International Civil Aviation Organization

Eleventh Meeting of the Air Traffic Management Sub-Group (ATM/SG/12) of APANPIRG

Bangkok, Thailand, 23 – 27 September 2024

Agenda Item 7: AOP, MET, AIM, SAR

AIS – AIM IMPLEMENTATION TASK FORCE OUTCOMES

(Presented by the Secretariat)

SUMMARY

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

1. INTRODUCTION

1.1. The Nineteenth Meeting of the ICAO Aeronautical Information Services (AIS) – Aeronautical Information Management (AIM) Implementation Task Force (AAITF/19) in conjunction with a Quality Management System (QMS) Seminar were held from 10 to 14 June 2024 at the ICAO Asia and Pacific Regional Office in Bangkok, Thailand. A total of 94 participants from Australia, Bhutan, Brunei Darussalam, Cambodia, China, Hong Kong China, Macao China, Fiji, India, Indonesia, Japan, Lao PDR, Malaysia, Maldives, Mongolia, Nepal, Pakistan, Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, United States, Viet Nam, IATA, IFAIMA, Indra Avitech GmbH, and ICAO attended the AAITF/19 meeting.

1.2. 26 Working Papers (WPs), eight Information Papers (IPs) and nine presentations were presented to AAITF/19.

1.3. AAITF/19 formed two Draft Conclusions and one Decision for consideration by ATM/SG.

1.4. The full report of the meeting is available on the ICAO Asia/Pacific (APAC) Regional Office web-page at https://www.icao.int/APAC/Meetings/Pages/2024AAITF19.aspx

2. DISCUSSION

Asia/Pacific ATM and Airspace Safety Deficiencies in the AIS/AIM Field

2.1. AIS/AIM-related Air Navigation Deficiencies as identified/agreed by APANPIRG/34 were provided for review and update by the meeting.

2.2. There are four AIS/AIM-related deficiencies in the list agreed by APANPIRG/33:

- WGS-84 not implemented (8 States);
- AIP Format (2 States);

- Quality Management System (QMS) not implemented (20 States); and
- Aeronautical data promulgation within the State's area of responsibility (1 State).

2.3. No new deficiencies had been identified since APANPIRG/34.

2.4. ICAO analysis of the information provided by Philippines and AIP Nauru resulted in the recommendation that the following deficiencies be proposed for removal from the list, to be agreed by APANPIRG/35:

- AIP Format not implemented – Nauru; and
- AIS Quality Management System not implemented – Philippines

2.5. Nepal and Sri Lanka provided information in application of withdrawal from deficiencies. After analysing the documents, ICAO requested supplementary evidence from both States to support the claim of QMS implementation. However, as of 31 August 2024, no further evidence was received. Hence, Nepal and Sri Lanka would remain in the Deficiencies List.

2.6. According to Action Item 18/2 of the AAITF Task List, as of 1 May 2024, only Brunei Darussalam, Maldives and Myanmar have updated the corrective action plans against AIS/AIM-related deficiencies. All other Administrations having recorded deficiencies were requested to provide their corrective action plans and target dates for rectification of the deficiency

2.7. The list of AIS/AIM-related deficiencies as reviewed by AAITF/19 is included in the relevant working paper presented under ATM/SG/12 Agenda Item 4.

Regional Implementation Status of AIM Performance Expectations

2.8. The meeting was informed of the reported implementation status of AIM performance expectation detailed in the Performance Improvement Plan of the *APAC Regional Plan for Collaborative AIM*. ***Conclusion ATM/SG/10-1: Revised Reporting Date for ATM Regional Plans' Implementation Status Monitoring*** urged States to report using the Regional AIM Implementation Status Report form annually, by not later than 28 February each year.

2.9. 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.

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

Brunei Darussalam, Marshall Islands, Micronesia and Nauru.

2.11. In 2024, the following 24 Administrations provided information on the implementation status of AIM to the ICAO Asia and Pacific Regional Office (same number as 2023):

Australia, Bangladesh, Bhutan, Cambodia, China, Hong Kong China, Macao China, Fiji, India, Indonesia, Japan, Malaysia, Maldives, Mongolia, Nepal, New Zealand, Pakistan, Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, United States and Viet Nam.

2.12. The latest update of regional implementation status of the AIM performance expectations is provided in **Attachment A**.

2.13. Hong Kong China, 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.

2.14. **Figure 1** and **Figure 2** illustrate overall regional implementation of Phase I and II elements of the Regional Plan for Collaborative AIM; approximately 60% for Phase I and 42% for Phase II (58% and 42% respectively in 2023). Combined progress towards implementation of Phases I and II was 53%, (51% in 2023).

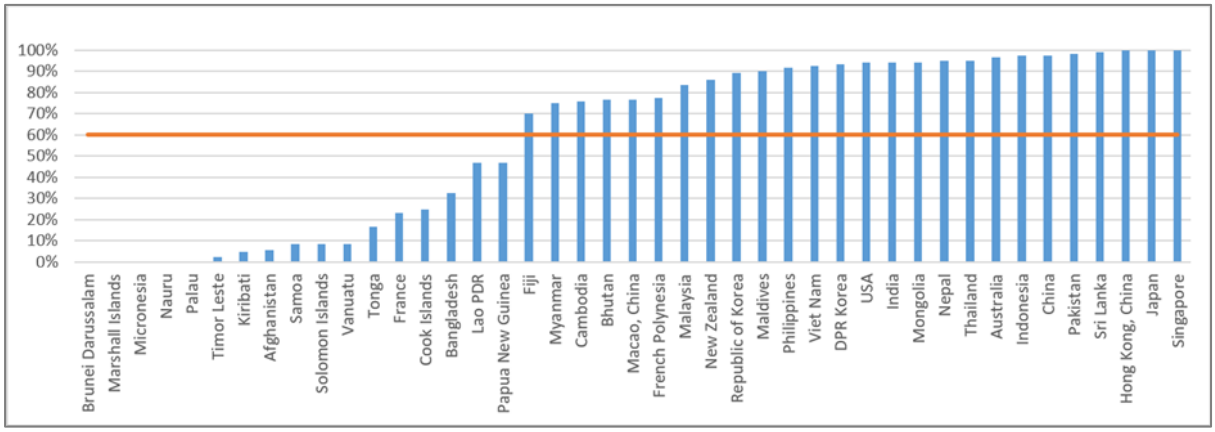

Figure 1: Regional Phase I Implementation Progress **(updated on 15 May 2024)**

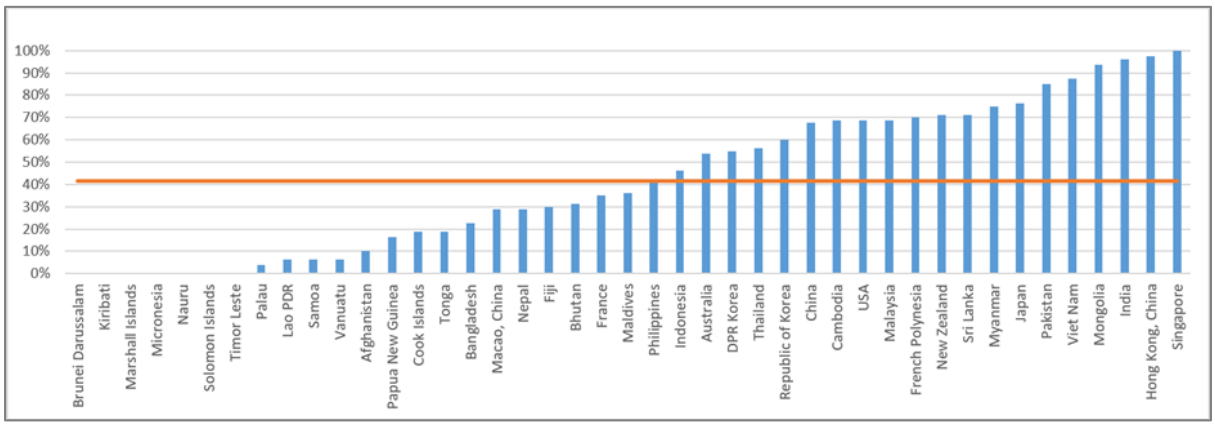

Figure 2: Regional Phase II Implementation Progress **(updated on 15 May 2024)**

2.15. Regional implementation of Phase III elements, expected to be implemented by 2025, was approximately 17%, increased from 15% in 2023 (**Figure 3**).

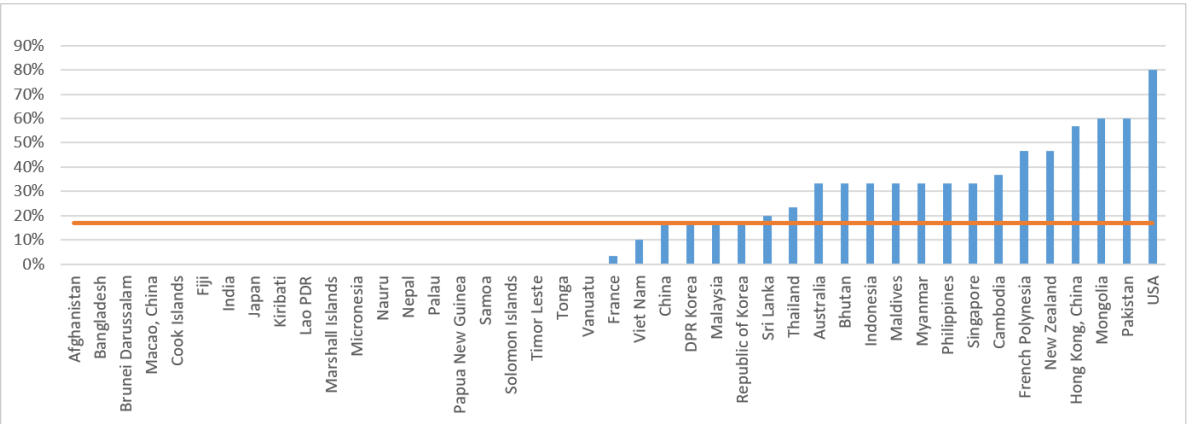

Figure 3: Regional Phase III Implementation Progress **(updated on 15 May 2024)**

NOTAM Proliferation Analysis

2.16. IFAIMA, in collaboration with the Secretariat, provided a regional analysis of NOTAM proliferation. The meeting is reminded of the following that ICAO provisions in Annex 15 *Aeronautical Information Services* and ICAO Doc 10066 *Procedures for Air Navigation Services – Aeronautical Information Management* (PANS-AIM) require that:

- Temporary changes of aeronautical information of long duration (three months or longer) shall be published as AIP Supplements;
- 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;
- Within three months from the issuing of a temporary NOTAM of long duration, the information in the NOTAM shall be included in the AIP Supplement;
- 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.

2.17. 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***.

2.18. 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.

2.19. **Figure 4** illustrated APAC NOTAM statistics since 2021. On 01 May 2024, a total of 6057 NOTAMs were active in the APAC Region. 294 (5%) of these were *old* (i.e. more than three months but less than one year), and 179 (3%) were *very old* (one year or more).

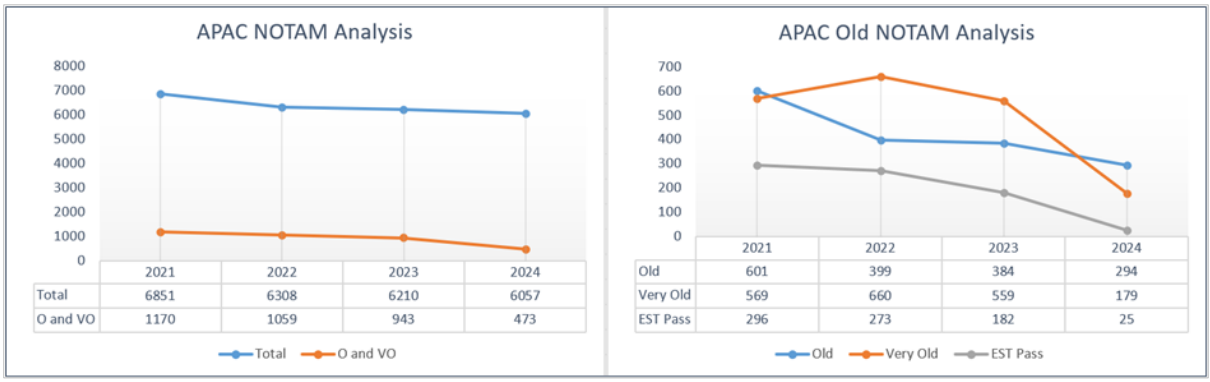

Figure 4: APAC NOTAM Statistics (Total, old and very old)

2.20. Compared with June 2023 the number of very old NOTAM had decreased by 380 (68%), but the number of old NOTAMs had decreased by 90 (23%)

2.21. **Table 1** listed the top 10 NOTAM-promulgating APAC Administrations. These Administrations promulgated **89.7%** of all APAC NOTAMs, including **89.2%** of APAC old and very old NOTAM.

Table 1: Top 10 NOTAM-producing Administrations

No	Administrations	Total NOTAM	Old NOTAM	Very Old NOTAM	Percent of old and very old NOTAM
1	China	1336	97	25	9.1%
2	Japan	1162	0	0	0.0%
3	India	676	42	72	16.9%
4	Australia	673	73	6	11.7%
5	Republic of Korea	495	0	0	0.0%
6	Philippines	481	32	38	14.6%
7	Malaysia	260	0	0	0.0%
8	Thailand	130	5	3	6.2%
9	Singapore	114	1	0	0.9%
10	Papua New Guinea	108	16	12	25.9%
		5435	**266**	**156**	**8%**

2.22. **Table 2** listed the Top 10 poorest performing Administrations in this regard. These Administrations had **54.1%** of old and very old NOTAM in the APAC Region.

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

No	Administrations	Total NOTAM	Old NOTAM	Very Old NOTAM	Percent of old and very old NOTAM
1	Nauru	5	4	0	80.0%
2	Lao PDR	33	0	18	54.5%
3	Samoa	5	0	2	40.0%
4	Timor Leste	12	3	1	33.3%
5	Papua New Guinea	108	16	12	25.9%
6	Solomon Islands	22	5	0	22.7%
7	Bangladesh	46	7	2	19.6%

8	India	676	42	72	16.9%
9	Cambodia	12	2	0	16.7%
10	Philippines	481	32	38	14.6%
		1400	**111**	**145**	**18.3%**

2.23. The meeting reaffirmed that the NOTAM procedures in ICAO Doc 10066 *Procedures for Air Navigation Services – Aeronautical Information Management (PANS-AIM)* Appendix 3 included the mandatory requirement that any NOTAM that has an EST duration shall be cancelled or replaced before the date-time specified in Item C). However, as of 1 May 2024, current NOTAMs in the APAC Region had passed their EST duration, i.e., were overdue for review or cancellation.

2.24. The meeting was informed of the top three examples of repetitive NOTAM replacements identified by the ICAO Regional Office. The need for another analysis focused on repetitive NOTAM replacements was also highlighted.

2.25. The meeting was invited to note that APANPIRG Air Navigation Deficiencies might be proposed by the ICAO Regional Office where necessary to highlight ongoing non-compliance with the relevant provisions of Annex 15 and PANS.

Airline Feedback on NOTAMs

2.26. IATA presented airline feedback on NOTAM quality, using examples from both the APAC Region and elsewhere, and identified issues needing addressing.

2.27. It was noted that, some States had not moved PERM NOTAMs into suitable aeronautical products, i.e., AIP according to the ICAO Doc 8126 *Aeronautical Information Services Manual* (para 6.3.7.2).

2.28. The meeting was informed that one airline recorded 38 different versions of how date, time, and month are presented in Item D) of published NOTAMs globally in one day. The wording used in Item D) made it difficult to understand its intent. As a result, end users were unable to effectively introduce automation to read Item D) of NOTAMs and populate them into an application.

2.29. IATA informed the meeting that late delivery of NOTAMs after their beginning time/date continued to be observed in the APAC region. It was reaffirmed that the industry needed a reliable and robust means to deliver aeronautical data in a timely manner.

2.30. The Chair encouraged Administrations to use the APAC Operating Procedures for AIS Dynamic Data (OPADD), available on the ICAO APAC Regional Office website under eDocuments, for standardising Item D) of NOTAM, to eliminate old and very old NOTAM and to take immediate action to reduce repetitive NOTAM Replacement.

Asia/Pacific Region ICARD Status and 5LNC Duplicate Resolution

2.31. ICAO provided a paper on the ICARD application, the requirement to utilise it as the sole source of 5LNCs used to mark waypoints, and the global project to eliminate duplicated 5LNCs. It also presented current ICARD usage and challenges.

2.32. The meeting was reminded that in all cases where any personnel of a State Regulator or Air Navigation Service Provider are responsible for the allocation of 5LNC for ATS routes, STARs, etc., at least one person, and preferably two, must be registered as an ICARD_5LNC_PLANNER to ensure compliance with Annex 11 requirements.

2.33. In a collaborative effort with States/Administration, ICAO HQ compiled a comprehensive list of global 5LNC duplication in 2018. The list revealed a total of 3905 duplicated 5LNCs worldwide, with a significant number of 2733 in the APAC region. Due to limited notification, the previous duplicate resolution list is difficult to maintain properly, and because of the complexity of the duplicate resolution list, the ICAO APAC Regional Office created a separate list of duplicated 5LNC in 2020 for each APAC State/Administration, updated in 2024, was attached to the **Attachment B** to this paper.

2.34. The meeting was reminded that ICARD shall be used as the central system for reservation and allocation of 5LNCs. Notes for new 5LNC request, 5LNC amendment, and 5LNC deletion were also informed.

2.35. The Secretariat informed the meeting that 7483 ICARD Requests (**Figure 5**) were processed with 6753 approvals and 730 rejections between January 2021 and May 2024. The common reasons for requests to be refused are sound-like proximity issues, duplicated 5LNCs, 5LNC currently published in the AIP of another State, 5LNCs which may pose sound-like and/or visual confusion such as 5LNCs with 'X' as the first letter and with 'Q'

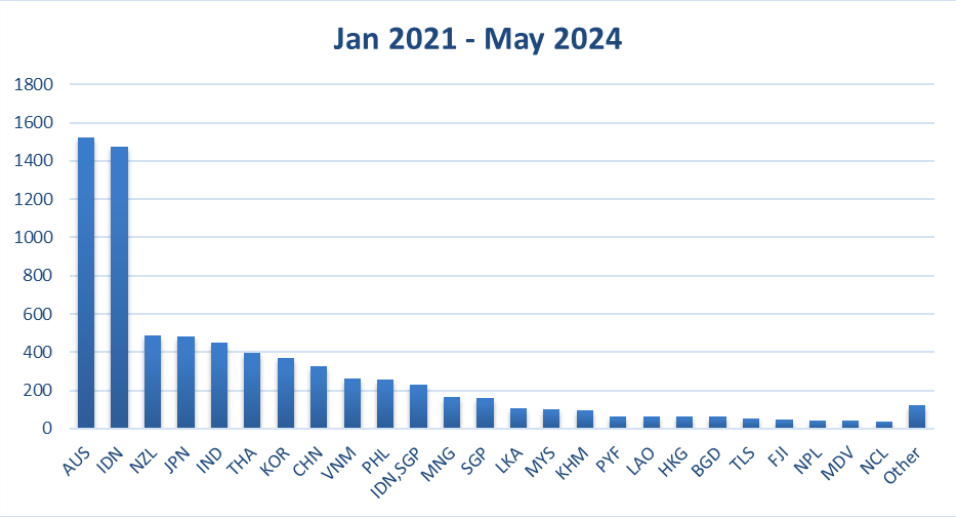

Figure 5: Number of 5LNC requests from Jan 2021 to May 2024

2.36. The meeting was also informed of the challenges the ICARD Planner and Regional Manager faced, including but not limited to a complex process of checking the States' requests and large batches in the same period. **Table 3** demonstrated the highest number of requests submitted categorised into day, week, month, and quarter.

Table 3: Historical Records of Highest Number of Requests Submitted by Day, Week, Month, and Quarter

Highest number of requests	2021	2022	2023	2024
Day	80	67	106	152
Week	97	203	208	217
Month	214	352	611	445
Quater	460	736	949	751

2.37. The meeting agreed to the proposed action by the Secretariat as follows:

a) States are requested to plan well in advance for 5LNC submission in ICARD with a maximum of 10 5LNCs submitted each week. If needing to submit more than 40 5LNCs within four consecutive weeks, please send an email to notify ICAO no later than two weeks in advance. A minimum of 30 working days for processing is proposed, with a procedure to contact the ICAO Regional ICARD Manager directly if the code is not approved by 20 working days after submission.

b) The practice of reserving blocks of codes for State use was discontinued several years ago, and new blocks are no longer provided when existing blocks are exhausted. ICARD Planners need to draw 5LNC from the pool of codes reserved for the APAC Region. States are encouraged to release blocks of reserved codes.

c) The Regional Manager will consult other Regions to standardise the assigning proximity radius, which could allow more 5LNCs for ICARD Planers to select.

d) The Regional Manager will follow up on issues related to 5LNCs, starting with 'X' as the first letter and all available 5LNCs with a combination of 'Q', which may pose sound-like confusion.

USOAP Update – Aeronautical Information Service and Aeronautical Chart

2.38. ICAO presented the AIS and Aeronautical chart compliance status of Asia/Pacific States measured against the Universal Safety Oversight Audit Program (USOAP) protocol questions (PQs).

2.39. Based on the 2020 edition of the USOAP CMA Protocol Questions (PQs), 16 USOAP AIS and Charts-related PQs for the Asia/Pacific Region indicated that the average Effective Implementation (EI) is 59% (**Figure 6**).

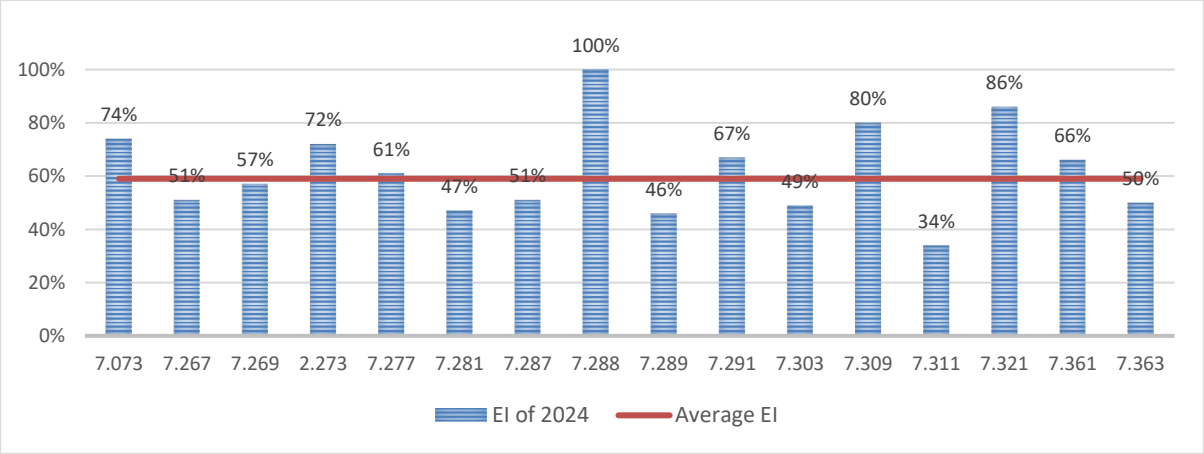

Figure 6: APAC Region Effective Implementation of AIS and Chart related PQs

Implementation of Amendment 1 to PANS-AIM

2.40. IFAIMA, in collaboration with the Secretariat, presented an overview of the implementation status of Amendment 1 to the Procedures for Air Navigation Services (PANS) — Aeronautical Information Management (PANS-AIM, Doc 10066). The Amendment 1 to PANS-AIM for applicability on 4 November 2021 for the elements concerning ATS route classification, GBAS Cat II and Cat III Criteria, visual segment surface (VSS) and folding wing tips (FWT), and 28 November 2024 for pavement classification rating (PCR) was approved on 12 May 2020 by the President of the Council and circulated by the State Letter AN 2/33.1-20/26 on 8 June 2020.

2.41. The changes to ATS route classification and VSS, which took effect on 4 November 2021, necessitated updates to all States' AIPs. As of March 2024, only six of the APAC Administrations examined (i.e., Cambodia, French Polynesia, India, Mongolia, Philippines, and Singapore) had successfully implemented the ATS route classification changes and updated their AIPs.

2.42. The meeting was informed that SARPs and procedures related to pavement classification rating would become applicable on 28 November 2024. Therefore, AIS providers, especially those responsible for publishing a significant amount of aerodrome information, might experience a heavy workload for the AIRAC cycle, effective 28 November 2024. It was highly recommended that AIS providers collaborate with relevant aerodrome authorities and incorporate the publication of pavement classification rating changes into their AIP Amendment planning at the earliest

Update on the Publication of Aerodrome Certification

2.43. An update on the progress made by Asia/Pacific States in publishing aerodrome certifications in the Aeronautical Information Publication was presented.

2.44. The meeting reaffirmed that PANS-AIM required States to publish a status of certification of aerodromes in the AIP with details as shown below:

AD 1.5 Status of certification of aerodromes

A list of aerodromes in the State, indicating the status of certification, including:

1) aerodrome name and ICAO location indicator;
2) date and, if applicable, validity of certification; and
3) remarks, if any.

2.45. Extracted from Working Paper (WP/05) of the Sixth Meeting of the Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG/6), Table presented the publication status of aerodrome certification.

Table 4: Publication status of aerodrome certification (AP-AA/WG/6)

States	North Asia (5 States & 2 SARs)	South East Asia (11 States)	South Asia (8 States)	Pacific (15 States & 8 OTs)
No aerodromes listed in AD 1.5/AD 1.5 missing in AIP	--	1) Brunei Darussalam	1) Afghanistan	1) Kiribati 2) Nauru ~~3) Samoa~~ ~~4) Tonga~~ 5) Tuvalu 6) Vanuatu
AIP cannot be located	--	--	--	1) Marshall Is. 2) Micronesia (Federated States of) 3) Palau

2.46. States that had not published the status of certification of aerodromes in the State's AIP were urged to publish the status in AD 1.5 as soon as possible in accordance with Annex 14 Vol I (para. 2.13.1), PANS-Aerodromes (para. 2.3.7) and Appendix 2 to PANS-AIM.

Update on the AIS/AIM related Documents

2.47. IFAIMA, in collaboration with ICAO, provided a brief introduction of the Amendments to Annex 4, Annex 15, PANS-AIM Doc 10066, PANS-ABC Doc 8400 and new PANS-IM Doc 10199.

2.48. The meeting was informed the Amendment 62 to Annex 4, including Aeronautical Charts regarding the charting navigation specifications and accuracies, and Aeronautical Charts, PANS-AIM and Doc 8697 concerning areas where it is safe to operate aeroplanes with wing tips extended.

2.49. The meeting was also informed that the Amendment 43 introduced the competency-based training and assessment (CBTA) methodology, editorial changes, and system-wide information management (SWIM) and information security, to Annex 15.

2.50. Amendment 3 to PANS-AIM was introduced to address the requirements and procedures concerning:

a) aircraft with folding wing tips, the competency-based training and assessment (CBTA) methodology, consistency of data appearing in multiple aeronautical information products, editorial changes, and system-wide information management (SWIM);

b) initial implementation of the flight and flow — information for a collaborative environment (FF-ICE) services; and

c) charting navigation specifications and accuracies.

2.51. The meeting was also informed that Amendment 34 to PANS-ABC contained a consequential amendment concerning the initial implementation of FF-ICE services and an amendment concerning the NOTAM code for hang gliding and paragliding activities of which all amendments would become applicable on 28 November 2024.

2.52. In addition, the meeting was informed that the Council approved Procedures for Air Navigation Services – Information Management (PANS-IM, Doc 10199) at the fifth meeting of its 231st Session on 18 March 2024 for applicability on 28 November 2024.

Publication of Runway Surface Condition Assessment and Reporting in the AIP

2.53. An update on the publication of runway surface condition assessment and reporting in the Aeronautical Information Publication (AIP) and followed up on the Action Item to coordinate with ICAO HQ on the feasibility of AIP AD 1.2.3 was presented.

2.54. Recognising the need for the promulgation of the procedures for the reporting of runway condition report and issuance of the new SNOWTAM format by States in their AIP in accordance with 6.3.1.2 of Annex 15 Aeronautical Information Services (AIS), APANPIRG/33 adopted the Conclusion APANPIRG/33/2 formulated by AP-AA/WG/4 and endorsed by AOP/SG/6 which was also supported by ATM/SG/10 (17 – 21 October 2022): ***Conclusion APANPIRG/33/2: Publication of procedures for reporting of runway condition report and issuance of the SNOWTAM in AIP***.

2.55. The current situation of the AIP AD1.2 and AD1.2.2 was explained using examples from both the APAC Region and EUR/NAT Region. The meeting was also informed that as ICAO HQ had provisionally agreed to discuss the proposed changes at the Information Management Panel.

2.56. The meeting was encouraged to consider publishing runway surface condition assessment and reporting according to *Conclusion APANPIRG/33/2* until the PANS-AIM Appendix 2 amendment.

2.57. Singapore proposed to standardize the categorisation of information in AIP sections would benefit users by facilitating easier navigation and ensuring uniformity across all States. The following proposal aimed to accurately categorise and distribute information, enhancing AIP standardisation.

- Changing the title to **"AD 1.2 – Rescue and Firefighting Services, Snow Plan,**

and Runway Surface Condition Reporting"

- Establishing a new sub-section, i.e., AD 1.2.3, titled **"AD 1.2.3 – Procedures for Assessment and Reporting of Runway Conditions"**

Review of the AIP Subsection Numbering

2.58. Noting the difference between the State Letter AN 2/33.1-20/26 and the PANS-AIM Appendix 2 on the contents of the AIP (**Table 5**), Mongolia proposed a consecutive numbering for the AIP subsection ENR 3.1.

Table 5: Contents of AIP

State Letter AN 2/33.1-20/26	PANS-AIM Doc 10066 Appendix 2
ENR 3.1 Conventional navigation routes	ENR 3.1 Conventional navigation routes
ENR 3.2 Area navigation routes	ENR 3.2 Area navigation routes
ENR 3.3 Other routes	ENR **3.5** Other routes
ENR 3.4 En-route holding	ENR **3.6** En-route holding

2.59. Due to this uncertainty, Mongolia conducted a brief review of the implementation of Amendment 1 to the PANS-AIM using the EAD AIP Library and the electronic AIPs of APAC States. Out of 42 AIPs reviewed, 25 have used the AIP subsection numbering as outlined in State Letter AN 2/33.1-20/26, while 17 have used the numbering specified in the current PANS-AIM Appendix 2. In the APAC region, most Administrations have not yet implemented the changes to the ATS route classification. This analysis indicated that the publication of ATS routes was not consistent globally.

2.60. The meeting was informed that IMP WG-A had been aware of the issue, and the discussion was ongoing. Therefore, the meeting agreed that the Chair would coordinate with the IFAIMA representative of IMP for further discussion.

Proposed Amendment to the Asia/Pacific Regional Plan for Collaborative Aeronautical Information Management

2.61. ICAO proposed amendment to the Regional Plan for Collaborative AIM, including Aviation System Block Upgrades (ASBU), Asia/Pacific AIM Compliance Analysis – USOAP Audit, and Structure of the Performance Improvement Plan. The proposal was included to **Attachment C** to this paper.

2.62. The meeting agreed to the following Draft Conclusion for consideration by ATM/SG/12:

Draft Conclusion ATM/SG/12-X: Amendment to the Asia/Pacific Regional Plan for Collaborative AIM

That, the Amendment to the Regional Plan for Collaborative AIM at **Attachment D** to this paper be adopted, and the amended Plan be posted on the ICAO Asia/Pacific Regional Office eDocuments web-page.

Revised Guidance on the Issuance of SNOWTAM

2.63. ICAO introduced the latest Guidance published in December 2020 on the Issuance of SNOWTAM used in the Asia/Pacific Region.

2.64. ICAO APAC Regional Office would consult with HQ and other Regional Offices on how they deal with the EUR Doc 041 and any plan for the global guidance document.

2.65. The meeting agreed to the following Draft Conclusion for consideration by ATM/SG/12:

Draft Conclusion ATM/SG/12-X: Revised Guidance on the Issuance of SNOWTAM

That, the revised EUR Doc 041 – Guidance on the Issuance of SNOWTAM (V.1.1) at **Attachment E** to this paper be uploaded on the ICAO Asia/Pacific Regional Office eDocuments web-page, to replace the existing.

Proposed Business Functionality of APAC Common SWIM Information Services

2.66. ICAO APAC SWIM TF Task Team on Information Services updated the meeting on the work to identify the business functionality to be supported by APAC Common SWIM Information Services for addressing the operational needs in APAC.

2.67. The list of recommended services in the initial APAC Common SWIM Information Services was further reviewed and modified by SWIM TF/9, and the list updated by SWIM TF/9 was provided in **Attachment F** of this paper.

2.68. Realising a need for further discussion, the meeting agreed to form an ad hoc group to discuss both technical and operational aspect of this subject rather than reaching a consensus at AAITF/19. The following States/Administrations and International Organisations were willing to volunteer the task:

Australia, Hong Kong China, Indonesia, Japan, Singapore, Thailand, USA, IATA, IFAIMA

2.69. The meeting agreed to the following Decision:

Decision AAITF/19-3: Establish APAC Common SWIM Aeronautical Information Services Ad hoc Group

That, AAITF establishes the APAC Common SWIM Aeronautical Information Services Ad hoc Group, that will:

a) Review and discuss the proposed business functionality of APAC Common SWIM Aeronautical Information Services by SWIM TF, including but not limited to;

- Business functionality of the service;
- Brief description of the service;
- Type of information to be exchanged;
- Information exchange model / Message type;
- Message exchange pattern; and
- Recommended service in initial APAC Common SWIM IS;

b) Coordinate and collaborate with APAC SWIM TF, ATM/SG and AOP/SG; review the development of AIXM revisions and, if needed, propose AIXM extension for regional adoption;

c) Submit inputs and recommendations to the AAITF, ATM/SG, AOP/SG and APAC SWIM TF when deemed necessary; and

d) Undertake any other tasks related to APAC Common SWIM Aeronautical implementation that may arise in the future

Quality Management System Seminar

2.70. A Quality Management System (QMS) seminar session was conducted on 14 June 2024 after the AAITF meeting. The aim of the seminar was to enhance States' understanding towards the implementation of QMS in order to be removed from the ANS Deficiency List for being failure to implement such system.

2.71. Six presentations were presented:

- SP/4 AIS QMS implementation in the Asia/Pacific Region (ICAO)
- SP/5 Quality Control and Corrective Action (IFAIMA)
- SP/6 Internal Audit and Management Review (IFAIMA)
- SP/7 Verification and Validation Activities (IFAIMA)
- SP/8 NGA's Experience with QMS (USA)
- SP/9 Indonesia's Journey Implementing QMS for AIS (Indonesia)

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the ATM and Airspace Safety Deficiencies in the AIS/AIM field, and particularly the deep concern about poor quality management of aeronautical information in the APAC Region;

b) note the continuing overall slow implementation of the Phase I and II performance expectations of the Regional Plan for Collaborative AIM;

c) note the need for increased effort and compliance in the management of NOTAMs;

d) note the ongoing effort to resolve duplicated 5-Letter Name Codes (5LNC), and for ICARD registration of all 5LNCs that are published in AIP;

e) note the amendment and revision for various AIS/AIM related document and guidance material;

f) agree to **Draft Conclusion ATM/SG/12-x: Amendment to the Asia/Pacific Regional Plan for Collaborative AIM**;

g) agree to **Draft Conclusion ATM/SG/12-x: Revised Guidance on the Issuance of SNOWTAM**

h) note to Decision AAITF/19-3: Establish the APAC Common SWIM Aeronautical Information Services Ad hoc Group; and

i) discuss any relevant matters as appropriate.

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Draft Conclusion ATM/SG/12-x: Amendment to the Asia/Pacific Regional Plan for Collaborative AIM	
What: That, the Amendment to the Regional Plan for Collaborative AIM at **Attachment D** to this paper be adopted, and the amended Plan be posted on the ICAO Asia/Pacific Regional Office eDocuments web-page.	Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
Why: To ensure harmonisation with the Global Air Navigation Plan and Asia/Pacific Seamless ANS Plan	Follow-up: ☒Required from States
When: 27-Nov-24	Status: Draft to be adopted by Subgroup
Who: ☒Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other: XXXX	

Draft Conclusion ATM/SG/12-x: Revised Guidance on the Issuance of SNOWTAM	
What: That, the revised EUR Doc 041 – Guidance on the Issuance of SNOWTAM (V.1.1) at **Attachment E** to this paper be uploaded on the ICAO Asia/Pacific Regional Office eDocuments web-page, to replace the existing.	Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
Why: To provide guidance to APAC States for the issuance of SNOWTAM associated with the new Global Reporting Format for runway surface conditions	Follow-up: ☒Required from States
When: 27-Nov-24	Status: Draft to be adopted by Subgroup
Who: ☒Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other: XXXX	

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Regional Implementation Status of AIM Performance Expectations

Date Last Amended: May 15, 2024

	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%	100%	100%	100%	60%	100%	100%	100%	100%	100%	70%	100%	60%	0%	100%	0%	0%	100%	0%	0%
Bangladesh	70%	30%	0%	0%	0%	50%	0%	30%	0%	30%	80%	100%	50%	10%	0%	0%	0%	90%	0%	30%	0%	0%	0%
Bhutan	100%	100%	100%	100%	0%	100%	40%	20%	60%	100%	100%	100%	50%	50%	60%	40%	10%	10%	20%	10%	100%	0%	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%	0%
Cambodia	100%	100%	90%	90%	30%	100%	70%	60%	50%	60%	60%	100%	80%	70%	50%	80%	70%	70%	30%	100%	30%	30%	50%
China	100%	100%	100%	80%	100%	100%	100%	100%	100%	100%	100%	90%	40%	70%	100%	100%	10%	50%	70%	100%	30%	10%	10%
Hong Kong, China	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	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%	50%	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%	100%	100%	70%	50%	100%	100%	100%	100%	100%	100%	70%	40%	100%	60%	20%	20%	50%	80%	20%	20%	10%
Fiji	100%	100%	50%	0%	40%	100%	40%	100%	100%	50%	100%	60%	100%	60%	70%	10%	0%	0%	0%	0%	0%	0%	0%
French Polynesia	100%	100%	80%	100%	50%	0%	80%	80%	80%	100%	60%	100%	80%	100%	100%	80%	50%	50%	0%	100%	60%	60%	20%
India	100%	100%	100%	100%	30%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	70%	100%	0%	0%	0%
Indonesia	100%	100%	100%	100%	90%	80%	100%	100%	100%	100%	100%	100%	70%	70%	100%	50%	10%	10%	10%	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%	70%	0%	100%	50%	80%	100%	100%	100%	100%	0%	50%	100%	100%	70%	70%	70%	90%	0%	0%	50%
Maldives	100%	100%	100%	100%	0%	100%	80%	100%	100%	100%	100%	100%	100%	100%	90%	0%	0%	0%	0%	0%	100%	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%	100%	50%	100%	100%	100%	100%	100%	100%	100%	50%	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%	100%	100%	50%	100%	100%	90%	100%	100%	30%	0%	50%	0%	50%	50%	50%	0%	0%	0%	0%
New Zealand	100%	100%	100%	100%	0%	100%	50%	100%	80%	100%	100%	100%	0%	80%	100%	90%	100%	80%	40%	80%	0%	60%	80%
Pakistan	100%	100%	100%	100%	100%	100%	90%	100%	100%	90%	100%	100%	70%	70%	100%	100%	80%	100%	60%	100%	80%	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%	100%	100%	100%	100%	100%	100%	100%	100%	0%	100%	100%	0%	0%	0%	30%	100%	0%	0%
Republic of Korea	100%	80%	80%	100%	80%	50%	100%	100%	100%	80%	100%	100%	80%	0%	100%	50%	50%	50%	50%	100%	50%	0%	0%
Samoa	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	70%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%
Singapore	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	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%	100%	100%	100%	90%	100%	100%	100%	70%	100%	90%	50%	50%	20%	90%	20%	20%	20%
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%	0%	50%	0%	0%	0%
Vanuatu	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	70%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%
Viet Nam	100%	100%	100%	100%	70%	100%	100%	70%	80%	90%	100%	100%	100%	90%	100%	80%	90%	90%	70%	80%	10%	10%	10%
USA	100%	100%	100%	90%	70%	100%	100%	100%	100%	100%	100%	70%	70%	50%	100%	100%	0%	80%	60%	90%	80%	90%	70%
France	0%	100%	0%	0%	0%	0%	0%	0%	80%	0%	0%	100%	0%	0%	100%	100%	0%	0%	0%	80%	0%	0%	10%
	66%	**72%**	**62%**	**60%**	**33%**	**61%**	**54%**	**57%**	**62%**	**57%**	**60%**	**73%**	**43%**	**40%**	**63%**	**46%**	**29%**	**37%**	**24%**	**53%**	**26%**	**12%**	**13%**

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 Air Navigation Plans developed in accordance with the Beijing Declaration, and the provisions of the Asia/Pacific Seamless ANS Plan, include the 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, ideally, separated from the civil aviation administration in accordance with the guidance provided in ICAO Doc 8126 – AIS Manual Chapter 2 (2.4.1.2 and 2.4.1.3).

