INTERNATIONAL CIVIL AVIATION ORGANISATION

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

(AAITF/20)

Chitose, Japan, 9 – 13 June 2025

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

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

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APPENDICES TO THE MEETING REPORT OF AAITF/20

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INTRODUCTION

Meeting

1.1 The Twentieth Meeting of the ICAO Aeronautical Information Services (AIS) – Aeronautical Information Management (AIM) Implementation Task Force (AAITF/20) was held from 9 to 13 June 2025 at the New Chitose Airport Portom Hall in Chitose, Japan.

Attendance

2.1 The meeting was attended by 100 participants from 19 States, two Special Administrative Regions of China, and three International organisations, Australia, Brunei Darussalam, China, Hong Kong China, Macao China, Fiji, India, Indonesia, Japan, Malaysia, Mongolia, Pakistan, Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, United States, Viet Nam, IATA, IFAIMA, and ICAO.

2.2 A list of participants is at **Appendix A** to this report.

Officers and Secretariat

3.1 Mr. Erdenebaatar Davaasuren, Senior Specialist – AIS, National Civil Aviation Center of Mongolia and Regional Director, IFAIMA, chaired the AAITF/20 meeting.

3.2 Mr. Hiroyuki Takata, Regional Officer ATM, was Secretary of the meeting. He was assisted by Mr. Ying Weng Kit, ATM Officer and Dr. Trish Prakayphet Chalayonnawin, Programme Analysis Associate, ATM.

Opening of the Seminar and Meeting

4.1 On behalf of Mr. Tao Ma, Regional Director ICAO Asia and Pacific Regions, Mr. Hiroyuki Takata welcomed all participants to the meeting. He expressed sincere appreciation to Japan, the host of the meeting, for its extensive efforts and thorough preparations, which contributed significantly to the successful organisation and conduct of the meeting.

4.2 Mr. Erdenebaatar Davaasuren welcomed participants to the meeting.

4.3 Mr. Yuji Yanagisawa, Director Operations and Flight Inspection Division of JCAB provided the opening remarks on behalf of JCAB.

Documentation and Working Language

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

5.2 A total of 24 Working Papers (WPs), 16 Information Papers (IPs), 10 presentations, and three flimsies were presented to AAITF/20. The list of papers, presentations and flimsies is at **Appendix B** to this report.

5.3 **DISCLAIMER:** The presentation of material in this report does not imply the expression of any opinion whatsoever on the part of ICAO, APANPIRG or the ATM Sub-Group of APANPIRG concerning the legal status of any country, territory, city or area of its authorities, or concerning the delimitation of its frontiers or boundaries.

Draft Conclusions, Draft Decisions and Decisions of AAITF – Definition

6.1 AAITF recorded its actions in the form of Draft Conclusions, Draft Decisions and

Decisions within the following definitions:

a) **Conclusions** deal with matters relating only to guidance material on the ICAO Asia/Pacific Regional Office website;

b) **Draft Conclusions** deal with matters that, according to APANPIRG terms of reference, require the attention of States, or action by the ICAO in accordance with established procedures;

c) **Draft Decisions** deal with the matters of concern only to APANPIRG and its contributory bodies; and

d) **Decisions** of AAITF that relate solely to matters dealing with the internal working arrangements of AAITF.

List of Conclusions, Draft Conclusions, Draft Decision and Decisions

7.1 List of Conclusions

Nil

7.2 List of Draft Conclusions

<table>
<tr><td colspan="3">Draft Conclusion AAITF/20-1: Removal of available (non-allocated) 5LNCs Starting with ‘X’ and release of block codes</td></tr>
<tr><td colspan="2">What: That, 5LNCs starting with ‘X’ in the ICARD system that are not registered to any Administrations shall be removed for selection from the ICARD system; and the release of 5LNC block codes to the general pool by 31 December 2025.</td><td>Expected impact:
☐ Political / Global
☐ Inter-regional
☐ Economic
☐ Environmental
☒ Ops/Technical</td></tr>
<tr><td>Why: 5LNCs starting with ‘X’ in the ICARD may pose pronounceability issues to airspace users and Air Traffic Control and the release of Block codes will increase the number of available 5LNCs for all.</td><td colspan="2">Follow-up: ☒Required from States</td></tr>
<tr><td>When: 29-Aug-25</td><td colspan="2">Status: Draft to be adopted by Subgroup</td></tr>
<tr><td colspan="3">Who: ☒Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other: XXXX</td></tr>
</table>

