporting Form**

1				2	3	4	5	6	7	8	9	10	11	12	13	14			15	16	17	18	
1a	1b	1c	1d			P-16		P-01 P-02 P-03 QC	P-18		P-05 EGM UTC			P-17	P-06 P-07 P-08	P13	P-14	P-15	P-11-1 P-11-2				P-09 P-12 P-19 P-20 P-21
-	P-04	-	-	-	-	-	-	-	9	6	-	-	7	8	-	-	-	-	10	-	-	-	-
1a	-	1b	1c	-	2	3	4	-	9	6	-	-	7	8	-	-	-	-	10	-	-	-	-

- PE 6 = (P01+P02+P03+Quality check)/4;
- PE 9 = (P05+EGM96+UTC)/3;
- PE 13 = (P06+P07+P08)/3;
- PE 15 = (P11-1+P11-2)/2 or PE 10 (old);
- PE 18 = (P09+P12+P19+P20+P21);
- Vertical and temporal reference system information collected from the State AIP;

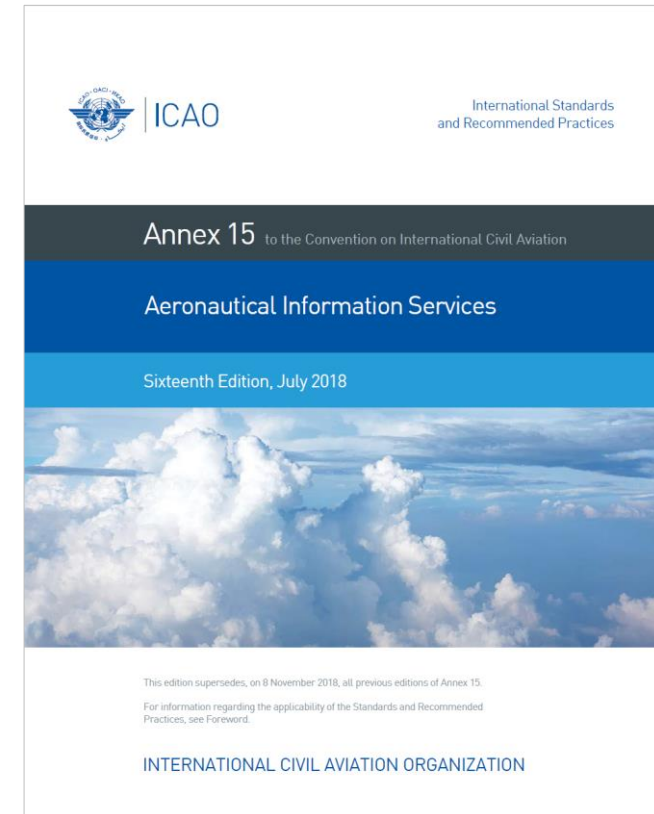


Current Provision

2.4 States should take necessary measures to ensure that aeronautical **information and data they provide meet the regulatory Aeronautical Data quality requirements.**

Proposed Provision

2.4 States should take necessary measures to ensure that the aeronautical **data and aeronautical information provided are of required quality.**



2.1.4 Each Contracting State shall ensure that the aeronautical data and aeronautical information provided are of required quality in accordance with 3.2.



Current Provision

2.5 The Quality Management System (QMS) in AIS/AIM should define procedures to meet the **safety and security objectives** associated with the management of aeronautical data and information.

Proposed Provision

2.4 The Quality Management System (QMS) in AIS/AIM should **include the necessary policies, processes and procedures, including those for the use of metadata, to ensure and verify that aeronautical data is traceable throughout the aeronautical information data chain so as to allow any data anomalies or errors detected in use to be identified by root cause, corrected and communicated to affected users.**



3.6.5 Each quality management system shall include the necessary policies, processes and procedures, including those for the use of metadata, to ensure and verify that aeronautical data is traceable throughout the aeronautical information data chain so as to allow any data anomalies or errors detected in use to be identified by root cause, corrected and communicated to affected users.



Current Provision

- a) Establishment of AIS either as a separate entity within or, ideally, separated from the civil aviation administration in accordance with the guidance provided in **ICAO Doc 8126 – AIS Manual Chapter 3**.

Question

- a) Keep provision and update ICAO Doc 8126 reference
- b) Update whole provision

ICAO Doc 8126

2.4.1 Establishing a State civil aviation system

2.4.1.1 For States to fulfil their obligations as outlined in the Chicago Convention, their national legislation should provide for an appropriately organized, funded and empowered civil aviation system. This civil aviation system should be structured such as to effectively fulfil the tasks that it is expected to undertake. In practice, it is necessary that States establish an appropriate and practical organization and employ the needed personnel, including technical and support personnel to carry out its safety oversight functions and duties.

2.4.1.2 With respect to the AIS domain, States are to establish the responsibilities, functions and duties of each authority involved in the provision of AIS, separate from the regulatory authority.