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 under the SARPS in Annex 15.

7 Established formal agreements between AIS providers and aeronautical data originators under the relevant SARPS in Annex 15 specifying the content, quality, maintenance and timing of the provision of aeronautical data that required to be promulgated in AIP, and the application of quality management process.

8 Provided full access to relevant ICAO Annexes and Documents to all personnel having responsibility for the origination, reception, management, publication and/or distribution of aeronautical information and aeronautical data.

9 Ensured full compliance of all aeronautical products with common reference systems in accordance with the relevant SARPS and procedures in Annex 15 and PANS-AIM: WGS-84, MSL/EGM-96 and UTC

Phase 2

10 Adapted policy, primary legislation and supporting regulations for Annex 4, Annex 15 SARPS and PANS AIM to support transition to AIM: implementation of digital databases of aeronautical information and production of electronic AIP and other Aeronautical Information Products.

11 Adapted training, competency and performance assessment of AIS personnel the establishment and maintenance of digital databases and generation of data sets of aeronautical information, quality management systems, and electronic AIP.

12 Implemented and maintained quality management systems encompassing all functions of an AIS.

13 Established and maintained digital databases of aeronautical information (PANS-AIM Appendix 1)

14 Managed terrain, obstacle and aerodrome mapping data through the establishment of:

14a a terrain database, from which terrain data sets conforming with Annex 15 Section 5.3.3.3 may be generated;

14b an obstacle database, from which obstacle data sets conforming with Annex 15 Section 5.3.3.4 may be generated; and

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 a digital database of aeronautical information.

Phase 3

16 Adapted policy, primary legislation and supporting regulations for Annex 4 and Annex 15 SARPS, and PANS AIM procedures to support the automated exchange of aeronautical data in a SWIM environment: Interoperability with meteorological products, Communications networks for the exchange of aeronautical data and Electronic aeronautical charts.

17 Adapted training, competency development and performance assessment of AIS personnel to support the automated exchange of aeronautical data in a SWIM environment, and the generation of electronic aeronautical charts.

18 Exchanged digital data sets of aeronautical information in a SWIM environment, aligned with ASBU DAIM-B2/1, provided Aeronautical Information briefing with integrated meteorological information and Electronic aeronautical charts.

Color Code:

Green - Increased implementation

Red - Decreased implementation

Dark Blue - No Change

5LNC STATUS - AFGHANISTAN

Date: June 2024

ICARD	Total number of 5LNCs	**203**
	Terminal Airspace (TA)	**94**
	En-route (ENR)	**66**
	FIR	**17**
	Other	**9**
	No Purpose	**17**
	No Coordinates	**3**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**12**
	Priority allocated to Afghanistan	**5**
	Priority allocated to other States	**2**
	Priority to be determined	**0**
	In the process of being resolved	**0**
	Completely resolved 5LNCs	**1**

Priority allocated to Afghanistan				
5LNC		States	Priority	Within 1000NM
BOTAN	2	Afghanistan, Japan	Afghanistan	No
GOSKI	2	Afghanistan, Japan	Afghanistan	No
NIPIR	2	Afghanistan, New Zealand	Afghanistan	No
TAPIS	2	Afghanistan, Malaysia	Afghanistan	No
KAMAR	2	Afghanistan/Iran (Islamic Republic of) [FIR boundary], Japan	Afghanistan/Iran (Islamic Republic of)	No

Priority allocated to other States				
5LNC		States	Priority	Within 1000NM
BENUL	2	Canada, Afghanistan	Canada	No
MIRAB	2	Saudi Arabia, Afghanistan	Saudi Arabia	No

5LNC STATUS - AUSTRALIA

Date: June 2024

ICARD	Total number of 5LNCs	**3384**
	Terminal Airspace (TA)	**1428**
	En-route (ENR)	**1506**
	FIR	**36**
	Other	**216**
	No Purpose	**198**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**292**
	Priority allocated to Australia	**31**
	Priority allocated to other States	**104**
	Priority to be determined	**8**
	In the process of being resolved	**25**
	Completely resolved 5LNCs	**124**

Priority allocated to Australia				
5LNC	States		Priority	Within 1000NM
ALDAR	2	Mongolia, Australia	Australia	No
ALDEL	2	Australia, China	Australia	No
BENDO	2	Australia, Ethiopia	Australia	No
DAMIL	2	Australia, New Zealand	Australia	No
DOGAR	2	Australia/Sri Lanka (FIR boundary), China	Australia/Sri Lanka	No
DUBAG	2	Australia, China	Australia	No
EPDAM	2	Australia, Brazil	Australia	No
ESLAR	2	Australia, Chile	Australia	No
FISHA	2	Australia, Hong Kong China	Australia	No
GUKON	2	Australia, New Zealand	Australia	No
IKODA	2	Australia, Maldives	Australia	No
JACKI	2	United States of America, Australia	Australia	No
LEWIS	2	Australia, Tonga	Australia	No
LIDIT	2	Australia/Papua New Guinea, Canada	Australia/Papua New Guinea	No
MAMUT	2	Australia, Venezuela	Australia	No
MEBKA	2	Australia, New Zealand	Australia	No
MONIC	2	Australia, Brazil	Australia	No
NITOM	2	Australia, Viet Nam	Australia	No
NOBAR	2	Australia, New Zealand	Australia	No
NORMA	2	Australia, Japan	Australia	No
OKTON	2	Australia, Malaysia	Australia	No
ONUMA	2	Australia, Japan	Australia	No
PARSI	2	Australia, Nepal	Australia	No
SADAR	2	Australia, Malaysia	Australia	No
SATNA	2	Australia/Indonesia (FIR boundary), Brazil	Australia/Indonesia	No
SCOTT	4	Republic of Korea, Japan, Australia, United States of America	Australia	Yes
SUSAK	2	Australia, Japan	Australia	No
TEMIS	2	Australia, Japan	Australia	No
TOGAM	2	Australia, Maldives	Australia	No
TOSAS	2	Australia/Papua New Guinea (FIR boundary), China	Australia	No
VICMA	2	Australia, United States of America	Australia	No

Priority allocated to other States				
5LNC		States	Priority	Within 1000NM
ALBAK	2	Colombia, Australia	Colombia	No
ALEXI	2	United States of America, Australia	United States of America	No
ALIRA	2	Canada, Australia	Canada	No
AMITY	2	Australia, Japan	Japan	No
ANGAS	2	Brazil, Australia	Brazil	No
APPLE	4	United States of America, United Kingdom, Australia, Japan	United Kingdom	No
ARRAN	2	United States of America, Australia	United States of America	No
ARTHA	2	United Kingdom, Australia	United Kingdom	No
BARTN	3	Australia, United Kingdom, United States of America	United Kingdom	No
BEKKA	2	Japan, Australia	Japan	No
BERNI	2	United States of America, Australia	United States of America	No
BERTI	4	Algeria, Brazil, United States of America, Australia	United States of America	No
BRADD	2	Canada/United States of America (FIR boundary), Australia	Canada/United States of America	No
BURPA	2	Colombia, Australia	Colombia	No
CANTY	2	United States of America, Australia	United States of America	No
CHOOK	2	United States of America, Australia	United States of America	No
CORAL	8	China, Japan, Australia,Polynesie Française, Brazil, Cuba, Mexico, Honduras (COCESNA)	Brazil	Yes
CORNE	2	United States of America, Australia	United States of America	No
CORSA	2	Mexico, Australia	Mexico. Australia if not used by Mexico.	No
CORSI	2	France/Italy (FIR boundary), Australia	France/Italy	No
COTON	3	Hong Kong China, Australia, United States of America	United States of America	No
DALEY	3	Australia, United Kingdom, United States of America	United Kingdom	No
DAYBO	2	United States of America, Australia	United States of America	No
DEBAY	2	United States of America, Australia	United States of America	No
DENIS	3	Australia, China, Mali (ASECNA)	Mali (ASECNA)	No
DIPSO	2	United Kingdom, Australia	United Kingdom	No
DOREN	2	Cyprus/Turkey (FIR boundary), Australia	Cyprus/Turkey	No
DRAIN	2	United States of America, Australia	United States of America	No
DUKES	3	Australia, New Zealand, United States of America	United States of America	No
DUNES	3	Australia, Spain, United States of America,	United States of America	No
DUNNE	2	United States of America, Australia	United States of America	No
ELIZA	3	Australia, Philippines, United States of America	United States of America	No
ENDOR	2	Malaysia, Australia	Malaysia	No
ENTRA	2	United States of America, Australia	United States of America	No
FIKUL	2	United States of America, Australia	United States of America	No
FINNS	2	United States of America, Australia	United States of America	No
GULLY	2	United States of America, Australia	United States of America	No
HARRO	2	United States of America, Australia	United States of America	No
HAYES	2	United States of America, Australia	United States of America	No
HIPPO	3	United States of America, Australia, China	United States of America	No
HOPLA	2	United States of America, Australia	United States of America	No
HORUS	2	United States of America, Australia	United States of America	No
INDEE	2	Bahamas, Australia	Bahamas	No
JELLI	2	United States of America, Australia	United States of America	No
JOLLY	4	United States of America, Japan, New Zealand, Australia	United States of America	No
JULIA	4	United States of America, Brazil, Japan, Australia	Brazil	No
KELLY	4	United States of America, United Kingdom, Japan, Australia	United Kingdom	No
KERRI	2	United States of America, Australia	United States of America	No
KERRS	2	United States of America, Australia	United States of America	No
KEVIN	3	United States of America, Australia, Republic of Korea	United States of America	No
LAMSI	2	Germany, Australia	Germany	No
LANOL	2	Kazakhstan/Uzbekistan (FIR boundary), Australia	Kazakhstan/Uzbekistan	No
LAVER	2	United States of America, Australia	United States of America	No
LAWNN	2	United States of America, Australia	United States of America	No
LILEE	2	Italy, Australia	Italy	No

LIZZI	2	United States of America, Australia	United States of America	No
LUFFY	2	Australia, Japan	Japan	No
LUVLY	2	United States of America, Australia	United States of America	No
MAIDS	2	United States of America, Australia	United States of America	No
MAJOR	2	United States of America, Australia	United States of America	No
MANLI	2	China, Australia	China	No
MARGO	2	Israel, Australia	Israel	No
MARLN	2	United States of America, Australia	United States of America	No
MAXEM	2	Canada, Australia	Canada	No
MEETA	2	United States of America, Australia	United States of America	No
MILLA	2	Australia, New Zealand	United States of America	No
MITSA	2	Netherlands, Australia	Netherlands	No
MONTY	4	United States of America, United Kingdom, Australia, Hong Kong China	United Kingdom	No
NEVIS	3	Australia, United Kingdom, United States of America	United Kingdom	No
NIKKI	2	United States of America, Australia	United States of America	No
ODALE	2	United States of America, Australia	United States of America	No
OKMEL	2	Russian Federation, Australia	Russian Federation	No
PAULA	3	United States of America, Brazil, Australia	United States of America	No
PORTA	3	Spain/Portugal (FIR boundary), Australia, Philippines	Spain/Portugal	No
PRAWN	4	Canada, Lybia, Hong Kong China, Australia	Canada	No
RAFFS	2	United States of America, Australia	United States of America	No
RISOL	2	Russian Federation, Australia	Russian Federation	No
RIXON	2	Bolivia (Plurinational State of), Australia	Bolivia (Plurinational State of)	No
ROSMO	2	Sweden, Australia	Sweden	No
RUDIE	2	United States of America, Australia	United States of America	No
RUSSL	2	United States of America, Australia	United States of America	No
SAILA	3	Japan, Australia, United States of America	United States of America	No
SALLY	2	United States of America, Australia	United States of America	No
SALTY	3	Japan, Australia, United States of America	United States of America	No
SANDR	2	United States of America, Australia	United States of America	No
SASRO	2	India, Australia/New Zealand (FIR boundary)	India	No
SAVER	2	Japan, Australia	Japan	No
SHOAL	3	Australia, New Zealand, United States of America	United States of America	No
SMALL	2	United States of America, Australia	United States of America	No
SOAPY	3	Australia, United States of America (2)	United States of America	No
STANZ	2	United States of America, Australia	United States of America	No
STEVO	2	United States of America, Australia	United States of America	No
TALAG	2	Honduras (COCESNA), Australia	Belize/Costa Rica/El Salvador/Guatemala/Honduras/Nicaragua	No
TAMMI	2	United States of America, Australia	United States of America	No
TANTA	2	Japan, Australia	Japan	No
TEMPL	3	United States of America, United Kingdom, Australia	United States of America	No
TONAR	4	Australia, Japan, Russian Federation, Argentina/Chile (FIR boundary)	Russian Federation	No
VICKI	2	United States of America, Australia	United States of America	No
WAREN	2	United States of America, Australia	United States of America	No
WENDY	4	Japan, Australia, United States of America, Portugal	United States of America	No
WHALE	5	Australia,Japan,Tonga, Lybia, Canada/United States of America (FIR boundary)	Canada/United States of America	No
WILDE	2	United States of America, Australia	United States of America	No
WOODY	4	Australia, China, Japan, Belgium/Netherlands (FIR boundary)	Belgium/Netherlands	Yes
ZIPPY	3	United States of America, Australia, China	United States of America	No

Priority to be determined				
5LNC		States	Priority	Within 1000NM
ABBEY	2	Hong Kong China, Australia	To be determined by the 5LNC Duplicate Resolution Rules	No
BLACK	2	Australia, Fiji	To be determined by the 5LNC Duplicate Resolution Rules	No
DEENA	2	Australia, Israel	To be determined by the 5LNC Duplicate Resolution Rules	No
GLENN	3	Philippines, Australia, New Zealand	To be determined by the 5LNC Duplicate Resolution Rules	No
MANDA	2	Eritrea/Djibouti (FIR boundary), Australia	To be determined by the 5LNC Duplicate Resolution Rules	No
OPTIC	2	Australia, China	To be determined by the 5LNC Duplicate Resolution Rules	No
SIGUL	2	Australia, Argentina	To be determined by the 5LNC Duplicate Resolution Rules	No
UNDER	2	Australia, Albania	To be determined by the 5LNC Duplicate Resolution Rules	No

In the process of being resolved				
5LNC		States	Note	Within 1000NM
ALORA	3	Jamaica, Spain, Australia	Australia replaced with VIRAP, but ICARD deletion request not yet submitted.	No
ARGON	3	Australia, Hong Kong China,Peru,	Australia replaced with DOMTI, but ICARD deletion request not yet submitted.	No
BIDAG	2	Australia, Singapore	Australia replaced with ONARA, but ICARD deletion request not yet submitted.	No
BOBET	2	India, Australia	Australia replaced with EKUNO, but ICARD deletion request not yet submitted.	No
BORDA	3	Hong Kong China, Australia, United States of America	Australia replaced with MOMGI, but ICARD deletion request not yet submitted.	No
COOPS	2	United States of America, Australia	Australia replaced with KARGI, but ICARD deletion request not yet submitted.	No
DOSEL	3	Australia, Germany, United States of America	Removed from United States of America, but ICARD deletion request not yet submitted.	No
EBONY	3	Australia, Indonesia, United States of America	Indonesia replaced EBONY.	No
EMLED	2	Canada, Australia	Canada released. Availablity date 30 Oct 2020 to Australia, but ICARD registration request not yet submitted.	No
FALLS	3	Philippines, Australia, New Zealand	Philippines replaced with LALUR. Australia reported not the database. Priority given to New Zealand.	No
IDUNA	2	Australia, Singapore	Singapore to replace IDUNA in Q2 2024.	No
JORDY	2	United States of America, Australia	Australia replaced with OROLU, but ICARD deletion request not yet submitted.	No
KITTY	2	Australia, Thailand	Thailand replacing KITTY, Priority given to Australia	No
MARUB	2	Australia, Japan	Japan replacing MARUB. Priority given to Australia.	No
MORGA	2	United States of America, Australia	Australia replaced with LENBA, but ICARD deletion request not yet submitted.	No
NINOB	2	Australia, India	Australia replaced with SINAM, but ICARD deletion request not yet submitted. Priority to be given to India.	No
POPET	3	India, Cambodia, Australia	Deleted from Cambodia AIP, but ICARD deletion request not yet submitted.	No
QUINS	3	Australia, Republic of Korea, United States of America	Australia reported to have deleted, but ICARD deletion request not yet submitted	No

RIPNA	2	Australia/Solomon Islands, Papua New Guinea	Australia deleted RIPNA, but ICARD deletion request not yet submitted. Priority to be given to Papua New Guinea.	No
RUSSO	2	Australia, United States of America	Australia replaced with OKODU, but ICARD deletion request not yet submitted.	No
TABAL	2	Algeria, Australia	Australia replaced with LENRI, but ICARD deletion request not yet submitted. Priority to be given to Algeria.	No
TOMAS	6	Australia, New Zealand, Brazil, Venezuela, Costa Rica (COCESNA), Denmark (Greenland)	Australia replaced with LEVRI, but ICARD deletion request not yet submitted.	No
TUMAN	2	Canada, Australia	No longer registered by Canada. Priority given to Australia.	No
VALDA	3	United States of America/Russian Federation (FIR boundary), Unite	Australia replaced with ATSIN, but ICARD deletion request not yet submitted. Priority to be given to United States of America.	No
WONKA	2	Australia, Republic of Korea	Not published in AIP Republic of Korea. Priority given to Australia.	No

5LNC STATUS - BANGLADESH

Date: June 2024

ICARD	Total number of 5LNCs	**100**
	Terminal Airspace (TA)	**16**
	En-route (ENR)	**28**
	FIR	**15**
	Other	**28**
	No Purpose	**13**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**2**
	Priority allocated to Bangladesh	**0**
	Priority allocated to other States	**0**
	Priority to be determined	**0**
	In the process of being resolved	**1**
	Completely resolved 5LNCs	**1**

Priority allocated to Bangladesh			
5LNC	States	Priority	Within 1000NM

Priority allocated to other States			
5LNC	States	Priority	Within 1000NM

Priority to be determined			
5LNC	States	Priority	Within 1000NM

In the process of being resolved				
5LNC		States	Note	Within 1000NM
TAROS	3	Indonesia/Singapore (FIR boundary), India/Bangladesh (FIR boundary), Mexico	Not published in AIP India. Mexico to release TAROS.	No

5LNC STATUS - BHUTAN

Date: June 2024

ICARD	Total number of 5LNCs	**13**
	Terminal Airspace (TA)	**0**
	En-route (ENR)	**13**
	FIR	**0**
	Other	**0**
	No Purpose	**0**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**1**
	Priority allocated to Bhutan	**0**
	Priority allocated to other States	**1**
	Priority to be determined	**0**
	In the process of being resolved	**0**
	Completely resolved 5LNCs	**0**

Priority allocated to Bhutan			
5LNC	States	Priority	Within 1000NM

Priority allocated to other States				
5LNC		States	Priority	Within 1000NM
TAKTI	2	Saudi Arabia, Bhutan	Saudi Arabia	No

Priority to be determined			
5LNC	States	Priority	Within 1000NM

In the process of being resolved			
5LNC	States	Note	Within 1000NM

5LNC STATUS - BRUNEI DARUSSALAM

Date: June 2024

ICARD	Total number of 5LNCs	**8**
	Terminal Airspace (TA)	**1**
	En-route (ENR)	**6**
	FIR	**0**
	Other	**1**
	No Purpose	**0**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**3**
	Priority allocated to Brunei Darussalam	**0**
	Priority allocated to other States	**2**
	Priority to be determined	**0**
	In the process of being resolved	**1**
	Completely resolved 5LNCs	**0**

Priority allocated to Brunei Darussalam

5LNC	States	Priority	Within 1000NM

Priority allocated to other States

5LNC		States	Priority	Within 1000NM
OLMIR	2	Spain, Brunei Darussalam	Spain	No
RUSIL	2	New Zealand, Brunei Darussalam	New Zealand	No

Priority to be determined

5LNC	States	Priority	Within 1000NM

In the process of being resolved

5LNC		States	Note	Within 1000NM
SAMET	2	Thailand, Brunei Darussalam	Thailand to replace in 2024.	Yes

5LNC STATUS - CAMBODIA

Date: June 2024

ICARD	Total number of 5LNCs	**131**
	Terminal Airspace (TA)	**70**
	En-route (ENR)	**34**
	FIR	**11**
	Other	**0**
	No Purpose	**16**
	No Coordinates	**2**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**25**
	Priority allocated to Cambodia	**0**
	Priority allocated to other States	**0**
	Priority to be determined	**0**
	In the process of being resolved	**14**
	Completely resolved 5LNCs	**11**

Priority allocated to Cambodia

5LNC	States	Priority	Within 1000NM

Priority allocated to other States

5LNC	States	Priority	Within 1000NM

Priority to be determined

5LNC	States	Priority	Within 1000NM

In the process of being resolved

5LNC		States	Note	Within 1000NM
LAVAN	2	United States of America, Cambodia/Lao People's Democratic Republic	Cambodia replaced with NILIS, but ICARD deletion request not yet submitted.	No
AKATA	3	Canada, Russian Federation, Cambodia	Cambodia to replace/remove in Q1 2025	No
BASAK	2	Russian Federation, Cambodia	Cambodia to replace/remove in Q1 2025	No
BATEE	2	United States of America, Cambodia	Cambodia to replace/remove in Q1 2025	No
BOSET	2	France (Guadeloupe), Cambodia	Cambodia to replace/remove in Q1 2025	No
CONDA	2	Viet Nam, Cambodia	Cambodia to replace/remove in Q1 2025	Yes
DAMAT	2	Turkey, Cambodia	Cambodia to replace/remove in Q1 2025	No
KELEN	2	United States of America, Cambodia	Cambodia to replace/remove in Q1 2025	No
MADAM	2	United States of America, Cambodia	Cambodia to replace/remove in Q1 2025	No
OMLET	2	Japan/United States of America (FIR boundary), Cambodia	Cambodia to replace/remove in Q1 2025	No
TAMEN	2	Canada, Cambodia	Cambodia to replace/remove in Q1 2025	No
TANAK	2	Russian Federation, Cambodia	Cambodia to replace/remove in Q1 2025	No
DORAT	2	Malta, Cambodia	Deleted from Malta. No longer published in AIP Cambodia, but ICARD deletion request not yet submitted.	No
POPET	3	India, Cambodia, Australia	No longer published in AIP Cambodia, but ICARD deletion request not yet submitted.	No

5LNC STATUS - CHINA

Date: June 2024

ICARD	Total number of 5LNCs	**1548**
	Terminal Airspace (TA)	**324**
	En-route (ENR)	**942**
	FIR	**18**
	Other	**6**
	No Purpose	**258**
	No Coordinates	**2**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**223**
	Priority allocated to China	**19**
	Priority allocated to other States	**142**
	Priority to be determined	**17**
	In the process of being resolved	**2**
	Completely resolved 5LNCs	**43**

Priority allocated to China				
5LNC		States	Priority	Within 1000NM
AKAGI	2	China, Japan	China	No
AMURI	2	China, New Zealand	China	No
ATALA	2	China, Polynesie Française	China	No
BORDO	2	China/Japan FIR boundary, United States of America/Cuba	China/Japan	No
BRAVO	7	China, India, Syrian Arab Republic, United Kingdom, United Kingdom (Falkland Islands), Italy, Brazil	China	Yes
IKARU	2	China, Japan	China	No
KABDO	2	China, Mauritius	China	No
KAGRA	2	China, Japan	China	No
KIRIN	3	Thailand, China, Japan	China	Yes
LEDIM	2	China, Solomon Islands	China	No
LOVTA	2	China, New Zealand	China	No
MADEM	2	China (2)	China	Yes
MANLI	2	China, Australia	China	No
NOKAK	2	China, New Zealand	China	No
OBDEG	2	China, New Zealand	China	No
PONEN	2	China, Spain	China	No
SANKO	2	China, Japan	China	Yes
SAPUT	2	China, Thailand	China	No
TOMUD	2	China, Malaysia	China	Yes

Priority allocated to other States				
5LNC		States	Priority	Within 1000NM
ALDEL	2	Australia, China	Australia	No
ANDIN	2	China, United States of America	United States of America	No
ANDRE	4	Canada, Denmark (Greenland), Uganda, China	Denmark (Greenland)	No
ANKLE	2	United States of America, China	United States of America	No
ANNNA	2	United States of America, China	United States of America	No
APRIL	3	United States, Thailand, China	United States of America	No
ARBOK	2	Russian Federation, China	Russian Federation	No
ARBOR	3	Philippines, China, United States of America	United States of America	No
ARLEN	3	China, Russian Federation, Nicaragua (COCESNA)	Russian Federation	No
ATAGA	2	United States of America, China	United States of America	No
AUGUR	3	China, United States of America, Brazil	United States of America	No
BACON	5	Brazil, United States, Japan, China, Phillippines	United States of America	Yes
BAGEL	2	United States of America, China	United States of America	No

BESOM	2	United States of America, China	United States of America	No
BESTO	2	Poland, China	Poland	No
BISON	6	China (2), Indonesia, Viet Nam, Australia, United States of America	United States of America	Yes
BOCCA	2	United States of America (Puerto Rico), China	United States of America	No
BRENT	3	Thailand, China, United States of America,	United States of America	No
BUSBY	2	United States of America, China	United States of America	No
BYWAY	2	United States of America, China	United States of America	No
CAMEO	2	United States of America, China	United States of America	No
CAROL	3	Japan, China, United States	United States of America	No
COMPA	2	United States of America, China	United States of America	No
COPRA	2	United States of America, China	United States of America	No
CUBIT	2	United States of America, China	United States of America	No
DALIN	2	Spain, China	Spain	No
DAVIE	2	United States of America, China	United States of America	No
DECOY	3	Republic of Korea, China, United States of America	United States of America	Yes
DEFOE	2	United States of America, China	United States of America	No
DENIS	3	Australia, China, Mali (ASECNA)	Mali (ASECNA)	No
DITTO	2	United States of America, China	United States of America	No
DOGAR	2	Australia/Sri Lanka (FIR boundary), China	Australia/Sri Lanka	No
DONNA	2	United Kingdom, China	United Kingdom	No
DRAKE	5	Chile/Argentina, Costa Rica (COCESNA), United States of America, United Kingdom, China	United Kingdom	No
DUBAG	2	Australia, China	Australia	No
DULAN	2	Mongolia, China	Mongolia	No
DUMAS	2	Malaysia, China	Malaysia	No
DUPAR	2	Canada, China	Canada	No
EMILY	2	United States of America, China	United States of America	No
ERICA	3	China, United States of America, Venezuela,	United States of America	No
EXTRA	2	United States of America, China	United States of America	No
FIVER	2	United States of America, China	United States of America	No
FLASH	3	China, Brazil, United States of America	United States of America	No
FOSAN	2	United States of America, China	United States of America	No
FRANK	5	Japan, China, United States of America, Brazil, Panama	United States of America	No
GABBY	2	United States of America, China	United States of America	No
GAMMA	2	United States of America, China	United States of America	No
GENIE	2	United States of America, China	United States of America	No
GENUS	3	Brazil, United States of America, China	United States of America	No
GOGET	2	Republic of Korea, China	Republic of Korea	Yes
GORPI	2	Poland/Sweden (FIR boundary), China	Poland/Sweden	No
GRACE	4	United States of America, Brazil, China, Thailand	United States of America	No
GRADY	3	China, Liberia, United States of America	United States of America	No
GRATE	2	United States of America, China	United States of America	No
GUMBO	2	United States of America, Japan/China [FIR boundary]	United States of America	No
GUMMY	2	United States of America, China	United States of America	No
HANKY	5	United States of America, United Kingdom, Republic of Korea, China, Australia	United Kingdom	Yes
HAPPY	2	Japan, China	Japan	No
HIPPO	3	United States of America, Australia, China	United States of America	No
HOTEL	4	China, Viet Nam, Thailand, Canada	Canada. To be determined by the 5LNC Duplicate Resolution Rules if not used by Canada.	Yes
HYDEE	2	United States of America, China	United States of America	No
IMAGE	2	United States of America, China	United States of America	No
INDIA	4	Indonesia, China, Spain, United States of America	United States of America	No
JESSY	3	Italy, United States of America, China	Italy	No
JINGO	2	United States of America, China	United States of America	No
JULLY	2	Canada, China	Canada	No
JUNTA	2	United States of America (Puerto Rico), China	United States of America	No
JUROR	2	United States of America, China	United States of America	No
KADET	2	New Zealand, China	New Zealand	No
KAPOK	2	United States of America (Guam), China	United States of America	No
KARAN	2	China, Viet Nam	Viet Nam	Yes
KARLI	2	Denmark/Norway (FIR boundary), China	Denmark/Norway	No
KEBAB	3	United States of America, Australia, China	United States of America	No
KERRY	2	United States of America (Guam), China	United States of America	No

KNISH	2	United States of America, China	United States of America	No
KNOCK	2	United States of America, China	United States of America	No
KRONA	2	United States of America, China	United States of America	No
LAGER	4	China , Japan,Republic of Korea, United Kingdom,	United Kingdom	Yes
LAPEN	2	Malaysia, China	Malaysia	No
LASSO	2	United States of America, China	United States of America	No
LAVOS	2	Lao People's Democratic Republic/Viet Nam (FIR boundary), China	Lao People's Democratic Republic/Viet Nam	Yes
LEKOS	2	Russian Federation, China	Russian Federation	No
LENTO	3	Japan, China, Thailand	Japan	Yes
LOBAR	5	Chile, Bolivia, Peru, Spain, China	Chile. To be determined by the 5LNC Duplicate Resolution Rules if not used by Chile.	Yes
LOTOS	3	Spain, Saudi Arabia, China	Spain	No
LOTTO	2	United States of America, China	United States of America	No
LUCAS	7	Costa Rica, Venezuela, Mexico, Brazil, Australia, China, Philippines	Venezuela	Yes
MALAY	5	United States of America, Myanmar, China, Viet Nam, Phillippines	United States of America	Yes
MASON	4	Brazil, Australia, Thailand, China	Brazil	No
MATIS	2	United Kingdom (Cayman Islands)/Jamaica, China	Cayman Is. (U.K.)/Jamaica	No
MAYOR	3	United States of America, New Zealand, China	United States of America	No
MEDIT	2	Brazil, China	Brazil	No
MEEKY	2	United States of America, China	United States of America	No
MOODY	2	United States of America, China	United States of America	No
MUREX	2	United States of America, China	United States of America	No
NACRE	2	Brazil, China	Brazil	No
NEPAS	2	Chile, China	Chile	No
OASIS	2	Mexico, China	Mexico	No
OLIVE	5	China, Japan, Thailand, United States of America (American Samoa), United Kingdom	United Kingdom	Yes
ORION	8	Philippines, China, Japan, Tonga, Italy, United States of America, Peru, Spain	United States of America	Yes
ORTIZ	3	United States of America, Colombia/Venezuela (FIR boundary), China	United States of America	No
OSCAR	3	Spain, United States of America, China	United States of America	No
PASTA	4	Australia, China, Pakistan, Brazil	Pakistan	No
PEARL	3	China, Japan, United States of America	United States of America	Yes
PEGDU	2	Malaysia, China	Malaysia	No
PETRA	3	Thailand, China, Jordan	Thailand	No
PIANO	3	Thailand, China, United States of America	United States of America	No
PINOT	2	France/Switzerland, China	France/Switzerland	No
POLAR	3	United States of America, Gabon, China	United States of America	No
QUOTA	2	United States of America, China	United States of America	No
RAVIE	2	Venezuela (Bolivarian Republic of), China	Venezuela (Bolivarian Republic of)	No
REGLE	2	United States of America, China	United States of America	No
RODEN	3	China, United States of America, Russian Federation	United States of America	No
SALUN	2	Egypt/Greece (FIR boundary), China	Egypt/Greece	No
SANDY	6	China, Republic of Korea, Phillippines, Australia, New Zealand, United Kingdom,	New Zealand. To be determined by the 5LNC Duplicate Resolution Rules if not used by New Zealand.	Yes
SARGO	4	United States of America, Spain, Argentina/Uruguay (FIR boundary), China	Spain	No
SASHA	2	United States of America, China	United States of America	No
SEDUM	2	Canada, China	Canada	No
SENNA	3	United States of America, Japan, China	United States of America	No
SEPIA	3	China, Japan, Republic of Korea	Japan	Yes
SERVE	4	United States of America, Japan, Australia, China	United States of America	Yes
SPICA	3	China, Japan, Canada	Canada	Yes
SUPER	3	United States of America, Australia, China	United States of America	No
TABOR	3	Venezuela, Chile, China	Venezuela	No
TAZAN	2	United States of America, China	United States of America	No
TENLI	2	Netherlands, China	Netherlands	No
TEPID	2	United States of America, China	United States of America	No
TITUS	2	Greece, China	Greece	No
TODAM	2	Singapore, China	Singapore	No

TOMMY	4	United States of America, Japan, China, Thailand	United States of America	No
TONNY	3	Canada, Japan, China	Canada	No
TOSAS	2	Australia/Papua New Guinea (FIR boundary), China	Australia	No
TULIP	5	Netherlands, United States of America,China,Indonesia， Japan,	Netherlands	No
TUTOR	2	United States of America, China	United States of America	No
VANES	3	Greece, Brazil, China	Greece	No
VIOLA	4	United States of America, Australia, China, Thailand	United States of America	No
VIVID	2	United States of America, China	United States of America	No
WASPY	2	United States of America, China	United States of America	No
WOODY	4	Australia, China, Japan, Belgium/Netherlands (FIR boundary)	Belgium/Netherlands	Yes
WUSAN	2	United States of America, China	United States of America	No
ZAMBO	2	United States of America, China	United States of America	No
ZIPPY	3	United States of America, Australia, China	United States of America	No

Priority to be determined				
5LNC		States	Priority	Within 1000NM
AKOMA	2	China, Malaysia	To be determined by the 5LNC Duplicate Resolution Rules	No
BASIR	3	China, Pakistan, Malaysia	To be determined by the 5LNC Duplicate Resolution Rules	No
BISUN	2	Fiji, Russian Federation/China (FIR boundary)	To be determined by the 5LNC Duplicate Resolution Rules	No
CANDY	3	Japan, China, Australia	To be determined by the 5LNC Duplicate Resolution Rules	No
CYRUS	2	Costa Rica (COCESNA), China	To be determined by the 5LNC Duplicate Resolution Rules	No
JOYCE	2	China, Philippines	To be determined by the 5LNC Duplicate Resolution Rules	Yes
LARGO	3	Cuba, Thailand, China	To be determined by the 5LNC Duplicate Resolution Rules	No
MACEL	2	Australia, China	To be determined by the 5LNC Duplicate Resolution Rules	No
MARCH	3	China, Japan, United States of America	To be determined by the 5LNC Duplicate Resolution Rules	No
MEZZO	2	China, Thailand	To be determined by the 5LNC Duplicate Resolution Rules	No
NOVAS	2	Spain, China	To be determined by the 5LNC Duplicate Resolution Rules	No
OPTIC	2	Australia, China	To be determined by the 5LNC Duplicate Resolution Rules	No
OTTER	3	Tonga, China, Canada	To be determined by the 5LNC Duplicate Resolution Rules	No
PEKAN	2	China, Japan	To be determined by the 5LNC Duplicate Resolution Rules	Yes
REPOL	2	China, New Zealand	To be determined by the 5LNC Duplicate Resolution Rules	No
TONGA	2	Viet Nam, China	To be determined by the 5LNC Duplicate Resolution Rules	Yes
VEMOS	2	China, Myanmar	To be determined by the 5LNC Duplicate Resolution Rules	No

In the process of being resolved				
5LNC		States	Note	Within 1000NM
BILAT	3	Polynesie Française, China, India	Polynesie Française released BILAT. There is no information that India is using BILAT. China to register.	No
BIPOP	2	China, Singapore	Singapore to replace in Q2 2024	No

5LNC STATUS - HONG KONG CHINA

Date: June 2024

ICARD	Total number of 5LNCs	**127**
	Terminal Airspace (TA)	**83**
	En-route (ENR)	**29**
	FIR	**5**
	Other	**0**
	No Purpose	**10**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**69**
	Priority allocated to Hong Kong China	**10**
	Priority allocated to other States	**49**
	Priority to be determined	**1**
	In the process of being resolved	**2**
	Completely resolved 5LNCs	**7**

Priority allocated to Hong Kong China

5LNC		States	Priority	Within 1000NM
ALAPI	2	Hong Kong China, Samoa	Hong Kong China	No
ATENA	2	Hong Kong China, Japan	Hong Kong China	No
BETTY	3	Japan, Hong Kong China, India	Hong Kong China	Yes
BREAM	3	Libya, Hong Kong China, Australia	Hong Kong China	No
COLEY	2	Philippines, Hong Kong China	Hong Kong China	No
COMBI	2	Japan, Hong Kong China	Hong Kong China	No
LIMES	2	New Zealand, Hong Kong China	Hong Kong China	No
LOTUS	4	Pakistan, China(Hong Kong), Japan,Peru	Hong Kong China	No
MURRY	3	United States of America, Hong Kong China, Australia	Hong Kong China	No
SOUSA	3	United States of America (2), Hong Kong China	Hong Kong China	Yes

Priority allocated to other States

5LNC		States	Priority	Within 1000NM
ALLEY	2	United States of America, Hong Kong China	United States of America	No
BAKER	4	Hong Kong China, China, Australia, United Kingdom	United Kingdom	Yes
BORDA	3	Hong Kong China, Australia, United States of America	United States of America	No
CANTO	4	United States of America, Hong Kong China, Republic of Korea, Viet Nam	United States of America	No
CHALI	3	China, Hong Kong China, United States	United States of America	Yes
CONGA	3	Thailand, Hong Kong China, United States of America	United States of America	No
COTON	3	Hong Kong China, Australia, United States of America	United States of America	No
DASON	2	Mexico, Hong Kong China	Mexico	No
FISHA	2	Australia, Hong Kong China	Australia	No
GAMBA	4	Cabo Verde, Chile, Japan, Hong Kong China	Chile	No
GOBBI	2	United States of America, Hong Kong China	United States of America	No
GOODI	2	United States of America, Hong Kong China	United States of America	No
GUAVA	2	Bahamas, Hong Kong China	Bahamas	No
HAMOK	2	United States of America, Hong Kong China	United States of America	No
HAZEL	3	Japan, Hong Kong China, United Kingdom	United Kingdom	No
HOCKY	2	United States of America, Hong Kong China	United States of America	No
LAKES	5	Canada, Japan, Hong Kong China, Australia, New Zealand	Canada	No
LAMMA	3	Hong Kong China, United Kingdom, United States of America	United Kingdom	No
LANDA	4	Egypt, Honduras (COCESNA), Argentina, China/Hong Kong China	Argentina	No

MANGO	6	Hong Kong China, Republic of Korea, New Zealand, Angola, Nicaragua (COCESNA), United Kingdom	United Kingdom	No
MAPLE	5	United Kingdom, United States of America, Japan, Hong Kong China, Thailand	United Kingdom	No
MONTY	4	United States of America, United Kingdom, Australia, Hong Kong China	United Kingdom	No
MULET	2	United States of America, Hong Kong China	United States of America	No
MUSEL	2	United States of America, Hong Kong China	United States of America	No
NEDLE	2	United States of America, Hong Kong China	United States of America	No
PONTI	3	United States of America, Hong Kong China, Australia	United States of America	No
PORPA	2	Argentina, Hong Kong China	Argentina	No
PRAWN	4	Canada, Lybia, Hong Kong China, Australia	Canada	No
RAMEN	2	Italy, Hong Kong China	Italy	No
ROBBE	2	Canada, Hong Kong China	Canada	No
ROBIN	5	Japan, China, Hong Kong China, Australia, Mexico,	Japan	Yes
ROCCA	4	France, United States of America, Japan, Hong Kong China	France	No
ROMEO	4	United States of America, United Kingdom, Nepal, Hong Kong China	United States of America. Nepal if not used by the USA.	No
ROVER	2	United States of America, Hong Kong China	United States of America	No
RUMSY	2	United States of America, Hong Kong China	United States of America	No
SAMMI	2	United States of America, Hong Kong China	United States of America	No
SAMON	4	Thailand, Hong Kong China, Japan, United Kingdom/Ireland (FIR boundary)	United Kingdom/Ireland	No
SAMPU	2	Chile, Hong Kong China	Chile	No
SHELY	4	United States, Hong Kong China, Japan, Philippines,	United States of America	Yes
SIERA	3	United States of America, United Kingdom, Hong Kong China	United States of America	No
SILVA	4	Venezuela, United Kingdom, Italy, Hong Kong China	United Kingdom	No
SKATE	4	Hong Kong China, Philippines, Libya, United States of America	United States of America	Yes
SONNY	3	Norway, United States of America, Hong Kong China	Norway. USA if not used by Norway.	No
STELA	4	United States of America, Russian Federation, Japan, Hong Kong China	Russian Federation	Yes
TAMAR	4	Venezuela, Israel, Brazil, Hong Kong China	Brazil	No
TITAN	3	Spain, Japan, Hong Kong China	Spain	No
TONIC	2	United States of America, Hong Kong China	United States of America	No
TROUT	3	Hong Kong China, Japan, United States of America	United States of America	No
TUBBY	3	United States of America, Australia, Hong Kong China	United States of America	No