<table>
<tr><td colspan="2">Draft Conclusion AAITF/20-2: The Use of Digital Form to Collect Annual Regional AIM Monitoring and Reporting Data</td></tr>
<tr><td>What: That, the digital form (Microsoft Forms) be used as the primary means to collect annual Regional AIM Monitoring and Reporting data.</td><td>Expected impact:
☐ Political / Global
☐ Inter-regional
☐ Economic
☐ Environmental
☒ Ops/Technical</td></tr>
</table>

Why: To streamline and enhance efficiency in processing the Regional Plans' Implementation Status Monitoring.	Follow-up: ☒Required from States
When: 29-Aug-25	Status: Draft to be adopted by Subgroup
Who: ☒Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other: XXXX	

7.3 List of Draft Decisions

Draft Decision AAITF/20-3: Update AAITF Terms of Reference (TOR)	
What: That: the updated AAITF Terms of Reference at **AAITF/20 Meeting Report Appendix D** be adopted.	Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
Why: The first edition of the *Manual on System-Wide Information Management (SWIM) Implementation* was published in 2024 as ICAO Doc 10203, as well as PANS-IM (Doc 10199).	Follow-up: ☒Required from States
When: 29-Aug-25	Status: Draft to be adopted by Subgroup
Who: ☒Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other: XXXX	

7.4 List of Decisions

Decision AAITF/20-4: Establish APAC 5LNC Ad Hoc Group	
What: That, AAITF establishes the APAC 5LNC Ad Hoc Group, that will: a) review current 5LNC management practices implemented by APAC States; b) examine 5LNC guidelines and practices adopted in other ICAO regions; c) assess the existing ICAO APAC guidance materials related to 5LNCs; d) consider ongoing ICAO work related to ICARD; and e) develop recommendations for consideration by the AAITF.	Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
Why: Aviation infrastructure in the APAC region is set to expand, with new airports under development and existing ones upgrading runways. These changes often require airspace and route adjustments, increasing demand for	Follow-up: ☒Required from States

ICAO 5LNC. Accordingly, it is necessary to evaluate suitable means to expand the availability of identifiers in the region.	
When: 13-Jun-25	Status: Adopted by Task Force
Who: ☐Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☒Other: AAITF	

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REPORT ON AGENDA ITEMS – AAITF/20

Agenda Item 1: Adoption of Agenda

Adoption of Agenda

1.1 The agenda (WP/1) was adopted by the meeting.

Agenda Item 2: Review Outcomes of Related Meetings

Related Meetings Outcomes (WP/2)

2.1 The Secretariat provided the meeting with a summary of outcomes from recent related meetings relevant to the work of AAITF. Key developments from AN-CONF/14 included global alignment on performance-driven modernisation and AIS/AIM priorities. Notably, the Committee recommended 2034 as the target year to phase out FPL2012 in favour of FF-ICE and recognised the critical roles of SWIM and AIM in enabling Trajectory-Based Operations (TBO). Additional discussions addressed AIS responsibilities related to space transport operations, including timely NOTAM dissemination and airspace status updates.

2.2 ATM/SG/12 reviewed AIS/AIM deficiencies, noting no new ones since APANPIRG/34. Persistent deficiencies remained in areas such as WGS-84, AIP Format, and QMS implementation. The regional status of AIM performance expectations showed good progress in Phase I, with Singapore achieving full implementation of both Phases I and II. NOTAM proliferation remained a concern, with IFAIMA reporting over 6,000 active NOTAMs, and industry feedback highlighting issues of inconsistency and timeliness.

2.3 ATM/SG/12 meeting was also informed of ICARD coordination challenges and resolutions regarding 5LNC submissions, and approved measures to streamline the process. ICAO presented amendments to the Asia/Pacific Regional Plan for Collaborative AIM, including ASBU alignment and QMS implementation. Revised guidance on SNOWTAM and a seminar on QMS were also noted. Finally, concerns over GNSS interference led to an action item for further discussion at AAITF/20.

2.4 APANPIRG/35 subsequently endorsed updates to the deficiency list and noted progress in various AIM-related areas across the region.