2.4.1.3 The need for independence of the AIS provider (when AIS is provided by the air navigation services provider (ANSP)) and its separation from the overall safety oversight of the ANSP is essential and consistent with principles of good governance; the safety oversight function must in fact be independent and transparent.

2.4.1.4 In the event that the safety oversight and service provision functions are provided by the State, a clear separation of these functions must be established. This is crucial for maintaining a high degree of regulatory integrity since only in this way it is possible to achieve a decision-making process that is objective, impartial, consistent, and avoids the risks of conflict of interest, bias or improper influence.

2.4.1.5 In States where the size of the aviation industry is relatively small and the level of complexity relatively simple, States may be able to fulfil their responsibilities in a cost-effective manner through arrangements with other States for the provision of a joint service, or by delegating the authority to a non-governmental agency. For example, a State can delegate the safety oversight function of the AIS to another State or a regional organization as defined within its regulatory framework. Such delegation of functions must be appropriately documented, with roles and responsibilities clearly described. The delegating State should establish mechanisms to ensure that the State accepting the delegated functions complies with the established regulations.

*Part I. Regulatory Framework for Aeronautical Information Services
Chapter 2. States responsibilities and functions*

I-2-5

2.4.1.6 Independent from the chosen configuration, the safety oversight function must be performed in accordance with the State regulatory framework as described in Annex 19.

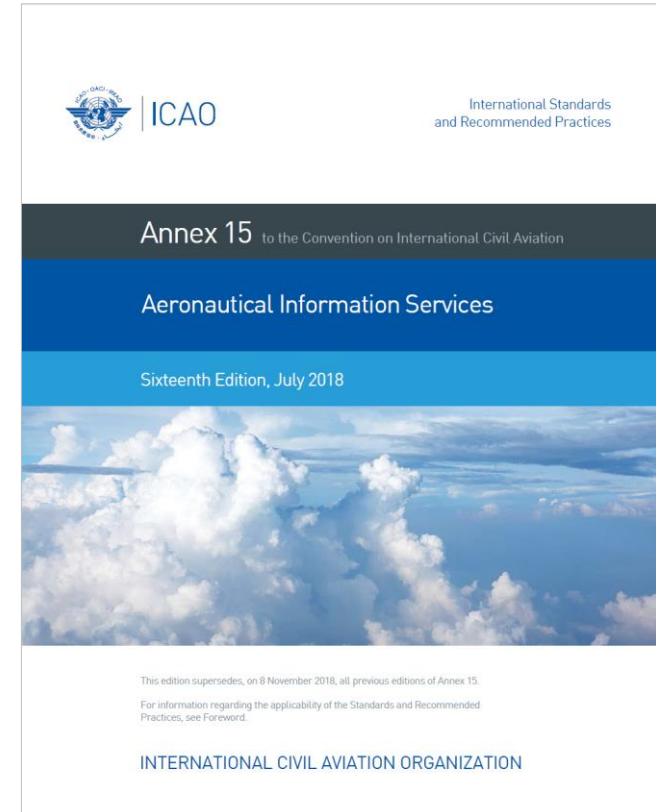


Current Provision

b) Implementation of quality management systems for **aeronautical information**

Proposed Provision

b) Implementation of quality management systems for **all functions of an AIS**.



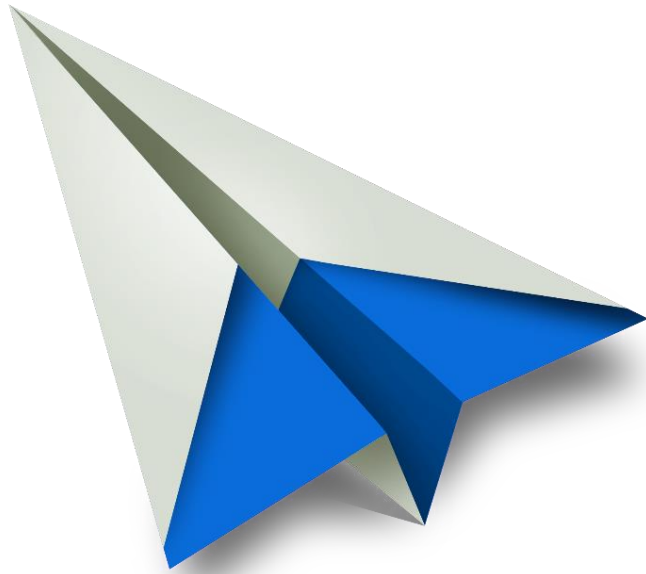
3.6.1 Quality management systems shall be implemented and maintained encompassing all functions of an AIS, as outlined in 2.2.



The meeting is invited to:

- note the information contained in this paper;
- review information contained in Table AIM II-1 and Table AIM II-2 of Asia and Pacific (APAC) Air Navigation Plan, Volume II
- take action to update Asia and Pacific (APAC) Air Navigation Plan, Volume II
- discuss any relevant matters as appropriate.

AAITF/18



**THANK YOU FOR YOUR
ATTENTION**