Priority to be determined				
5LNC		States	Priority	Within 1000NM
ABBEY	2	Hong Kong China, Australia	To be determined by the 5LNC Duplicate Resolution Rules	No

In the process of being resolved				
5LNC		States	Note	Within 1000NM
ARGON	3	Australia, Hong Kong China,Peru,	Peru	No
OCEAN	2	Republic of Korea, Hong Kong China	Not published in AIP Republic of Korea. Priority given to Hong Kong China. Hong Kong China to register.	Yes

5LNC STATUS - MACAO CHINA

Date: June 2024

ICARD	Total number of 5LNCs	**0**
	Terminal Airspace (TA)	**0**
	En-route (ENR)	**0**
	FIR	**0**
	Other	**0**
	No Purpose	**0**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**1**
	Priority allocated to Macao China	**0**
	Priority allocated to other States	**0**
	Priority to be determined	**0**
	Resolving	**0**
	Completely resolved 5LNCs	**1**

Priority allocated to Macao China			
5LNC	States	Priority	Within 1000NM

Priority allocated to other States			
5LNC	States	Priority	Within 1000NM

Priority to be determined			
5LNC	States	Priority	Within 1000NM

In the process of being resolved			
5LNC	States	Note	Within 1000NM

5LNC STATUS - COOK ISLANDS

Date: June 2024

ICARD	Total number of 5LNCs	**99**
	Terminal Airspace (TA)	**98**
	En-route (ENR)	**1**
	FIR	**0**
	Other	**0**
	No Purpose	**0**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**0**
	Priority allocated to Cook Islands	**0**
	Priority allocated to other States	**0**
	Priority to be determined	**0**
	In the process of being resolved	**0**
	Completely resolved 5LNCs	**0**

Priority allocated to Cook Islands			
5LNC	States	Priority	Within 1000NM

Priority allocated to other States			
5LNC	States	Priority	Within 1000NM

Priority to be determined			
5LNC	States	Priority	Within 1000NM

In the process of being resolved			
5LNC	States	Note	Within 1000NM

5LNC STATUS - DPR KOREA

Date: June 2024

ICARD	Total number of 5LNCs	**12**
	Terminal Airspace (TA)	**1**
	En-route (ENR)	**0**
	FIR	**2**
	Other	**0**
	No Purpose	**9**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**5**
	Priority allocated to DPR Korea	**1**
	Priority allocated to other States	**4**
	Priority to be determined	**0**
	In the process of being resolved	**0**
	Completely resolved 5LNCs	**0**

Priority allocated to DPR Korea

5LNC		States	Priority	Within 1000NM
GASAN	2	Democratic People's Republic of Korea, Japan	Democratic People's Republic of Korea	Yes

Priority allocated to other States

5LNC		States	Priority	Within 1000NM
CONAR	2	Mexico, Democratic People's Republic of Korea	Mexico	No
GUMSA	2	Russian Federation, Democratic People's Republic of Korea	Russian Federation	No
SAMAN	3	United States of America, Democratic People's Republic of Korea, F	United States of America	No
SONDO	2	United Kingdom, Democratic People's Republic of Korea	United Kingdom	No

Priority to be determined

5LNC	States	Priority	Within 1000NM

In the process of being resolved

5LNC	States	Note	Within 1000NM

5LNC STATUS - FIJI

Date: June 2024

ICARD	Total number of 5LNCs	**209**
	Terminal Airspace (TA)	**83**
	En-route (ENR)	**40**
	FIR	**12**
	Other	**1**
	No Purpose	**73**
	No Coordinates	**3**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**36**
	Priority allocated to Fiji	**1**
	Priority allocated to other States	**5**
	Priority to be determined	**2**
	In the process of being resolved	**4**
	Completely resolved 5LNCs	**24**

Priority allocated to Fiji

5LNC		States	Priority	Within 1000NM
ATOLL	3	Libya, Fiji, China	Fiji	No

Priority allocated to other States

5LNC		States	Priority	Within 1000NM
EMURI	2	Saudi Arabia, Fiji	Saudi Arabia	No
HAMAL	2	United States of America (Guam), Fiji	United States of America	No
LAMOK	2	Philippines, France (New Caledonia)/Fiji	Philippines	No
LANAT	2	Japan/Republic of Korea (FIR boundary), New Zealand/Fiji	Japan/Republic of Korea	No
ROWIN	2	United States of America, Fiji	United States of America	No

Priority to be determined

5LNC		States	Priority	Within 1000NM
BISUN	2	Fiji, Russian Federation/China (FIR boundary)	To be determined by the 5LNC Duplicate Resolution Rules	No
LAVEN	2	Fiji, Iraq	To be determined by the 5LNC Duplicate Resolution Rules	No

In the process of being resolved

5LNC		States	Note	Within 1000NM
DAKAM	2	Fiji/New Zealand, Viet Nam	Viet Nam to replace by PUMBA.	No
EXORA	2	Fiji, Philippines	Philippines to replace by EXOLO.	No
NEMAL	3	Austria, Colombia, Fiji	Deleted from Colombia. Fiji to resolve in Q3 2024.	No
PACKO	2	United States of America, Fiji	Fiji to reserve a new 5LNC.	No

5LNC STATUS - INDIA

Date: June 2024

ICARD	Total number of 5LNCs	**1051**
	Terminal Airspace (TA)	**249**
	En-route (ENR)	**649**
	FIR	**58**
	Other	**78**
	No Purpose	**17**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**27**
	Priority allocated to India	**20**
	Priority allocated to other States	**2**
	Priority to be determined	**0**
	In the process of being resolved	**3**
	Completely resolved 5LNCs	**2**

Priority allocated to India				
5LNC		States	Priority	Within 1000NM
ASARI	2	India, Japan	India	No
BEDUX	2	India, Morocco	India	No
BIKEN	2	India, Tuvalu	India	No
DEMON	2	India, Brazil	India	No
EPDAD	2	India, Brazil	India	No
ERVIS	2	India, Brazil	India	No
GURAS	2	India, Nepal	India	Yes
LADER	2	India, Brazil/Argentina	India	No
LUKTI	2	India, Papua New Guinea	India	No
MADOG	3	Japan, India, Australia	India	No
MAGIL	2	Japan, India	India	No
MIPAK	2	India/Myanmar (FIR boundary), New Zealand	India/Myanmar	No
MONPI	2	India, Japan/United States of America (FIR boundary)	India	No
MOXET	2	India, New Zealand	India	No
NIXUM	2	India, New Zealand	India	No
NOMAG	2	India, Malaysia	India	No
OROTI	2	India, Japan	India	No
RASKI	3	India/Oman (FIR boundary), Suadi Arabia, Iraq	India/Oman	Yes
SAMAK	2	India/Malaysia, Libya	India/Malaysia	No
SASRO	2	India, Australia/New Zealand (FIR boundary)	India	No

Priority allocated to other States				
5LNC		States	Priority	Within 1000NM
PERRY	4	India/Mauritius/Seychelles (FIR boundary), Thailand, Sweden, Trinidad and Tobago	Sweden	No
REBON	2	United States of America, India	United States of America	No

Priority to be determined				
5LNC		States	Priority	Within 1000NM

In the process of being resolved				
5LNC	States		Note	Within 1000NM
BOBET	2	India, Australia	Australia replaced with EKUNO, but ICARD deletion request not yet submitted.	No
NINOB	2	Australia, India	Australia replaced with SINAM, but ICARD deletion request not yet submitted.	No
POPET	3	India, Cambodia, Australia	No longer published in AIP Cambodia, but ICARD deletion request not yet submitted.	No

5LNC STATUS - INDONESIA

Date: June 2024

ICARD	Total number of 5LNCs	**2564**
	Terminal Airspace (TA)	**2052**
	En-route (ENR)	**444**
	FIR	**62**
	Other	**1**
	No Purpose	**5**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**15**
	Priority allocated to Indonesia	**5**
	Priority allocated to other States	**0**
	Priority to be determined	**0**
	In the process of being resolved	**2**
	Completely resolved 5LNCs	**8**

Priority allocated to Indonesia

5LNC		States	Priority	Within 1000NM
EMONA	2	Indonesia, Jamaica	Indonesia	No
KADAR	2	Indonesia/Singapore (FIR boundary), Japan	Indonesia/Singapore	No
MATRA	3	Brazil, Israel, Indonesia	Indonesia	No
OKADA	2	Malaysia/Indonesia (FIR boundary), Japan	Malaysia/Indonesia	No
SATNA	2	Australia/Indonesia (FIR boundary), Brazil	Australia/Indonesia	No

Priority allocated to other States

5LNC	States	Priority	Within 1000NM

Priority to be determined

5LNC	States	Priority	Within 1000NM

In the process of being resolved

5LNC		States	Note	Within 1000NM
BORAS	3	Indonesia, Peru, Dominican Republic	Dominican Republic agreed to delete in ICARD, but deletion request not yet	No
TAROS	3	Indonesia/Singapore (FIR boundary), India/Bangladesh (FIR boundary), Mexico	Mexico agreed to delete in ICARD, but deletion request not yet submitted	No

5LNC STATUS - JAPAN

Date: June 2024

ICARD	Total number of 5LNCs	**1182**
	Terminal Airspace (TA)	**421**
	En-route (ENR)	**621**
	FIR	**17**
	Other	**5**
	No Purpose	**118**
	No Coordinates	**10**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**650**
	Priority allocated to Japan	**37**
	Priority allocated to other States	**573**
	Priority to be determined	**6**
	In the process of being resolved	**25**
	Completely resolved 5LNCs	**9**

Priority allocated to Japan			
5LNC	States	Priority	Within 1000NM
AMBER	3 Grenada, Pakistan, Japan	Japan	No
AMITY	2 Australia, Japan	Japan	No
ARIES	2 Japan, Tonga	Japan	No
BANSU	3 Russian Federation, Japan, Viet Nam	Japan	No
BEKKA	2 Japan, Australia	Japan	No
BERRY	3 Japan, Australia, New Zealand	Japan	No
BIKAN	2 Japan, Malaysia	Japan	No
BIRDY	3 Japan, Thailand, Australia	Japan	No
CHARA	3 Japan, Brazil, Venezuela	Japan	No
CREEK	2 Japan, New Zealand	Japan	No
HAPPY	2 Japan, China	Japan	No
JAKAL	2 Japan, Namibia	Japan	No
KARTA	2 Japan, Comoros	Japan	No
KOMPI	2 Japan, Bolivia	Japan	No
LANAT	2 Japan/Republic of Korea (FIR boundary), New Zealand/Fiji	Japan/Republic of Korea	No
LENTO	3 Japan, China (Taiwan), Thailand	Japan	Yes
LEVEE	2 Japan, United States of America	Japan	No
MAGGY	2 Japan, United States of America	Japan	No
MAGRO	2 Japan, Italy	Japan	No
MAMOD	2 Japan, New Zealand	Japan	No
MARCO	2 Japan, Ethiopia	Japan	No
MASKU	2 Japan, New Zealand	Japan	No
NISMO	2 Japan, France	Japan	No
PAPAS	3 Japan, Thailand, Brazil	Japan	Yes
RALPH	2 Japan, United States of America	Japan	No
ROBIN	5 Mexico, Japan, China (Taiwan), China (Hong Kong), Australia	Japan	Yes
SABRI	3 Chile, Japan, Saudi Arabia	Japan	No
SAGRA	2 Japan, Philippines	Japan	No
SANIT	2 Japan, Thailand	Japan	Yes
SARTA	2 Japan, Brazil	Japan	No
SAVER	2 Japan, Australia	Japan	No
SEDNA	2 Japan, Malaysia	Japan	No
SEPIA	3 China (Taiwan), Japan, Republic of Korea	Japan	No
STORK	3 Japan, Australia, New Zealand	Japan	Yes
TYLER	2 Japan, United States of America	Japan	No
USUBA	2 Japan, Ethiopia	Japan	No
VIRGO	3 Tonga, Japan, China (Taiwan)	Japan	No

Priority allocated to other States			
5LNC	States	Priority	Within 1000NM
ABBOT	4 Mexico, United Kingdom, Japan, Pakistan	United Kingdom	No
ABIRA	2 Kazakhstan, Japan	Kazakhstan	No
ABUMI	2 Russian Federation, Japan	Russian Federation	No
ACELA	2 United States of America, Japan	United States of America	No
ACORD	2 United States of America, Japan	United States of America	No
ACTOR	2 United States of America, Japan	United States of America	No
ADDUM	2 Japan, United States of America	United States of America	No
AGATA	2 Russian Federation, Japan	Russian Federation	No
AILEY	2 Japan, United States of America	United States of America	No
AKANA	2 Russian Federation, Japan	Russian Federation	No
AKASE	2 Japan, United States of America	United States of America	No
AKASI	2 Russian Federation, Japan	Russian Federation	No
AKESI	2 Russian Federation, Japan	Russian Federation	No
ALCOR	2 Japan, United States of America	United States of America	No
ALDER	3 Japan, United States of America, Chile	United States of America	No
ALICE	3 Japan, Australia, United States of America	United States of America	No
ALLAN	2 United States of America, Japan	United States of America	No
ALLEN	2 United States of America, Japan	United States of America	No
ALLIE	2 United States of America, Japan	United States of America	No
AMAGA	2 Mexico, Japan	Mexico	No
AMAKO	2 Japan, Cyprus	Cyprus	No
AMAMI	2 Netherlands Antilles (Netherlands), Japan	Netherlands Antilles (Netherlands)	No
AMANO	2 Italy, Japan	Italy	No
AMARU	2 Guatemala (COCESNA), Japan	Guatemala	No
AMIDA	2 Japan, Mexico/Belize (COCESNA)	Mexico/Belize	No
ANEMO	2 Japan, United States of America	United States of America	No
ANGEL	5 Thailand, Phillippines, Japan, Honduras (COCESNA), Colombia/Ecuador (FIR boundary)	Colombia/Ecuador	Yes
ANPAL	2 Ecuador/Peru (FIR boundary), Japan	Ecuador/Peru	No
ANPAN	2 Thailand, Japan	Thailand	No
APOLO	3 United States of America, Japan, Republic of Korea	United States of America	No
APPLE	4 United States of America, United Kingdom, Japan, Australia	United Kingdom	No
ARASI	2 Japan, Equatorial Guinea (ASECNA)	Equatorial Guinea	No
ARENA	4 Spain/Morocco (Western Sahara), Brazil, Costa Rica, Japan	Spain/Morocco (Western Sahara)	No
ARIKA	2 New Zealand, Japan	New Zealand	No
ARIMA	2 Malaysia, Japan	Malaysia	No
ARITA	3 Honduras (COCESNA), Japan, Philippines	Honduras (COCESNA)	No
ARLON	2 Japan, Slovenia	Slovenia	No
ARMOR	2 Japan, United States of America	United States of America	No
ARTIC	2 United States of America, Japan	United States of America	No
ASARI	2 India, Japan	India	No
ASIMO	2 Argentina/Chile (FIR boundary), Japan	Argentina, Chile	No
ASPEN	3 Japan, United Kingdom, United States of America	United Kingdom	No
ASTRA	4 Brazil, United Kingdom, Japan, China (Hong Kong)	United Kingdom	No
ATAGO	2 United States of America, Japan	United States of America	No
ATAMI	2 Chile, Japan	Chile	No
ATENA	2 China (Hong Kong), Japan, NACC (Costa rica)	Hong Kong (Special Administrative Region o	No
ATTIC	2 United States of America, Japan	United States of America	No
ATUMI	2 Mexico, Japan	Mexico	No
AVION	2 United States of America, Japan	United States of America	No
AVOLA	2 Canada, Japan	Canada	No
AVSOX	2 Canada, Japan	Canada	No
AXELA	2 Canada, Japan	Canada	No
AYAGU	2 United States of America, Japan	United States of America	No
AZURE	2 United States of America, Japan	United States of America	No
BABEL	3 United States of America, Japan, Australia	United States of America	No
BACON	5 Brazil, United States, Japan, China (Taiwan), Phillippines	United States of America	Yes
BAGLE	2 Canada, Japan	Canada	No
BALAN	2 France, Japan	France	No
BALAS	3 Russian Federation, United States of America, Japan	United States of America	No
BAMBI	3 Japan, Australia, French Polynesia (France)	France	No
BAMBO	4 United States of America, Japan, Thailand, United Kingdom	United States of America	No

BANBA	2	Ireland/United Kingdom (FIR boundary), Japan	Ireland, United Kingdom	No
BANJO	2	United States of America, Japan	United States of America	No
BANKU	2	Germany, Japan	Germany	No
BARBA	3	Philippines, Japan, United States of America	United States of America	No
BASHO	3	Thailand, Japan, United States of America	United States of America	No
BASIL	3	Brazil, Japan, Australia	Brazil	No
BASIN	2	United States of America, Japan	United States of America	No
BATAK	2	Netherlands, Japan	Netherlands	No
BATIS	3	United States of America, Japan, Sri Lanka	Sri Lanka.	No
BAUER	2	United States of America, Japan	United States of America	No
BEACH	4	United States of America, Nadi, Japan, Republic of Korea	United States of America	Yes
BEAST	2	United States of America, Japan	United States of America	No
BECKY	3	Japan, United States of America, New Zealand	United States of America	No
BEIGE	2	United States of America, Japan	United States of America	No
BEKEN	2	United States of America, Japan	United States of America	No
BENES	2	Guatemala (COCESNA), Japan	Belize, Costa Rica, El Salvador, Guatemala,	No
BENNY	2	United States of America, Japan	United States of America	No
BERTH	2	Bahamas/United States of America, Japan	Bahamas/United States of America	No
BETTY	3	Japan, China (Hong Kong), India	India. To be determined by the 5LNC Duplicate Resolution Rules if not used by India. Hong kong	Yes
BILLY	4	Australia, Japan, Lao People's Democratic Republic, United Kingdom	United Kingdom	No
BINGO	3	Japan, United States of America, Virgin Islands (USA)	United States of America	No
BINKS	2	United States of America, Japan	United States of America	No
BIZEN	2	United States of America, Japan	United States of America	No
BLITZ	3	United States of America, Japan, Australia	United States of America	No
BLOND	2	United States of America, Japan	United States of America	No
BLOOM	2	United States of America, Japan	United States of America	No
BLUES	4	United States of America, Brazil, Thailand, Japan	United States of America	No
BLUSH	3	United States of America, Japan, Australia	United States of America	No
BOKSO	2	Germany, Japan	Germany	No
BONDO	2	United States of America, Japan	United States of America	No
BONGO	5	United States of America, Venezuela, Burkina Faso/Ghana (FIR boundary), Japan, Australia	United States of America	No
BONUS	2	United States of America, Japan	United States of America	No
BORDO	2	China (Taiwan)/Japan (FIR boundary), United States of America/Cuba	China/Japan	No
BOTAN	2	Afghanistan, Japan	Afghanistan	No
BOXER	4	Japan, Australia, United States of America, Peru	United States of America	No
BRAVE	2	United States of America, Japan	United States of America	No
BRIGE	2	United States of America, Japan	United States of America	No
BROOK	4	Japan, Australia, New Zealand, United States of America	United States of America	No
BRUIN	2	United States of America, Japan	United States of America	No
BRUTE	2	United States of America, Japan	United States of America	No
BUBLE	2	United States of America, Japan	United States of America	No
BUCKI	2	United States of America, Japan	United States of America	No
BUICK	2	Canada, Japan	Canada	No
BUMER	2	Russian Federation, Japan	Russian Federation	No
BURRI	2	United States of America, Japan	United States of America	No
CACAO	3	Costa Rica (COCESNA), Japan, Republic of Korea	Costa Rica (COCESNA)	No
CACHE	2	United States of America, Japan	United States of America	No
CAMAS	2	United States of America, Japan	United States of America	No
CANON	2	United States of America, Japan	United States of America	No
CANOP	3	Japan, Canada, Brazil	Canada	No
CARCO	2	United States of America, Japan	United States of America	No
CAROL	3	United States, Japan, China (Taiwan)	United States of America	No
CARRY	2	United States of America, Japan	United States of America	No
CASTR	2	Canada, Japan	Canada	No
CAVES	2	Spain, Japan	Spain	No
CECIL	2	United States of America, Japan	United States of America	No
CEDAR	6	Brazil, United Kingdom, Lebanon, Japan, Australia, China (Hong Kong)	United Kingdom	No
CELES	2	United States of America, Japan	United States of America	No

CELLO	4	United States of America, Iceland, Japan, Thailand	Iceland	No
CHALK	2	United States of America, Japan	United States of America	No
CHEEZ	2	United States of America, Japan	United States of America	No
CHEVY	2	United States of America, Japan	United States of America	No
CHILY	2	United States of America, Japan	United States of America	No
CHIMI	2	Costa Rica (COCESNA), Japan	Costa Rica	No
CHINO	2	Mexico, Japan	Mexico	No
CIDER	3	Brazil, Japan, Thailand	Brazil	No
CLOAK	2	United States of America, Japan	United States of America	No
COLOR	3	Brazil, Costa Rica (COCESNA), Japan	Brazil	No
COMET	3	United States of America, Japan, Israel	United States of America	No
CORAL	9	China (Hong Kong), China (Taiwan), Japan, Australia, Brazil, France (French Polynesia), Cuba, Mexico, Honduras (COCESNA)	Brazil	Yes
COSMO	2	United States of America, Japan	United States of America	No
COSTA	3	Guatemala (COCESNA), Paraguay, Japan	Paraguay	No
COUPE	2	United States of America, Japan	United States of America	No
CRANE	5	United States of America, Japan, Brazil, Republic of Korea, Australia	United States of America	Yes
CREAM	2	United States of America, Japan	United States of America	No
CURRY	3	United States of America, Trinidad and Tobago, Japan	United States of America	No
CURVY	2	United States of America, Japan	United States of America	No
DAGDA	2	Solomon Islands, Japan	Solomon Islands	No
DAISY	2	United States of America, Japan	United States of America	No
DALMA	3	Venezuela, Brazil, Japan	Brazil	No
DANDE	2	United Kingdom (Anguilla)/United States of America, Japan	United Kingdom (Anguilla)/United States of A	No
DANDY	2	United States of America, Japan	United States of America	No
DANGO	2	Mexico, Japan	Mexico	No
DANTE	2	United States of America, Japan	United States of America	No
DARKS	2	United States of America, Japan	United States of America	No
DARTS	3	Australia, United States of America, Japan	United States of America	No
DATIS	2	France (Martinique), Japan	France	No
DAVID	4	Japan, Seychelles, Italy, United States of America	Italy	No
DEANE	2	United States of America, Japan	United States of America	No
DEGNA	2	Sudan, Japan	Sudan	No
DELFI	2	United States of America, Japan	United States of America	No
DELTA	10	Suriname, Japan, Italy, Vanuatu, Syrian Arab Republic, Bhutan, Liberia, Lao People's Democratic Republic, India, Sri Lanka	Suriname	Yes
DENNY	2	United States of America, Japan	United States of America	No
DENSA	2	Iran (Islamic Republic of), Japan	Iran (Islamic Republic of)	No
DERBY	2	United States of America, Japan	United States of America	No
DIANA	2	Brazil, Japan	Brazil	No
DIKAN	2	Russian Federation, Japan	Russian Federation	No
DINGO	3	United States of America, Japan, Australia	United States of America	No
DISCO	3	Thailand, Canada, Japan	Canada	No
DODGE	2	United States of America, Japan	United States of America	No
DORIS	3	Australia, United States of America, Japan	United States of America	No
DOVER	3	United States of America, Japan, Israel	United States of America	No
DOYLE	2	United States of America, Japan	United States of America	No
DUFFY	3	United States of America, United Kingdom, Japan	United Kingdom	No
DUGON	2	Thailand, Japan	Thailand	No
EMIKO	2	United Arab Emirates, Japan	United Arab Emirates	No
ENDER	2	Turkey, Japan	Turkey	No
ESPAN	2	United States of America, Japan	United States of America	No
ETARI	2	Ireland, Japan	Ireland	No
FENDI	2	United States of America, Japan	United States of America	No
FINCH	3	United States of America, United Kingdom, Japan	United Kingdom	No
FINGA	2	United States of America, Japan	United States of America	No
FLUTE	5	Brazil, United States of America, Germany/Denmark (FIR boundary), Thailand, Japan	United States of America	No
FOGEL	2	United States of America, Japan	United States of America	No
FRANK	5	Japan, China (Taiwan), United States of America, Brazil, Panama	United States of America	No
FREDY	4	Australia, Japan, Seychelles, Bahamas	Bahamas	No
FREED	2	United States of America, Japan	United States of America	No

FROST	2	Jamaica, Japan	Jamaica	No
GABAN	2	Jamaica, Japan	Jamaica	No
GAKTO	2	New Zealand, Japan	New Zealand	No
GALAS	2	Comoros, Japan	Comoros	No
GAMAR	2	Sudan, Japan	Sudan	No
GAMBA	4	Cabo Verde, Chile, Japan, China (Hong Kong)	Chile	No
GANDO	2	Senegal, Japan	Senegal	No
GASAN	2	Democratic People's Republic of Korea, Japan	Democratic People's Republic of Korea	Yes
GATSU	2	United Kingdom, Japan	United Kingdom	No
GEMIN	2	United States of America, Japan	United States of America	No
GEMMA	2	Italy, Japan	Italy	No
GEMNI	2	Canada/United States of America (FIR boundary), Japan	Canada/United States of America	No
GENKO	2	Brazil, Japan	Brazil	No
GENOA	3	United States of America, Thailand, Japan	United States of America	No
GINGA	3	Thailand, Japan, United Kingdom	United Kingdom	No
GLARE	2	United States of America, Japan	United States of America	No
GLOVR	2	United States of America, Japan	United States of America	No
GOLDO	2	Greece/Turkey (FIR boundary), Japan	Greece/Turkey	No
GOMES	2	Thailand, Japan	Thailand	No
GONBE	2	United States of America, Japan	United States of America	No
GORIN	2	Russian Federation, Japan	Russian Federation	No
GOSEN	2	Canada, Japan	Canada	No
GOSKI	2	Afghanistan, Japan	Afghanistan	No
GOTEN	2	Russian Federation, Japan	Russian Federation	No
GOTON	2	Canada, Japan	Canada	No
GRASE	2	Canada, Japan	Canada	No
GREBE	2	United States of America, Japan	United States of America	No
GUMBO	2	United States of America, Japan/China (Taiwan) [FIR boundary]	United States of America	No
GUPPY	3	Japan, United States of America, Benin/Nigeria (FIR boundary)	Benin/Nigeria	No
HABIK	2	United States of America, Japan	United States of America	No
HABSI	2	United States of America, Japan	United States of America	No
HAGAR	2	United States of America, Japan	United States of America	No
HAGEN	2	United States of America, Japan	United States of America	No
HALKI	2	United States of America, Japan	United States of America	No
HALNA	2	United States of America, Japan	United States of America	No
HAMAR	2	United States of America (Puerto Rico), Japan	United States of America	No
HANNA	3	United States of America, Australia, Japan	United States of America	No
HARIS	2	United States of America, Japan	United States of America	No
HARPS	2	United States of America, Japan	United States of America	No
HARRY	2	United States of America, Japan	United States of America	No
HASSA	2	United States of America, Japan	United States of America	No
HASSY	2	United States of America, Japan	United States of America	No
HATIS	2	United States of America, Japan	United States of America	No
HAZEL	3	Japan, China (Hong Kong), United Kingdom	United Kingdom	No
HELEN	4	Australia, Japan, Belgium/Netherlands (FIR boundary), Thailand	Belgium/Netherlands	No
HERON	4	United Kingdom, Japan, China (Hong Kong), Australia	United Kingdom	No
HESEN	2	United States of America, Japan	United States of America	No
HIBIS	2	United States of America, Japan	United States of America	No
HIGMA	2	United States of America, Japan	United States of America	No
HILLS	3	United States of America, Australia, Japan	United States of America	No
HIMRO	2	United States of America, Japan	United States of America	No
HOLLY	4	Japan, United Kingdom, United States of America, Tonga	United Kingdom	No
HOPPS	2	United States of America, Japan	United States of America	No
HOSEN	2	United States of America, Japan	United States of America	No
HOVER	2	United States of America, Japan	United States of America	No
ICORO	2	United States of America, Japan	United States of America	No
IGENO	2	France (Polynesie Française), Japan	Polynesie Française (France)	No
IHEYA	2	United States of America, Japan	United States of America	No
IKARU	2	China, Japan	China	No
IMORE	2	United States of America, Japan	United States of America	No
INABA	2	Barbados, Japan	Barbados	No
INOBE	2	United States of America, Japan	United States of America	No
IRUKA	2	Panama, Japan	Panama	No
ISEKI	2	Brazil, Japan	Brazil	No

IZUMI	2	United States of America, Japan	United States of America	No
JACKY	3	Japan, Maldives, Canada	Canada	No
JACOB	2	United States of America, Japan	United States of America	No
JANET	2	United States of America, Japan	United States of America	No
JANGO	2	United States of America, Japan	United States of America	No
JANUS	3	United States of America/Bahamas, Australia, Japan	United States of America/Bahamas	No
JELLY	2	United States of America, Japan	United States of America	No
JERID	2	United States of America, Japan	United States of America	No
JOKER	3	Japan, Australia, United States of America	United States of America	No
JOLLY	4	United States of America, Japan, New Zealand, Australia	United States of America	No
JOMMY	2	United States of America, Japan	United States of America	No
JULIA	4	United States of America, Brazil, Japan, Australia	Brazil	No
KABIL	3	Japan, Chile, New Zealand	New Zealand	No
KABOS	2	Colombia, Japan	Colombia	No
KABTO	2	Malaysia, Japan	Malaysia	No
KADAR	2	Indonesia/Singapore (FIR boundary), Japan	Indonesia/Singapore	No
KAFRI	2	Israel, Japan	Israel	No
KAGRA	2	China, Japan	China	No
KAIFU	2	Papua New Guinea, Japan	Papua New Guinea	No
KAMAR	2	Afghanistan/Iran (Islamic Republic of) [FIR boundary], Japan	Afghanistan/Iran (Islamic Republic of)	No
KAMIS	2	Colombia, Japan	Colombia	No
KANEK	2	Canada, Japan	Canada	No
KANNA	2	Mexico/United States of America (FIR boundary), Japan	Mexico/United States of America	No
KAPPA	2	United States of America, Japan	United States of America	No
KELLY	4	United States of America, United Kingdom, Japan, Australia	United Kingdom	No
KENDI	3	Japan, Canada, Indonesia	Canada	No
KENGU	2	Canada, Japan	Canada	No
KENNY	3	United States of America, Chile, Japan	United States of America	No
KENTO	2	United States of America, Japan	United States of America	No
KIKOL	2	Panama, Japan	Panama	No
KILLY	3	China (Taiwan), Japan, United States of America	United States of America	No
KINEN	2	Jordan, Japan	Jordan	No
KISHA	2	Ireland, Japan	Ireland	No
KOGAR	2	Burkina Faso, Japan	Burkina Faso	No
KONAN	2	Belgium/United Kingdom (FIR boundary), Japan	Belgium/United Kingdom	No
KONGO	3	Democratic Republic of the Congo, United States of America, Japan	United States of America	No
KOSAK	2	Ukraine, Japan	Ukraine	No
KOSHI	2	United States of America, Japan	United States of America	No
KOTAN	2	Georgia, Japan	Georgia	No
KUKUI	2	United States of America, Japan	United States of America	No
KUMIK	2	Germany, Japan	Germany	No
KURIS	2	France, Japan	France	No
LABEL	2	United States of America, Japan	United States of America	No
LAGER	4	China (Taiwan), Japan, United Kingdom, Republic of Korea	United Kingdom	Yes
LAGNA	2	Zambia, Japan	Zambia	No
LAKES	5	Canada, Japan, China (Hong Kong), Australia, New Zealand	Canada	No
LANCE	3	Japan, Spain, Brazil	Brazil	No
LAPIS	2	Malaysia, Japan	Malaysia	No
LARCH	2	United States of America, Japan	United States of America	No
LARKS	2	United States of America, Japan	United States of America	No
LAURA	2	United States of America, Japan	United States of America	No
LEMON	6	United States of America, Italy, Thailand, China (Hong Kong), Japan, Republic of Korea	United States of America	Yes
LEONA	4	Japan, Australia, Venezuela, United States of America	United States of America	No
LIVET	2	Bolivia, Japan	Bolivia (Plurinational State of)	No
LOTUS	4	Pakistan, Peru, China(Hong Kong), Japan	China (Hong Kong)	No
LOVER	2	United States of America, Japan	United States of America	No
LUCKY	3	Norway, United States of America, Japan	Norway. USA if not used by Norway.	No
LUNAR	3	Italy, Japan, Australia	Italy	No
MACKY	2	United States of America, Japan	United States of America	No
MADOG	3	Japan, India, Australia	India	No
MADON	3	Indonesia, Lao People's Democratic Republic, Japan	Lao People's Democratic Republic	No
MADRA	2	France, Japan	France	No
MAGIL	2	Japan, India	India	No

MAGNA	3	Brazil, Lybia, Japan	Brazil	No
MAKBU	2	Colombia, Japan	Colombia	No
MAKRA	2	Chile, Japan	Chile	No
MALKI	2	Thailand, Japan	Thailand	No
MALTS	2	United States of America, Japan	United States of America	No
MALUS	2	Russian Federation, Japan	Russian Federation	No
MAMBO	3	Japan, Thailand, United States of America	United States of America	No
MAMOL	2	Montenegro, Japan	Serbia and Montenegro	No
MANAG	3	France, Japan, Indonesia	France	No
MAPLE	5	United Kingdom, United States of America, Japan, China (Hong Kong), Thailand	United Kingdom	No
MARIA	5	United States of America, Japan, Thailand, Brazil, Argentina/Bolivia (FIR boundary)	United States of America	Yes
MARIM	2	Portugal, Japan	Portugal	No
MARIX	2	Mexico, Japan	Mexico	No
MARNY	2	United States of America, Japan	United States of America	No
MARON	3	Japan, Australia, Italy	Italy	No
MARPE	2	United States of America, Japan	United States of America	No
MARRY	2	United States of America, Japan	United States of America	No
MASAN	2	Canada, Japan	Canada	No
MASAT	2	Canada, Japan	Canada	No
MATSU	2	Malaysia, Japan	Malaysia	No
MATUN	2	Canada, Japan	Canada	No
MAYON	2	United States of America, Japan	United States of America	No
MAZDA	3	China (mainland), Japan, United States of America	United States of America	Yes
MEDIC	2	United States of America, Japan	United States of America	No
MELDY	2	United States of America, Japan	United States of America	No
MELON	4	Bahamas, Spain, Japan, Indonesia	Bahamas	No
MENOK	3	Indonesia, Japan, Pakistan	Pakistan	No
MERCY	2	United States of America, Japan	United States of America	No
MIKAN	2	United States of America, Japan	United States of America	No
MIKAS	2	Chile, Japan	Chile	No
MIKNI	2	Norway, Japan	Norway	No
MILAN	5	Japan, Thailand, Italy, Canada, United States of America	United States of America	No
MILKY	2	United States of America, Japan	United States of America	No
MINAM	2	United States of America, Japan	United States of America	No
MINAT	2	Malaysia, Japan	Malaysia	No
MINNE	2	United States of America, Japan	United States of America	No
MINTO	2	United States of America, Japan	United States of America	No
MISEN	2	United States of America, Japan	United States of America	No
MISMI	2	Russian Federation, Japan	Russian Federation	No
MITCH	4	United States of America, Seychelles, Japan, Australia	United States of America	No
MITOH	2	United States of America, Japan	United States of America	No
MIURA	2	Mexico, Japan	Mexico	No
MIXER	2	United States of America, Japan	United States of America	No
MIYOS	2	United States of America, Japan	United States of America	No
MIZAR	2	United States of America, Japan	United States of America	No
MODEL	2	United States of America, Japan	United States of America	No
MOMOT	2	Cameroon, Japan	Cameroon	No
MONKY	3	Japan, Republic of Korea, United States of America	United States of America	Yes
MORAY	2	United States of America, Japan	United States of America	No
MOTEG	2	Azerbaijan/Russian Federation (FIR boundary), Japan	Azerbaijan/Russian Federation	No
MUGEN	2	New Zealand, Japan	New Zealand	No
MUROT	2	Russian Federation, Japan	Russian Federation	No
NADAR	3	Russian Federation, Brazil, Japan.	Russian Federation. Brazil if not used by Rus	No
NADIA	2	United States of America, Japan	United States of America	No
NALLY	3	Japan, Australia, United States of America	United States of America	No
NAMPU	2	Canada, Japan	Canada	No
NANCY	2	France, Japan	France	No
NANSO	2	Canada, Japan	Canada	No
NAPRO	2	Germany/Netherlands (FIR boundary), Japan	Germany	No
NARAH	2	United States of America, Japan	United States of America	No
NASSY	2	Croatia, Japan	Croatia	No
NATCH	2	United States of America, Japan	United States of America	No
NEGMA	2	Tunisia, Japan	Tunisia	No

NESIC	2	United States of America, Japan	United States of America	No
NESKO	2	Chile, Japan	Chile	No
NEXUS	2	United Kingdom, Japan	United Kingdom	No
NICHE	2	United States of America, Japan	United States of America	No
NIFTY	2	Canada, Japan	Canada	No
NINJA	2	United States of America, Japan	United States of America	No
NITRO	4	Republic of Moldova, Thailand, Japan, Brazil	Brazil. To be determined by the 5LNC Duplic	No
NOBEL	4	Thailand, Indonesia, Japan, Brazil	Brazil	No
NOMAS	2	United States of America, Japan	United States of America	No
NONOC	2	United States of America, Japan	United States of America	No
NOTAK	2	Mexico, Japan	Mexico	No
OBAKO	2	Israel, Japan	Israel	No
OBAMA	2	Kazakhstan, Japan	Kazakhstan	No
ODORI	2	Kazakhstan/Uzbekistan (FIR boundary), Japan	Kazakhstan/Uzbekistan	No
OGURA	2	Russian Federation, Japan	Russian Federation	No
OHANA	2	United States of America, Japan	United States of America	No
OHMAR	2	Germany, Japan	Germany	No
OKADA	2	Malaysia/Indonesia (FIR boundary), Japan	Malaysia/Indonesia	No
OKATU	2	Russian Federation, Japan	Russian Federation	No
OKESA	2	Turkey, Japan	Turkey	No
OKUNI	2	Russian Federation, Japan	Russian Federation	No
OLIVE	5	China (Taiwan), Japan, Thailand, United States of America (American Samoa), United Kingdom	United Kingdom	Yes
OMOGO	2	Russian Federation, Japan	Russian Federation	No
OMOTI	2	Canada, Japan	Canada	No
ONUMA	2	Australia, Japan	Australia	No
OPERA	4	Thailand, Japan, Spain, Brazil	Brazil. To be determined by the 5LNC Duplic	No
ORION	8	Philippines, China (Taiwan), Japan, Tonga, Italy, United States of America, Peru, Spain	United States of America	Yes
OROTI	2	India, Japan	India	No
ORVIL	2	United States of America, Japan	United States of America	No
OSAMU	2	Brazil, Japan	Brazil	No
OTABE	2	United States of America, Japan	United States of America	No
OWLET	2	United States of America, Japan	United States of America	No
OZORA	2	United States of America, Japan	United States of America	No
PADDY	3	Japan, Australia, United States of America	United States of America	No
PADRE	3	Philippines, Japan, United States of America	United States of America	No
PANDA	6	United States of America, Japan, China (Taiwan), Brazil, Philippines, Indonesia	United States of America	Yes
PAULO	2	Canada, Japan	Canada	No
PEARL	3	China (Taiwan), Japan, United States of America	United States of America	Yes
PEARS	2	United States of America, Japan	United States of America	No
PEGAS	2	Russian Federation, Japan	Russian Federation	No
PEPAR	2	Belarus, Japan	Belarus	No
PERCH	3	Japan, United States of America, United Kingdom	United Kingdom	No
PERID	2	Russian Federation, Japan	Russian Federation	Yes
PHLOX	2	United States of America, Japan	United States of America	No
PINNE	2	United States of America, Japan	United States of America	No
PIONE	2	United States of America, Japan	United States of America	No
PLUTO	4	United States of America, Australia, Thailand, Japan	United States of America	No
PRADA	4	Japan, Republic of Korea, Canada, Spain	Canada	Yes
PRIUS	2	United States of America, Japan	United States of America	No
PUTER	2	United States of America, Japan	United States of America	No
QUAIL	3	United States of America, Japan, New Zealand	United States of America	No
QUEST	2	United States of America, Japan	United States of America	No
RADIS	2	Denmark, Japan	Denmark	No
RANDY	4	Sierra Leone, Seychelles, Japan, United States of America	United States of America	No
RIBON	3	Japan, Canada, Cominican Republic	Canada	No
RIDER	3	United States of America, Spain, Japan	United States of America	No
RIDGE	4	United States, Australia, New Zealand, Japan	United States of America	No
RINDO	2	Uzbekistan, Japan	Uzbekistan	No
RIVER	4	Thailand, China (Hong Kong), Japan, Netherlands	Netherlands	No
ROCCA	4	France, United States of America, Japan, China (Hong Kong)	France	No
ROCKY	6	China (Hong Kong), China (Taiwan), Japan, New Zealand, United States of America, Venezuela	United States of America	Yes