2.5 As this year marked an Assembly year and amendments to the Global Air Navigation Plan (GANP) were expected, along with various new discussions, States were urged to pay close attention to AIS/AIM-related papers and discussions not only within this forum but also at the Assembly and APANPIRG.

Agenda Item 3: Review of Air Navigation Deficiencies in the AIS Field

Asia/Pacific AIS/AIM Air Navigation Deficiencies (WP/4)

3.1 AIS/AIM-related Air Navigation Deficiencies as identified/agreed by APANPIRG/35 were provided for review and update by the meeting.

3.2 There were four AIS/AIM-related deficiencies in the list presented to the meeting:

a) WGS-84 not implemented (eight States);

b) AIP Format (one State);

c) AIS Quality Management System (QMS) not implemented (18 States); and

d) Aeronautical data promulgation within the State's area of responsibility (one State).

3.3 No new deficiencies had been identified since APANPIRG/35.

3.4 It was bought to the attention of the Meeting that a review of the QMS implementation in the Maldives is currently underway and ICAO had just received supporting evidence from Brunei Darussalam. If the implementation was deemed satisfactory, a proposal to remove the deficiency would be submitted at the upcoming ATM/SG meeting in August 2025.

3.5 This year, the meeting was reminded again of the ongoing, deep concern about poor quality management of aeronautical information in the APAC Region, and the apparent lack of organizational priority for this safety-critical obligation of all States that are signatory to the Convention on International Civil Aviation.

3.6 According to Action Item 18/2 of the AAITF Task List, as of 15 May 2025, 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.

3.7 It was highlighted to the Meeting that Administrations that does not comply with a regional air navigation plan or with related ICAO Standards and Recommended Practices (SARPs) are accorded with ANS and Airspace deficiencies and the appropriate entity to ensure compliance are the State regulators for conduct of Corrective Actions Plans.

3.8 The List of Deficiencies as reviewed by the meeting is provided in **Appendix C** to the report.

Agenda Item 4: AIS-AIM Updates

Regional Implementation Status of AIM Performance Expectations (WP/5)

4.1 The Secretariat presented a summary of the implementation status of the regional expectations detailed in the Performance Improvement Plan of the APAC Regional Plan for Collaborative AIM, as reported to the Regional Office this year. The meeting was reminded of Conclusion ATM/SG/10-1: Revised Reporting Date for ATM Regional Plans' Implementation Status Monitoring. States were urged to report using the implementation reporting form by not later than 28 February each year (revised reporting date for all ATM-related regional plans).

4.2 The performance expectations were arranged in three phases:

Phase I, expected to be implemented immediately;

Phase II, expected to be implemented by 7 November 2019, and

Phase III, expected to be implemented by 27 November 2025.

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

Marshall Islands, Micronesia and Nauru.

4.4 In 2025, 24 Administrations provided information on the implementation status of AIM to the ICAO Regional Office (same as last reporting period). The latest update of regional implementation status of the AIM performance expectations as of 18 May 2025, was provided in **AAITF/20 WP/5 Attachment A.**

4.5 Hong Kong China, Japan and Singapore are the only Asia/Pacific States/Administration to have now reported completion of Regional AIM Capability Phase I, which was expected to be implemented immediately on approval of the Plan by ATM/SG due to the elements of this Phase relating to ICAO Standards and Recommended Practices (SARPs) that had already been applicable for many years. Only Singapore has reported completion of Regional AIM Capability Phase II, expected to be implemented by 07 November 2019.

4.6 **Figure 1** and **Figure 2** illustrate overall regional implementation of Phase I and II elements of the Regional Plan for Collaborative AIM; approximately 62% for Phase I (60% in 2024), and 44% for Phase II (42% in 2024). Combined progress towards implementation of Phases I and II was 54% (53% in 2024).