ROKGO	2	United States of America, Japan	United States of America	No
ROMAN	4	Thailand, Japan, United States of America, Mexico	United States of America	No
ROSIE	3	Denmark (Greenland), United States of America, Japan	Denmark (Greenland)	No
ROUGE	2	United States of America, Japan	United States of America	No
ROUSY	2	Belgium/France/Luxembourg, Japan	Belgium/France/Luxembourg	No
RUBIS	2	Russian Federation, Japan	Russian Federation	No
SABAE	2	United States of America, Japan	United States of America	No
SABAR	2	United States of America, Japan	United States of America	No
SAILA	3	Japan, Australia, United States of America	United States of America	No
SAILS	3	Japan, Australia, United States of America	United States of America	No
SAKAR	2	Papua New Guinea, Japan	Papua New Guinea	No
SALTY	3	Japan, Australia, United States of America	United States of America	No
SALVO	2	United States of America, Japan	United States of America	No
SAMBA	4	Russian Federation, Japan, Thailand, Indonesia	Russian Federation	No
SAMBO	3	Cambodia, Viet Nam, Japan	Viet Nam	Yes
SAMMY	4	Thailand, Australia, Japan, United States of America	United States of America	No
SAMON	4	Thailand, China (Hong Kong), Japan, United Kingdom/Ireland (FIR boundary)	United Kingdom/Ireland	No
SANDA	4	United States of America, Angola, Japan, Cambodia	United States of America	No
SANGO	2	United States of America, Japan	United States of America	No
SANKO	2	China, Japan	China	Yes
SARUK	2	Saudi Arabia, Japan	Saudi Arabia	No
SASSY	2	United States of America, Japan	United States of America	No
SAVOM	2	Mexico, Japan	Mexico	No
SCOTT	4	Republic of Korea, Japan, Australia, United States of America	Australia	Yes
SENNA	3	United States of America, Japan, China (Taiwan)	United States of America	No
SERVE	4	United States of America, Japan, Australia, China (Taiwan)	United States of America	Yes
SETME	2	United States of America, Japan	United States of America	No
SHELL	4	United States of America, Japan, Libya, New Zealand	United States of America	No
SHELY	4	United States, Japan, Philippines, China (Hong Kong)	United States of America	Yes
SHIMA	2	Angola/Democratic Republic of the Congo (FIR boundary), Japan	Angola/Democratic Republic of the Congo	No
SHINE	3	Republic of Korea, Japan, United states of America	United States of America	Yes
SHODA	2	United States of America (Mariana Islands), Japan	United States of America (Mariana Islands)	No
SHRAK	2	United States of America, Japan	United States of America	No
SIJMI	2	United States of America, Japan	United States of America	No
SILVI	2	Canada, Japan	Canada	No
SINFO	2	United States of America, Japan	United States of America	No
SINGO	2	Saudi Arabia, Japan	Saudi Arabia	No
SIRAS	2	Venezuela (Bolivarian Republic of), Japan	Venezuela (Bolivarian Republic of)	No
SIRON	2	Israel, Japan	Israel	No
SKIPE	2	United States of America, Japan	United States of America	No
SLIDE	2	United States of America, Japan	United States of America	No
SMTTY	2	United States of America/Bahamas, Japan	United States of America/Bahamas	No
SNAKE	3	Republic of Korea, Japan, United states of America	United States of America	Yes
SOLON	2	United States of America, Japan	United States of America	No
SOPHY	2	United States of America, Japan	United States of America	No
SOTOM	2	Russian Federation, Japan	Russian Federation	No
SOUKA	2	France, Japan	France	No
SPEAR	2	United Kingdom, Japan	United Kingdom	No
SPICA	3	China (mainland), Japan, Canada	Canada	Yes
SPIDE	2	United States of America, Japan	United States of America	No
SPIDR	3	Australia, Japan, United States of America	United States of America	No
SQUAD	2	United States of America, Japan	United States of America	No
SQUID	2	United States of America, Japan	United States of America	No
STAGE	2	United States of America, Japan	United States of America	No
STEED	3	United States of America, Japan, New Zealand	United States of America	No
STEEL	3	Australia, Japan, United States of America	United States of America	No
STELA	4	United States of America, Russian Federation, Japan, China (Hong Kong)	Russian Federation	Yes
STONE	5	Japan, Thailand, Brazil, Australia, United States of America	United States of America	No
STOUT	2	United States of America, Japan	United States of America	No
STRAW	2	United States of America, Japan	United States of America	No
SUBIE	2	United States of America, Japan	United States of America	No
SUGAR	3	Japan, United states of America, Norway	Norway	No

SUNNS	2	United States of America, Japan	United States of America	No
SUNNY	4	Australia, Japan, Republic of Korea, United States of America	United States of America	Yes
SURFU	2	United States of America, Japan	United States of America	No
SURIB	2	Spain, Japan	Spain	No
SUSAK	2	Australia, Japan	Australia	No
SUSAR	2	Singapore, Japan	Singapore	No
SWALO	3	Australia, Japan, United States of America	United States of America	No
SWAMP	2	United States of America, Japan	United States of America	No
SWEET	3	New Zealand, Japan, United States of America	United States of America	No
SWING	2	United States of America, Japan	United States of America	No
TACHI	2	United States of America, Japan	United States of America	No
TADIR	2	Mexico, Japan	Mexico	No
TAGOK	2	Russian Federation, Japan	Russian Federation	No
TAKAS	2	France/Ireland/United Kingdom (FIR boundary), Japan	France/Ireland/United Kingdom	No
TALES	2	United Kingdom (Cayman Islands), Japan	Cayman Is. (U.K.)	No
TALMI	2	Israel, Japan	Israel	No
TAMAK	2	Russian Federation/Ukraine, Japan	Russian Federation/Ukraine	No
TAMAN	2	Canada, Japan	Canada	No
TAMER	2	Turkey, Japan	Turkey	No
TAMPO	3	United States of America, Indonesia, Japan	United States of America	No
TANNO	2	United States of America, Japan	United States of America	No
TANRE	2	United States of America, Japan	United States of America	No
TARAA	2	United States of America, Japan	United States of America	No
TARAH	2	United States of America, Japan	United States of America	No
TAVIS	2	France (Polynesie Française), Japan	Polynesie Française (France)	No
TECHI	2	United States of America, Japan	United States of America	No
TEMIS	2	Australia, Japan	Australia	No
TENSI	2	Latvia, Japan	Latvia	No
TENSO	2	United Kingdom, Japan	United Kingdom	No
TERAS	3	Algeria, Ecuador/Peru (FIR boundary), Japan	Ecuador/Peru	No
TIBRI	2	Croatia/Serbia and Montenegro (FIR boundary), Japan	Croatia/Serbia and Montenegro	No
TIGER	6	Lao People's Democratic Republic, Thailand, Japan, Pakistan/India (FIR boundary), United Kingdom, United States of America	United Kingdom	Yes
TIGRA	2	Greece/Italy (FIR boundary), Japan	Greece/Italy	No
TITAN	3	Spain, Japan, China (Hong Kong)	Spain	No
TOADS	2	United States of America, Japan	United States of America	No
TOBBY	3	Philippines, Japan, United States of America	United States of America	No
TOMIE	2	United States of America, Japan	United States of America	No
TOMMY	4	United States of America, Japan, China (Taiwan), Thailand	United States of America	No
TOMRI	2	Russian Federation, Japan	Russian Federation	No
TONAR	4	Australia, Japan, Russian Federation, Argentina/Chile (FIR boundary)	Russian Federation	No
TONBI	2	Qatar, Japan	Qatar	No
TONDA	2	Italy, Japan	Italy	No
TONNY	3	Canada, Japan, China (Taiwan)	Canada	No
TOPAZ	2	United States of America, Japan	United States of America	No
TOPOS	2	Mexico, Japan	Mexico	No
TOSAR	2	Brazil, Japan	Brazil	No
TRACY	2	United States of America, Japan	United States of America	No
TRIKE	2	United States of America, Japan	United States of America	No
TROUT	3	China (Hong Kong), Japan, United States of America	United States of America	No
TUBAS	2	United States of America, Japan	United States of America	No
TULIP	5	Netherlands, United States of America, Japan, China (Taiwan), Indonesia	Netherlands	No
TWINS	2	United States of America, Japan	United States of America	No
UMAKA	2	Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua/Jamaica (FIR boundary), Japan	Belize, Costa Rica, El Salvador, Guatemala,	No
UMAKI	2	Canada, Japan	Canada	No
UMEDA	2	Canada, Japan	Canada	No
URAGA	2	Ecuador, Japan	Ecuador	No
URESI	2	Russian Federation, Japan	Russian Federation	No
URESY	2	United States of America, Japan	United States of America	No
UTASI	2	Malawi, Japan	Malawi	No
UTIMA	2	Russian Federation, Japan	Russian Federation	No

VADAR	2	Switzerland, Japan	Switzerland	No
VEGAR	2	United Kingdom, Japan	United Kingdom	No
VELLA	2	United States of America, Japan	United States of America	No
VERDI	2	United States of America, Japan	United States of America	No
VESEL	2	Ukraine, Japan	Ukraine	No
VISTA	2	United States of America, Japan	United States of America	No
WASBI	2	United States of America, Japan	United States of America	No
WATCH	2	United States of America, Japan	United States of America	No
WEBBS	2	United States of America, Japan	United States of America	No
WEBER	3	United States of America, Japan, New Zealand	United States of America	No
WENDY	4	Japan, Australia, United States of America, Portugal	United States of America	No
WHALE	5	Japan, Australia, Tonga, Lybia, Canada/United States of America (FIR boundary)	Canada/United States of America	No
WHITE	3	Canada, United States of America, Japan	United States of America	Yes
WILBA	2	United States of America, Japan	United States of America	No
WIMPY	2	United States of America, Japan	United States of America	No
WOODS	3	Japan, Australia, United States of America	United States of America	No
WOODY	4	Australia, China (mainland), Japan, Belgium/Netherlands (FIR boundary)	Belgium/Netherlands	Yes
YOHKO	2	United States of America, Japan	United States of America	No
YUCCA	2	United States of America, Japan	United States of America	No
YUTAN	2	United States of America, Japan	United States of America	No
ZEBRA	4	France, Namibia, Japan, Indonesia	France	No
ZELDA	2	United States of America, Japan	United States of America	No

Priority to be determined				
5LNC		States	Priority	Within 1000NM
CANDY	3	Japan, China (Taiwan), Australia	To be determined by the 5LNC Duplicate Resolution Rules	No
COMBI	2	Japan, China (Hong Kong)	To be determined by the 5LNC Duplicate Resolution Rules	No
JENNY	2	Japan, Liberia	To be determined by the 5LNC Duplicate Resolution Rules	No
MARCH	3	China (Taiwan), United States of America, Japan	To be determined by the 5LNC Duplicate Resolution Rules	No
NORAN	3	Republic of Korea, Japan, Jamaica	To be determined by the 5LNC Duplicate Resolution Rules	Yes
TAMBA	5	Liberia, Mexico, Japan, Indonesia (2)	To be determined by the 5LNC Duplicate Resolution Rules	Yes

In the process of being resolved				
5LNC		States	Note	Within 1000NM
ASANO	2	Japan, Colombia	Japan to register.	No
AWASI	2	Japan, Indonesia	Japan to register.	No
DAMBO	3	Japan, Indonesia, New Zealand	Japan to register.	No
DARIO	2	Brazil, Japan	Japan replacing DARIO	No
HANKA	2	Japan, Indonesia	Japan to register.	No
HAYAT	2	Japan, Indonesia	Japan to register.	No
INAWA	2	Japan, Nepal	Japan replacing INAWA	No
JOMON	2	Japan, Philippines	Japan replacing JOMON	No
KIRIN	3	Thailand, China (Taiwan), Japan	Japan replacing KIRIN	Yes
LALAH	2	Japan, Philippines	Japan replacing LALAH	No
MARIN	3	Brazil, Japan, Indonesia	Japan to register.	No
MARUB	2	Australia, Japan	Japan replacing MARUB	No
MONPI	2	India, Japan/United States of America (FIR boundary)	Japan replacing MONPI	No
MONTA	3	Japan, China (Hong Kong), Philippines	Japan to register.	Yes
NORMA	2	Australia, Japan	Japan replacing NORMA	No
OKURA	2	Japan, New Zealand	Japan replacing OKURA	No
OMLET	2	Japan/United States of America (FIR boundary), Cambodia	Cambodia to replaced/removed in Q1 2025.	No
OTAKI	2	Japan, New Zealand	Japan replacing OTAKI	No
PANAP	2	Brazil, Japan	Japan to register.	No

PONTE	3	Japan, Spain, Brazil	Japan replacing PONTE	No
SANJO	3	Japan, Philippines, Thailand	Japan to register.	No
SIMON	4	Brazil, Denmark (Greenland), Australia, Japan	Japan to register.	No
TALBA	2	Canada, Japan	Japan replacing TALBA	No
TEGAR	3	China (mainland), Indonesia, Japan	Japan to register.	No
TONIK	2	Japan, Thailand	Japan replacing TONIK	No

5LNC STATUS - KIRIBATI

Date: June 2024

ICARD	Total number of 5LNCs	**23**
	Terminal Airspace (TA)	**8**
	En-route (ENR)	**15**
	FIR	**0**
	Other	**0**
	No Purpose	**0**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**4**
	Priority allocated to Kiribati	**0**
	Priority allocated to other States	**4**
	Priority to be determined	**0**
	In the process of being resolved	**0**
	Completely resolved 5LNCs	**0**

Priority allocated to Kiribati			
5LNC	States	Priority	Within 1000NM

Priority allocated to other States				
5LNC		States	Priority	Within 1000NM
DECOR	2	United States of America, Kiribati	United States of America	No
MATER	2	France, Kiribati	France	No
NADAN	2	Saudi Arabia, Kiribati	Saudi Arabia	No
WESLI	2	United States of America, Kiribati	United States of America	No

Priority to be determined			
5LNC	States	Priority	Within 1000NM

In the process of being resolved			
5LNC	States	Note	Within 1000NM

5LNC STATUS - LAO PDR

Date: June 2024

ICARD	Total number of 5LNCs	**144**
	Terminal Airspace (TA)	**93**
	En-route (ENR)	**18**
	FIR	**11**
	Other	**2**
	No Purpose	**20**
	No Coordinates	**9**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**11**
	Priority allocated to Lao PDR	**4**
	Priority allocated to other States	**0**
	Priority to be determined	**0**
	In the process of being resolved	**2**
	Completely resolved 5LNCs	**5**

Priority allocated to Lao PDR

5LNC		States	Priority	Within 1000NM
ALPHA	11	Lao People's Democratic Republic, Vanuatu, China, India, Italy, Russian Federation, Turkey, United Kingdom (2), United Kingdom (Gibraltar), United Kingdom (Falkland Islands)	Lao People's Democratic Republic	Yes
LAVOS	2	Lao People's Democratic Republic/Viet Nam (FIR boundary), China	Lao People's Democratic Republic/Viet Nam	Yes
MADON	2	Lao People's Democratic Republic, Japan	Lao People's Democratic Republic	No
TARAD	2	Lao People's Democratic Republic, Thailand	Lao People's Democratic Republic	Yes

Priority allocated to other States

5LNC	States	Priority	Within 1000NM

Priority to be determined

5LNC	States	Priority	Within 1000NM

In the process of being resolved

5LNC		States	Note	Within 1000NM
BUTRA	2	Tajikistan/Uzbekistan (FIR boundary), Lao People's Democratic Republic/Thailand (FIR boundary)	Lao PDR replacing BUTRA, but deletion request has not been submitted. Priority given to Tajikistan/Uzbekistan.	No
LAVAN	2	United States of America, Cambodia/Lao People's Democratic Republic	Lao PDR/Cambodia replacing LAVEN,, but deletion request has not been submitted. Priority given to USA.	No

5LNC STATUS - MALAYSIA

Date: June 2024

ICARD	Total number of 5LNCs	**982**
	Terminal Airspace (TA)	**763**
	En-route (ENR)	**134**
	FIR	**21**
	Other	**2**
	No Purpose	**62**
	No Coordinates	**2**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**53**
	Priority allocated to Malaysia	**22**
	Priority allocated to other States	**16**
	Priority to be determined	**3**
	In the process of being resolved	**4**
	Completely resolved 5LNCs	**8**

Priority allocated to Malaysia			
5LNC	States	Priority	Within 1000NM
ADBAD	2 Malaysia, New Zealand	Malaysia	No
ARIMA	2 Malaysia, Japan	Malaysia	No
DUMAS	2 Malaysia, China (mainland)	Malaysia	No
ELPOX	2 Malaysia, India	Malaysia	No
EMSAR	2 Malaysia, New Zealand	Malaysia	No
ENDOR	2 Malaysia, Australia	Malaysia	No
GEMAS	3 Spain, Malaysia, Brazil/Paraguay	Malaysia	No
GITOR	2 Malaysia, New Zealand	Malaysia	No
IKONO	3 Nigeria, Malaysia, Australia	Malaysia	No
KABTO	2 Malaysia, Japan	Malaysia	No
LAPEN	2 Malaysia, China	Malaysia	No
LAPIS	2 Malaysia, Japan	Malaysia	No
LATUK	2 Malaysia, Russian Federation	Malaysia	No
MALIM	2 Malaysia, Thailand	Malaysia	No
MATSU	2 Malaysia, Japan	Malaysia	No
MINAT	2 Malaysia, Japan	Malaysia	No
MITOS	4 Malaysia, Indonesia, Spain, Peru	Malaysia	No
OKADA	2 Malaysia/Indonesia (FIR boundary), Japan	Malaysia/Indonesia	No
PEGDU	2 Malaysia, China	Malaysia	No
PEGSA	2 Malaysia, New Zealand	Malaysia	No
SAMAK	2 India/Malaysia, Libya	India/Malaysia	No
TAMOS	2 Malaysia/Thailand (FIR boundary), Spain	Malaysia/Thailand	No

Priority allocated to other States			
5LNC	States	Priority	Within 1000NM
BARAT	2 France, Malaysia	France	No
BIKAN	2 Japan, Malaysia	Japan	No
EGOBA	2 Republic of Korea, Malaysia	Republic of Korea	No
KALAX	2 Brazil, Malaysia	Brazil	No
KASTA	2 Spain, Malaysia	Spain	No
LAPUG	2 China (Hong Kong), Malaysia	China	No
MININ	2 Russian Federation, Malaysia	Russian Federation	No
NOMAG	2 India, Malaysia	India	No
OKTON	2 Australia, Malaysia	Australia	No
SADAR	2 Australia, Malaysia	Australia	No
SEDNA	2 Japan, Malaysia	Japan	No
TAPIS	2 Afghanistan, Malaysia	Afghanistan	No

TIMOR	3	Peru, Spain, Malaysia	Spain	No
TOMUD	2	China, Malaysia	China	Yes
UPRAP	2	Papua New Guinea, Malaysia	Papua New Guinea	No
VIDAD	2	Viet Nam, Malaysia	Viet Nam	No

Priority to be determined				
5LNC		States	Priority	Within 1000NM
AKOMA	2	China, Malaysia	To be determined by the 5LNC Duplicate Resolution Rules	No
BASIR	3	China (Taiwan), Pakistan, Malaysia	To be determined by the 5LNC Duplicate Resolution Rules	No
BOGIM	2	Malaysia, Myanmar	To be determined by the 5LNC Duplicate Resolution Rules	No

In the process of being resolved				
5LNC		States	Note	Within 1000NM
LEPNA	2	Malaysia, Singapore	Singapore replacing LEPNA	Yes
MABAL	2	Sri Lanka, Malaysia/Singapore	Singapore to replace MABAL in Q2 2024.	No
NYLON	2	Japan, Malaysia/Singapore	Singapore to replace NYLON in Q2 2024.	No
URIGO	2	Norway, Singapore/Malaysia (FIR boundary)	Singapore to replace URIGO in Q2 2024.	No

5LNC STATUS - MALDIVES

Date: June 2024

ICARD	Total number of 5LNCs	**139**
	Terminal Airspace (TA)	**57**
	En-route (ENR)	**56**
	FIR	**9**
	Other	**1**
	No Purpose	**16**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**10**
	Priority allocated to Maldives	**0**
	Priority allocated to other States	**8**
	Priority to be determined	**0**
	In the process of being resolved	**1**
	Completely resolved 5LNCs	**1**

Priority allocated to Maldives

5LNC	States	Priority	Within 1000NM

Priority allocated to other States

5LNC		States	Priority	Within 1000NM
ATURU	2	Canada, Maldives	Canada	No
BIKSI	2	Republic of Korea, Maldives	Republic of Korea	No
IKODA	2	Australia, Maldives	Australia	No
JACKY	3	Japan, Maldives, Canada	Canada	No
LEDUP	2	Viet Nam, Maldives	Viet Nam	No
NASIM	2	Turkey, Maldives	Turkey	No
RAXON	2	Polynesie Française, Maldives	Polynesie Française (France)	No
TOGAM	2	Australia, Maldives	Australia	No

Priority to be determined

5LNC	States	Priority	Within 1000NM

In the process of being resolved

5LNC		States	Priority	Within 1000NM
KUMAD	2	India, Maldives	Maldives to register	No

5LNC STATUS - MARSHALL ISLANDS

Date: June 2024

ICARD	Total number of 5LNCs	**36**
	Terminal Airspace (TA)	**0**
	En-route (ENR)	**0**
	FIR	**0**
	Other	**0**
	No Purpose	**36**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**0**
	Priority allocated to Marshall Islands	**0**
	Priority allocated to other States	**0**
	Priority to be determined	**0**
	In the process of being resolved	**0**
	Completely resolved 5LNCs	**0**

Priority allocated to Marshall Islands			
5LNC	States	Priority	Within 1000NM

Priority allocated to other States			
5LNC	States	Priority	Within 1000NM

Priority to be determined			
5LNC	States	Priority	Within 1000NM

In the process of being resolved			
5LNC	States	Priority	Within 1000NM

5LNC STATUS - MICRONESIA

Date: June 2024

ICARD	Total number of 5LNCs	**70**
	Terminal Airspace (TA)	**0**
	En-route (ENR)	**0**
	FIR	**0**
	Other	**0**
	No Purpose	**70**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**0**
	Priority allocated to Micronesia	**0**
	Priority allocated to other States	**0**
	Priority to be determined	**0**
	In the process of being resolved	**0**
	Completely resolved 5LNCs	**0**

Priority allocated to Micronesia			
5LNC	States	Priority	Within 1000NM

Priority allocated to other States			
5LNC	States	Priority	Within 1000NM

Priority to be determined			
5LNC	States	Priority	Within 1000NM

In the process of being resolved			
5LNC	States	Priority	Within 1000NM

5LNC STATUS - MONGOLIA

Date: June 2024

ICARD	Total number of 5LNCs	**250**
	Terminal Airspace (TA)	**17**
	En-route (ENR)	**219**
	FIR	**14**
	Other	**0**
	No Purpose	**0**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**43**
	Priority allocated to Mongolia	**4**
	Priority allocated to other States	**2**
	Priority to be determined	**0**
	In the process of being resolved	**0**
	Completely resolved 5LNCs	**37**

Priority allocated to Mongolia

5LNC		States	Priority	Within 1000NM
BAYAN	3	Bahrain/Qatar, Mongolia, Philippines	Mongolia	No
DULAN	2	Mongolia, China	Mongolia	No
DARNO	2	Russian Federation/Mongolia (FIR boundary), Thailand	Russian Federation/Mongolia	No
SERNA	2	Mongolia/Russian Federation (FIR boundary), Spain	Mongolia/Russian Federation	No

Priority allocated to other States

5LNC		States	Priority	Within 1000NM
ALDAR	2	Mongolia, Australia	Australia	No
BATUK	2	Turkey, Mongolia	Turkey	No

Priority to be determined

5LNC	States	Priority	Within 1000NM

In the process of being resolved

5LNC	States	Note	Within 1000NM

5LNC STATUS - MYANMAR

Date: June 2024

ICARD	Total number of 5LNCs	**174**
	Terminal Airspace (TA)	**121**
	En-route (ENR)	**9**
	FIR	**21**
	Other	**0**
	No Purpose	**23**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**11**
	Priority allocated to Myanmar	**2**
	Priority allocated to other States	**8**
	Priority to be determined	**0**
	In the process of being resolved	**1**
	Completely resolved 5LNCs	**0**

Priority allocated to Myanmar

5LNC		States	Priority	Within 1000NM
KAKIP	2	Myanmar, New Zealand	Myanmar	No
MIPAK	2	India/Myanmar (FIR boundary), New Zealand	India/Myanmar	No

Priority allocated to other States

5LNC		States	Priority	Within 1000NM
BOGIM	2	Malaysia, Myanmar	Malaysia	No
GUTEL	2	New Zealand, Myanmar	New Zealand	No
LALAT	2	France, Myanmar	France	No
LAMIN	2	Myanmar, Russian Federation	Russian Federation	No
MALAY	5	United States of America, Myanmar, China, Viet Nam, Phillippines	United States of America	Yes
OROGA	2	Republic of Korea, Myanmar	Republic of Korea	No
SANAR	2	Russian Federation, Myanmar	Russian Federation	No
VEMOS	2	China, Myanmar	China	No

Priority to be determined

5LNC	States	Priority	Within 1000NM

In the process of being resolved

5LNC		States	Priority	Within 1000NM
IBONA	2	New Zealand, Myanmar	New Zealand. Deleted Myanmar to register in ICARD	No

5LNC STATUS - NAURU

Date: June 2024

ICARD	Total number of 5LNCs	**27**
	Terminal Airspace (TA)	**6**
	En-route (ENR)	**0**
	FIR	**6**
	Other	**10**
	No Purpose	**5**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**1**
	Priority allocated to Nauru	**0**
	Priority allocated to other States	**1**
	Priority to be determined	**0**
	In the process of being resolved	**0**
	Completely resolved 5LNCs	**0**

Priority allocated to Nauru			
5LNC	States	Priority	Within 1000NM

Priority allocated to other States			
5LNC	States	Priority	Within 1000NM
MARTI	2 Turkey, United States of America/Nauru (FIR boundary)	Turkey	No

Priority to be determined			
5LNC	States	Priority	Within 1000NM

In the process of being resolved			
5LNC	States	Priority	Within 1000NM

5LNC STATUS - NEPAL

Date: June 2024

ICARD	Total number of 5LNCs	**117**
	Terminal Airspace (TA)	**78**
	En-route (ENR)	**27**
	FIR	**9**
	Other	**0**
	No Purpose	**3**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**6**
	Priority allocated to Nepal	**1**
	Priority allocated to other States	**3**
	Priority to be determined	**0**
	Resolving	**0**
	Completely resolved 5LNCs	**2**

Priority allocated to Nepal

5LNC		States	Priority	Within 1000NM
RATAN	2	Nepal, Nigeria	Nepal	No

Priority allocated to other States

5LNC		States	Priority	Within 1000NM
GURAS	2	India, Nepal	India	Yes
PARSI	2	Australia, Nepal	Australia	No
ROMEO	4	United States of America, Nepal, China (Hong Kong), United Kingdom	United States of America. Nepal if not used by the USA.	No

Priority to be determined

5LNC	States	Priority	Within 1000NM

In the process of being resolved

5LNC	States	Note	Within 1000NM

5LNC STATUS - NEW CALEDONIA

Date: June 2024

ICARD	Total number of 5LNCs	**45**
	Terminal Airspace (TA)	**24**
	En-route (ENR)	**1**
	FIR	**0**
	Other	**1**
	No Purpose	**19**
	No Coordinates	**2**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**5**
	Priority allocated to New Caledonia	**0**
	Priority allocated to other States	**4**
	Priority to be determined	**1**
	In the process of being resolved	**0**
	Completely resolved 5LNCs	**0**

Priority allocated to New Caledonia

5LNC	States	Priority	Within 1000NM

Priority allocated to other States

5LNC		States	Priority	Within 1000NM
BEDON	2	Pakistan, France (New Caledonia)	Pakistan	No
LAMOK	2	Philippines, France (New Caledonia)/Fiji	Philippines	No
PIROG	2	Azerbaijan, France (New Caledonia)	Azerbaijan	No
SARAM	2	Republic of Korea, France (New Caledonia)	Republic of Korea	No

Priority to be determined

5LNC		States	Priority	Within 1000NM
BASSA	2	France (New Caledonia), Liberia	To be determined by the 5LNC Duplicate Resolution Rules	No

In the process of being resolved

5LNC	States	Note	Within 1000NM

5LNC STATUS - NEW ZEALAND

Date: June 2024

ICARD	Total number of 5LNCs	**1752**
	Terminal Airspace (TA)	**1247**
	En-route (ENR)	**381**
	FIR	**27**
	Other	**23**
	No Purpose	**74**
	No Coordinates	**2**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**174**
	Priority allocated to New Zealand	**18**
	Priority allocated to other States	**122**
	Priority to be determined	**5**
	In the process of being resolved	**2**
	Completely resolved 5LNCs	**27**

Priority allocated to New Zealand

5LNC	States		Priority	Within 1000NM
AKAMO	2	New Zealand, Italy	New Zealand	No
ARIKA	2	New Zealand, Japan	New Zealand	No
BUPKA	2	New Zealand (2)	New Zealand	Yes
DOXIN	2	New Zealand, India	New Zealand	No
GAKTO	2	New Zealand, Japan	New Zealand	No
GUTEL	2	New Zealand, Myanmar	New Zealand	No
KABIL	3	Japan, Chile, New Zealand	New Zealand	No
KADET	2	New Zealand, China (Taiwan)	New Zealand	No
KRILL	2	New Zealand/France (Polynesie Française) [FIR boundary], Chile/Argentina	New Zealand/France (Polynesie Française)	No
LEGER	2	New Zealand, Canada	New Zealand	No
MABEK	2	New Zealand, Russian Federation	New Zealand	No
MADOK	2	New Zealand, Brazil	New Zealand	No
MUGEN	2	New Zealand, Japan	New Zealand	No
PABRA	2	New Zealand, Chile	New Zealand	No
PEPPE	2	Italy, New Zealand	New Zealand	No
RUSIL	2	New Zealand, Brunei Darussalam	New Zealand	No
TARIB	2	New Zealand, Brazil/Colombia (FIR boundary)	New Zealand	No
TENIX	2	New Zealand, Philippines	New Zealand	No

Priority allocated to other States

5LNC	States		Priority	Within 1000NM
ADBAD	2	Malaysia, New Zealand	Malaysia	No
AFTON	2	Netherlands Antilles (Netherlands), New Zealand	Netherlands Antilles (Netherlands)	No
ALMAN	2	Canada, New Zealand	Canada	No
AMURI	2	China (mainland), New Zealand	China	No
ARROW	3	United States of America, New Zealand, China (Hong Kong)	United States of America	No
AUBRY	2	United States of America, New Zealand	United States of America	No
BECKY	3	Japan, United States of America, New Zealand	United States of America	No
BERRY	3	Japan, Australia, New Zealand	Japan	No
BIDEV	2	Brazil, New Zealand	Brazil	No
BIGUL	2	Angola, New Zealand	Angola	No
BIKOS	2	Ghana, New Zealand	Ghana	No

BLUNT	2	United States of America, New Zealand	United States of America	No
BRETT	2	United States of America, New Zealand	United States of America	No
BRILL	2	United Kingdom, New Zealand	United Kingdom	No
BROAD	3	United States of America, Australia, New Zealand	United States of America	No
BROOK	4	Japan, Australia, New Zealand, United States of America	United States of America	No
BROWN	3	New Zealand, Thailand, United States of America	United States of America	No
BUSTA	2	United Kingdom, New Zealand	United Kingdom	No
BUTIN	2	Bolivia, New Zealand	Bolivia (Plurinational State of)	No
CHARR	2	United States of America, New Zealand	United States of America	No
CLARK	4	Australia, New Zealand, United States of America, Brazil	United States of America	No
COAST	2	United States of America, New Zealand	United States of America	No
COOKS	2	United States of America, New Zealand	United States of America	No
CREEK	2	Japan, New Zealand	Japan	No
DABAP	2	Sri Lanka, New Zealand	Sri Lanka	No
DAKAM	2	Fiji/New Zealand, Viet Nam	Fiji/New Zealand	No
DAMIL	2	Australia, New Zealand	Australia	No
DOGGY	2	Denmark (Greenland), New Zealand	Greenland (Denmark)	No
DOMON	2	Russian Federation, New Zealand	Russian Federation	No
DUKES	3	Australia, New Zealand, United States of America	United States of America	No
DULEX	2	China (mainland), New Zealand	China	No
ELAND	2	Swaziland, New Zealand	Swaziland	No
ELBOW	2	Bahamas, New Zealand	Bahamas	No
ELMER	2	United States of America, New Zealand	United States of America	No
EMSAR	2	Malaysia, New Zealand	Malaysia	No
EWOOD	2	United States of America, New Zealand	United States of America	No
FERNS	2	United States of America, New Zealand	United States of America	No
GENDA	2	Russian Federation, New Zealand	Russian Federation	No
GIBON	2	United States of America, New Zealand	United States of America	No
GITOR	2	Malaysia, New Zealand	Malaysia	No
GOLDY	4	Indonesia, Australia, New Zealand, United States of America	United States of America	No
GONAX	2	Republic of Korea, New Zealand	Republic of Korea	No
GOOSE	3	United States of America, Canada, New Zealand	United States of America	No
GOSPA	2	Kazakhstan, New Zealand	Kazakhstan	No
GOSTI	2	The former Yugoslav Republic of Macedonia, New Zealand	The former Yugoslav Republic of Macedonia	No
GRETA	2	Iceland, New Zealand	Iceland	No
GROVE	4	New Zealand, United Kingdom, United States of America, Brazil	United Kingdom	No
GUKON	2	Australia, New Zealand	Australia	No
HALEN	2	United States of America, New Zealand	United States of America	No
HARVO	2	United States of America, New Zealand	United States of America	No
HAWKE	3	United Kingdom, Australia, New Zealand	United Kingdom	No
HOBBS	3	United States of America, Australia, New Zealand	United States of America	No
HOKEE	2	United States of America, New Zealand	United States of America	No
HOOKS	3	United States of America, Australia, New Zealand	United States of America	No
JACKS	3	United States of America, Australia, New Zealand	United States of America	No
JAMIE	2	United States of America, New Zealand	United States of America	No
JOLLY	4	United States of America, Japan, New Zealand, Australia	United States of America	No
KAKIP	2	Myanmar, New Zealand	Myanmar	No
KARRL	2	United States of America, New Zealand	United States of America	No
KELSO	2	Barbados, New Zealand	Barbados	No
KINGS	3	United States of America, Australia, New Zealand	United States of America	No
KYLIE	3	New Zealand, United States of America, Venezuela	United States of America	No
LAKES	5	Canada, Japan, China (Hong Kong), Australia, New Zealand	Canada	No
LANAT	2	Japan/Republic of Korea (FIR boundary), New Zealand/Fiji	Japan/Republic of Korea	No
LEDOR	2	Russian Federation, New Zealand	Russian Federation	No
LEECH	2	United States of America, New Zealand	United States of America	No
LOVTA	2	China, New Zealand	China	No
MAMOD	2	Japan, New Zealand	Japan	No
MANGA	4	New Zealand, Philippines, Viet Nam, Colombia	Colombia	Yes
MANGO	6	China (Hong Kong), Republic of Korea, United Kingdom, New Zealand, Angola, Nicaragua (COCESNA)	United Kingdom	No
MASKU	2	Japan, New Zealand	Japan	No

MAYOR	3	United States of America, New Zealand, China (Taiwan)	United States of America	No
MEBKA	2	Australia, New Zealand	Australia	No
MILLA	2	Australia, New Zealand	United States of America	No
MIPAK	2	India/Myanmar (FIR boundary), New Zealand	India/Myanmar	No
MITRE	2	United States of America, New Zealand	United States of America	No
MOKER	2	Burkina Faso, New Zealand	Burkina Faso	No
MOOSE	3	Thailand, New Zealand, United States of America	United States of America	No
MOXET	2	India, New Zealand	India	No
NEDDY	2	United States of America, New Zealand	United States of America	No
NESTA	2	United Kingdom, New Zealand	United Kingdom	No
NIPIR	2	Afghanistan, New Zealand	Afghanistan	No
NIXUM	2	India, New Zealand	India	No
NOBAR	2	Australia, New Zealand	Australia	No
OBDEG	2	China, New Zealand	China	No
OMARU	2	Russian Federation, New Zealand	Russian Federation	No
ORAKA	2	Croatia, New Zealand	Croatia	No
ORBEL	2	Libya, New Zealand	Libya	No
PEAKS	2	United States of America, New Zealand	United States of America	No
PEGSA	2	Malaysia, New Zealand	Malaysia	No
PERAS	2	Russian Federation, New Zealand	Russian Federation	No
PINES	2	United States of America, New Zealand	United States of America	No
PINKY	3	United states of America, New Zealand, Philippines	United States of America	No
QUAIL	3	United States of America, Japan, New Zealand	United States of America	No
RIDGE	4	United States, Australia, New Zealand, Japan	United States of America	No
RIDLA	2	Russian Federation, New Zealand	Russian Federation	No
RILEY	3	United States of America, Australia, New Zealand	United States of America	No
ROCKY	6	China (Hong Kong), China (Taiwan), Japan, New Zealand, United States of America, Venezuela	United States of America	Yes
SADEM	2	Spain, New Zealand	Spain	No
SASRO	2	India, Australia/New Zealand (FIR boundary)	India	No
SCARY	2	United States of America, New Zealand	United States of America	No
SHELL	4	United States of America, Japan, Libya, New Zealand	United States of America	No
SHOAL	3	Australia, New Zealand, United States of America	United States of America	No
SHORE	3	Australia, New Zealand, United States of America	United States of America	No
SNAPA	3	Papua New Guinea, Australia, New Zealand	Papua New Guinea	No
STEED	3	United States of America, Japan, New Zealand	United States of America	No
STONY	3	United States of America, New Zealand, Kenya	United States of America	No
STORK	3	Japan, Australia, New Zealand	Japan	No
SUPRA	2	Chile, New Zealand	Chile	No
SWEET	3	New Zealand, Japan, United States of America	United States of America	No
TAKMI	2	Yemen, New Zealand	Yemen	No
TAYLA	2	United States of America, New Zealand	United States of America	No
TEVUC	2	United States of America, New Zealand	United States of America	No
TOMAS	6	Australia, Denmark (Greenland), New Zealand, Brazil, Venezuela, Costa Rica (COCESNA)	Denmark (Greenland)	No
TOTRA	3	New Zealand, Lithuania, Viet Nam	Lithuania	No
TUSOK	2	Russian Federation, New Zealand	Russian Federation	No
UDUMA	2	France (Polynesie Française), New Zealand	Polynesie Française (France)	No
WARDS	2	Canada/United States of America, New Zealand	Canada/United States of America	No
WEBER	3	United States of America, Japan, New Zealand	United States of America	No
WINCH	3	United States of America, Australia, New Zealand	United States of America	No
YARRO	2	Canada, New Zealand	Canada	No
ZORBA	3	Spain, New Zealand, Australia	Spain	No

Priority to be determined				
5LNC	States		Priority	Within 1000NM
GLENN	3	Philippines, Australia, New Zealand	To be determined by the 5LNC Duplicate Resolution Rules	No
LIMES	2	New Zealand, China (Hong Kong)	To be determined by the 5LNC Duplicate Resolution Rules	No

NOSAM	2	New Zealand, Trinidad and Tobago/Dominica [Non-ICAO Member State]	To be determined by the 5LNC Duplicate Resolution Rules	No
OKURA	2	Japan, New Zealand	To be determined by the 5LNC Duplicate Resolution Rules	No
REPOL	2	China, New Zealand	To be determined by the 5LNC Duplicate Resolution Rules	No

In the process of being resolved				
5LNC	States		Note	Within 1000NM
FALLS	3	Philippines, Australia, New Zealand	New Zealand to register.	No
RUGVI	2	Singapore, New Zealand	New Zealand replaicng RUGVI.	No

5LNC STATUS - PAKISTAN

Date: June 2024

ICARD	Total number of 5LNCs	**337**
	Terminal Airspace (TA)	**104**
	En-route (ENR)	**194**
	FIR	**30**
	Other	**0**
	No Purpose	**9**
	No Coordinates	**4**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**10**
	Priority allocated to Pakistan	**4**
	Priority allocated to other States	**0**
	Priority to be determined	**0**
	In the process of being resolved	**0**
	Completely resolved 5LNCs	**6**

Priority allocated to Pakistan

5LNC		States	Priority	Within 1000NM
BEDON	2	Pakistan, France (New Caledonia)	Pakistan	No
MENOK	3	Indonesia, Japan, Pakistan	Pakistan	No
PASTA	4	Australia, China (Taiwan), Pakistan, Brazil	Pakistan	No
PONAT	2	Pakistan, Samoa	Pakistan	No

Priority allocated to other States

5LNC	States	Priority	Within 1000NM

Priority to be determined

5LNC	States	Priority	Within 1000NM

In the process of being resolved

5LNC	States	Note	Within 1000NM

5LNC STATUS - PALAU

Date: June 2024

ICARD	Total number of 5LNCs	**11**
	Terminal Airspace (TA)	**0**
	En-route (ENR)	**0**
	FIR	**0**
	Other	**0**
	No Purpose	**11**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**0**
	Priority allocated to Palau	**0**
	Priority allocated to other States	**0**
	Priority to be determined	**0**
	In the process of being resolved	**0**
	Completely resolved 5LNCs	**0**

Priority allocated to Palau			
5LNC	States	Priority	Within 1000NM

Priority allocated to other States			
5LNC	States	Priority	Within 1000NM

Priority to be determined			
5LNC	States	Priority	Within 1000NM

5LNC STATUS - PAPUA NEW GUINEA

Date: June 2024

ICARD	Total number of 5LNCs	**238**
	Terminal Airspace (TA)	**1**
	En-route (ENR)	**125**
	FIR	**11**
	Other	**74**
	No Purpose	**27**
	No Coordinates	**9**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**13**
	Priority allocated to Papua New Guinea	**6**
	Priority allocated to other States	**6**
	Priority to be determined	**0**
	In the process of being resolved	**1**
	Completely resolved 5LNCs	**0**

Priority allocated to Papua New Guinea

5LNC		States	Priority	Within 1000NM
CHAMB	2	Papua New Guinea, United States of America	Papua New Guinea	No
KAIFU	2	Papua New Guinea, Japan	Papua New Guinea	No
LIDIT	2	Australia/Papua New Guinea, Canada	Australia/Papua New Guinea	No
SAKAR	2	Papua New Guinea, Japan	Papua New Guinea	No
SNAPA	3	Papua New Guinea, Australia, New Zealand	Papua New Guinea	No
UPRAP	2	Papua New Guinea, Malaysia	Papua New Guinea	No

Priority allocated to other States

5LNC		States	Priority	Within 1000NM
BORAM	2	Bolivia, Papua New Guinea	Bolivia (Plurinational State of)	No
GUARI	3	Brazil, Paraguay, Papua New Guinea	Paraguay	No
KALIN	2	United States of America/Papua New Guinea (FIR boundary), Kyrgyzstan	United States of America	No
LUKTI	2	India, Papua New Guinea	India	No
PIKOK	2	Russian Federation, Papua New Guinea/United States of America	Russian Federation	No
TOSAS	2	Australia/Papua New Guinea (FIR boundary), China	Australia	No

Priority to be determined

5LNC	States	Priority	Within 1000NM

In the process of being resolved

5LNC		States	Note	Within 1000NM
RIPNA	2	Australia/Solomon Islands, Papua New Guinea	Australia deleting from ICARD	No

5LNC STATUS - PHILIPPINES

Date: June 2024

ICARD	Total number of 5LNCs	**329**
	Terminal Airspace (TA)	**222**
	En-route (ENR)	**86**
	FIR	**19**
	Other	**2**
	No Purpose	**0**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**216**
	Priority allocated to Philippines	**5**
	Priority allocated to other States	**40**
	Priority to be determined	**3**
	ResolvingIn the process of being resolved	**86**
	Completely resolved 5LNCs	**82**

Priority allocated to Philippines

5LNC	States	Priority	Within 1000NM
LAMOK	2 Philippines, France (New Caledonia)/Fiji	Philippines	No
PUSIT	2 Philippines, Thailand	Philippines	No
TAPAP	2 Philippines, France (Polynesie Française)	Philippines	No
TAPER	2 Philippines, Mauritius	Philippines	No
VILAR	2 Philippines, Spain	Philippines	No

Priority allocated to other States

5LNC	States	Priority	Within 1000NM
ABERA	2 Russian Federation, Philippines	Russian Federation	No
AMORE	2 United States of America, Philippines	United States of America	No
ANDRO	2 United States of America, Philippines	United States of America	No
ANGEL	5 Thailand, Philippines, Japan, Honduras (COCESNA), Colombia/Ec	Colombia/Ecuador	Yes
BANGA	2 Burkina Faso/Niger (FIR boundary), Philippines	Burkina Faso/Niger	No
BARBA	3 Philippines, Japan, United States of America	United States of America	No
BERON	2 Norway, Philippines	Norway	No
CALDO	3 Philippines, Italy/Switzerland, United States of America	Italy/Switzerland	No
CHRIS	4 United States of America, Liberia, Philippines, Australia	United States of America	No
DELRO	2 United States of America, Philippines	United States of America	No
DEMSA	2 Cuba, Philippines	Cuba	No
GARED	2 United States of America, Philippines	United States of America	No
HARBO	2 United States of America, Philippines	United States of America	No
JINET	2 United States of America, Philippines	United States of America	No
LATRO	2 Spain, Philippines	Spain	No
MAGEL	2 Israel, Philippines	Israel	No
MINDO	3 United States of America, Ecuador, Philippines	United States of America	No
MINOR	2 Russian Federation, Philippines	Russian Federation	No
MONTE	5 Costa Rica (COCESNA), United States of America, Spain, philippir	United States of America	No
NADUM	2 Canada, Philippines	Canada	No
NESTY	2 United States of America, Philippines	United States of America	No
ORLIE	2 United States of America, Philippines	United States of America	No
PALOS	3 United States of America, Spain, Philippines	United States of America	No
PIKAN	3 Philippines, Russian Federation/Kazakhstan (FIR boundary), Unite	Russian Federation/Kazakhstan	No

RAMOS	3	Philippines, Brazil, United States of America	United States of America	No
REGOR	2	United States of America, Philippines	United States of America	No
RINAL	2	Russian Federation, Philippines	Russian Federation	No
ROLEX	2	United Kingdom, Philippines	United Kingdom	No
ROWAN	3	Australia, Philippines, United Kingdom	United Kingdom	No
SAGRA	2	Japan, Philippines	Japan	No
SIKIN	2	Bolivia (Plurinational State of), Philippines	Bolivia (Plurinational State of)	No
SIMAR	2	France, Philippines	France	No
TABBY	2	United States of America, Philippines	United States of America	No
TANSA	3	Egypt/Greece (FIR boundary), Pakistan, Philippines	Egypt/Greece	No
TAREM	2	Democratic Republic of the Congo/Uganda (FIR boundary), Philipp	Democratic Republic of the Congo/Uganda	No
TENIX	2	New Zealand, Philippines	New Zealand	No
TINDO	2	Sweden, Philippines	Sweden	No
VERDE	4	Philippines, United States of America, Spain, Brazil	United States of America	No
YELOW	2	United States of America, Philippines	United States of America	No
ZEDIK	2	United States of America, Philippines	United States of America	No

Priority to be determined

5LNC		States	Priority	Within 1000NM
GLENN	3	Philippines, Australia, New Zealand	To be determined by the 5LNC Duplicate Resolution Rules	No
JABAR	3	Philippines, Pakistan, China (Taiwan)	To be determined by the 5LNC Duplicate Resolution Rules	No
PABLO	3	Costa Rica, Philippines, Namibia	To be determined by the 5LNC Duplicate Resolution Rules	No

In the process of being resolved

5LNC		States	Note	Within 1000NM
ADOLE	2	United States of America, Philippines	Phlippines replacing ADOLE.	No
ALMAR	2	Russian Federation, Philippines	Phlippines replacing ALMAR	No
ALPOS	2	United States of America, Philippines	Phlippines replacing ALPOS	No
ANDAN	3	Venezuela, Philippines, Indonesia	Phillipines replacing ANDAN	No
ARCHI	2	United States of America, Philippines	Phlippines replacing ARCHI.	No
BARAS	2	Russian Federation, Philippines	Phlippines replacing BARAS.	No
BELEN	3	France/Spain (FIR boundary), Costa Rica (COCESNA), Philippines	Phlippines replacing BELEN.	No
BENTO	4	Philippines, Indonesia, Italy, United States of America	Phlippines replacing BENTO.	No
BOYER	2	United States of America, Philippines	Phlippines replacing BOYER.	No
BUTAN	2	Colombia, Philippines	Phlippines replacing BUTAN.	No
CABAL	2	Argentina, Philippines	Phlippines replacing CABAL.	No
CADIZ	3	United States of America, Pakistan, Philippines	Phlippines replacing CADIZ.	No
CAREB	2	United States of America, Philippines	Phlippines replacing CAREB.	No
CARLO	5	United States of America, Mexico, Spain, Pakistan, Philippines	Phlippines replacing CARLO.	No
CEDEN	2	United States of America, Philippines	Phlippines replacing CEDEN.	No
COBOL	2	United States of America, Philippines	Phlippines replacing COBOL.	No
DANRI	2	Brazil, Philippines	Phlippines replacing DANRI.	No
DARAG	2	Saudi Arabia, Philippines	Phlippines replacing DARAG.	No
DAROD	2	Canada, Philippines	Phlippines replacing DAROD.	No
DEEPS	2	United States of America, Philippines	Phlippines replacing DEEPS.	No
DELOR	2	Nigeria/Cameroon (FIR boundary), Philippines	Phlippines replacing DELOR.	No
DIANN	2	United States of America, Philippines	Phlippines replacing DIANN.	No
DIKES	2	United States of America, Philippines	Phlippines replacing DIKES.	No
DIMLO	2	Austria/Hungary/Slovenia (FIR boundary), Philippines	Phlippines replacing DIMLO.	No
EDDIE	2	United States of America, Philippines	Phlippines replacing EDDIE.	No
EDWAR	2	United States of America, Philippines	Phlippines replacing EDWAR.	No
EXORA	2	Fiji, Philippines	Phlippines replacing EXORA.	No
FELIP	3	Venezuela, United States of America, Philippines	Phlippines replacing FELIP.	No

FOLEN	2	United States of America, Philippines	Phlippines replacing FOLEN.	No
GABRE	2	United States of America, Philippines	Phlippines replacing GABRE.	No
GASSI	3	Philippines, United States of America, Bahrain	Phlippines replacing GASSI.	No
GOLDA	2	United States of America, Philippines	Phlippines replacing GOLDA.	No
IRENE	2	United States of America, Philippines	Phlippines replacing IRENE.	No
JODEM	2	United States of America, Philippines	Phlippines replacing JODEM.	No
JUBAL	2	United States of America, Philippines	Phlippines replacing JUBAL.	No
JULUS	2	United States of America, Philippines	Phlippines replacing JULUS.	No
KANON	3	Philippines, Russian Federation, United States of America	Phlippines replacing KANON.	No
KIMPO	2	Guinea/Liberia, Philippines	Phlippines replacing KIMPO.	No
KLAIR	2	United States of America, Philippines	Phlippines replacing KLAIR.	No
LIBON	2	United States of America, Philippines	Phlippines replacing LIBON.	No
LIPOT	2	Indonesia, Philippines	Phlippines replacing LIPOT.	No
LOPEZ	3	Costa Rica (COCESNA), United States of America, Philippines	Phlippines replacing LOPEZ.	No
LORIE	2	United States of America, Philippines	Phlippines replacing LORIS.	No
MADOL	2	United States of America, Philippines	Phlippines replacing MADOL.	No
MAGAR	2	Russian Federation, Philippines	Phlippines replacing MAGAR.	No
MALIB	2	Russian Federation, Philippines	Phlippines replacing MALIB.	No
MANOK	2	Greece, Philippines	Phlippines replacing MANOK.	No
MARVI	3	United States of America, Pakistan, Philippines	Phlippines replacing MARVI.	No
MASUN	2	Germany/Poland/Sweden, Philippines	Phlippines replacing MASUN.	No
MINDA	2	Philippines, Venezuela/Guyana/Trinidad and Tobago (FIR boundary)	Phlippines replacing MINDA.	No
MOLOC	2	Netherlands (Netherlands Antilles), Philippines	Phlippines replacing MOLOC.	No
MUNDE	3	United States of America, Philippines, Australia	Phlippines replacing MUNDE.	No
NALIG	2	Romania, Philippines	Phlippines replacing NALIG.	No
NANDO	3	Philippines, Spain, Guatemala (COCESNA)	Phlippines replacing NANDO.	No
NATIB	2	Russian Federation, Philippines	Phlippines replacing NATIB.	No
NELPA	2	Czech Republic, Philippines	Phlippines replacing NELPA.	No
NIXON	2	United States of America, Philippines	Phlippines replacing NIXON.	No
OLGAR	2	Portugal, Philippines	Phlippines replacing OLGAR.	No
OLIVA	3	United States of America, Philippines, Seychelles	Phlippines replacing OLIVIA.	No
PADRE	3	Philippines, Japan, United States of America	Phlippines replacing PADRE.	No
PARAL	5	Saudi Arabia, Mongolia, Guatemala (COCESNA), Chile, Philippine	Phlippines replacing PARAL.	No
PATTY	4	United States of America (Puerto Rico), Seychelles, India, Philippir	Phlippines replacing PATTY.	No
PETER	4	United States of America, Italy, Philippines, Seychelles	Phlippines replacing PETER.	No
PINKY	3	United states of America, New Zealand, Philippines	Phlippines replacing PINKY.	No
PONSO	2	Chile, Philippines	Phlippines replacing PONSO.	No
POTON	2	United Kingdom, Philippines	Phlippines replacing POTON.	No
RANAS	2	Iceland, Philippines	Phlippines replacing RANAS.	No
ROLIN	2	Georgia/Turkey (FIR boundary), Philippines	Phlippines replacing ROLIN.	No
ROMEX	2	Venezuela (Bolivarian Republic of), Philippines	Phlippines replacing ROMEX.	No
ROXAN	2	Italy, Philippines	Phlippines replacing ROXAN.	No
SABEL	2	Oman/Yemen (FIR boundary), Philippines	Phlippines replacing SABEL.	No
SALVA	2	Japan, Philippines	Phlippines replacing SALVA.	Yes
SANJO	3	Japan, Philippines, Thailand	Phlippines replacing SANJO.	No
SILAG	2	Serbia, Philippines	Phlippines replacing SILAG.	No
SIMBO	2	United Kingdom (Virgin Islands), Philippines	Phlippines replacing SIMBO.	No
SIRMO	2	Norway, Philippines	Phlippines replacing SIRMO.	No
SUNGA	2	Uruguay, Philippines	Phlippines replacing SUNGA.	No
SUSIE	2	United States of America, Philippines	Phlippines replacing SUSIE.	No
TABLA	2	Venezuela (Bolivarian Republic of), Philippines	Phlippines replacing TABLA.	No
TABUL	2	Canada, Philippines	Phlippines replacing TABUL.	No
TAMSI	2	Canada, Philippines	Phlippines replacing TAMSI.	No
TIMMI	3	United States of America, Australia, Philippines	Phlippines replacing TIMMI.	No
TOBBY	3	Philippines, Japan, United States of America	Phlippines replacing TOBBY.	No
TORNE	2	United States of America, Philippines	Phlippines replacing TORNE.	No
TUBIG	2	Canada, Philippines	Phlippines replacing TUBIG.	No
VINSO	2	United States of America, Philippines	Phlippines replacing VINSO.	No

5LNC STATUS - Polynesie Française

Date: June 2024

ICARD	Total number of 5LNCs	**249**
	Terminal Airspace (TA)	**135**
	En-route (ENR)	**37**
	FIR	**17**
	Other	**42**
	No Purpose	**18**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**19**
	Priority allocated to Polynesie Française	**10**
	Priority allocated to other States	**3**
	Priority to be determined	**0**
	In the process of being resolved	**0**
	Completely resolved 5LNCs	**6**

Priority allocated to Polynesie Française

5LNC	States	Priority	Within 1000NM
BAMBI	3 Japan, Australia, Polynesie Française (France)	Allocated to PYF on 28/4/2014.	No
BOKAL	2 France (Polynesie Française), Algeria	Polynesie Française (France)	No
CORAL	9 China (Hong Kong), China (Taiwan), Japan, Australia, Brazil, France (Polynesie Française), Cuba, Mexico, Honduras (COCESNA)	Brazil	Yes
IGENO	2 France (Polynesie Française), Japan	Polynesie Française (France)	No
KARNO	2 France (Polynesie Française), United Kingdom	Polynesie Française (France)	No
KRILL	2 New Zealand/France (Polynesie Française) [FIR boundary], Chile/Argentina	New Zealand/France (Polynesie Française)	No
MAEVA	2 France (Polynesie Française)/United States of America [FIR boundary], Madagascar	Polynesie Française (France)/United States of America	No
RAXON	2 France (Polynesie Française), Maldives	Polynesie Française (France)	No
TAVIS	2 France (Polynesie Française), Japan	Polynesie Française (France)	No
UDUMA	2 France (Polynesie Française), New Zealand	Polynesie Française (France)	No

Priority allocated to other States

5LNC	States	Priority	Within 1000NM
MARBA	2 Peru, France (Polynesie Française)	Peru	No
TAPAP	2 Philippines, France (Polynesie Française)	Philippines	No
MOANA	3 France (Polynesie Française), Indonesia, United States of America	United States of America	No

Priority to be determined

5LNC	States	Priority	Within 1000NM

In the process of being resolved

5LNC	States	Note	Within 1000NM

5LNC STATUS - REPUBLIC OF KOREA

Date: June 2024

ICARD	Total number of 5LNCs	**548**
	Terminal Airspace (TA)	**391**
	En-route (ENR)	**142**
	FIR	**6**
	Other	**0**
	No Purpose	**9**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**11**
	Priority allocated to Republic of Korea	**9**
	Priority allocated to other States	**0**
	Priority to be determined	**0**
	In the process of being resolved	**0**
	Completely resolved 5LNCs	**2**

Priority allocated to Republic of Korea

5LNC	States	Priority	Within 1000NM
BASEM	3 Republic of Korea, Syrian Arab Republic, Australia	Republic of Korea	No
BIKSI	2 Republic of Korea, Maldives	Republic of Korea	No
EGOBA	2 Republic of Korea, Malaysia	Republic of Korea	No
GOGET	2 Republic of Korea, China (Taiwan)	Republic of Korea	Yes
GONAX	2 Republic of Korea, New Zealand	Republic of Korea	No
LANAT	2 Japan/Republic of Korea (FIR boundary), New Zealand/Fiji	Japan/Republic of Korea	No
OROGA	2 Republic of Korea, Myanmar	Republic of Korea	No
SAMUL	2 Republic of Korea, United States of America	Republic of Korea	No
SARAM	2 Republic of Korea, France (New Caledonia)	Republic of Korea	No

Priority allocated to other States

5LNC	States	Priority	Within 1000NM

Priority to be determined

5LNC	States	Priority	Within 1000NM

In the process of being resolved

5LNC	States	Note	Within 1000NM

5LNC STATUS - SAMOA

Date: June 2024

ICARD	Total number of 5LNCs	**9**
	Terminal Airspace (TA)	**8**
	En-route (ENR)	**1**
	FIR	**0**
	Other	**0**
	No Purpose	**0**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**7**
	Priority allocated to Samoa	**2**
	Priority allocated to other States	**3**
	Priority to be determined	**0**
	In the process of being resolved	**2**
	Completely resolved 5LNCs	**0**

Priority allocated to Samoa

5LNC		States	Priority	Within 1000NM
APRAN	2	United States of America (American Samoa), Russian Federation	American Samoa (U.S.)	No
JONAS	2	United States of America (American Samoa), Phillipines	American Samoa (U.S.)	No

Priority allocated to other States

5LNC		States	Priority	Within 1000NM
ALAPI	2	Hong Kong China, Samoa	Hong Kong, China	No
FALFA	2	United States of America, Samoa	United States of America	No
PONAT	2	Pakistan, Samoa	Pakistan	No

Priority to be determined

5LNC		States	Priority	Within 1000NM

In the process of being resolved

5LNC		States	Note	Within 1000NM
OLIVE	5	China (Taiwan), Japan, Thailand, United States of America (American Samoa), United Kingdom	Samoa deleting from ICARD	Yes
AROXA	2	Hong Kong China, Samoa	Samoa to register.	No

5LNC STATUS - SINGAPORE

Date: June 2024

ICARD	Total number of 5LNCs	**272**
	Terminal Airspace (TA)	**165**
	En-route (ENR)	**69**
	FIR	**31**
	Other	**0**
	No Purpose	**7**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**19**
	Priority allocated to Singapore	**5**
	Priority allocated to other States	**0**
	Priority to be determined	**0**
	Resolving	**9**
	Completely resolved	**5**

Priority allocated to Singapore

5LNC		States	Priority	Within 1000NM
LAPOL	2	Singapore, Chile	Singapore	No
RUGVI	2	Singapore, New Zealand	Singapore	No
SUSAR	2	Singapore, Japan	Singapore	No
TAROS	3	Indonesia/Singapore (FIR boundary), India/Bangladesh (FIR bound	Indonesia/Singapore	No
TODAM	2	Singapore, China	Singapore	No

Priority allocated to other States

5LNC	States	Priority	Within 1000NM

Priority to be determined

5LNC	States	Priority	Within 1000NM

In the process of being resolved

5LNC		States	Note	Within 1000NM
AKOMA	2	China, Malaysia/Singapore	China replacing AKOMA and delete from ICARD.	No
BIPOP	2	China, Singapore	Singapore to replace BIPOP in Q2 2024.	No
DONDI	3	India, Singapore, Australia	Singapore to delete DONDI after 21 March 2024.	No
IDUNA	2	Australia, Singapore	Singapore to replace IDUNA in Q2 2024.	No
KADAR	2	Indonesia/Singapore (FIR boundary), Japan	Singapore to remove as coordinating State.	No
LEPNA	2	Malaysia, Singapore	Malaysia deleting LEPNA	Yes
MABAL	2	Sri Lanka, Malaysia/Singapore	Singapore to replace MABAL in Q2 2024.	No
NYLON	2	Japan, Malaysia/Singapore	Singapore to replace NYLON in Q2 2024.	No
URIGO	2	Norway, Singapore/Malaysia (FIR boundary)	Singapore to replace URIGO in Q2 2024.	No

5LNC STATUS - SOLOMON ISLANDS

Date: June 2024

ICARD	Total number of 5LNCs	**88**
	Terminal Airspace (TA)	**53**
	En-route (ENR)	**17**
	FIR	**12**
	Other	**1**
	No Purpose	**5**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**4**
	Priority allocated to Solomon Islands	**1**
	Priority allocated to other States	**2**
	Priority to be determined	**0**
	In the process of being resolved	**1**
	Completely resolved 5LNCs	**0**

Priority allocated to Solomon Islands

5LNC		States	Priority	Within 1000NM
DAGDA	2	Solomon Islands, Japan	Solomon Islands	No

Priority allocated to other States

5LNC		States	Priority	Within 1000NM
LAMON	3	United States of America, Solomon Islands, Indonesia	United States of America	No
LEDIM	2	China, Solomon Islands	China	No

Priority to be determined

5LNC	States	Priority	Within 1000NM

In the process of being resolved

5LNC		States	Note	Within 1000NM
RIPNA	2	Australia/Solomon Islands, Papua New Guinea	Australia/Solomon Islands to deleted ICARD	No

5LNC STATUS - SRI LANKA

Date: June 2024

ICARD	Total number of 5LNCs	**115**
	Terminal Airspace (TA)	**41**
	En-route (ENR)	**47**
	FIR	**20**
	Other	**3**
	No Purpose	**4**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**5**
	Priority allocated to Sri Lanka	**2**
	Priority allocated to other States	**0**
	Priority to be determined	**0**
	In the process of being resolved	**1**
	Completely resolved 5LNCs	**5**

Priority allocated to Sri Lanka

5LNC		States	Priority	Within 1000NM
DABAP	2	Sri Lanka, New Zealand	Sri Lanka	No
DOGAR	2	Australia/Sri Lanka (FIR boundary), China	Australia/Sri Lanka	No

Priority allocated to other States

5LNC	States	Priority	Within 1000NM

Priority to be determined

5LNC	States	Priority	Within 1000NM

In the process of being resolved

5LNC		States	Note	Within 1000NM
MABAL	2	Sri Lanka, Malaysia/Singapore	Singapore to replace MABAL in Q2 2024.	No

5LNC STATUS - THAILAND

Date: June 2024

ICARD	Total number of 5LNCs	**1109**
	Terminal Airspace (TA)	**653**
	En-route (ENR)	**243**
	FIR	**32**
	Other	**152**
	No Purpose	**29**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**186**
	Priority allocated to Thailand	**8**
	Priority allocated to other States	**162**
	Priority to be determined	**1**
	In the process of being resolved	**12**
	Completely resolved 5LNCs	**3**

Priority allocated to Thailand

5LNC		States	Priority	Within 1000NM
ANPAN	2	Thailand, Japan	Thailand	No
DUGON	2	Thailand, Japan	Thailand	No
GOMES	2	Thailand, Japan	Thailand	No
MALKI	2	Thailand, Japan	Thailand	No
PANTA	2	Thailand, Peru	Thailand	No
PETRA	3	Thailand, China (mainland), Jordan	Thailand	No
SURIX	2	Thailand, Peru	Thailand	No
TAMOS	2	Malaysia/Thailand (FIR boundary), Spain	Malaysia/Thailand	No

Priority allocated to other States

5LNC		States	Priority	Within 1000NM
ANGEL	5	Thailand, Phillippines, Japan, Honduras (COCESNA), Colombia/Ecuador (FIR boundary)	Colombia/Ecuador	Yes
APRIL	3	United States, Thailand, China (Taiwan)	United States of America	No
ARMUS	2	Kazakhstan, Thailand	Kazakhstan	No
ARSHA	2	United States of America, Thailand	United States of America	No
BALAD	2	Austria, Thailand	Austria	No
BAMBO	4	United States of America, Japan, Thailand, United Kingdom	United States of America	No
BAMBU	3	Thailand, United States of America, Norway	Norway	No
BARBY	3	United States of America, Italy, Thailand	Italy	No
BAROK	2	Morocco/Portugal (FIR boundary), Thailand	Morocco/Portugal	No
BARON	4	United States of America, Australia, Thailand, Israel	United States of America	No
BASHO	3	Thailand, Japan, United States of America	United States of America	No
BEATS	2	United States of America, Thailand	United States of America	No
BIGGY	2	United States of America, Thailand	United States of America	No
BILEY	2	United States of America, Thailand	United States of America	No
BINLA	2	Canada, Thailand	Canada	No
BIRDY	3	Japan, Thailand, Australia	Japan	No
BLUES	4	United States of America, Brazil, Thailand, Japan	United States of America	No
BOGIE	2	United States of America, Thailand	United States of America	No
BORNA	2	Nigeria, Thailand	Nigeria	No
BRENT	3	Thailand, United States of America, China (Taiwan)	United States of America	No

BROWN	3	New Zealand, Thailand, United States of America	United States of America	No
BUTRA	2	Tajikistan/Uzbekistan (FIR boundary), Lao People's Democratic Republic/Thailand (FIR boundary)	Tajikistan/Uzbekistan	No
CARAT	2	United States of America, Thailand	United States of America	No
CELLO	4	United States of America, Iceland, Japan, Thailand	Iceland	No
CHANG	3	United States of America, Thailand, Costa Rica (COCESNA)	United States of America	No
CHETA	2	United States of America, Thailand	United States of America	No
CIDER	3	Brazil, Japan, Thailand	Brazil	No
COBRA	3	United States of America, Australia, Thailand	United States of America	No
CONGA	3	Thailand, United States of America, China (Hong Kong)	United States of America	No
DAMUN	2	Libya, Thailand	Libya	No
DARBY	2	United States of America, Thailand	United States of America	No
DARNO	2	Russian Federation/Mongolia (FIR boundary), Thailand	Russian Federation/Mongolia	No
DIRAX	2	France, Thailand	France	No
DISCO	3	Thailand, Canada, Japan	Canada	No
DRAGO	3	Spain, Thailand, Canada	Spain	No
EASTE	2	United States of America, Thailand	United States of America	No
FERDO	2	United States of America, Thailand	United States of America	No
FLUTE	5	Brazil, United States of America, Germany/Denmark (FIR boundary), Thailand, Japan	United States of America	No
FORTE	3	Spain, Canada, Thailand	Spain. Canada if not used by Spain.	No
FUNKY	2	United States of America, Thailand	United States of America	No
GENOA	3	United States of America, Thailand, Japan	United States of America	No
GINGA	3	Thailand, Japan, United Kingdom	United Kingdom	No
GRACE	4	United States of America, Brazil, Thailand, China (Taiwan)	United States of America	No
HARDY	3	Thailand, Brazil, United Kingdom	United Kingdom	No
HELEN	4	Australia, Japan, Belgium/Netherlands (FIR boundary), Thailand	Belgium/Netherlands	No
HOMLY	2	United States of America, Thailand	United States of America	No
INNDY	2	United States of America, Thailand	United States of America	No
INTRO	2	Israel, Thailand	Israel	No
JIMMY	2	United States of America, Thailand	United States of America	No
JUMPA	3	Thailand, Australia, United States of America	United States of America	No
KALIM	2	Argentina, Thailand	Argentina	No
KATIB	2	Sudan, Thailand	Sudan	No
KEETA	2	United States of America, Thailand	United States of America	No
KIMET	2	Kenya, Thailand	Kenya	No
KOKAM	2	Cameroon, Thailand	Cameroon	No
LAMMY	2	United States of America, Thailand	United States of America	No
LAMPA	2	Spain, Thailand	Spain	No
LANNA	2	United States of America, Thailand	United States of America	No
LASON	2	Turkey, Thailand	Turkey	No
LATIN	2	United States of America, Thailand	United States of America	No
LEMON	6	United States of America, Italy, Thailand, China (Hong Kong), Japan, Republic of Korea	United States of America	Yes
LENTO	3	Japan, China (Taiwan), Thailand	Japan	Yes
LEVIN	2	Canada, Thailand	Canada	No
LEXIS	2	Canada, Thailand	Canada	No
LIBRA	3	Thailand, Brazil, United States of America	United States of America	No
LINZY	2	United States of America, Thailand	United States of America	No
LONEE	2	United States of America, Thailand	United States of America	No
LOUIS	2	Italy, Thailand	Italy	No
MAKOM	3	France (Polynesie Française), Australia, Thailand	Polynesie Française (France)	No
MALIM	2	Malaysia, Thailand	Malaysia	No
MALIN	3	United States of America, Thailand, China (Taiwan)	United States of America	No
MAMBO	3	Japan, Thailand, United States of America	United States of America	No
MAMOR	2	Germany, Thailand	Germany	No
MANEE	2	United States of America, Thailand	United States of America	No
MAPLE	5	United Kingdom, United States of America, Japan, China (Hong Kong), Thailand	United Kingdom	No
MAREE	2	United States of America, Thailand	United States of America	No

MARIA	5	United States of America, Japan, Thailand, Brazil, Argentina/Bolivia (FIR boundary)	United States of America	Yes
MASON	4	Brazil, Australia, Thailand, China (Taiwan)	Brazil	No
MATAN	2	United States of America, Thailand	United States of America	No
MAYSA	2	United States of America, Thailand	United States of America	No
MICKY	2	United States of America, Thailand	United States of America	No
MILAN	5	Japan, Thailand, Italy, Canada, United States of America	United States of America	No
MINDI	4	Indonesia, Thailand, United States of America, France	France	No
MINTA	2	Portugal/Spain (FIR boundary), Thailand	Portugal/Spain	No
MODON	2	Canada, Thailand	Canada	No
MOONY	2	United States of America, Thailand	United States of America	No
MOOSE	3	Thailand, New Zealand, United States of America	United States of America	No
MOTIF	2	United States of America, Thailand	United States of America	No
NABON	2	Canada, Thailand	Canada	No
NADON	2	United Kingdom (Cayman Islands), Thailand	Cayman Is. (U.K.)	No
NAKON	2	Netherlands, Thailand	Netherlands	No
NAKOT	2	Russian Federation, Thailand	Russian Federation	No
NASTY	2	United States of America, Thailand	United States of America	No
NEWLY	2	United States of America, Thailand	United States of America	No
NITRO	4	Republic of Moldova, Thailand, Japan, Brazil	Brazil. To be determined by the 5LNC Duplicate Resolution Rules if not used by Brazil.	No
NOBEL	4	Thailand, Indonesia, Japan, Brazil	Brazil	No
NORAR	2	Mexico, Thailand	Mexico	No
NORDY	3	Thailand, Norway, United States of America	Norway	No
NORTA	2	Germany, Thailand	Germany	No
NOVEM	2	Australia, Thailand	Awaiting confirmation for 5LNC release to APAC from EUR/NAT	No
OLIVE	5	China (Taiwan), Japan, Thailand, United States of America (American Samoa), United Kingdom	United Kingdom	Yes
OPERA	4	Thailand, Japan, Spain, Brazil	Brazil. To be determined by the 5LNC Duplicate Resolution Rules if not used by Brazil.	No
OSAKI	2	Peru/Ecuador (FIR boundary), Thailand	Peru/Ecuador	No
OSITO	2	Panama, Thailand	Panama	No
PABEK	2	Chile, Thailand	Chile	No
PACER	2	United States of America, Thailand	United States of America	No
PALAT	2	Brazil, Thailand	Brazil	No
PANIN	2	Chile, Thailand	Chile	No
PAPAS	3	Japan, Thailand, Brazil	Japan	No
PERRY	4	India/Mauritius/Seychelles (FIR boundary), Thailand, Sweeden, Trinidad and Tobago	Sweeden	No
PESTO	2	Belize, Costa Rica, El Salvador, Guatemala, Honduras, Jamaica, Nicaragua (COCESNA)/Jamaica, Thailand	Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua/Jamaica	No
PIANO	3	Thailand, China (Taiwan), United States of America	United States of America	No
PINTO	4	Spain, United States of America, Thailand, Chile	United States of America	No
PLATU	2	United States of America, Thailand	United States of America	No
PLUTO	4	United States of America, Australia, Thailand, Japan	United States of America	No
POOMA	2	United States of America, Thailand	United States of America	No
PUSIT	2	Philippines, Thailand	Philippines	No
RABEE	2	United States of America, Thailand	United States of America	No
RATLE	2	United States of America, Thailand	United States of America	No
RIVER	4	Thailand, China (Hong Kong), Japan, Netherlands	Netherlands	No
RIZZO	2	United States of America, Thailand	United States of America	No
ROBBY	2	United States of America, Thailand	United States of America	No
ROMAN	4	Thailand, Japan, United States of America, Mexico	United States of America	No
ROMBO	2	Honduras (COCESNA), Thailand	Honduras	No
RONAL	3	Thailand, Spain, Kazakhstan	Spain	No
ROVEN	2	Netherlands, Thailand	Netherlands	No
RUMBA	3	Thailand, United States of America, Brazil	United States of America	No

SALMA	2	Algeria/France, Thailand	Algeria/France	No
SAMBA	4	Russian Federation, Japan, Thailand, Indonesia	Russian Federation	No
SAMMY	4	Thailand, Australia, Japan, United States of America	United States of America	No
SAMON	4	Thailand, China (Hong Kong), Japan, United Kingdom/Ireland (FIR boundary)	United Kingdom/Ireland	No
SAMOS	2	United States of America, Thailand	United States of America	No
SANIT	2	Japan, Thailand	Japan	No
SARIO	2	Mexico, Thailand	Mexico	No
SONPA	2	Sweden, Thailand	Sweden	No
SONYA	2	United States of America, Thailand	United States of America	No
SOPON	2	Russian Federation, Thailand	Russian Federation	No
STARS	2	United States of America, Thailand	United States of America	No
STONE	5	Japan, Thailand, Brazil, Australia, United States of America	United States of America	No
SURIN	2	Russian Federation, Thailand	Russian Federation	No
TALLY	2	United States of America, Thailand	United States of America	No
TAMOS	2	Malaysia/Thailand (FIR boundary), Spain	Malaysia/Thailand	No
TANAR	2	Russian Federation, Thailand	Russian Federation	No
TANGO	7	Spain, Syrian Arab Republic, Pakistan, India, Thailand, Lao People's Democratic Republic, Viet Nam	Spain	Yes
TANON	3	Thailand, Cameroon, Nigeria	Cameroon	Yes
TAPPA	2	United States of America, Thailand	United States of America	No
TARAD	2	Lao People's Democratic Republic, Thailand	Lao People's Democratic Republic	Yes
TEMPO	2	United States of America, Thailand	United States of America	No
TIGER	6	Lao People's Democratic Republic, Thailand, Japan, Pakistan/India (FIR boundary), United Kingdom, United States of America	United Kingdom	Yes
TIKAL	3	United States of America (Puerto Rico)/United Kingdom (Anguilla) [FIR boundary], Thailand, Philippines	United States of America/United Kingdom	No
TOMMY	4	United States of America, Japan, China (Taiwan), Thailand	United States of America	No
TUMBA	2	Turkmenistan, Thailand	Turkmenistan	No
VIOLA	4	United States of America, Australia, China (Taiwan), Thailand	United States of America	No
VOLVO	2	Republic of Moldova, Thailand	Republic of Moldova	No
WADEE	2	United States of America, Thailand	United States of America	No
WANDY	2	United States of America, Thailand	United States of America	No
WATTY	2	United States of America, Thailand	United States of America	No
WEEWA	2	United States of America, Thailand	United States of America	No
WIGGY	2	United States of America, Thailand	United States of America	No
WILLA	2	United States of America, Thailand	United States of America	No
WISTA	2	United States of America, Thailand	United States of America	No
WISUT	2	United States of America, Thailand	United States of America	No

Priority to be determined

5LNC	States	Priority	Within 1000NM
HOTEL	4 China (Taiwan), Viet Nam, Thailand, Canada	Canada.	Yes

In the process of being resolved

5LNC	States	Note	Within 1000NM
BARTO	2 Indonesia, Thailand	Thailand to register in ICARD, Priority given to Thailand	No
GODUM	2 New Zealand, Thailand	Thailand to register.	No
KIRIN	3 Thailand, China (Taiwan), Japan	Thailand replacing KIRIN in 2024.	Yes
KITTY	2 Australia, Thailand	Thailand replacing KITTY in 2024.	No
MARWA	2 Thailand, Bahrain	Thailand replacing MARWA in 2024. Priority	No
PADAM	2 Brazil, Thailand	Thailand replacing PADAM.	No
ROONY	2 Australia, Thailand	Thailand replacing ROONY in 2024.	No

SAMET	2	Thailand, Brunei Darussalam	Thailand replacing SAMET in 2024 .	Yes
SAPUT	2	China, Thailand	Thailand replacing SAPUT.	No
SELKA	2	New Zealand, Thailand	Thailand replacing SELKA,	No
TSTWF	2	Australia, Thailand	Thailand replacing TSTWF , unpronounceable	No
VOBOT	2	Canada, Thailand	Thailand replacing VOBOT in 2024.	No

5LNC STATUS - TIMOR LESTE

Date: June 2024

ICARD	Total number of 5LNCs	**83**
	Terminal Airspace (TA)	**58**
	En-route (ENR)	**11**
	FIR	**11**
	Other	**1**
	No Purpose	**2**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**0**
	Priority allocated to Timor Leste	**0**
	Priority allocated to other States	**0**
	Priority to be determined	**0**
	Resolving	**0**
	Completely resolved 5LNCs	**0**

Priority allocated to Timor Leste			
5LNC	States	Priority	Within 1000NM

Priority allocated to other States			
5LNC	States	Priority	Within 1000NM

Priority to be determined			
5LNC	States	Priority	Within 1000NM

5LNC STATUS - TONGA

Date: June 2024

ICARD	Total number of 5LNCs	**44**
	Terminal Airspace (TA)	**44**
	En-route (ENR)	**0**
	FIR	**0**
	Other	**0**
	No Purpose	**0**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**10**
	Priority allocated to Tonga	**0**
	Priority allocated to other States	**9**
	Priority to be determined	**1**
	In the process of being resolved	**0**
	Completely resolved 5LNCs	**0**

Priority allocated to Tonga			
5LNC	States	Priority	Within 1000NM

Priority allocated to other States				
5LNC		States	Priority	Within 1000NM
ARIES	2	Japan, Tonga	Japan	No
HOLLY	4	Japan, United Kingdom, United States of America, Tonga	United Kingdom	No
KATOL	2	Canada, Tonga	Canada	No
LEWIS	2	Australia, Tonga	Australia	No
ORION	8	Philippines, China, Japan, Tonga, Italy, United States of America, P	United States of America	Yes
SHARK	4	United States of America, Trinidad and Tobago, United Kingdom, Tc	United Kingdom	No
VENUS	3	Mexico, Brazil, Tonga	Brazil. To be determined by the 5LNC Duplicate Resolution Rules if not used by Brazil.	No
VIRGO	3	Tonga, Japan, China	Japan	No
WHALE	5	Australia,Japan,Tonga, Lybia, Canada/United States of America (FI	Canada/United States of America	No

Priority to be determined				
5LNC		States	Priority	Within 1000NM
OTTER	3	Tonga, China, Canada	To be determined by the 5LNC Duplicate Resolution Rules	No

5LNC STATUS - TUVALU

Date: June 2024

ICARD	Total number of 5LNCs	**0**
	Terminal Airspace (TA)	**0**
	En-route (ENR)	**0**
	FIR	**0**
	Other	**0**
	No Purpose	**0**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**3**
	Priority allocated to Tuvalu	**0**
	Priority allocated to other States	**2**
	Priority to be determined	**0**
	In the process of being resolved	**1**
	Completely resolved 5LNCs	**0**