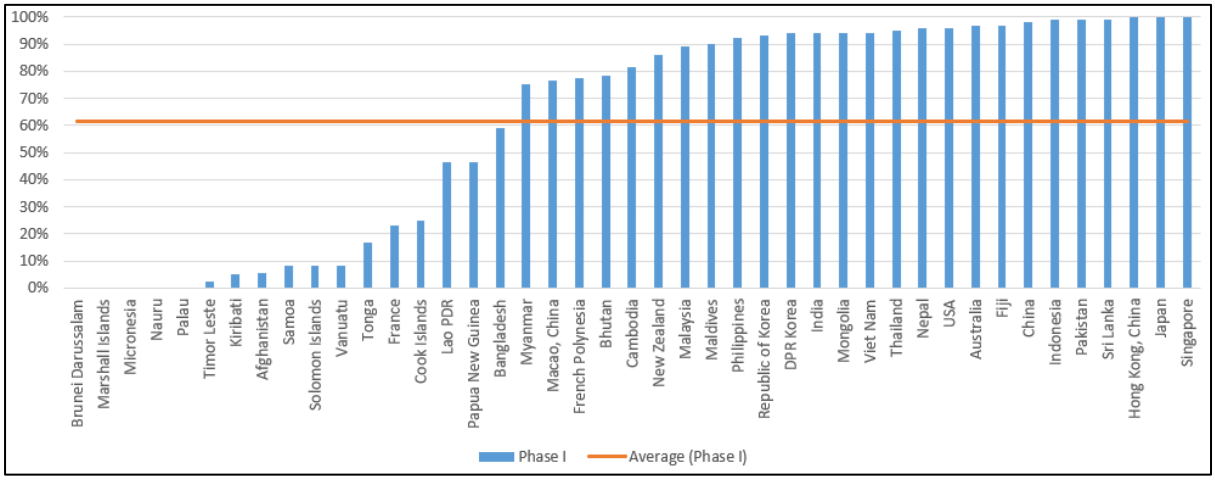

Figure 1: Regional Phase I Implementation Progress

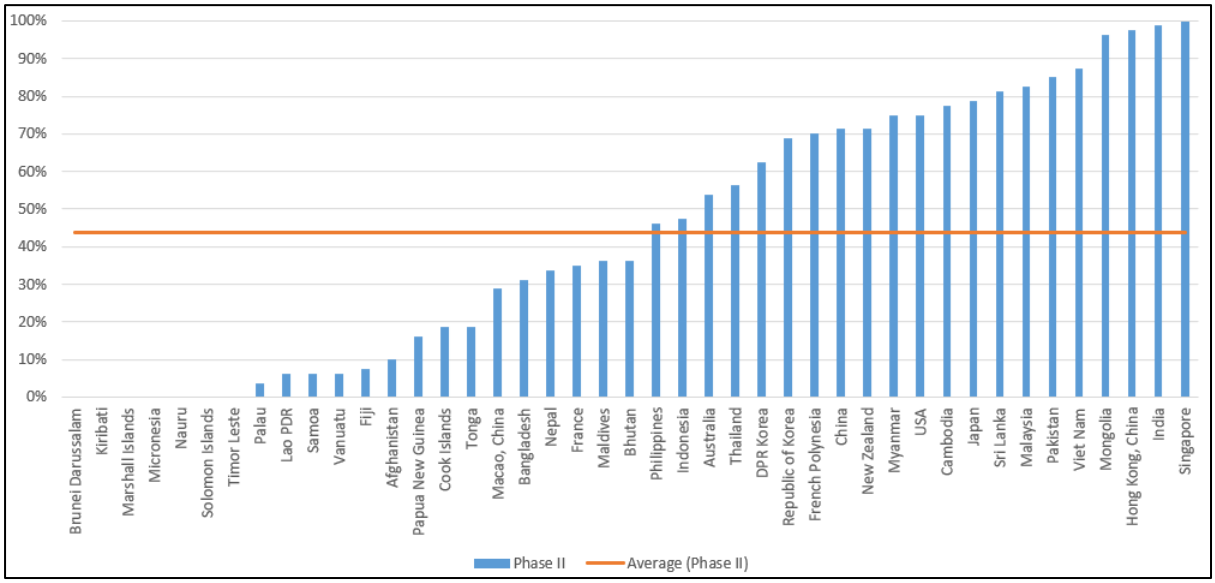

Figure 2: Regional Phase II Implementation Progress

4.7 Regional implementation of Phase III elements, expected to be implemented by 2025, was approximately 20%. (17% in 2024) (**Figure 3**)