Priority allocated to Tuvalu

5LNC	States	Priority	Within 1000NM

Priority allocated to other States

5LNC		States	Priority	Within 1000NM
APATI	2	Ghana, Tuvalu	Ghana	No
BIKEN	2	India, Tuvalu	India	No

Priority to be determined

5LNC	States	Priority	Within 1000NM

In the process of being resolved

5LNC		States	Note	Within 1000NM
SEMUT	2	Indonesia, Tuvalu	Tuvalu to register.	No

5LNC STATUS - VANUATU

Date: June 2024

ICARD	Total number of 5LNCs	**13**
	Terminal Airspace (TA)	**0**
	En-route (ENR)	**13**
	FIR	**0**
	Other	**0**
	No Purpose	**0**
	No Coordinates	**0**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**3**
	Priority allocated to Vanuatu	**0**
	Priority allocated to other States	**3**
	Priority to be determined	**0**
	In the process of being resolved	**0**
	Completely resolved 5LNCs	**0**

Priority allocated to Vanuatu

5LNC	States	Priority	Within 1000NM

Priority allocated to other States

5LNC		States	Priority	Within 1000NM
ALPHA	11	Lao People's Democratic Republic, Vanuatu, China, India, Italy, Russian Federation, Turkey, United Kingdom (2), United Kingdom (Gibraltar), United Kingdom (Falkland Islands)	Lao People's Democratic Republic	Yes
DELTA	10	Suriname, Italy, Vanuatu, Syrian Arab Republic, Liberia, Bhutan, Japan, Lao People's Democratic Republic, India, Sri Lanka	Suriname	Yes

Priority to be determined

5LNC	States	Priority	Within 1000NM

In the process of being resolved

5LNC	States	Note	Within 1000NM

5LNC STATUS - VIET NAM

Date: June 2024

ICARD	Total number of 5LNCs	**423**
	Terminal Airspace (TA)	**250**
	En-route (ENR)	**87**
	FIR	**21**
	Other	**1**
	No Purpose	**64**
	No Coordinates	**9**

Duplicated 5LNCs	Total number of duplicated 5LNCs	**49**
	Priority allocated to Viet Nam	**8**
	Priority allocated to other States	**0**
	Priority to be determined	**0**
	In the process of being resolved	**37**
	Completely resolved 5LNCs	**4**

Priority allocated to Viet Nam

5LNC		States	Priority	Within 1000NM
DONGI	2	Viet Nam, Brazil	Viet Nam	No
KARAN	3	China (Taiwan), Viet Nam, Indonesia	Viet Nam	Yes
LAVOS	2	Lao People's Democratic Republic/Viet Nam (FIR boundary), Chin	Lao People's Democratic Republic/Viet Nam	Yes
LEDUP	2	Viet Nam, Maldives	Viet Nam	No
LITAM	2	Viet Nam, Burkina Faso	Viet Nam	No
SAMBO	3	Cambodia, Viet Nam, Japan	Viet Nam	Yes
SAMOG	2	Viet Nam, Nicaragua (COCESNA)	Viet Nam	No
VIDAD	2	Viet Nam, Malaysia	Viet Nam	No

Priority allocated to other States

5LNC	States	Priority	Within 1000NM

Priority to be determined

5LNC	States	Priority	Within 1000NM

In the process of being resolved

5LNC		States	Note	Within 1000NM
ANTRI	2	Viet Nam, United States of America	Viet Nam to replace ANTRI.	No
BALOV	2	Norway, Viet Nam	Viet Nam to replace BALOV.	No
BANCO	2	United States of America, Viet Nam	Viet Nam to replace BANCO.	No
BANSU	3	Russian Federation, Japan, Viet Nam	Viet Nam to replace BANSU.	No
BIBAN	2	Italy/Switzerland (FIR boundary), Viet Nam	Viet Nam to replace BIBAN.	No
BISON	6	China (Taiwan), China (mainland), Indonesia, Viet Nam, Australia,	Viet Name to replace BISON.	Yes
BITIS	2	Argentina, Viet Nam	Viet Nam to replace BITIS.	No
CANTO	4	United States of America, Republic of Korea, China (Hong Kong),	Viet Nam to replace CANTO.	No
CONDA	2	Viet Nam, Cambodia	Cambodia to replace/remove in Q1 2025.	Yes
DAKAM	2	Fiji/New Zealand, Viet Nam	Viet Nam to replace DAKAM.	No
DONMO	3	United States of America, Lao People's Democratic Republic, Viet	Viet Nam to replace DONMON.	Yes
FINAM	2	Spain, Viet Nam	Viet Nam to replace FINAM.	No

HALAN	2	United States of America, Viet Nam	Viet Nam to replace HALAN.	No
HOBIN	2	Republic of Korea, Viet Nam	Viet Nam to request HOBIN.	No
KANGU	2	Turkey, Viet Nam	Viet Nam to replace KANGU.	No
MADEN	3	Viet Nam, Panama, United States of America	Viet Nam to replace MADEN.	No
MALAY	5	United States of America, Myanmar, China (Taiwan), Viet Nam, Ph	Viet Nam to replace MALAY.	Yes
MANGA	4	New Zealand, Philippines, Viet Nam, Colombia	Viet Nam to replace MANGA.	Yes
MAREL	2	Italy, Viet Nam	Viet Nam to replace MAREL.	No
MISAN	2	Yemen, Viet Nam	Viet Nam to replace MISAN	No
MOLAN	3	Mauritania, Côte d'Ivoire, Viet Nam	Viet Nam to replace MOLAN.	Yes
NAMBI	3	Brazil, Saudi Arabia, Viet Nam	Viet Nam to replace NAMBI.	No
NITOM	2	Australia, Viet Nam	Viet Nam to replace NITOM.	No
SOKAN	2	Jordan/Syrian Arab Republic (FIR boundary), Viet Nam	Viet Nam to replace SOKAN.	No
SONTA	2	Spain, Viet Nam	Viet Nam to replace SONTA.	No
SUDON	2	Russian Federation, Viet Nam	Viet Nam to replace SUDON.	No
TALAP	2	Russian Federation, Viet Nam	Viet Nam to replace TALAP.	No
TAMDA	2	Belize (COCESNA), Viet Nam	Viet Nam to replace TAMADA.	No
TANGO	7	Spain, Syrian Arab Republic, Pakistan, India, Thailand, Lao People	Viet Nam to replace TANGO.	Yes
TANNA	2	United States of America, Viet Nam	Viet Nam to replace TANNA.	No
TANOS	2	Liberia/Sierra Leone/Guinea, Viet Nam	Viet Nam to replace TANOS.	No
TINLY	2	United States of America, Viet Nam	Viet Nam to replace TINLY.	No
TONGA	2	Viet Nam, China (Taiwan)	Viet Nam to replace TONGA.	Yes
TOTRA	3	New Zealand, Lithuania, Viet Nam	Viet Nam to replace TOTRA.	No
VINLO	2	Canada, Viet Nam	Viet Nam to replace VINLO.	No
VITRA	2	Congo, Viet Nam	Viet Nam to replace VITRA.	No
ZATON	3	Russian Federation, United States of America, Viet Nam	Viet Nam to replace ZATON.	No

Attachment A: Proposed Amendment to Asia/Pacific Regional Plan for Collaborative AIM

Amend paragraph:

Volume II Part VII Section 3.

3.1 The priority regional requirements for AIM implementation are:

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

b) Implementation of Quality Management Systems for aeronautical information;

c) Establishment of formal agreements between AIS providers and aeronautical data originators specifying the content, quality, maintenance and timing of provision of aeronautical data that is required to be promulgated in AIP, and the quality management process that shall be applied.

d) Implementation of internet-accessible electronic AIP generated from a digital database of aeronautical information.

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

e) The taking of all necessary measures to develop and implement AIM training programs for AIS personnel, including training in digital data management, and end-to-end quality management processes.

f) Provision of full access to the relevant ICAO Annexes and Documents to all personnel having responsibility for the origination, reception, management and/or distribution of aeronautical information and aeronautical data.

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

Amend and delete paragraphs as follow:

Aviation System Block Upgrades (ASBU)

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

- ~~B0-DATM Service Improvement through Digital Aeronautical Information Management (AIM);~~

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

ASBU Thread	ASBU Element	Title
DAIM	DAIM-B1/1	Provision of quality-assured aeronautical data and information
	DAIM-B1/2	Provision of digital Aeronautical Information Publication (AIP) data sets
	DAIM-B1/3	Provision of digital terrain data sets
	DAIM-B1/4	Provision of digital obstacle data sets
	DAIM-B1/5	Provision of digital aerodrome mapping data sets
	DAIM-B1/6	Provision of digital instrument flight procedure data sets
	DAIM-B1/7	NOTAM improvements
	DAIM-B2/1	Dissemination of aeronautical information in a SWIM environment
	DAIM-B2/2	Daily Airspace Management information to support flight and flow
	DAIM-B2/3	Aeronautical information to support higher airspace operations
	DAIM-B2/4	Aeronautical information requirements tailored to UTM
	DAIM-B2/5	NOTAM replacement
SWIM	SWIM-B2/1	Information service provision
	SWIM-B2/2	Information service consumption
	SWIM-B2/3	SWIM registry
	SWIM-B2/4	Air/Ground SWIM for non-safety critical information
	SWIM-B2/5	Global SWIM processes
	SWIM-B3/1	Air/Ground SWIM for safety critical information

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

Re-number subsequent paragraphs.

Amend paragraphs

Implementation Status Monitoring

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

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

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

Amend and delete paragraphs as follow:

Asia/Pacific AIM Compliance Analysis – USOAP Audit

6.9 According to the assessment of Effective Implementation (EI) of 16 AIS/CHART-related PQs in ~~May 2018~~ March 2024 in APAC Region, an overall EI was **~~62%~~59%**. After analysing, the EI for 4 AIS/CHART-related PQs was **below 50%** (**Figure 5** refers):

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

~~Cartographic inspector's formal training programme developed and Implemented;~~

- ~~46% – States adoption of International Standards and Procedures;~~

~~AIS inspector periodic training plan established;~~

~~AIS inspector formal training programme implemented;~~

~~Mechanism for deficiency review and elimination;~~

~~Effective State oversight of service provision (AIS); and~~

- ~~49% – AIS data quality and resolution (Annex 15 and 4) (Charts)~~

ID	Questions	EI
7.281 CE-4	Is the training programme appropriately implemented for AIS inspectors?	47%
7.289 CE-8	Has the State established and implemented a mechanism/system with time frame for the elimination of deficiencies identified by AIS inspectors?	46%
7.303 CE-7	Does the State ensure that the technical staff of AIS and cartographic service providers' personnel possess the competencies required to perform the assigned functions and tasks?	49%
7.311 CE-7	Does the State ensure that aeronautical data and information are provided in accordance with the data quality specifications?	34%

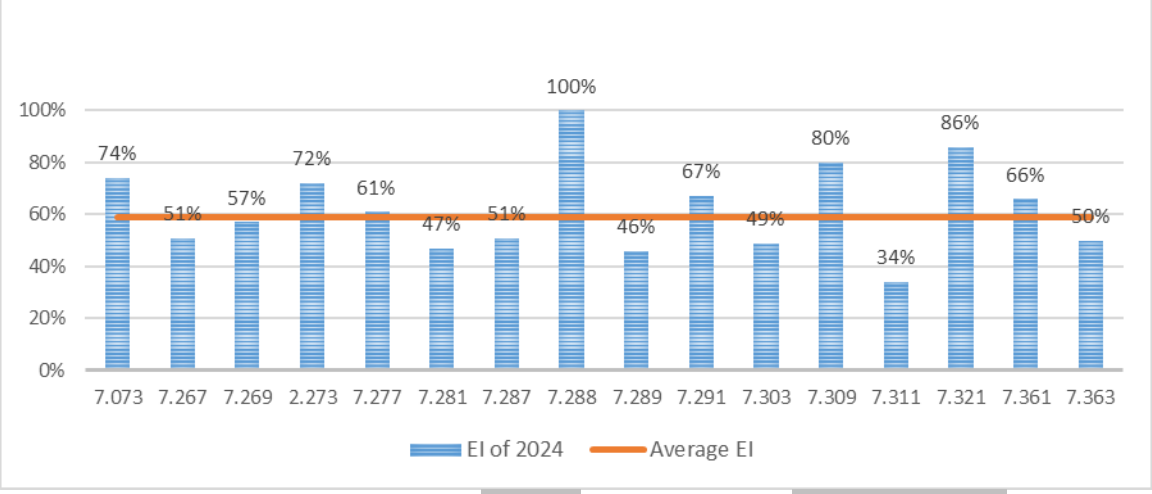

Figure 5: APAC USOAP CMA AIS/CHART PQ Compliance (As of March 2024)

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

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

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

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

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

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

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

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

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

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

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

Amend paragraph

Structure of the Performance Improvement Plan

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

- Regional AIM Capability Phase I, expected to be implemented immediately;
- Regional AIM Capability Phase II, expected to be implemented by 7 November 2019, and

- Regional AIM Capability Phase III, expected to be implemented by ~~3 November 2022~~ 27 November 2025 ~~(to be developed)~~.

Amend paragraphs

Asia/Pacific Seamless ANS Plan – Performance Expectations

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

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

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

PASL Phase II (expected implementation by 07 November 2019)

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

*7.40 ATM systems should be supported by digitally-based AIM systems consistent with **DAIM-B1/1 – 6**, in adherence with ICAO and regional AIM planning and guidance material. ATM systems should be supported by aeronautical information digital data exchange of at a minimum, version AIXM 5.1 (Priority 1).*

PASL Phase III (expected implementation by 03 November 2022)

*7.55 ATM systems should be supported by digitally-based NOTAM consistent with **DAIM-B1/7**.*

PASL Phase IV (expected implementation by 27 November 2025)

NIL.

Amend paragraph

Quality Management

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

[2] Annex 15 Section ~~2.15~~ 2.1.5

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INTERNATIONAL CIVIL AVIATION ORGANIZATION

DRAFT

ASIA/PACIFIC REGIONAL PLAN

FOR

COLLABORATIVE AERONAUTICAL INFORMATION MANAGEMENT

Version 3.1, September 2024

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

Approved by the ATM Sub-Group of APANPIRG (ATM/SG/12) and published by the ICAO Asia and Pacific Office, Bangkok

CONTENTS

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LIST OF APPENDICES

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SCOPE OF THE PLAN

Asia/Pacific Regional AIM Planning and Guidance

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

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

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

Asia/Pacific Air Navigation Plan

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

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

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

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

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

Volume II Part VII Section 3.

3.1 The priority regional requirements for AIM implementation are:

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

b) Implementation of Quality Management Systems for aeronautical information;

c) Establishment of formal agreements between AIS providers and aeronautical data originators specifying the content, quality, maintenance and timing of provision of aeronautical data that is required to be promulgated in AIP, and the quality management process that shall be applied.

d) Implementation of internet-accessible electronic AIP generated from a digital database of aeronautical information.

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

e) The taking of all necessary measures to develop and implement AIM training programs for AIS personnel, including training in digital data management, and end-to-end quality management processes.

f) Provision of full access to the relevant ICAO Annexes and Documents to all personnel having responsibility for the origination, reception, management and/or distribution of aeronautical information and aeronautical data.

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

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

Beijing Declaration

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

2.0 Air Navigation Services

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

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

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

4.0 Human Resource Development

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

(a) Establish access to quality training; and

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

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

Asia/Pacific Plan for Collaborative AIM

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

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

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

AIM Plan Structure

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

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

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

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

Performance Improvement Plan

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

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

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

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

Review

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

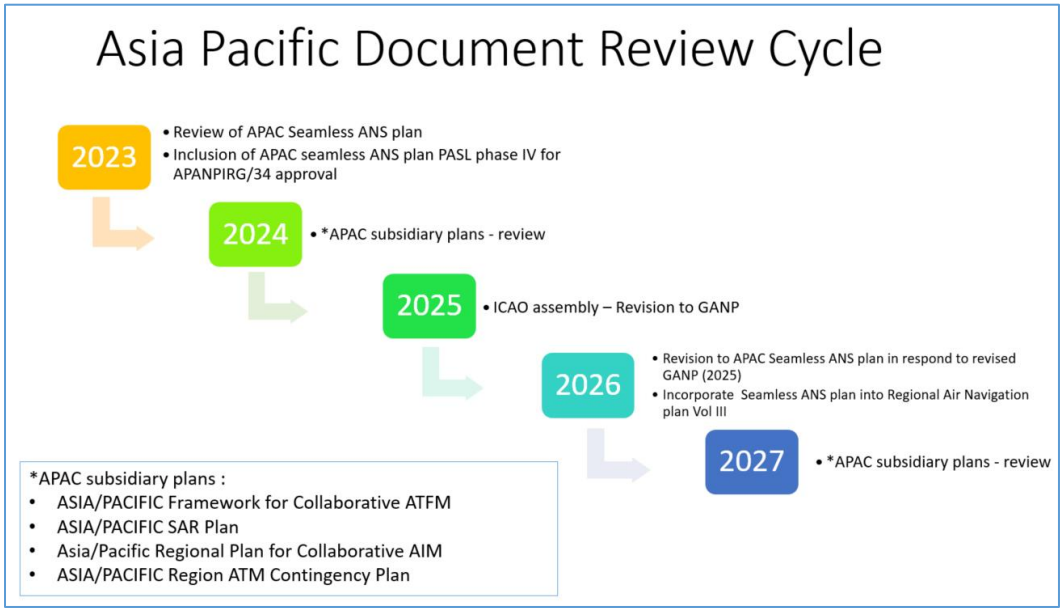

Figure 1: Proposed ATM-Related Document Review Cycle

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

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PLAN OBJECTIVES

Objective of the Plan

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

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

Guidance for the Plan

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

Global and Regional Framework

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

Air Navigation Services

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

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EXECUTIVE SUMMARY

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

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

The Need for a Regional Collaborative Plan for AIM

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

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

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

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

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

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

Performance Improvement Plan

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

Global AIM Implementation Dashboards

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

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

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

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ABBREVIATIONS AND ACRONYMS

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

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

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

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

BACKGROUND INFORMATION

Principles

5.1 This Plan considers four major categories of AIM principles:

Legislation, Policy and Regulation;

Human Performance;

Quality Management;

AIM Systems and Processes;

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

Aviation System Block Upgrades (ASBU)

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

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

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

ASBU Thread	ASBU Element	Title
DAIM	DAIM-B1/1	Provision of quality-assured aeronautical data and information
	DAIM-B1/2	Provision of digital Aeronautical Information Publication (AIP) data sets
	DAIM-B1/3	Provision of digital terrain data sets
	DAIM-B1/4	Provision of digital obstacle data sets
	DAIM-B1/5	Provision of digital aerodrome mapping data sets
	DAIM-B1/6	Provision of digital instrument flight procedure data sets
	DAIM-B1/7	NOTAM improvements
	DAIM-B2/1	Dissemination of aeronautical information in a SWIM environment
	DAIM-B2/2	Daily Airspace Management information to support flight and flow
	DAIM-B2/3	Aeronautical information to support higher airspace operations
	DAIM-B2/4	Aeronautical information requirements tailored to UTM
	DAIM-B2/5	NOTAM replacement
SWIM	SWIM-B2/1	Information service provision
	SWIM-B2/2	Information service consumption

	SWIM-B2/3	SWIM registry
	SWIM-B2/4	Air/Ground SWIM for non-safety critical information
	SWIM-B2/5	Global SWIM processes
	SWIM-B3/1	Air/Ground SWIM for safety critical information

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

Quality Management Guidance

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

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

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

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

Selection and Training Guidelines for AIS

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

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

Selection Principles

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

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

The First Step

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

a) Position Description;

b) Duty Statement; and

c) Selection Criteria against which applicants will be assessed.

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

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

The Selection Process

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

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

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

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

a) application;

b) interview;

c) referee reports;

d) work samples; and/or

e) performance tests.

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

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

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

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

Operating Procedures for AIS Dynamic Data (OPADD)

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

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

SNOWTAM Guidance

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

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

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

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

Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services

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

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

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

ICAO Location Indicators

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

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

   The ICAO Regional Office coordinates with ICAO Headquarters.

3. The following information is required to be included in the State's request:

   a. location/Airport Name;

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

b. requested Location Indicator (e.g. NTKU);

c. IATA location identifier code, if any; and

d. Indication of whether the location is, or is intended to be, connected to the AFS.

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

International Codes and Routes Designators

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

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

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

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

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

5.38 All States and Administrations with any responsibility for, or involvement in, the design, implementation and/or regulation of ATS routes and instrument flight procedures must have suitable employees registered in ICARD. In all cases where any personnel of a State Regulator or Air Navigation Service Provider are responsible for the allocation of 5LNC for ATS routes, Standard Instrument Departures (SIDs), Standard Terminal Arrival Routes (STARS) or Instrument Approach and Landing (IAL, including RNAV/RNP approaches), at least one person, and preferably two or more, must be registered as an ICARD_5LNC_PLANNER.

5.39 ICARD procedures are provided in the *ICARD 5LNC Guidelines*, available on request from the ICAO Asia/Pacific Regional Office. The process for registering as an ICARD_5LNC_PLANNER, and a flow-chart of the ICARD process, is provided in **Appendix B**.

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

Implementation Status Monitoring

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

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

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

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

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

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

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

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

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CURRENT SITUATION

Current Status of Transition from AIS to AIM

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

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

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

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

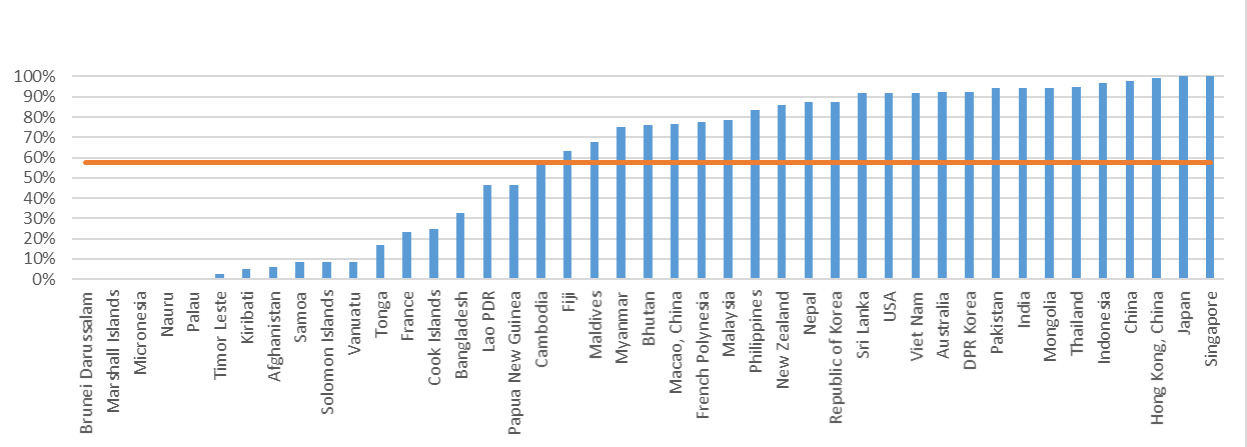

Figure 2: Regional Phase I Implementation Progress (updated on 07 June 2023)

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

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

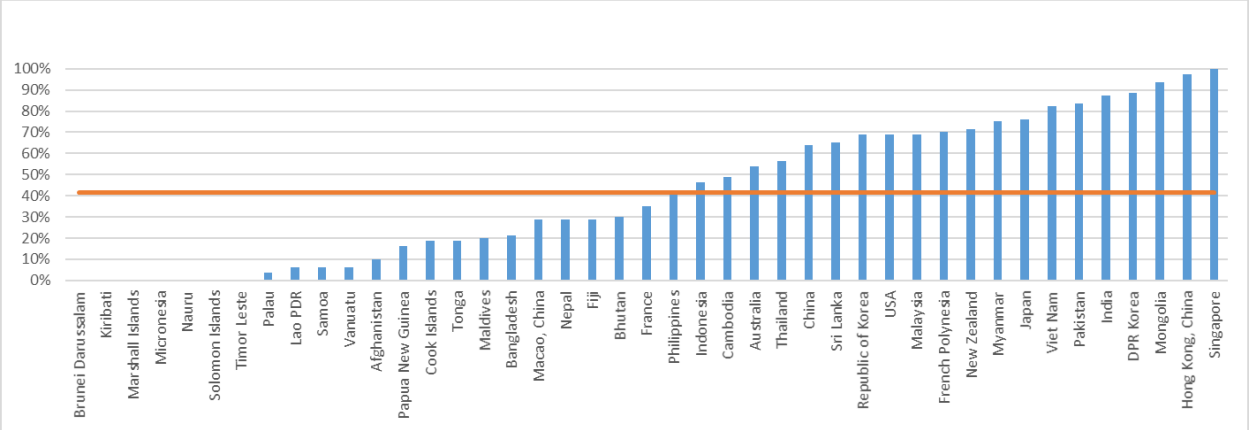

Figure 3: Regional Phase II Implementation Progress (updated on 07 June 2023)

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

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

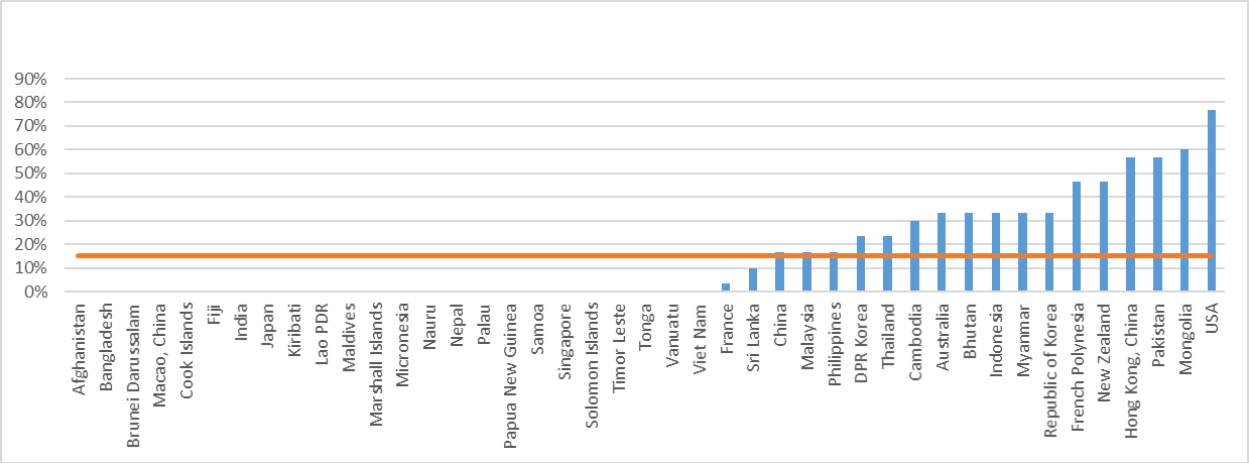

Figure 4: Regional Phase III Implementation Progress (updated on 07 June 2023)

Asia/Pacific AIM Compliance Analysis – USOAP Audit

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

6.9 According to the assessment of Effective Implementation (EI) of 16 AIS/CHART-related PQs in ~~May 2018~~ March 2024 in APAC Region, an overall EI was **~~62%~~59%**. After analyzing, the EI for 4 AIS/CHART-related PQs was **below 50%** (**Figure 5** refers):

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

~~Implemented;~~

- ~~46% – States adoption of International Standards and Procedures;~~

~~AIS inspector periodic training plan established;~~

~~AIS inspector formal training programme implemented;~~

~~Mechanism for deficiency review and elimination;~~

~~Effective State oversight of service provision (AIS); and~~

- ~~49% – AIS data quality and resolution (Annex 15 and 4) (Charts)~~

ID	Questions	EI
7.281 CE-4	Is the training programme appropriately implemented for AIS inspectors?	47%
7.289 CE-8	Has the State established and implemented a mechanism/system with time frame for the elimination of deficiencies identified by AIS inspectors?	46%
7.303 CE-7	Does the State ensure that the technical staff of AIS and cartographic service providers' personnel possess the competencies required to perform the assigned functions and tasks?	49%
7.311 CE-7	Does the State ensure that aeronautical data and information are provided in accordance with the data quality specifications?	34%

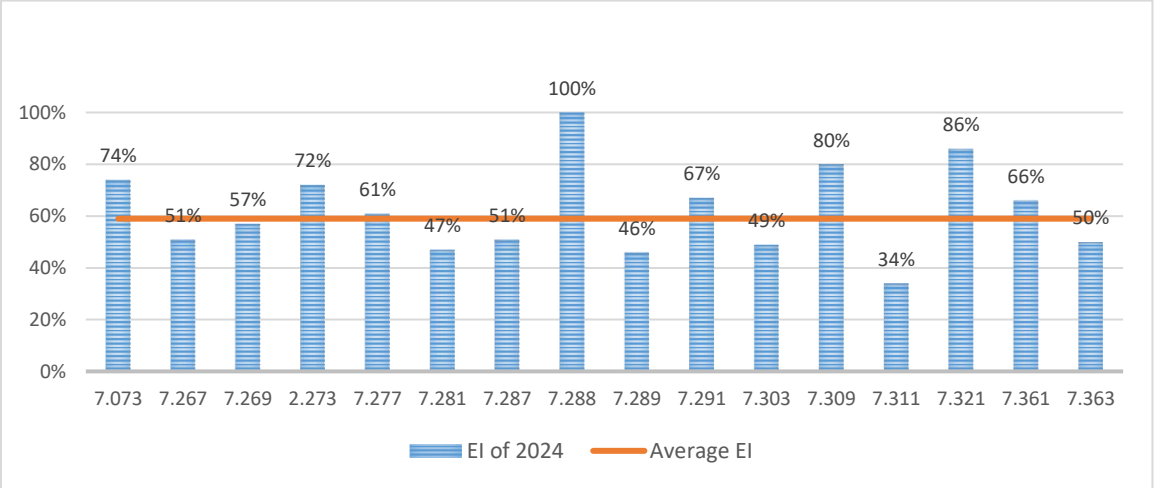

Figure 5: APAC USOAP CMA AIS/CHART PQ Compliance (As of March 2024)

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

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

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

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

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

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

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

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

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

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

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

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PERFORMANCE IMPROVEMENT PLAN

Structure of the Performance Improvement Plan

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

- Regional AIM Capability Phase I, expected to be implemented immediately;
- Regional AIM Capability Phase II, expected to be implemented by 7 November 2019, and
- Regional AIM Capability Phase III, expected to be implemented by ~~3 November 2022~~ 27 November 2025 ~~(to be developed)~~.

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

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

Asia/Pacific Seamless ANS Plan – Performance Expectations

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

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

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

PASL Phase II (expected implementation by 07 November 2019)

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

*7.40 ATM systems should be supported by digitally-based AIM systems consistent with **DAIM-B1/1 – 6**, in adherence with ICAO and regional AIM planning and guidance material. ATM systems should be supported by aeronautical information digital data exchange of at a minimum, version AIXM 5.1 (Priority 1).*

PASL Phase III (expected implementation by 03 November 2022)

*7.55 ATM systems should be supported by digitally-based NOTAM consistent with **DAIM-B1/7**.*

PASL Phase IV (expected implementation by 27 November 2025)

NIL.

Structure of the Performance Improvement Plan

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

REGIONAL AIM CAPABILITY PHASE I

Expected to be implemented immediately

Legislation, Policy and Regulations

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

i. Establishment of an organizational structure for the safety oversight of aeronautical information service providers;

ii. Requirements for monitoring of differences from Annex 4 and Annex 15 SARPs;

iii. Requirements for aeronautical information/data originators;

iv. Requirement for AIS quality management systems and processes to be established by all entities in the end-to-end AIS data chain.

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

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

Human Performance

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

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

i. State, organization and individual obligations under the Chicago Convention;

ii. State Legislation and State Regulations;

iii. AIM-related ICAO Annexes to the Chicago Convention, Procedures for Air Navigation Services and guidance material.

Quality Management

7.10 Quality management processes for aeronautical information services, as are required to be established under the SARPs in Annex 15[1], should include processes for:

i. Data quality monitoring;

[1] Annex 15 *Aeronautical Information Services* Section 3.6

ii. AIRAC adherence monitoring; and

iii. Quality checking

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

AIM Systems

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

7.13 States should ensure full compliance of all aeronautical information products[3] with the following common reference systems in accordance with the relevant SARPs and procedures in Annex 15 and PANS-AIM[4]:

i. Horizontal reference system – *World Geodetic System 1984* (WGS-84);

ii. Vertical reference system – Mean Sea Level (MSL) datum and Earth Gravitational Model – 1996 (EGM-96);

iii. Temporal reference system – UTC.

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

1. Each five years; or

2. After a major natural event such as an earthquake or volcanic eruption; or

3. Following construction of critical airport elements;

whichever is the sooner, by ground survey, Light Detection and Ranging (LIDAR) survey, or imagery collection.

[2] Annex 15 Section ~~2.15~~ 2.1.5

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

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

REGIONAL AIM CAPABILITY PHASE II

Expected to be implemented by 7 November 2019

Legislation, Policy and Regulations

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

i. Requirements for the implementation of digital databases of aeronautical information, from which digital data sets may be generated;

ii. Requirements for production of electronic AIP and other Aeronautical Information Products[5] derived from digital databases of aeronautical information.

Human Performance

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

Quality Management

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

AIM Systems

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

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

i. A terrain database, from which terrain data sets conforming with Annex 15 Section 5.3.3.3 may be generated;

ii. An obstacle database, from which obstacle data sets conforming with Annex 15 Section 5.3.3.4 may be generated; and

iii. An aerodrome mapping database, from which aerodrome mapping data sets conforming with Annex 15 Section 5.3.4 may be generated.

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

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

REGIONAL AIM CAPABILITY PHASE III

Expected to be implemented by 27 November 2025

Legislation, Policy and Regulations

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

i. Interoperability with meteorological products;

ii. Communications networks for the exchange of aeronautical data; and

iii. Electronic aeronautical charts.

Human Performance

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

AIM Systems and Processes

7.21 All Administrations should

i. exchange digital data sets of aeronautical information in a SWIM environment, aligned with ASBU DAIM-B2/1.

ii. provide Aeronautical Information briefing with integrated meteorological information; and

iii. provide Electronic aeronautical charts.

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

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

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APPENDIX A - REGIONAL COLLABORATIVE AIM PLANNING PRINCIPLES

People: Cultural and Political Background

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

Source: Asia/Pacific Seamless ANS Plan - Principles

Technology and Information: Aeronautical Data

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

Source: Asia/Pacific Seamless ANS Plan - Principles

Legislation, Policy and Regulation

3. Legislation supporting the signatory State obligations under the Chicago Convention provides the legal basis and compulsion for engagement of all stakeholders in the AIS.

4. Regulations establish requirements for all stakeholders in the AIS including information and data originators, the AIS and its users

5. The role of an AIS regulator (AIS & Charts inspectorate) is not to check and approve every item of aeronautical information promulgated by the AIS.

6. The role of an AIS regulator (AIS & Charts inspectorate) is to oversight the processes of AIS, such as quality management and safety management.

Human Performance

7. Clear accountabilities for the quality and timeliness of aeronautical information should be established.

8. English language proficiency requirements for quality-managed AIS translation of information and data received from originators.

9. Standardization where practicable of English language expressions used in aeronautical information

10. Establishment of competency criteria for information/data originators and AIS personnel, supported by regular performance assessment.

11. Contextual understanding of aeronautical information or data received by AIS, brought about through an appropriate mixture of knowledge, experience and skills among AIS personnel.

12. IT capability to ensure AIM capability.

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

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

Quality Management

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

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

AIM Systems and Processes

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

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

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

20. Integration of safety management and quality management systems

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

ICARD REGISTRATION PROCESS

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

- If you do not yet have user access to the ICAO Secure Portal, complete all three steps.
- If you already have access to the ICAO Secure Portal but not to ICARD, go to Step 2.
- If you already have access to ICARD, but are not registered as an ICARD_5LNC_PLANNER, go to Step 3.

1. Register for access to the ICAO Secure Portal (you may already have this access. If so, proceed directly to step 2.)

   i. Go to http://portal.icao.int/

   ii. Click on **Request an account**

   iii. Follow the instructions. You will be notified when your registration for access to the ICAO Secure Portal is approved.

2. Log in to the ICAO Secure Portal http://portal.icao.int with your secure login credentials, then register for ICARD as follows:

   i. Click on the **PROFILE** link in your Secure Portal home page

   ii. A new window will open. In the menu on the left of the new window, click on the **GROUP SUBSCRIBE/UNSUSCRIBE** link.

   iii. Enter the group name **ICARD** in the **SUBSCRIBE TO** field, and add the justification for your request in the **JUSTIFICATION** field.

   iv. Click the **SUBMIT CHANGES** button.

3. Register for ICARD_5LNC_PLANNER in the same manner as described in step 2: Log in to the ICAO Secure Portal http://portal.icao.int with your secure login credentials, then register for ICARD_5LNC_PLANNER as follows:

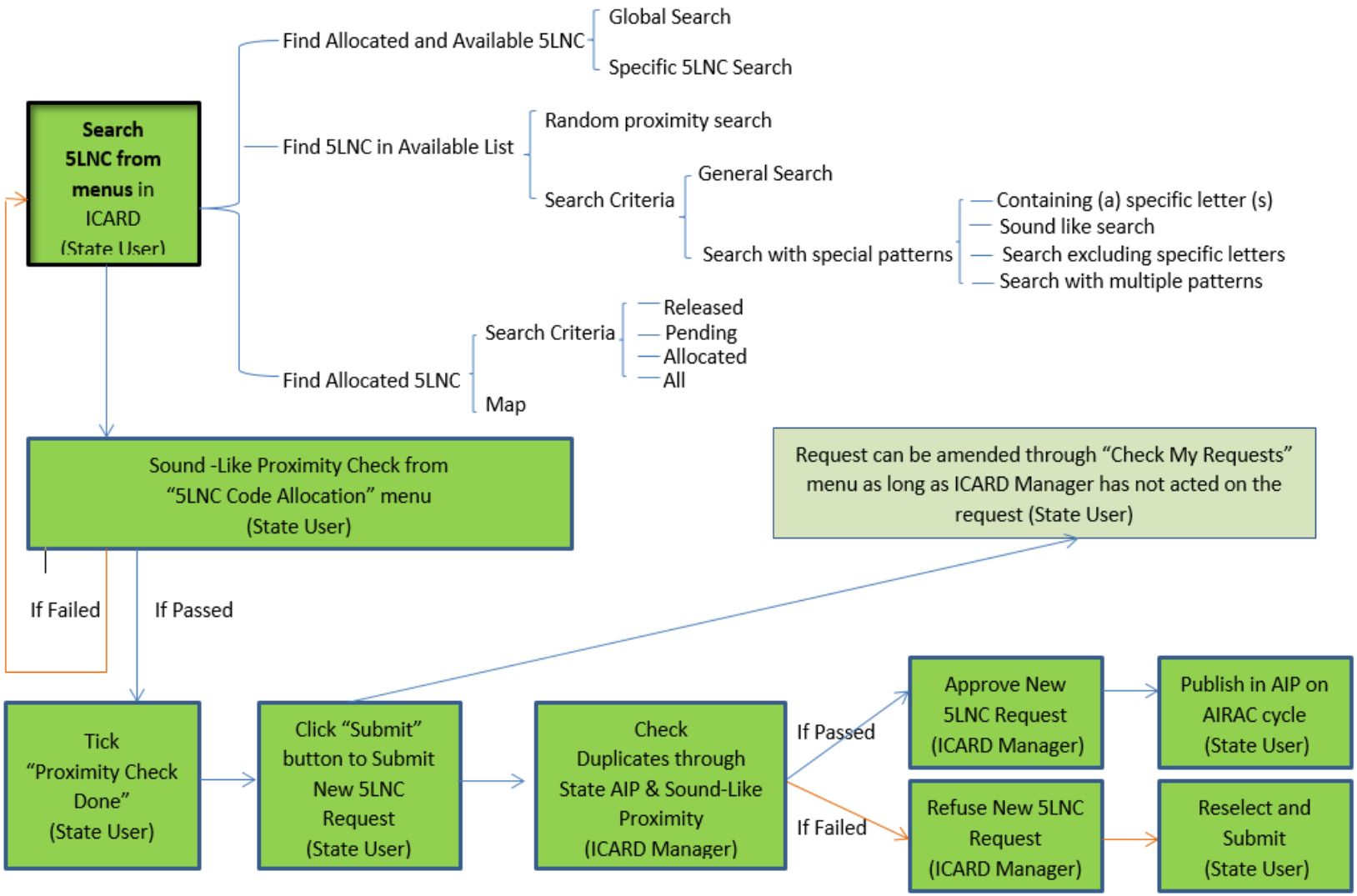
   i. Click on the **PROFILE** link in your Secure Portal home page

   ii. A new window will open. In the menu on the left of the new window, click on the **GROUP SUBSCRIBE/UNSUSCRIBE** link.

   iii. Enter the group name **ICARD_5LNC_PLANNER** in the **SUBSCRIBE TO** field, and add the justification for your request in the **JUSTIFICATION** field.

   iv. Click the **SUBMIT CHANGES** button.

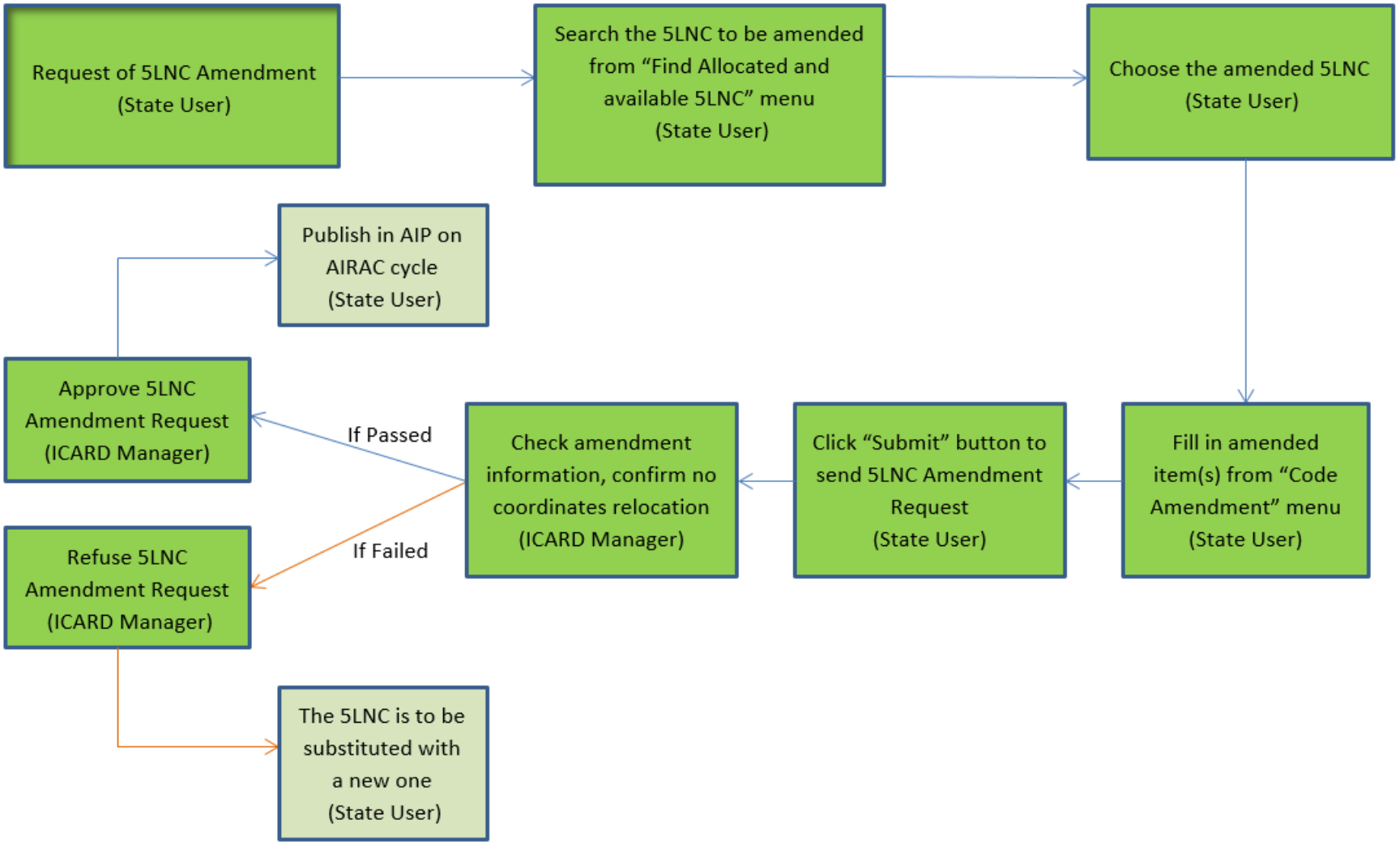
……



Flow Chart for New 5LNC Request

Notes:

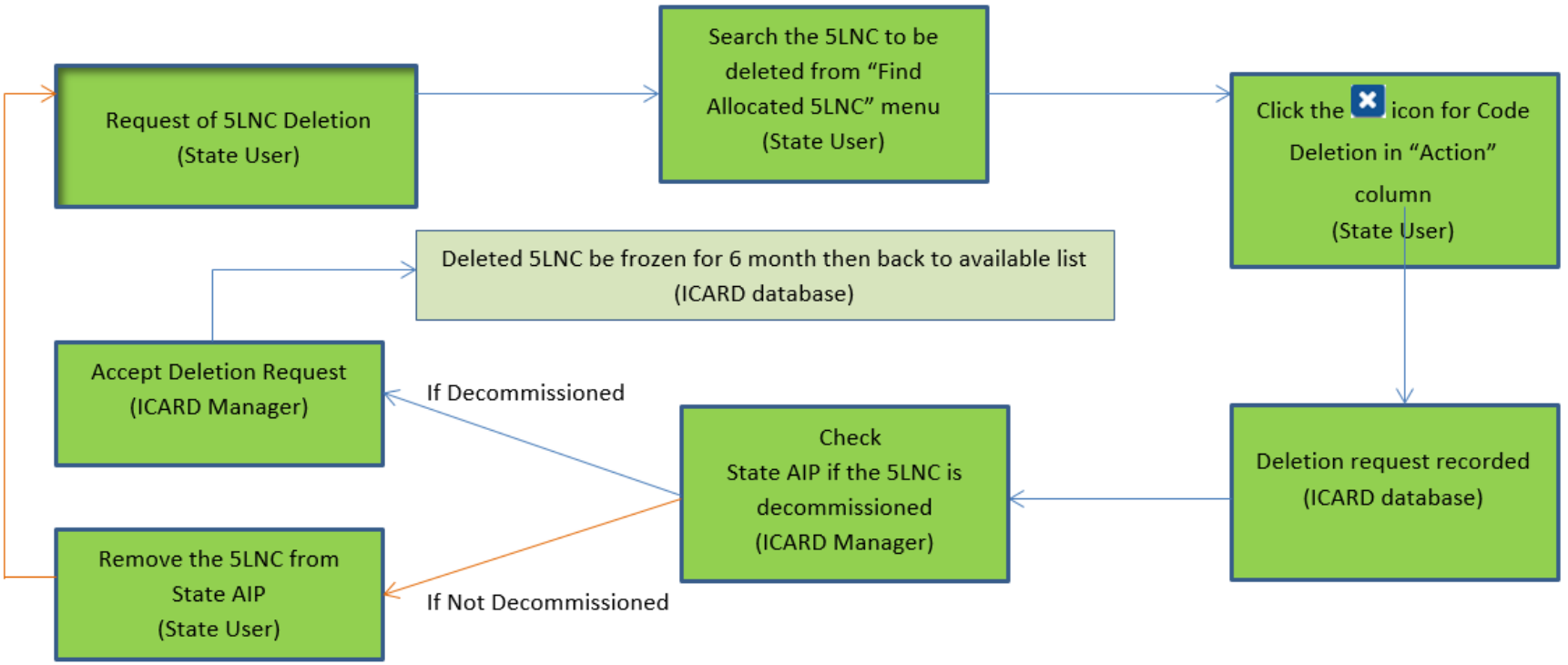
- In all cases, the coordinates of the requested new 5LNC must be within the territory or any FIR of the requesting State. If this is not the case, the request will be refused.
- For 5LNCs on FIR boundaries, the requesting State has to coordinate with all State(s) concerned before the new 5LNCs are requested,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



Flow Chart for 5LNC Amendment

Notes:

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



Flow Chart for 5LNC Deletion

Note:

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

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Asia/Pacific Regional Plan for Collaborative AIM
Appendix C

REGIONAL AIM PLAN MONITORING AND REPORTING FORM
AIM PERFORMANCE INDICATORS

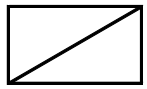
The following indicators are based on the Performance Improvement Plan of the Asia/Pacific Regional Framework for Collaborative AIM, which should be read in conjunction with this form. The information provided will be used by the relevant Regional bodies to assess individual Administration and overall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

INSTRUCTIONS

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

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

Indicate whether your administration has:

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

Asia/Pacific Regional Plan for Collaborative AIM
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9	Ensured compliance of all aeronautical products with common reference systems WGS-84, MSL/EGM-96 and UTC	0%
	Regional AIM Capability Phase II	
10	Adapted policy, primary legislation and supporting regulations to support digital data sets of aeronautical information and associated products	0%
11	Adapted training, competency and performance assessment of AIS personnel for digital data sets and eAIP	0%
12	Implemented and maintained quality management systems encompassing all functions of the AIS	0%
13	Established and maintained digital databases of aeronautical information (PANS-AIM Appendix 1)	0%
14	Managed terrain, obstacle and aerodrome mapping data through the establishment of:	
14a	a terrain database, from which terrain data sets conforming with Annex 15 Section 5.3.3.3 may be generated	0%
14b	an obstacle database, from which obstacle data sets conforming with Annex 15 Section 5.3.3.4 may be generated	0%
14c	an aerodrome mapping database, from which aerodrome mapping data sets conforming with Annex 15 Section 5.3.4 may be generated	0%
15	Implemented internet-accessible electronic AIP generated from digital database of aeronautical information	0%
	Regional AIM Capability Phase III	
16	Adapted policy, primary legislation and supporting regulations to support automated exchange of aeronautical data in a SWIM environment	0%
17	Adapted competency development and performance assessment of AIS personnel to support the automated exchange of aeronautical data and production of electronic charts in a SWIM environment.	0%
18	Commenced aeronautical information exchange through digital data sets, integrated briefing and electronic charts in a SWIM environment.	0%
		0%

INTERNATIONAL CIVIL AVIATION ORGANIZATION

European and North Atlantic Office

EUR Doc 041

GUIDANCE ON THE ISSUANCE OF SNOWTAM

(Applicable from 4 November 2021)

- First Edition –
(V.1.1)

December 2020

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RECORD OF AMENDMENTS

Edition Number	Edition Date	Description	Pages Affected
1.0	February 2020	First Edition Endorsed by EASPG (through correspondence)	All
1.1	December 2020	Endorsed by EASPG (through correspondence) - Applicability date changed to 4 November 2021 - Assignment of EUR Doc number (041) - Some editorial amendments	All

TABLE OF CONTENTS

1. INTRODUCTION

1.1. The adoption of Amendment 39 to Annex 15 was issued on 1 April 2016 (State Letter Ref.: AN 2/2.4-16/18) with the effective date of 11 July 2016. The second part of the amendment (39B) is related to the new SNOWTAM format with applicability date 4 November 2021.

1.2. Amendment 39B introduced the new SNOWTAM format, based on the recommendations of the Friction Task Force of the Aerodrome Design and Operations Panel (ADOP) relating to the use of a global reporting format for assessing and reporting runway surface conditions. The SNOWTAM provisions/format was later moved to PANS-AIM (ICAO DOC 10066).

2. PURPOSE OF THE DOCUMENT

2.1 The ICAO EUR/NAT Office in collaboration with the EUROCONTROL (AIM/SWIM Team and EAD) prepared this document to provide explanation and examples for issuing SNOWTAM in the new format (as of 4 November 2021).

2.2 List of issues identified by the AIM/SWIM Team (joint cooperation ICAO EUR/NAT Office, EUROCONTROL, EAD) including the details of the EAD policy/approach for addressing the issues is at **Attachment A**.

2.3 First Edition of the guidance material was endorsed by the European Aviation System Planning Group (EASPG) in February 2020. The current revision of the guidance material was endorsed by the EASPG, as EUR Doc 041, in December 2020.

2.4 Submit any comments, observations or suggestions on this document to the ICAO EUR/NAT Office: icaoeurnat@paris.icao.int

3. GENERAL PROVISIONS OF SNOWTAM

Definition of SNOWTAM: A special series NOTAM given in a standard format providing a surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost, standing water or water associated with snow, slush, ice or frost on the movement area. (PANS-AIM)

3.1. Metric units shall be used in SNOWTAM and the unit of measurement (e.g. mm, cm, m, etc.) should not be reported.

Example: **`09/15/30`** (item F): *means that the depth of the contaminant in the first part of runway is 9mm, in the second part 15mm and in the third part 30mm. Units of measurement are metric but is not reported in the message.*

3.2. As of 4 November 2021, the maximum validity of SNOWTAM is 8 hours.

Note 1 – when no SNOWTAM is issued after 8 hours of a previous SNOWTAM for an aerodrome, the old SNOWTAM is expired and it is assumed that there is no more significant runway surface condition to be reported.

Note 2 – For the European Commission Implementing Regulation (EU) 2020/1177 of 7 August 2020 amending Implementing Regulation (EU) 2020/469 concerning applicability date and other details in the EU, please visit: https://eur-lex.europa.eu/eli/reg_impl/2020/1177/oj

3.3. New SNOWTAM shall be issued whenever a new runway condition report (RCR) is received from the aerodrome operator.

Note 1 – prior arrangement between AIS (NOTAM Office) and the aerodrome authority is required to specify the means and process of submission of the Runway Condition Report (RCR)/initiation of SNOWTAM.

Note 2 – If there is a valid SNOWTAM in the old format (with 24 hours validity) issued on 3 November 2021, it is recommended to issue a new SNOWTAM with the new format, right after 0000 UTC on 4 November 2021 to replace the old format SNOWTAM.

3.4. A SNOWTAM cancels the previous SNOWTAM. When a new SNOWTAM is issued for a specific aerodrome that has another valid SNOWTAM, the new one automatically replaces the older SNOWTAM (there is no need to reference the older SNOWTAM in the new SNOWTAM, as what we do for NOTAM).

3.5. With reference to the SNOWTAM template (see paragraph 4), the letters used to indicate items (A to T; third column of the SNOWTAM template) are only used for reference purpose and should not be included in the messages. The letters, M (mandatory), C (conditional) and O (optional) (second column of the SNOWTAM template) mark the usage and information.

Example: items B) to G) below without the letters indicating items (separated by one space):

`01150915 12L 5/2/2 100/50/75 NR/06/06 WET/SLUSH/SLUSH`

3.6. The abbreviated heading *"TTAAiiii CCCC MMYYGGgg (BBB)"* is included to facilitate the automatic processing of SNOWTAM messages in computer data banks. The explanation of these symbols is:

TT = data designator for SNOWTAM = SW;
AA = geographical designator for States, e.g. LF = FRANCE, EG = United Kingdom (see Location Indicators (Doc 7910), Part 2, Index to Nationality Letters for Location Indicators);

iiii = SNOWTAM serial number in a four-digit group;
CCCC = four-letter location indicator of the aerodrome to which the SNOWTAM refers (see Location Indicators (Doc 7910));

MMYYGGgg = date/time of observation/measurement, whereby:
MM = month, e.g. January = 01, December = 12
YY = day of the month [1]
GGgg = time in hours (GG) and minutes (gg) UTC;
(*BBB*) = optional group for correction, in the case of an error, to a SNOWTAM message previously disseminated with the same serial number = COR.

Note 1.— Brackets in (BBB) are used to indicate that this group is optional.

Note 2.— See Attachment A, item 6, for more information on the EAD recommendation regarding geographical designator for States (AA).

Note 3.— When reporting on more than one runway and individual dates/times of observation/assessment are indicated by repeated Item B, the latest date/time of observation/assessment is inserted in the abbreviated heading (MMYYGGgg).

Example: Abbreviated heading of SNOWTAM No. 149 from Zurich, measurement/observation of 7 November at 0620 UTC: **SWLS0149 LSZH 11070620**

Note 3.— The information groups are separated by a space, as illustrated above.

3.7. The text "SNOWTAM" in the SNOWTAM Format and the SNOWTAM serial number in a four-digit group shall be separated by a space, for example: **SNOWTAM 0124**.

Note 1.— The SNOWTAM serial number resets at the beginning of each calendar year (begins with SNOWTAM 0001 on January 1 at 0000 UTC).

3.8. **Repeating information in the aeroplane performance calculation section for more than one runway:** when a SNOWTAM is reporting on more than one runway of the aerodrome for which the SNOWTAM is issued, Items B to H (aeroplane performance calculation section) should be repeated.

Example:

02170135 09R 5/2/2 100/75/75 NR/06/06 WET/SLUSH/SLUSH
02170225 09C 2/3/3 75/100/100 06/12/12 SLUSH/WET SNOW/WET SNOW 35
02170225 09L 3/3/3 50/50/75 08/15/10 WET SNOW/WET SNOW/WET SNOW 40

3.9. **Repeating information in the situational awareness section:** When reported, the information in the situational awareness section could be repeated, as applicable, for each runway, taxiway and apron.

Note 1.— Option 1: it is recommended that the items of situational awareness section be kept in alphabetical order when repeated (item I) to S)). It means that item I) should be repeated for several runways (if applicable) and then item J), then item K), etc. and item T) ends the SNOWTAM message. Example:

DRIFTING SNOW. RWY 09L LOOSE SAND. RWY 09R LOOSE SAND. RWY 09L CHEMICALLY TREATED. RWY 09R CHEMICALLY TREATED. RWY 09C CHEMICALLY TREATED.)

1 *SNOWTAM coding in this guidance material is reproduced from PANS AIM, Appendix 4. Attention should be paid to "day of the month" abbreviated with YY.*

Note 2.— Option 2: repeat all relevant items of the same runway (item I) to M)) for each runway, then to continue with the rest of the items (item N) to T)). Example:

DRIFTING SNOW. RWY 09L LOOSE SAND. RWY 09L CHEMICALLY TREATED. RWY 09R LOOSE SAND.RWY 09R CHEMICALLY TREATED. RWY 09C CHEMICALLY TREATED.)

Note 3— since there is no specific guideline/rule for repeating items in the situational awareness section, NOTAM systems should be flexible to receive and process situational awareness information in any order.

Note 4.— items in the situational awareness section are separated by a full stop and a space (item L. item M. item N. etc.).

3.10. For readability purposes of the SNOWTAM message, include a line feed after the SNOWTAM serial number, after Item A, and after the aeroplane performance calculation section.

3.11. Mandatory information in SNOWTAM is:

1) AERODROME LOCATION INDICATOR;
2) DATE AND TIME OF ASSESSMENT;
3) LOWER RUNWAY DESIGNATOR NUMBER;
4) RUNWAY CONDITION CODE FOR EACH RUNWAY THIRD; and
5) CONDITION DESCRIPTION FOR EACH RUNWAY THIRD *(when runway condition code (RWYCC) is reported 1–5)*

Note 1.— See Attachment A, item 8, for more information on the EAD implementation policy/approach regarding reporting Condition description for each runway third.

Note 2.— When no information is to be reported, insert "NR" at its relevant position in the message to indicate to the user that no information exists (/NR/).

Example: a SNOWTAM with the minimum (mandatory) information

GG EADBZTZX …
111045 EADDYNYX
SWEA0124 EADD 01111035
(SNOWTAM 0124
EADD
01111035 09R 5/5/5 NR/NR/NR NR/NR/NR FROST/FROST/FROST)

4. DESCRIPTION OF SNOWTAM ITEMS

This section provides description and examples for each item of the SNOWTAM format, as shown in the following template:

(COM heading)	(PRIORITY INDICATOR)	(ADDRESSES)	<≡
	(DATE AND TIME OF FILING)	(ORIGINATOR'S INDICATOR)	<≡
(Abbreviated heading)	(SWAA* SERIAL NUMBER) S W * *	(LOCATION INDICATOR)	DATE/TIME OF ASSESMENT / OPTIONAL GROUP) <≡(

SNOWTAM	(Serial number) <≡		
→	Aeroplane performance calculation section		
(AERODROME LOCATION INDICATOR)	M	A)	<≡
(DATE/TIME OF ASSESSMENT *(Time of completion of assessment in UTC)*)	M	B)	→
(LOWER RUNWAY DESIGNATION NUMBER)	M	C)	→
(RUNWAY CONDITION CODE (RWYCC) ON EACH RUNWAY THIRD) *(From Runway Condition Assessment Matrix (RCAM) 0, 1, 2, 3, 4, 5 or 6)*	M	D)	/ /
(PER CENT COVERAGE CONTAMINANT FOR EACH RUNWAY THIRD)	C	E)	→ / /
(DEPTH *(mm)* OF LOOSE CONTAMINANT FOR EACH RUNWAY THIRD)	C	F)	/ / →
(CONDITION DESCRIPTION OVER TOTAL RUNWAY LENGTH) * *(Observed on each runway third, starting from threshold having the lower runway designation number)* COMPACTED SNOW DRY DRY SNOW DRY SNOW ON TOP OF COMPACTED SNOW DRY SNOW ON TOP OF ICE FROST ICE SLUSH STANDING WATER WATER ON TOP OF COMPACTED SNOW WET WET ICE WET SNOW WET SNOW ON TOP OF COMPACTED SNOW WET SNOW ON TOP OF ICE	M	G)	/ / →
(WIDTH OF RUNWAY TO WHICH THE RUNWAY CONDITION CODES APPLY, IF LESS THAN PUBLISHED WIDTH)	O	H)	<≡≡
Situational awareness section			
(REDUCED RUNWAY LENGTH, IF LESS THAN PUBLISHED LENGTH *(m)*)	O	I)	→
(DRIFTING SNOW ON THE RUNWAY)	O	J)	→
(LOOSE SAND ON THE RUNWAY)	O	K)	→
(CHEMICAL TREATMENT ON THE RUNWAY)	O	L)	→
(SNOWBANKS ON THE RUNWAY) *(If present, distance from runway centre line (m) followed by "L", "R" or "LR" as applicable)*	O	M)	→
(SNOWBANKS ON A TAXIWAY)	O	N)	→
(SNOWBANKS ADJACENT TO THE RUNWAY)	O	O)	→
(TAXIWAY CONDITIONS)	O	P)	→
(APRON CONDITIONS)	O	R)	→
(MEASURED FRICTION COEFFICIENT)	O	S)	→
(PLAIN-LANGUAGE REMARKS)	O	T)	)

NOTES:
1. *Enter ICAO nationality letters as given in ICAO Doc 7910, Part 2 or otherwise applicable aerodrome identifier.
2. Information on other runways, repeat from B to H.
3. Information in the situational awareness section repeated for each runway, taxiway and apron. Repeat as applicable when reported.
4. Words in brackets ( ) not to be transmitted.
5. For letters A) to T) refer to the *Instructions for the completion of the SNOWTAM Format,* paragraph 1, item b).

SIGNATURE OF ORIGINATOR *(not for transmission)*

* *The terms SLIPPERY WET and SPECIALLY PREPARED WINTER RUNWAY in item G are used by States that follow EASA Regulations. See details below in note.1 of Section 1, Item D.*

SECTION 1: AEROPLANE PERFORMANCE CALCULATION SECTION

Item A — Aerodrome location indicator (four-letter location indicator) of the aerodrome, for which the SNOWTAM is issued. The aerodrome location indicators are listed in the ICAO DOC 7910 (Location Indicators).

Example: **LFPG** = *Paris/Charles du Gaulle*

Item B — Date and Time of assessment of the runway surface condition (eight-figure date/time group giving time of observation as month, day, hour and minute in UTC)

Example: **12040638**

12 = December ; 04 = Day 4 (4th) ; 0638 (06 hours and 38minutes)

Item C — Lower runway designator number (nn[L] or nn[C] or nn[R])

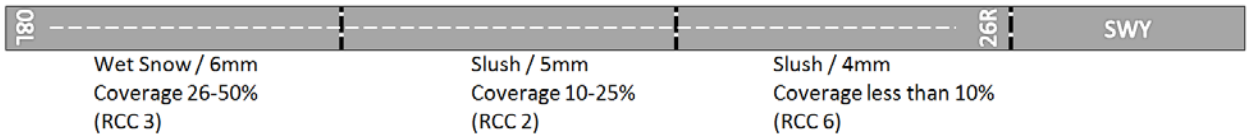
Note.1 — Only one runway designator is inserted for each runway and always the lower number.

Example: **08L** *for RWY08L/26R, 08L should be reported (08<26)*

Item D — Runway condition code for each runway third. Only one digit (0, 1, 2, 3, 4, 5 or 6) is inserted for each runway third, separated by an oblique stroke (n/n/n). Runway Condition Code is determined during the assessment of the runway surface condition, in accordance with the provisions of the PANS-Aerodrome and the Runway Condition Assessment Matrix (RCAM).

Example: **3/2/6** : *runway condition code for the first part of runway 08L is 3, for the second part 2 and for the third parts is 6.*

Note – Since less than 10% coverage of slush exist on the third part, RWYCC is reported 6 and the condition description will be reported Dry).



Runway condition assessment matrix (RCAM)			
Assessment		**Downgrade assessment criteria**	
Runway condition code	**Runway surface description**	**Aeroplane deceleration or directional control observation**	**Pilot report of runway braking action**
6	• DRY	---	---
5	• FROST • WET (The runway surface is covered by any visible dampness or water up to and including 3 mm depth) ***Up to and including 3 mm depth:*** • SLUSH • DRY SNOW • WET SNOW	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	GOOD
4	***−15ºC and Lower outside air temperature*:** • COMPACTED SNOW	Braking deceleration OR directional control is between Good and Medium.	GOOD TO MEDIUM
3	• WET ("slippery wet" runway) • DRY SNOW or WET SNOW (any depth) ON TOP OF COMPACTED SNOW ***More than 3 mm depth:*** • DRY SNOW • WET SNOW ***Higher than −15ºC outside air temperature*:** • COMPACTED SNOW	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	MEDIUM
2	***More than 3 mm depth of water or slush:*** • STANDING WATER • SLUSH	Braking deceleration OR directional control is between Medium and Poor.	MEDIUM TO POOR
1	• ICE	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	POOR
0	• WET ICE • WATER ON TOP OF COMPACTED SNOW • DRY SNOW or WET SNOW ON TOP OF ICE	Braking deceleration is minimal to non- existent for the wheel braking effort applied OR directional control is uncertain.	LESS THAN POOR

Note.1 — The RCAM is a tool to be used when assessing runway surface conditions. It is not a standalone document and shall be used in compliance with the associated assessment procedures including downgrade and upgrade criteria detailed in ICAO DOC 9881 (PANS-Aerodrome),Part II, Chapter 1.

Note.2 — States that follow EASA Regulations additionally use SPECIALLY PREPARED WINTER RUNWAY for runway condition code 4 and the descriptor WET for runway condition code 3 is replaced by SLIPPERY WET.

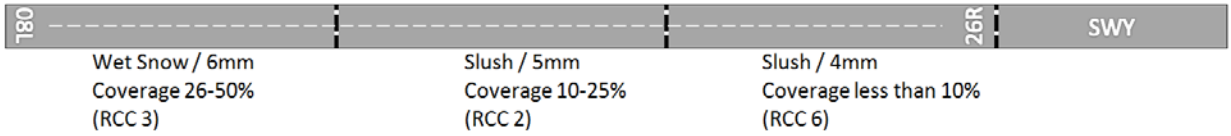
Item E — Per cent coverage is reported as NR (less than 10% or DRY), 25 (10-25 %), 50 (26-50 %), 75 (51-75 %) or 100 (76-100 %) for each runway third, separated by an oblique stroke ([n]nn/[n]nn/[n]nn).

Note 1.— This information is provided only when the runway condition for each runway third (Item D) has been reported as other than 6 and there is a condition description for each runway third (Item G) that has been reported other than DRY.

Note 2.— When the conditions are not reported, this will be signified by the insertion of "NR" for the appropriate runway third(s).

Note 3. — When the runway condition is "DRY" or the coverage is less than 10%, item E shall be reported by inserting "NR".

Example: **50/25/NR** : *percentage of coverage at the first runway third of RWY 08L is 50 % (between 26 to 50%), at the second part of the runway is 25 % (between 10 to 25 %) and the coverage is less than 10 % at the third part of the runway.*



Item F — Depth of loose contaminant for each runway third. When provided, insert in millimetres for each runway third, separated by an oblique stroke (nn/nn/nn or nnn/nnn/nnn). Depth should be reported in 2 or 3 digits (i.e. 05 for 5mm, 115 for 115mm, etc.) and the units of measurement (mm) is not reported/inserted.

Note 1.— This information is only provided for the following contamination types:

— standing water, values to be reported 04, then assessed value;

— slush, values to be reported 03, then assessed value;

— wet snow, values to be reported 03, then assessed value; and

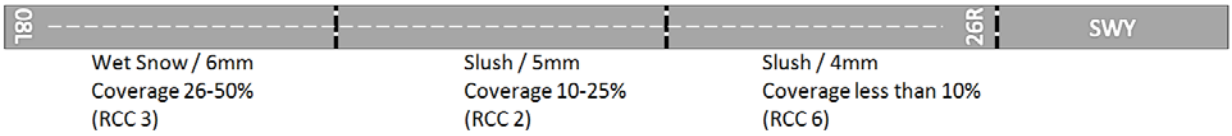
— dry snow, values to be reported 03, then assessed value.

Note 2.— When the conditions are not reported, this will be signified by the insertion of "NR" for the appropriate runway third(s).

Note 3.— NR also includes the situations when the depth of the contaminant is less than the minimum values to be reported (as indicated above) or that part of runway is dry, etc.

Note 4. – For contaminants other than STANDING WATER, SLUSH, WET SNOW or DRY SNOW, the depth is not reported. The position of this type of information in the information string is then identified by /NR/.

Example: **06/05/04** : *depth of the contaminant in the first part of runway is 6mm, in the second part 5mm and in the third part 4mm.*



Item G — Condition description for each runway third. Insert any of the following condition descriptions for each runway third, separated by an oblique stroke:

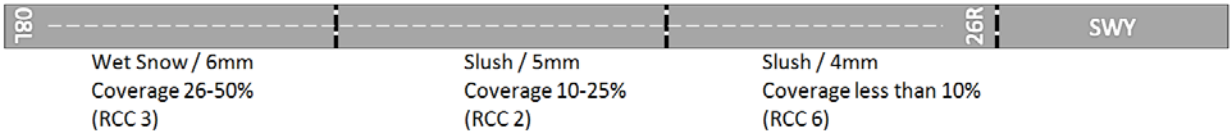
- COMPACTED SNOW
- DRY SNOW
- DRY SNOW ON TOP OF COMPACTED SNOW
- DRY SNOW ON TOP OF ICE
- FROST
- ICE

- SLUSH
- STANDING WATER
- WATER ON TOP OF COMPACTED SNOW
- WET
- WET ICE
- WET SNOW
- WET SNOW ON TOP OF COMPACTED SNOW
- WET SNOW ON TOP OF ICE
- DRY (only reported when there is no contaminant)

Note 1.— When the conditions are not reported, this will be signified by the insertion of "NR" for the appropriate runway third(s).

Note 2.— States that follow EASA Regulations use the additional descriptors SPECIALLY PREPARED WINTER RUNWAY and SLIPPERY WET.

Example: **WET SNOW/SLUSH/DRY** : *condition description is "Wet snow" for the first part of runway, "Slush" for the second and "Dry" for the third parts of runway (since the coverage of slush on the third part is less than 10%, it is reported as Dry).*



Item H — Width of runway to which the runway condition codes apply. Insert the width in meters (without units of measurement), if it is less than the published runway width.

Example: **35** : *published width of RWY 08L/26R is 45m and the RCR applies to 35m of it.*

SECTION 2: SITUATIONAL AWARENESS SECTION

Note 1.— Elements in the situational awareness section end with a full stop.

Note 2.— Elements in the situational awareness section for which no information exists, or where the conditional circumstances for publication are not fulfilled, are left out completely.

Note 3.— The situational awareness section shall be separated from the aeroplane performance calculation section by an empty line.

Item I — Reduced runway length. Insert the applicable runway designator and available length in meters (example: RWY nn [L] or nn [C] or nn [R] REDUCED TO [n]nnn).

Note 1.— This information is conditional when a NOTAM has been published with a new set of declared distances, i.e. when the runway length is reduced, this item should be included in the SNOWTAM and a NOTAM should also be issued with the new available declared distances (TORA, TODA, ASDA and LDA).

Example: **RWY 08L REDUCED TO 2800.**

Item J — Drifting snow on the runway. When reported, insert "DRIFTING SNOW".

Example: **DRIFTING SNOW.**

Note 1.— Drifting snow is an ensemble of snow particles raised by the wind to small heights above the ground (WMO definition).

Note 2. – Drifting snow in the SNOWTAM format refers to the airport (the whole movement area), not a specific runway. However, for large airports with several runways where drifting snow could exist in one or some runways (not all), item J) might be reported with relevant runway designator, e.g. **RWY 08 DRIFTING SNOW**

Item K — Loose sand on the runway. When reported on the runway, insert the lower runway designator and with a space ″LOOSE SAND″ (RWY nn or RWY nn[L] or nn[C] or nn[R] LOOSE SAND).

Example: **RWY 08L LOOSE SAND.**

Item L — Chemical treatment on the runway. When chemical treatment has been reported applied, insert the lower runway designator and with a space ″CHEMICALLY TREATED″ (RWY nn or RWY nn[L] or nn[C] or nn[R] CHEMICALLY TREATED).

Example: **RWY 08L CHEMICALLY TREATED.**

Item M — Snow banks on the runway. When snow banks are present on the runway, insert the lower runway designator and with a space ″SNOW BANK″ and with a space left ″L″ or right ″R or both sides ″

LR″, followed by the distance in metres from centre line separated by a space FM CL (RWY nn or RWY nn[L] or nn[C] or nn[R] SNOW BANK Lnn or Rnn or LRnn FM CL).

Example: **RWY 08L SNOW BANK L12 FM CL.**

Item N — Snow banks on a taxiway. When snow banks are present on a taxiway, insert the taxiway designator and with a space ″SNOW BANK″ (TWY [nn]n SNOW BANK).

Example: **TWY B SNOW BANK.**

Note 1.— when there are snow banks on every taxiway, "ALL TWYS SNOWBANKS" might be used.

Item O — Snow banks adjacent to the runway. When snow banks are present penetrating the height profile in the aerodrome snow plan, insert the lower runway designator and ″ADJ SNOW BANKS″(RWY nn or RWY nn[L] or nn[C] or nn[R] ADJ SNOW BANKS).

Example: **RWY 08R ADJ SNOW BANKS.**

Item P — Taxiway conditions. When taxiway conditions are reported as poor, insert the taxiway designator followed by a space ″POOR″ (TWY [n or nn] POOR or ALL TWYS POOR).

Example: **TWY C POOR.**

Item R — Apron conditions. When apron conditions are reported as poor, insert the apron designator followed by a space ″POOR″ (APRON [nnnn] POOR or ALL APRONS POOR).

Note 1.— Aprons are named differently in different aerodromes (e.g. Apron 1, Cargo Apron, Apron Main, Apron XXX, Military Ramp, etc.). The Apron designator/name in the SNOWTAM should be the one indicated in the Aerodrome Chart and/or AIP.

Example: **APRON 1 POOR.**

Item S — Measured friction coefficient. Where reported, insert the measured friction coefficient and friction measuring device.

Note 1.— This item is optional and will only be reported for States that have an established programme of runway friction measurement using a State-approved friction measuring device.

Note 2.— States that follow EASA Regulations do not report measured friction coefficient. 'NR' is inserted for Item S.

Item T — plain language remarks.

5. EXAMPLES OF SNOWTAM

Example 1:

```
GG EADBZQZX EADNZQZX EADSZQZX
170140 EADDYNYX
SWEA0150 EADD 02170135
(SNOWTAM 0150
EADD
02170055 09L 5/5/4 100/100/100 NR/03/03 WET/WET SNOW/COMPACTED SNOW
02170135 09R 5/2/2 75/50/75 NR/06/06 WET/SLUSH/SLUSH 40)
```

Example 2:

```
GG EADBZQZX EADNZQZX EADSZQZX
170229 EADDYNYX
SWEA0151 EADD 02170225
(SNOWTAM 0151
EADD
02170055 09L 5/5/5 100/100/100 NR/NR/03 WET/WET/WET SNOW
02170135 09R 5/2/2 100/50/75 NR/06/06 WET/SLUSH/SLUSH
02170225 09C 2/3/3 75/100/100 06/12/12 SLUSH/WET SNOW/WET SNOW

RWY 09L SNOW BANK R20 FM CL. RWY 09R ADJ SNOW BANKS. TWY B POOR. APRON
NORTH POOR.)
```

Example 3:

```
GG EADBZQZX EADNZQZX EADSZQZX
170350 EADDYNYX
SWEA0152 EADD 02170345
(SNOWTAM 0152
EADD
02170345 09L 5/5/5 100/100/100 NR/NR/03 WET/WET/SLUSH
02170134 09R 5/2/2 100/50/75 NR/06/06 WET/SLUSH/SLUSH
02170225 09C 2/3/3 75/100/100 06/12/12 SLUSH/WET SNOW/WET SNOW 35

DRIFTING SNOW. RWY 09L LOOSE SAND. RWY 09R CHEMICALLY TREATED. RWY 09C
CHEMICALLY TREATED.)
```

Example 4:

```
GG EADBZQZX EADNZQZX EADSZQZX
170440 EADDYNYX
SWEA0153 EADD 02170435
(SNOWTAM 0153
EADD
02170435 09L 5/5/5 100/100/100 NR/NR/03 WET/WET/SLUSH
02170415 09R 5/2/2 100/50/75 NR/06/06 WET/SLUSH/SLUSH
02170400 09C 2/2/2 75/75/50 06/12/12 SLUSH/SLUSH/SLUSH 40

DRIFTING SNOW. RWY 09L LOOSE SAND. RWY 09L CHEMICALLY TREATED. RWY 09R
CHEMICALLY TREATED. RWY 09C CHEMICALLY TREATED.)
```

Example 5:

```
GG EADBZQZX EADNZQZX EADSZQZX
170540 EADDYNYX
SWEA0154 EADD 02170535
(SNOWTAM 0154
EADD
02170535 09L 6/6/6 NR/NR/NR NR/NR/NR DRY/DRY/DRY
02170515 09R 5/2/2 100/50/75 NR/06/06 WET/SLUSH/SLUSH
02170500 09C 2/2/2 75/75/50 06/12/12 SLUSH/SLUSH/SLUSH 40

DRIFTING SNOW. RWY 09R CHEMICALLY TREATED. RWY 09C CHEMICALLY
TREATED.)
```

6. CONCLUSIONS

6.1. Appropriate means of communication between the airport authorities/operators (the originators of the runway condition reports through RCR) and the AIS/NOFs (responsible to disseminate information through SNOWTAM according to the information received by RCR) must be ensured.

6.2. When RCR is provided by airports to NOF, the NOF should carry out an initial quality check to verify the following:

- All mandatory information items (items A, B, C, D and G, as appropriate) are provided
- Items E, F and G are not empty (values to be provided) or the position of this type of information in the information string would be identified by NR
- The syntax requirement of SNOWTAM in PANS-AIM is strictly adhered
- Information provided is in accordance with the criteria explained above (in terms of units of measurement, format of data, etc.)
- Information conforms to other sources (date/time with the Gregorian calendar/UTC; runways, taxiways and aprons designators, width and length as per the published ones in AIP, etc.)

Note 1. – in case NOF needs clarification on the information received through RCR, necessary coordination should be made with the relevant airport authority/operator.

Note 2. – accuracy of RCR data is the responsibility of airport authority, as NOFs are normally unable to verify if the data collected is correct against the actual runway condition.

Note 3. – NOFs should carry out quality checks at different stages, including before issuance of the SNOWTAM to ensure that the SNOWTAM reflects the same information as was originally received from the airport authority through RCR.

6.3. NOF/AIS personnel should be sufficiently trained with the new SNOWTAM format.

6.4. The software/templates used to issue/receive SNOWTAM (NOTAM/SNOWTAM system) should be updated, as applicable, to enable issuing, receiving, storing and retrieval of SNOWTAM in the new format.

6.5. The State's national GRF implementation team (including airport authorities, ATS, CAA, users, AIS/NOF, etc.) should ensure that the required coordination, awareness, training, processes, procedures, etc. are in place.

6.6. The national GRF implementation team may elect to publish an Aeronautical Information Circular (AIC) through the Aeronautical Information Services (AIS) to: - *provide a summary of the implementation process and mechanisms; - raise awareness among all stakeholders by providing information about the GRF and the new SNOWTAM format; - detail responsibilities of each stakeholders involved (airports, NOF, ATS, users, etc.); - explain coordination processes between airports, NOF, ATS, etc.; - provide implementation plan/timelines; - prepare for tests, if any; and – provide any other information that could be useful to facilitate the implementation*.