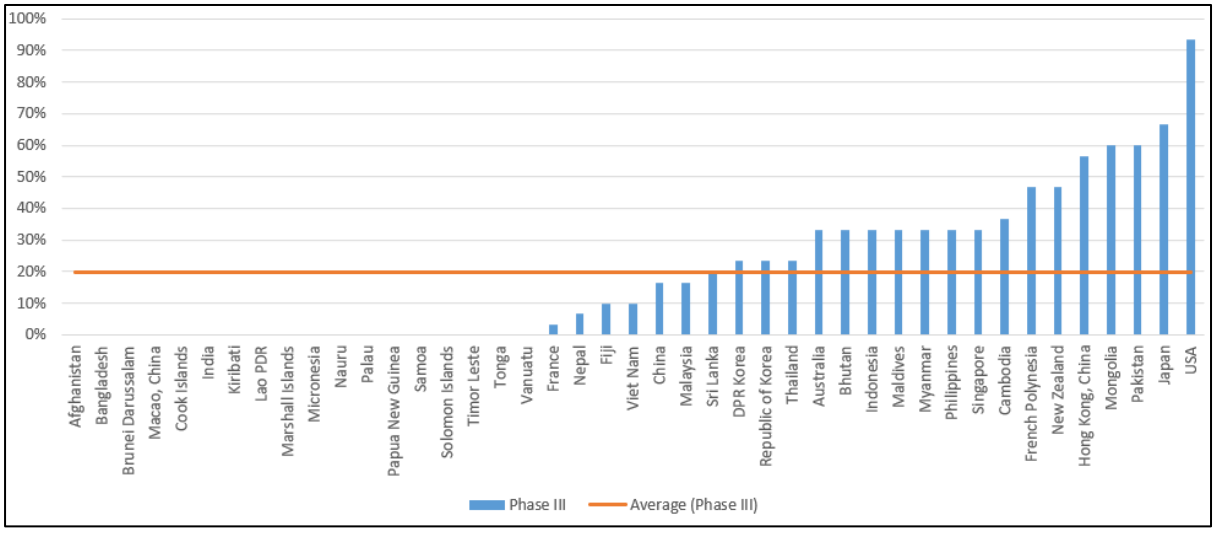

Figure 3: Regional Phase III Implementation Progress

4.8 A query was raised by Singapore concerning the Asia/Pacific Regional Plan for Collaborative AIM phase III timeline, with a suggested proposal to defer the timeline till 2028 as the regional requirements are still being formulated and considered for the implementation period. ICAO would take the concern raised in consideration of the ICAO 42nd assembly this year that would provide updates to the Global Air Navigation Plan, the revision to the Asia/Pacific Regional Plan for Collaborative AIM would be conducted after a review of the Seamless ANS plan. ICAO would take into considerations the concerns raised for the current implementation date of Phase III and a suggestion was proposed to delay till 2028, and to raise this at the upcoming ATM/SG meeting in August 2025.

4.9 In response to a query for the benefits of SWIM implementation, ICAO would consult with SWIM experts and review the relevant documents for verification.

NOTAM Proliferation Analysis (WP/06)

4.10 IFAIMA, in collaboration with the ICAO Secretariat, presented a working paper addressing the ongoing issue of NOTAM proliferation in the Asia/Pacific (APAC) Region. The analysis followed earlier initiatives stemming from AAITF/13 and ATM/SG/6, which had urged States to reduce the number of permanent and long-duration NOTAMs by transferring relevant information to the Aeronautical Information Publication (AIP) or AIP Supplements (AIP SUP) in a timely manner.

4.11 As of 15 May 2025, a total of 5,989 active NOTAMs were recorded across the APAC Region. Of these, approximately 356 (6%) were considered old (over three months in age) and 153 (2.5%) very old (over one year). Although the overall number of NOTAMs had decreased slightly over the past five years, the number of old NOTAMs had risen by 21% since 2024, while very old NOTAMs showed a 15% decline. (**Figure 4**) A total of 395 old and very old NOTAMs had been issued in just the last two years, highlighting systemic shortcomings in procedural compliance.