*Note 1. – a sample AIC Template is provided at **Attachment B** to this document. However, the content of the AIC depends on the information and the arrangements required in each State.*

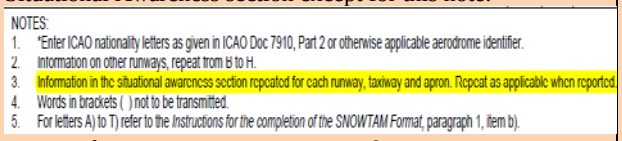
REFERENCES:

- *Procedures for Air Navigation Services (PANS) — Aeronautical Information Management* (PANS-AIM, Doc 10066)
- *Procedures for Air Navigation Services (PANS) — Aerodromes* (PANS-Aerodromes, Doc 9981)
- *Annex 14 to the Convention on International Civil Aviation, Volume 1 – Aerodrome Design and Operations*
- *Assessment, Measurement and Reporting of Runway Surface Conditions* (ICAO Circular 355)

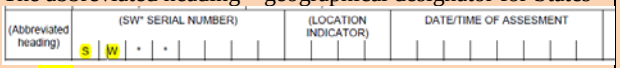
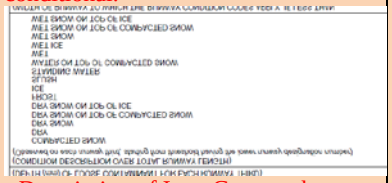
Attachment A:
Frequently asked questions/issues related to the SNOWTAM format and EAD policy/approach
(Items highlighted in orange are AIS-related issues which need immediate attention)

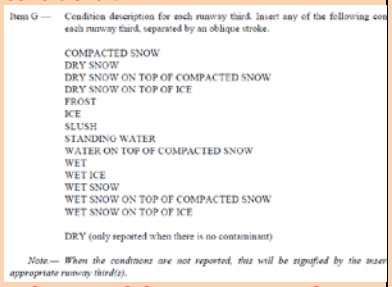
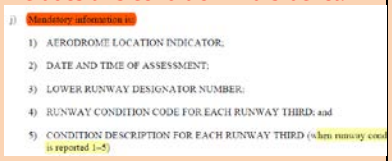
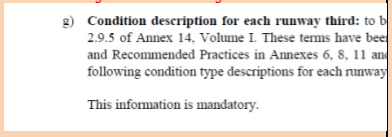
	Question/Issue	**Comment/Initial analysis**	**Remarks** **(Impact, if the issue is not resolved)**	**EAD implementations policy/approach**
1	Old SNOWTAM format (availability after 4 NOV 2021) - Will **all** States issue the SNOWTAM under the new format?	Linked to item 2 below	Possible rejection by regional and national AIS databases and users if some States continue to issue the SNOWTAM in the old format after 4 November 2021	For EAD-migrated clients (B2B and B2C), ONLY the new format will be available. For non-migrated clients (WW SNOWTAM received via AFTN), EAD will also accept the OLD format, which will be automatically converted to the new format in the following way: - SNOWTAM header, including number - Item A) – Aerodrome Location Indicator - Item B) – Date/Time of assessment (without repetition) - Item C) – RWY designation number (without repetition) - Copy of the original SNOWTAM text, from Item B) to Item T) – Plain language remark - No validation Example of old format processing: Original SNOWTAM in OLD Format SWED0012 EDDK 11032330 (SNOWTAM 0012 A) EDDK B) 11032330 C) 14L F) 2/2/2 G) 30/30/40 H) 5/5/5 B) 11032325 C) 14R F) 5/5/5 G) 30/30/40 H) 3/3/3 B) 11032320 C) 07 F) 5/5/5 G) 40/30/30 H) 2/3/2 R) 2 S) 12300800 T) RWY CONTAMINATION 100 PERCENT. SNOW REMOVAL IN PROGRESS) SNOWTAM autostored in EAD SWED0012 EDDK 11040145

	Question/Issue	Comment/Initial analysis	Remarks (Impact, if the issue is not resolved)	EAD implementations policy/approach
				(SNOWTAM 0012 EDDK 11040145 14L THIS SNOWTAM WAS PUBLISHED BY ORIGINATOR IN OLD FORMAT. SNOWTAM STORED IN EAD DATABASE WITHOUT ANY VALIDATION CHECKS. TEXT PROVIDED FOR SAFETY REASON ONLY. QUOTE B) 11032330 C) 14L F) 2/2/2 G) 30/30/40 H) 5/5/5 B) 11032325 C) 14R F) 5/5/5 G) 30/30/40 H) 3/3/3 B) 11032320 C) 07 F) 5/5/5 G) 40/30/30 H) 2/3/2 R) 2 S) 12300800 T) RWY CONTAMINATION 100 PERCENT. SNOW REMOVAL IN PROGRESS) UNQUOTE
2	Worldwide implementation status monitoring and reporting	How will States' plans and eventually their status of implementation be monitored? (linked to item 1 above) It is proposed to establish an online dashboard to monitor States' plans and their implementation status.	This may lead to the circumstances detailed in item 1 above. It may lead to non-harmonised implementation by various States.	
3	Transition concept => At 00.00 UTC, 4 NOV 2021 - What happens to the validity of SNOWTAM messages issued on 4 NOV? - From 4 NOV 2021 – 8H (instead of 24H) - What shall be the Validity for SNOWTAM that are received in the OLD Format after 4th NOV 2021?	From 4 November 2021 at 0000 UTC, all SNOWTAMs will be valid for 8 hours. States should issue an old-format SNOWTAM at the end of 3.11.21 (2359 UTC) to cancel the old-format SNOWTAM and then issue a new SNOWTAM in the new format instead immediately after 0000 UTC This should be clarified by ICAO and be included in guidance material.	If this is not done, there will be both old- and new-format SNOWTAMS on 4 November 2021, which could lead to some of the old SNOWTAMs being missed (because the systems will execute the new rules after 0000 UTC). The issue is addressed in the "Guidance for the issuance of SNOWTAM", para. 3.3 note 2.	After 4 NOV 2021, the validity of SNOWTAM in EAD will be 8H regardless of the format. With that in mind SNOWTAMs will be automatically invalidated (will not appear in the PIB) after 8 hours based on observation time indicated in an Abbreviated Heading **<u>EAD Transition concept</u>** EAD will start to automatically convert stored valid OLD SNOWTAMs from one day prior to the activation date. The automatic conversion will follow the same process as described under P.1 above. These automatically converted SNOWTAMs will be stored in the database but not used for production (they will not appear on

	Question/Issue	Comment/Initial analysis	Remarks (Impact, if the issue is not resolved)	EAD implementations policy/approach
				the Saved SNOWTAM list nor in the PIB) until the activation of the NEW format. As soon as the NEW format is activated, the system will use the previously auto-converted SNOWTAMs for production use (i.e. they will show in the Saved SNOWTAM list and be used in the PIB). As the CONVERTED SNOWTAMs (like the NEW ones) are valid for 8 hours, OLD SNOWTAMs created more than 8 hours before the activation date (00.00 UTC, 4 NOV 2021) will no longer be valid on the activation date (regardless of their initial 24-hour validity at the time of their creation). SNOWTAMs created after 4 NOV 2021 will automatically replace and invalidate SNOWTAMs existing for the same Aerodrome regardless of the message format: • NEW SNOWTAM stored after 4.11.21 will also replace OLD/CONVERTED/NEW-format SNOWTAMs for the same Aerodrome • OLD SNOWTAMs processed as CONVERTED after 4.11. 21 will also replace OLD/CONVERTED/NEW-format SNOWTAMs for the same Aerodrome.
4	Repeating of the items in the Situational Awareness section (lLimitation of the ICAO specifications) No clear guidance on the repeating of the items in the Situational Awareness section except for this note:  NOTES: 1. *Enter ICAO nationality letters as given in ICAO Doc 7910, Part 2 or otherwise applicable aerodrome identifier. 2. Information on other runways, repeat from B to H. 3. Information in the situational awareness section repeated for each runway, taxiway and apron. Repeat as applicable when reported. 4. Words in brackets ( ) not to be transmitted. 5. For letters A) to T) refer to the *Instructions for the completion of the SNOWTAM Format*, paragraph 1, item b). - Room for various interpretations on how to repeat items	Option 1. Repeat whole group of Item I) to Item S) for each runway separately. - Only some of items in the situational awareness section are related to runways, others are not (e.g. Items N, P, R). Option 2. Repeat each item (Item I) for different runways, then next item for different runways, up to item S)). - Items I) to S) occur one after the other (in the given order) but each item can be repeated for different runways. Option 3. Items appear in no	If not clarified, there would be different ways of ordering the items in the situational awareness section, which may lead to confusion and difficulty of understanding among users. The issue is addressed in the "Guidance for the issuance of SNOWTAM", para. 3.9.	Incoming SNOWTAMs EAD will accept any order of Items in Situational Awareness Section on receiving SNOWTAMs. Outgoing SNOWTAMs The Situational Awareness Section text will be **automatically regenerated** with the following structure: **1. Runway groups** Runway-related items repeated as a group. Provided more runways are reported, the output will be sorted by runway designator (ascending number, identical numbers in the order L, C, R)

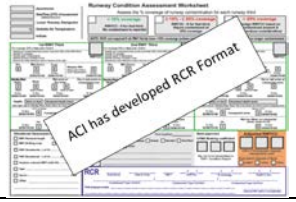
	Question/Issue	Comment/Initial analysis	Remarks (Impact, if the issue is not resolved)	EAD implementations policy/approach
		particular order (except for Item T, being the last). - Option 3 is the **most flexible and preferable** approach as it would also accept examples from options 1 and 2.		(e.g. items for 09L, 09C, 09R). Note: Item I) (Reduced Runway Length) may also contain the other runway direction (not the lower number). Item I), however, will still be in the same group as the other items related to this runway (even though they are using the lower number). **2. <u>Drifting Snow</u>** Note that the DRIFTING SNOW (Item J)) information is provided only once as it is not runway-specific. This, however, depends on the EAD system parameter {SNOWTAM_2020_DRIFTING_PER_RWY}. If the parameter value is changed from the default "N" to "Y", then Item J) is also generated inside each runway group with a similar text structure as the other items: RWY nn [L] or nn [C] or nn [R] DRIFTING SNOW **3. <u>Taxiway groups</u>** If items N) and P) are provided for a taxiway, they will be reported in that order. For unrelated N) and P) items, the N) items will be reported first, followed by the P) items. This is also valid for cases where Item P) contains ALL TWYS POOR. The sorting will also follow the taxiway designators, whereas ALL TWYS POOR will be the last item. **4. <u>Aprons groups</u>** **5. <u>Item S)</u>** **6. <u>Item T)</u>**
5	Item J) says to simply insert "DRIFTING SNOW" (when reported) without the RWY designator. Nevertheless Item K) says to insert the lower RWY designator and with a space "LOOSE SAND" (if LOOSE SAND is reported on the RWY). What is the logic behind the two different cases, one with the RWY designator and the other without? *Ref.: PANS-AIM 10066, Appendix 4 SNOWTAM Format applicable on 4 November 2021, Instructions for Item J) and Item K)*	Is RWY Designator needed for Drifting Snow (as for the loose sand)? (This item has a link with item 6 above.)	Drifting snow is an ensemble of snow particles raised by the wind to small heights above the ground (WMO definition). Drifting snow refers to the airport (whole movement area) not to a specific runway.	EAD will implement the EAD system parameter {SNOWTAM_2020_DRIFTING_PER_RWY}. By default, this parameter will be set to "N". In this case, DRIFTING SNOW (Item J)) information is provided only once as it is not runway-specific. If ICAO decides that the RWY ID must be presented, the EAD parameter will be changed from the default "N" to "Y" and then Item J) will

	Question/Issue	Comment/Initial analysis	Remarks (Impact, if the issue is not resolved)	EAD implementations policy/approach
			The issue is addressed in the "Guidance for the issuance of SNOWTAM", para. 4 section 2 item J.	also be generated inside each runway group with a similar text structure as the other items: RWY nn [L] or nn [C] or nn [R] DRIFTING SNOW
6	The abbreviated heading – geographical designator for States  SW**AA**: geographical designator for States, e.g. LF = FRANCE - Three States (Australia, Canada and USA) have **ONLY ONE** nationality letter: C (Canada), Y (Australia), K (US) - What second letter shall be used for Canada, Australia and the US?	- "X" could be used as a second letter for Canada (CX) and Australia (YX). - For the USA -> KX cannot be applied as they use different NOFs for the time being. Clarification needed by ICAO	Possible rejection of SNOWTAMs The concerned Regions/States to look into this subject (Australia, Canada and United States).	EAD recommends use of "X" as the second letter for Canada (CX) and Australia (YX). However, for the USA -> KX cannot be applied, as they use different NOFs.
7	Apron/TWY designators: - What characters are allowable? i. Alphanumeric characters ii. Symbols (hyphen, underscore, space, etc.) - Is there any length limitation (similar to AIXM)?	Examples from some AIPs: Apron: APRON, APRON 2, APRON II, SAULT COLLEGE APRON, 1, II, IV, APRON II (MNR), CANADIAN WARPLANE HERRITAGE MUSEUM APRON, 51B, DE-ICING, APRON MAINTENANCE_WEST, APRON (POS. 26-28) Taxiway: TWY, TWY A, TWYA, TWY1, TWY 1, A2, A, B-1, WEST, BA, K4 CATIII-RWY, NNORTH, D THR24-RWY14L, B NORTH 10/28, 08/26, W II, TWY C10/STAND102, TWY-1	Possible rejection of SNOWTAMs The issue is addressed in the "Guidance for the issuance of SNOWTAM", para. 4 section 2 item R. Recommendation: these items should be flexible and accept both alphanumeric characters and symbols.	EAD will accept only AIS-compatible characters. This means that Apron/TWY designators will be the same as those stored in the EAD SDO {National AIP}.
8	There seems to be a discrepancy between the 'general descriptions', where the 'CONDITION DESCRIPTION FOR EACH RUNWAY THIRD (Item G)' is mandatory only when RWYCC is 1-5, and the 'field descriptions' where 'CONDITION DESCRIPTION FOR EACH RUNWAY THIRD (Item G)' is always mandatory. The question is when is the 'CONDITION DESCRIPTION FOR EACH RUNWAY THIRD (Item G)' mandatory?	PANS AIM (there is a discrepancy in PANS AIM): - The SNOWTAM form indicates that Item G is mandatory and not conditional.  - Description of Item G states that	Confusion for AISs/NOFs Recommendation: Item G is mandatory only when RWYCC is 1 to 5. This is the minimum required by PANS-AIM; however, States/Regions might decide to report item G in all circumstances (RCC 0 to 6).	In EAD, Item G is Mandatory regardless RWYCC values.

	Question/Issue	Comment/Initial analysis	Remarks (Impact, if the issue is not resolved)	EAD implementations policy/approach
		Item G is mandatory and not conditional.  Item G — Condition description for each runway third. Insert any of the following con each runway third, separated by an oblique stroke. COMPACTED SNOW DRY SNOW DRY SNOW ON TOP OF COMPACTED SNOW DRY SNOW ON TOP OF ICE FROST ICE SLUSH STANDING WATER WATER ON TOP OF COMPACTED SNOW WET WET ICE WET SNOW WET SNOW ON TOP OF COMPACTED SNOW WET SNOW ON TOP OF ICE DRY (only reported when there is no contaminant) *Note.— When the conditions are not reported, this will be signified by the insert appropriate runway third(s).* - The general descriptions says that Item G is mandatory and then includes this condition in a bracket.  j) Mandatory information in 1) AERODROME LOCATION INDICATOR; 2) DATE AND TIME OF ASSESSMENT; 3) LOWER RUNWAY DESIGNATOR NUMBER; 4) RUNWAY CONDITION CODE FOR EACH RUNWAY THIRD; and 5) CONDITION DESCRIPTION FOR EACH RUNWAY THIRD (when runway cond is reported 1–5) PANS Aerodrome says that item G is mandatory without any condition.  g) **Condition description for each runway third:** to b 2.9.5 of Annex 14, Volume I. These terms have bee and Recommended Practices in Annexes 6, 8, 11 an following condition type descriptions for each runway This information is mandatory. Clarification needed by ICAO (Should it be mandatory – with no condition – everywhere in PANS AIM as well?)		
9	Need for an AIC template (sample) for AISPs in order to use it for announcement of their plans and details on the implementation of GRF and the new SNOWTAM format	The AIC will be a good tool for States to put their national plan together and carry out the necessary coordination among their national stakeholders. It will provide good evidence for ICAO to monitor the situation with the various States. It will also be useful for users. Some States have started developing an AIC template. It is possible to	Lack of awareness of stakeholders of the implementation Some States already have their own AICs which could be distributed to all States. Sample AIC template is provided as appendix B of the “Guidance for the issuance of SNOWTAM”.	

	Question/Issue	Comment/Initial analysis	Remarks (Impact, if the issue is not resolved)	EAD implementations policy/approach
		work with those States to make a general template to be used by all States.		
10	Need for guidance material (as part of Doc 8126 or any type of GM) describing the implementation guidelines and explaining the SNOWTAM format and elements in more detail	As a first step (quick action), a brief document could be developed (by a group of volunteers) to include the following: - the missing codes of the SNOWTAM format and the clarifications needed as explained in the items above; - details on each element of the SNOWTAM format; - some implementation guidelines. This document should be published by ICAO as a matter of priority through a mechanism which does not involve a long process (this should be issued as soon as possible but not later than December 2019). The second step would be for ICAO to later include the provisions of this document in the PANS AIM and Doc 8126, as appropriate.	Confusion and lack of sufficient knowledge and information for NOFs may lead to non-implementation or difficulties for AISPs. Development of "Guidance for the issuance of SNOWTAM" would form the basis for future inclusion in DOC 8126	
11	There is a need for training material and a course specifically for AIS staff.	ACI has developed a course for airport operators. IATA is developing course for airline operators. No specific course exists for AIS. A half-day CBT course is proposed for development by ICAO (to be available as soon as possible) (or classroom course – tbd). The volunteer group (mentioned in item 10) could put the training materials together using the current PANS AIM and PANS Aerodrome provisions as well as the guidance material which they develop (referred to in the previous item).	Lack of sufficient knowledge among AIS staff and difficulty with implementation (as raised by many States' AISPs) Development of "Guidance for the issuance of SNOWTAM" would help.	Web-based training prepared by EUROCONTROL concerning general information related to the changes with a **new** SNOWTAM form might be provided.
12	The Validity of SNOWTAMs after 4 November 2021 is 8 hours and before that it was 24 hours. After the publication of the PANS AIM, the validity of both SNOWTAM formats	This item should be 24 hours. This must be a typographical error.		

	Question/Issue	Comment/Initial analysis	Remarks (Impact, if the issue is not resolved)	EAD implementations policy/approach
	(the one up to 4 NOV and the one after 4 NOV) are both written as 8 hours (probably because of a printing error). *Ref.: PANS-AIM Doc 10066, Appendix 4 SNOWTAM Format (applicable until 4 November 2020), page App. 4-2, 1. General-item d)*			
13	Conditional Fields, Items E), F): What has to be inserted for the other two thirds if the condition applies only to one third of the RWY (and the other two thirds are dry and clean)? Example: C) Runway 09 D) RWYCC 6/6/5, G) DRY/DRY/STANDING WATER: Question for E) und F): E) ?/?/100, F) ?/?/04 *Ref.: PANS-AIM Doc 10066, Appendix 4 SNOWTAM Format applicable on 4 November 2021, Instructions 2. Item E) Note 1 and 2; Item F) Note 1 and 2*	According to PANS AD, Item E is not reported for one runway third if it is dry or less than 10% covered. Examples: 25/50/100 NR/50/100 if contaminant coverage is less than 10% in the first third, 25/NR/100 if contaminant coverage is less than 10% in the middle third, 25/50/NR if contaminant coverage is less than 10% in the last third.	The problem has been resolved (closed).	
14	Item F) (Depth of loose contaminant): The field condition is not clear in case of a depth below the minimum values for the contamination of slush, wet snow and dry snow. Which values have to be inserted in those cases in item F) and G). *Ref.: PANS-Aerodromes II-I-13 Table II-I-2, Notes 1-3*	According to PANS AD, the value could be below the minimum in the case of significant changes. Here are examples from 9981: 04/06/12 [STANDING WATER] 02/04/09 [SLUSH] 02/05/10 [WET SNOW or WET SNOW ON TOP OF ...] 02/20/100 [DRY SNOW or DRY SNOW ON TOP OF]	The problem has been resolved (closed).	
15	Validity 8 hours: It is not clear whether a series of SNOWTAMs should end with a final SNOWTAM reporting "DRY – RWYCC 6", or if no SNOWTAM is issued after 8 hours, does it mean that there is no longer any contamination. What is the valid status of the contamination if no SNOWTAM is issued after 8 hours? *Ref.: PANS-Aerodromes Doc 9981, Part II, Chapter 1 applicable on 4 November 2021, 1.1.3.2*	Either the reported runway surface condition ends as a result of the issuing of a SNOWTAM reporting RWYCC 6, or the SNOWTAM expires after 8 hours. If no SNOWTAM is issued after 8 hours, the previous SNOWTAM is considered to have "expired" and it should be understood that there is no longer any contaminant on the runway.	The problem has been resolved (closed).	
16	The new ICAO SNOWTAM FORMAT cannot be used for manual entries in the form (owing to lack of space). How should a manual entry be made in practice, e.g. in field G), or if several entries have to be mad in the Situational Awareness	Airport operators should develop their own form (Runway Condition Report – RCR) to collect runway surface condition data (based on the GRF	This is related to airport operator (not AIS/AIM).	

	Question/Issue	Comment/Initial analysis	Remarks (Impact, if the issue is not resolved)	EAD implementations policy/approach
	Section? *Ref.: PANS-AIM Doc 10066, Appendix 4 SNOWTAM Format applicable on 4 November 2021*	provisions). When the RCR is filled in, it should be sent to the NOF. The RCR form should be in line with the SNOWTAM format (so as to be easily understandable for NOF personnel and able to be copied into SNOWTAM format by the NOF) On the NOF side, the NOTAM/SNOWTAM system should be updated in line with the new format, in order to accept the new entries. ICAO may provide a sample RCR form for airport operators.  		
17	The Acronym "SNOWTAM" is obviously not applicable to those conditions which are related only to water/standing water or loose sand – especially in regions which never have snow and have therefore never issued a SNOWTAM. A new acronym which is better related to RWY conditions should be created.	The new SNOWTAM could also be issued where there is standing water not necessarily associated with snow. However, there is no short plan currently to change the acronym. The IMP (WG-A) is conducting a thorough review of the NOTAM system. WG-A should be informed of this comment.	This is not an immediate problem (but should be considered by the IMP in future NOTAM improvements).	
18	Item F) (Depth of loose contaminant): Significant changes for standing water and slush: What is the reason for the upper limit for the significant change? What action is to be taken if a change of more than the upper limit occurs? *Ref.: PANS-Aerodromes II-I-13 Table II-I-2*	Clarification needed	This is related to airport operator (not AIS/AIM).	
19	Item G) (Condition Description): It is clear that there could be different conditions on each third of the RWY. It is not clear whether it is possible to insert more than one condition on a single third of the RWY. If this is the case (contrary to our	The dominant contamination or the one which may have the most severe safety consequences should normally be reported.	The problem has been partially resolved.	

	Question/Issue	Comment/Initial analysis	Remarks (Impact, if the issue is not resolved)	EAD implementations policy/approach
	expectations), how must those conditions be inserted? (Syntax!) *Ref.: PANS-AIM Doc 10066, Appendix 4 SNOWTAM Format applicable on 4 November 2021, Instructions for Item G)*	(Please read ICAO Circular 355, paragraph 4.47, for more details on "Multiple Contaminants".)		
20	Item I) – Reduced runway length: conditional: only when a NOTAM has been published with a new set of declared distances. Does this mean that a NOTAM containing the new RWY length has to be issued in addition to the SNOWTAM if the clearance does not cover the whole length of the RWY, or does it mean that the reduced RWY length has to be inserted if a NOTAM was published concerning the reduced RWY length (of the dry RWY)? *Ref.: PANS-AIM Doc 10066, Appendix 4 SNOWTAM Format applicable on 4 November 2021, Instructions for Item I), in particular Note to Item)*	It can be understood from the note to Item I) that: when runway length is reduced owing to the closure of part of a runway (as a result of contaminant on the runway which has not been cleared), a SNOWTAM should be issued with the new runway length (Item I) and a NOTAM should also be issued together with the SNOWTAM to indicate the new declared distances. The SNOWTAM is not the consequence of the NOTAM or vice versa. Both should be issued as a consequence of the closure of part of a runway due to a contaminant. The wording of the note may have caused confusion (ICAO to consider).	The problem has been partially resolved.	
21	MEASURED FRICTION COEFFICIENT (Item S) a. In order to be able to recognise Item S and not to confuse it with Item T (text) during SNOWTAM processing/parsing, it is necessary to know the format of Item S. In the current Annex 15, it is a single digit for each third of the runway, separated by an oblique stroke (/): 5/5/5. Will this format remain the same?	Automated systems might need to have a defined format for Item S in order for this item to be recognised and also to allow Item S and the next item (Item T) to be distinguished. Clarification needed by ICAO	Confusion for automated systems to recognize and analyse SNOWTAM messages	

Attachment B:
Sample AIC Template

[AIC HEADER]	AIC n /2020 1 XXX 20

SUBJECT: IMPLEMENTATION OF THE GLOBAL REPORTING FORMAT (GRF)

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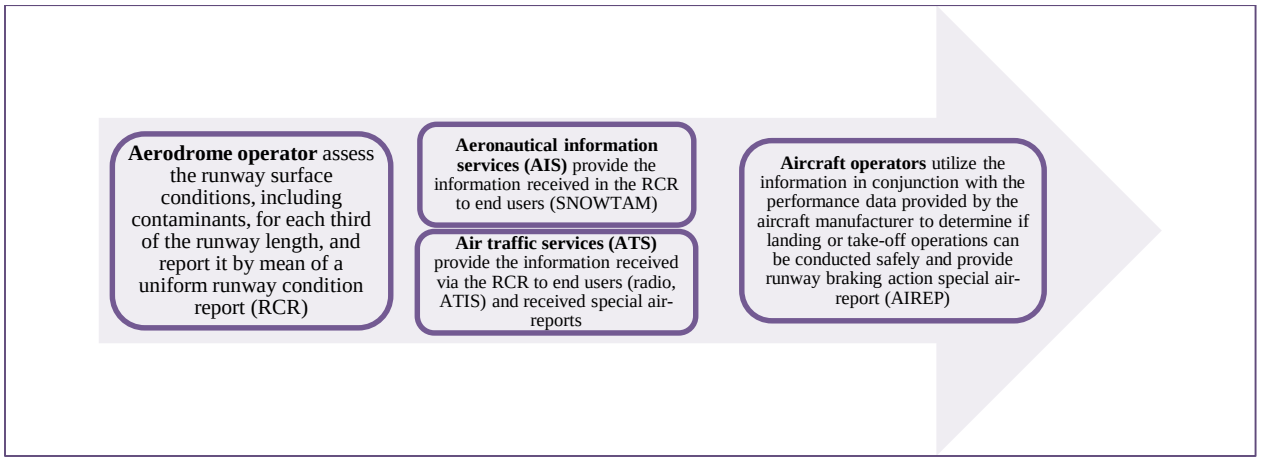
1. INTRODUCTION:

1.1. The new ICAO methodology for assessing and reporting runway surface conditions, commonly known as the Global Reporting Format (GRF), enables the harmonized assessment and reporting of runway surface conditions and a correspondingly improved flight crew assessment of take-off and landing performance.

The GRF, applicable on **4 November 2021**, is described through amendment 13-B to Annex 14 — *Aerodromes*, Volume I — *Aerodrome Design and Operations*; Annex 3 — *Meteorological Service for International Air Navigation*; Annex 6 — *Operation of Aircraft*, Part I — *International Commercial Air Transport — Aeroplanes and Part II — International General Aviation — Aeroplanes*; Annex 8 — *Airworthiness of Aircraft*; Annex 15 — *Aeronautical Information Services* and *Procedures for Air Navigation Services* (PANS) — *Aerodromes* (PANS-Aerodromes, Doc 9981), *Aeronautical Information Management* (PANS-AIM, Doc 10066) and *Air Traffic Management* (PANS-ATM, Doc 4444).

In addition, supporting material is available in Circular 355, *Assessment, Measurement and Reporting of Runway Surface Conditions* and in the Doc 10064 *Aeroplane Performance Manual* (in preparation).

2. FLOW OF INFORMATION:



2.1 **Collection of information:** *aerodrome operator* is responsible to assess the condition of the runway for each third of the runway and issue a Runway Condition Report (RCR). This report contains the RWYCC (Runway Condition Code) and information which describes the runway surface condition: type of contamination, depth, coverage for each third of the runway, etc. and other relevant information.

This code is derived from the Runway Condition Assessment Matrix (RCAM) and associated procedures for downgrading and upgrading.

Note – Details of the Global Reporting Format is contained in the Procedures for Air Navigation Services (PANS) — Aerodromes (PANS-Aerodromes, Doc 9981) and ICAO Circular 355 (Assessment, Measurement and Reporting of Runway Surface Conditions).

Runway condition assessment matrix (RCAM)			
Assessment		**Downgrade assessment criteria**	
Runway condition code	**Runway surface description**	**Aeroplane deceleration or directional control observation**	**Pilot report of runway braking action**
6	• DRY	---	---
5	• FROST • WET (The runway surface is covered by any visible dampness or water up to and including 3 mm depth) ***Up to and including 3 mm depth:*** • SLUSH • DRY SNOW • WET SNOW	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	GOOD
4	***−15ºC and Lower outside air temperature*:** • COMPACTED SNOW	Braking deceleration OR directional control is between Good and Medium.	GOOD TO MEDIUM
3	• WET ("slippery wet" runway) • DRY SNOW or WET SNOW (any depth) ON TOP OF COMPACTED SNOW ***More than 3 mm depth:*** • DRY SNOW • WET SNOW ***Higher than −15ºC outside air temperature*:** • COMPACTED SNOW	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	MEDIUM
2	***More than 3 mm depth of water or slush:*** • STANDING WATER • SLUSH	Braking deceleration OR directional control is between Medium and Poor.	MEDIUM TO POOR
1	• ICE	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	POOR
0	• WET ICE • WATER ON TOP OF COMPACTED SNOW • DRY SNOW or WET SNOW ON TOP OF ICE	Braking deceleration is minimal to non- existent for the wheel braking effort applied OR directional control is uncertain.	LESS THAN POOR

2.2 **Dissemination of information:**

- *Aeronautical information services (AIS)* provide the information received in the RCR to end users through SNOWTAM in the new format.

  Note – Details of the new SNOWTAM format is contained in the Procedures for Air Navigation Services (PANS) — Aeronautical Information Management (PANS-AIM, Doc 10066). Additional information on the SNOWTAM format could be found in the ICAO EUR/NAT Guidance on the Issuance of SNOWTAM.

- *Air traffic services (ATS)* provide the information received via the RCR to end users through radio, ATIS, etc. and received special air-reports.

2.3 **Using the information:** *Aircraft operators* utilize the information in conjunction with the performance data provided by the aircraft manufacturer to determine if landing or take-off operations can be conducted safely and provide runway braking action special air-report (AIREP).

3. IMPLEMENTATION PLAN:

Date of implementation

3.1. The new ICAO GRF including the new SNOWTAM format will be implemented in [*Name of State*] on 4 November 2021 at 0000 UTC.

3.2. The National GRF Implementation Plan of [*Name of State*] is contained at **Attachment** to this AIC.

National GRF implementation Team

3.3. [*provide some information about your national GRF implementation team which is in charge of planning and implementation of GRF at the national level*]

Stakeholders involved

3.4. The following stakeholders in [*Name of State*] are involved in the implementation of the GRF:

- Aerodromes:
  - [*Name of concerned aerodromes*]
  - [*Name of concerned aerodromes*]
  - [*Name of concerned aerodromes*]
- Air Traffic Services (ATCOs)
- Aeronautical Information Services (International NOTAM Office)
- Airlines (flight operations departments, dispatchers, pilots)
- Civil Aviation Authority

Coordination between aerodromes, AIS (NOF) and ATS units

3.5. [*explain the mechanisms and processes of coordination between aerodromes, ATS and AIS, point of contacts, etc. or refer to the other local procedure that contains this information, if available*]

Training and awareness

3.6. [*explain the awareness, training and promotion activities on GRF, SNOWTAM and other relevant provisions that are planned for different stakeholders*]

Tests and trials

3.7. [*insert information about your planned tests and trials, if any*]

Other information

3.8. [*include any other information that may be useful*]

Appendix to AIC Template:

GRF Implementation Plan/Checklist (Sample)

ID	TASK	WHO	WHEN	REMARKS
GRF 1	**Establish a *GRF implementation team*** at the State Level	State GRF implementation team - CAA (*responsible entity for implementation*) - Aerodromes (*name of the concerned ADs*) - ANSP/ATS (*name it*) - Airlines (*name of airlines concerned*) - AIM (NOF)	[*planned date*]	
GRF 2	**Educate** by reviewing the following **documentation**: - ICAO Circular 355 - ICAO Annex 14 (Aerodromes) - ICAO Doc 9981 (PANS-AD) - - ICAO Doc 10064 - ICAO Doc 10066 (PANS-AIM) - ICAO GRF Symposium presentations - EUR Guidance on SNOWTAM **Educate** by **attending**: - ICAO Regional Workshops **Educate** by **conducting**: - State Level Workshops/Seminars	State GRF implementation team - In coordination with national bodies representing airports, ANSPs, Airlines, AIM, etc.	[*planned date*]	
GRF 3	**Promote** GRF in context of safety by developing: - brochures - website material	State GRF implementation team - distribution should also include GA/BA and Military	[*planned date*]	
GRF 4	**Train relevant stakeholders on GRF** (likely computer based training as provided by e.g. ACI) **Train relevant groups that interface with customers on GRF** so they can brief their customers when on	Relevant stakeholders: - ACI - IATA - IFATCA - IFALPA	[*planned date*]	

ID	TASK	WHO	WHEN	REMARKS
	audit/inspections	State GRF implementation team assures training for: - ADR/ATM - FO inspectors		
GRF 5	**Update SNOWTAM Format**	State GRF implementation team assures SNOWTAM template is updated by: - AIM	[*planned date*]	
GRF 6	**Train on SNOWTAM Format**	State GRF implementation team assures training on SNOWTAM format by: - AIM	[*planned date*]	
GRF 7	**Update AIP**	State GRF implementation team assures AIP is updated by: - AIM	[*planned date*]	
GRF 8	**Conduct parallel test of GRF**, if applicable **Conduct analysis** using archives of SNOWTAM & AIREPS (this should also be considered after implementation to identify errors)	State GRF implementation team coordinates parallel test with the necessary stakeholders: - Airport operators - ANSP - CAA - Airlines - AIS	[*planned date*]	
GRF 9	xxx	-	[*planned date*]	
GRF 10	xxx	-	[*planned date*]	

- END -

PROPOSAL FOR AMENDMENT OF THE ICAO ASIA AND PACIFIC REGIONS AIR NAVIGATION PLAN, VOLUME II

(Serial No.: APAC-XX XX/XX – ATM**)**

a) **Plan:**	Air Navigation Plan (ANP) - Asia and Pacific Regions, Volume II
b) **Proposed amendment:**	**Volume II, Part VII – TABLE AIM II-1 - RESPONSIBILITY FOR THE PROVISION OF AIS/AIM FACILITIES AND SERVICES IN THE ASIA AND PACIFIC REGIONS** **Volume II, Part VII – 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** ***Editorial Note*:** Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (text to be inserted)
	Amend requirement as follows:
	1. Amend Table AIM II-1 - Responsibility for the Provision of AIS/AIM Facilities and Services in the Asia and Pacific Regions. See **Attachment A**. 2. Amend 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. See **Attachment B**.
c) **Originated by:**	ICAO Secretariat on behalf of APAC Administrations
d) **Originator's reasons for amendment:**	[Text] *Note: Where the amendment affects adjacent FIRs administered by another State the proposer should provide information on consultation and agreement*
e) **Intended date of implementation:**	As soon as possible following [Regional agreement] (Volume II) [Approval by APANPIRG] (Volume III).

f) **Proposal circulated to the following States and International Organizations:**	Afghanistan Australia Bangladesh Bhutan Brunei Darussalam Cambodia China - *Hong Kong, China*	Marshall Islands Micronesia (Federated States of) Mongolia Myanmar Nauru Nepal New Zealand	CANSO IATA IBAC IFALPA IFATCA

	- *Macao, China* Cook Islands Democratic People's Republic of Korea Fiji France - *French Polynesia* - *New Caledonia* India Indonesia Japan Kiribati Lao People's Democratic Republic Malaysia Maldives	Pakistan Palau Papua New Guinea Philippines Republic of Korea Samoa Singapore Solomon Islands Sri Lanka Thailand Timor-Leste Tonga Tuvalu United States of America Vanuatu Viet Nam	
	* *for information*		

g) **Secretariat Comments:**	1. [TEXT] 2. [TEXT] 3. [TEXT]

— — — — — — — —

Attachment A

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~~ Melbourne	Australia	Australia	Australia	Australia	
Bangladesh	Dhaka					
Bhutan	Paro					
Brunei Darussalam						
Cambodia	~~Phnom Penh~~ Siem Reap	Cambodia	Cambodia	Cambodia	Cambodia	
China	Beijing					
Hong Kong, China	Hong Kong	Hong Kong	Hong Kong	Hong Kong	Hong Kong	
Macao, China	Macao	Macao	Macao	Macao	Macao	
Cook Islands						
Democratic People's Rep. of Korea	Pyongyang					
Fiji	Nadi					
French Polynesia	Tahiti					
India	Chennai Delhi Kolkata Mumbai	India	India	India	India	
Indonesia	Jakarta	Indonesia	Indonesia	Indonesia		
Japan	Tokyo	Japan	Japan	Japan	Japan	
Kiribati						
Lao Peoples' Democratic Republic	Vientiane					
Malaysia	~~Kota Kinabalu~~ Kuala Lumpur	Malaysia	Malaysia	Malaysia	Malaysia	
Maldives	Male					
Marshall Islands						
Micronesia (Federated States of)						
Mongolia	Ulaanbaatar	Mongolia	Mongolia	Mongolia	Mongolia	
Myanmar						
Nauru	Nauru					
Nepal	Kathmandu					
New Caledonia						
New Zealand	Apia Christchurch, Rarotonga, Tonga, American Samoa					

Pakistan	Karachi	Pakistan	Pakistan	Pakistan	Pakistan	
Palau						
Papua New Guinea	Port Moresby					
Philippines	Manila	Philippines	Philippines	Philippines	Philippines	
Republic of Korea	~~Incheon~~ Daegu	Republic of Korea	Republic of Korea	Republic of Korea	Republic of Korea	
Samoa						
Singapore	Singapore	Singapore	Singapore	Singapore	Singapore	
Solomon Islands	Honiara					
Sri Lanka	Colombo	Sri Lanka	Sri Lanka	Sri Lanka	Sri Lanka	
Thailand	Bangkok	Thailand	Thailand	Thailand	Thailand	
Timor-Leste						
Tonga						
United States of America	United States of America	United States of America	United States of America	United States of America	United States of America	
Vanuatu	Port Vila					
Viet Nam	~~Ho Chi Minh~~ Ha Noi	Viet Nam	Viet Nam	Viet Nam	Viet Nam	

Attachment B

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	2738, 2739, 2799	
China		
Hong Kong, China	NIL	
Macao, China	NIL	
Cook Islands		
Democratic People's Rep. of Korea		
Fiji		
French Polynesia		
India	~~2432, 2439, 2440, 2551, 2552, 2553, 2554, 2558, 2559, 2560, 2561, 2673, 2674, 2675, 2679, 2681, 2682~~ ~~2795~~ ~~2796~~ ~~2798, 2801~~ 2673, 2795, 2796, 2552, 2439, 2681, 2675, 2558, 2559, 2440, 2801, 2554, 2674, 2551, 2553, 2561, 2560, 2679, 2682, 2798	~~With western sheet edge extended to meridian 71 E~~ ~~With western sheet edge extended to meridian 71E~~ ~~Excluding Sri Lanka~~
Indonesia	2800, 2862, 2863, 2864, 2920, 2921, 2975, 2976, 2977, 2978, 2979, 2980, 2981, 2982, 2983, 2984, 2985, 2986, 3100, 3101, 3102	
Japan	2281, 2292, 2378, 2379, 2387, 2388, 2389, 2489, 2491, 2500, 2502, 2504	
Kiribati		
Lao Peoples' Democratic Republic	2616 2617	Lao PDR to cover its own territory Lao PDR to cover its own territory and Viet Nam to cover Ho Chi Minh
Malaysia	2858, 2859, 2861	1. WAC 2858 - NORTH NATUNA ISLAND 2. WAC 2859 - PENANG ISLAND 3. WAC 2861 - CAPE SIRIK
Maldives		
Marshall Islands		

Micronesia (Federated States of)		
Mongolia	2240, 2241, 2201, 2202, 2242, 2286, 2285, 2284, 2331, 2287, 2288	
Myanmar	2555, 2556, 2676	
Nauru		
Nepal	2438	
New Caledonia		
New Zealand	3474, 3553	
Pakistan	2441, 2549, 2550	
Palau		
Papua New Guinea	2972, 2973, 2974, 2987, 2988, 2989, 3095, 3096	
Philippines	2620, 2735, 2741, 2742, 2855, 2856	
Republic of Korea	2380 2379 2387	Republic of Korea to cover Incheon FIR
Samoa		
Singapore	2860	
Sri Lanka	2803 2796	~~With sheet lines extended to include the whole of Sri Lanka~~ Excluding India
Thailand	2677, 2678, 2799	
Timor-Leste		
Tonga		
Vanuatu		
Viet Nam	2615, 2616, 2617, 2618, 2737, 2738, 2739	~~Lao PDR to cover its own territory and Viet Nam to cover Ho Chi Minh FIR~~ Each sheet covers only Viet Nam's FIRs.

Note: a scan of the AIM FASID chart follows for checking purposes