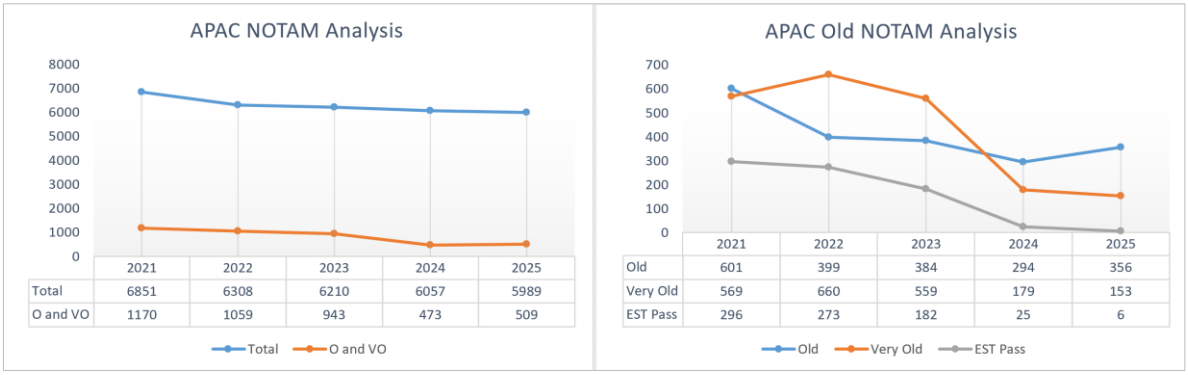

Figure 4: Regional NOTAM analysis

4.12 The meeting was reported that 20 Administrations had achieved zero old or very old NOTAMs. However, a few high-volume States accounted for a disproportionately large share of the outdated notices. Analysis also revealed that implementation of PANS-AIM procedures 6.1.4.4 and 6.1.4.5, which require the transfer of NOTAM information to appropriate aeronautical information products within three months, had been insufficient. It was estimated that proper compliance with these provisions could reduce the number of old and very old NOTAMs by up to 77.6%.

4.13 **Table 1** listed the Top 10 poorest performing Administrations in this regard (as of 01 May 2025). These Administrations had **54.1%** of old and very old NOTAM in the APAC Region.

Table 1: 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	Kiribati	1	0	1	100.0%
2	Samoa	7	2	3	71.4%
3	Lao PDR	9	0	3	33.3%
4	Timor Leste	6	2	0	33.3%
5	Papua New Guinea	64	10	9	29.7%
6	Bangladesh	38	2	7	23.7%
7	India	696	107	50	22.6%
8	Philippines	498	42	43	17.1%

No	Administrations	Total NOTAM	Old NOTAM	Very Old NOTAM	Percent of old and very old NOTAM
9	Tonga	6	1	0	16.7%
10	Australia	819	107	2	13.3%
		2144	**273**	**118**	**18.2%**

4.14 Furthermore, several NOTAMs were identified as having exceeded their estimated (EST) durations without cancellation or replacement, contrary to the mandatory requirements outlined in PANS-AIM Appendix 3. In such cases, the Regional Office noted that air navigation deficiencies may be proposed through APANPIRG to highlight continued non-compliance with Annex 15 and Doc 10066.

4.15 The meeting was invited to note the findings, encourage immediate remedial action by States/Administrations, ensure adherence to relevant procedures, and engage in further discussion as appropriate.

4.16 Several States pointed out that the number of Old and Very Old NOTAMs did not match the figures they had recorded at the national level. The meeting reconfirmed that the data source was the DINS and that the data reflected the status as of 1 or 15 May 2025. It was agreed that IFAIMA would re-verify the data accordingly.

4.17 India informed the meeting that permanent NOTAMs, that have been incorporated in the AMDT, were usually cancelled within one to two weeks after the AIRAC effective date. In light of this practice, India suggested that the Regional NOTAM Analysis should be aligned with this period after AIRAC cycles. Both IFAIMA and the Secretariat agreed with this recommendation.

4.18 Singapore pointed out that Table 2 of the working paper, Top 10 NOTAM-producing Administrations, lacked clarity in its intended meaning, and that the table would become more meaningful if either its title were revised or its contents adjusted to better reflect its original purpose. IFAIMA and the Secretariat agreed with this observation and decided to revise the material accordingly from next year onwards.

Airline Feedback on NOTAMs (WP/7)

4.19 IATA presented a working paper summarizing airline feedback on NOTAM quality across the APAC region and globally. The paper built upon issues raised in prior meetings and aimed to identify persisting challenges while offering practical observations from airline operations.

4.20 A central concern remained the continued use of permanent (PERM) and long-term NOTAMs in lieu of proper updates to the AIP or AIP Supplements. Airlines reported that recurring re-issuance of identical NOTAM content under new references had contributed to briefing pack overload, increasing operational risk due to important information being overlooked. This practice contravened ICAO Doc 8126, which mandates integration of PERM NOTAMs into the AIP within three months.

4.21 IATA also highlighted inconsistencies in NOTAM formatting, excessive use of generic Q-codes, outdated or unclear contact information, and unreferenced geographic locations. Examples included NOTAMs with redundant or outdated content, failure to cancel notices upon completion of temporary activity (such as military exercises or space launches), and excessive text length with complex time groups. Several NOTAMs were observed to exceed 200 words in body content, significantly impacting the efficiency of operational reviews.

4.22 Temporary obstacle NOTAMs were noted as especially difficult to interpret due to lack of standardisation. Airlines expressed a preference for consistent use of coordinates and structured presentation to facilitate automated processing and map-based analysis.

4.23 Furthermore, airlines raised concerns about the volume of unnecessary NOTAMs—for instance, those issued for minor lighting outages—which diluted the importance of safety-critical notices. Suggestions included separating NOTAMs specific to VFR operations into a distinct series and enforcing stricter criteria for issuance.

4.24 The meeting was invited to take note of the feedback and initiate discussions on strengthening compliance with ICAO guidance, particularly with respect to timely incorporation into the AIP, proper use of Q-codes, concise content formatting, and improved standardisation.

Timely notification of obstacle NOTAM (WP/8)

4.25 Japan presented a working paper addressing the importance of timely issuance of obstacle-related NOTAMs. The paper emphasised that late publication of such notices could significantly hinder operators' ability to conduct essential take-off performance calculations, thereby affecting flight safety and efficiency.

4.26 The paper highlighted that, although NOTAMs may be issued within 48 hours of their effective time, such timing often proved insufficient for airline operations staff—particularly when notices were published over weekends or holidays. A case study from Japan illustrated how a NOTAM issued on a Saturday for a Monday morning obstacle required urgent staff intervention outside working hours, due to late coordination and lack of awareness of the operator's internal processes.

4.27 It was found that improved coordination between AIS organisations, airport administrators, and procedure designers was necessary. Japan's AIS centre took measures to raise awareness by briefing airport administrators on the operational impact of obstacle NOTAMs and recommending early submission of NOTAM requests. Specific guidance was also provided on assessing potential impacts, such as considering a 1.2% slope beyond runway ends.

4.28 Regular communication among stakeholders, including operators, was recognized as essential for enhancing mutual understanding and improving response times. While the primary focus was on obstacle NOTAMs, the importance of timely issuance was affirmed as a broader principle applicable to all NOTAM types, in support of aviation safety and operational reliability.

4.29 The meeting discussed challenges in the timely publication of NOTAMs, primarily due to delays in receiving notifications from obstacle owners. While the NOTAM office may occasionally experience delays due to workload, the main issue was identified as the late or incomplete submission of information by obstacle owners, who often lack a clear understanding of Aeronautical Information Services (AIS) requirements.

4.30 Examples were shared indicating that certain activities, such as crane operations, could commence within 14 hours with proper preparation. It was noted that provisions for issuing supporting information sequences, such as Aeronautical Information Circulars (AIC), were available to facilitate such operations.

4.31 Another example highlighted the requirement in certain situations to submit preliminary data at least 24 hours before the effective time for temporary changes, whereas modifications affecting restricted airspace required prompt publication in line with national regulatory guidelines.

Timely sharing of NOTAMs during contingency situations (WP/9)

4.32 The Secretariat highlighted the critical importance of timely NOTAM sharing during contingency situations, focusing the discussion on lessons learned from recent natural disasters and military conflicts in the Asia-Pacific region.

4.33 The devastating earthquake in Myanmar on 28 March 2025 underscored the essential role of real-time information exchange. Despite the challenging conditions, successful coordination between Myanmar and Thailand supported informed decision-making regarding activation of the Contingency Coordination Team (CCT). Similar events, including subsequent volcanic activity in the region, further illustrated the need for robust communication protocols.

4.34 However, it was noted that timely information was not consistently shared during all events. In some cases, designated Points of Contact (POCs) listed in the ATM POC directory could not be reached promptly. Furthermore, airspace closures due to the India-Pakistan conflict highlighted delays associated with military-led coordination.

4.35 In contingency scenarios, NOTAMs served as a vital secondary tool when direct communication was not possible. To support situational awareness, States/Administrations were urged to ensure that AIS focal points listed in the ATM POC directory included current contact details and were reachable beyond official working hours.

4.36 The Chair recommended that States and Administrations utilize DINS to facilitate easier access to NOTAMs whenever needed and the United States has offered to assist in establishing contact with DINS personnel.

Knowledge development for originators (WP/10)

4.37 Japan highlighted the importance of equipping originators with the knowledge necessary to ensure the timely and accurate submission of aeronautical information. As the transition from Aeronautical Information Services (AIS) to Aeronautical Information Management (AIM) continued, originators, who are at the beginning of the data chain, were recognized as critical to maintaining data quality and supporting safe aircraft operations.

4.38 It was noted that many originators, particularly at regional airports managed by local authorities, had limited experience in submitting NOTAMs or AIP updates. Frequent staff transfers and a lack of aviation-specific background further compounded these challenges. To address this, Japan's AIS centre engaged in training initiatives that covered the fundamentals of aeronautical information, the procedures for NOTAM requests, the AIRAC cycle, and the significance of data accuracy and resolution.

4.39 In preparation for digital information services, the AIS centre also introduced briefings tailored to specific roles, such as airport administrators, air traffic controllers, and navigation aid facility operators. These sessions addressed digital submission processes, use of the SWIM portal, and regulatory compliance. A post-training survey showed that 53 percent of airport administrators expressed willingness to adopt digital services in the early stages.

4.40 This initiative demonstrated that focused knowledge-sharing efforts could significantly improve upstream data submission practices. It reinforced the need for close collaboration between AIS organisations and originators to ensure consistent, high-quality aeronautical information across all systems.

4.41 It was emphasized that training programs are essential for improving aeronautical information publication procedures. Mongolia highlighted the benefits of regular sessions, with Mongolia conducting multiple three-day courses annually. Australia shared insights on its Aeronautical Data Originator (ADO) portal, which standardizes data submission and includes validation rules to reduce errors.

4.42 Hong Kong, China concurred with the advantages of ongoing discussions between key stakeholders, including the Airport Standards Division, Airport Authority, local authorities, and the Lands Department, to review data expectations and future initiatives on AIM development. The meeting underscored the necessity of improved integration across AIM, ATC, and airport operations, stressing that data originators should ensure the quality and responsibility to verify of their data.

Replacing the NOTAM Concept (SP/01)

4.43 The United States on behalf of the IMP/WG-A informed the meeting of progress made under the ICAO Information Management Panel Working Group A (IMP/WG-A) regarding the development of a replacement for the traditional NOTAM system. The new concept, known as the Digital Operational Reporting Information Service (DORIS), was introduced as a structured, digital mechanism to provide temporary changes to aeronautical baseline data. DORIS was designed to support real-time decision-making by delivering standardised, machine-readable information through digital data services, thereby improving situational awareness and operational efficiency.

4.44 The concept was based on key principles including the distinction between data and its portrayal, with system users (next intended users) responsible for rendering information suitable for end users. The transition to DORIS required the implementation of Digital Data Sets (DDS), SWIM compliance, and supporting digital infrastructure. While the roles of AIS personnel would remain largely consistent, the focus would shift from text creation to data management and exchange. The meeting noted that the publication of the concept and supporting material was planned for late 2025, with SARPs becoming effective in November 2030 and applicable from November 2032. The discontinuation of traditional NOTAM and AIP SUP formats was anticipated but not yet scheduled.

4.45 The meeting noted that the transition to the new system would be gradual, with full implementation and potential discontinuation of the current NOTAM and AIP Supplement formats possibly expected after 2038, although this timeline had not yet been confirmed. As not all States would move at the same pace, interim solutions such as digital systems generating traditional AFTN-style messages or Digital NOTAM were being considered to maintain backward compatibility.

4.46 Planned activities included publishing the DORIS concept and related materials on the ICAO website later in the year, updating Doc 8126 Part IV, amending relevant Annexes and PANS, and conducting workshops and information sessions between 2026 and 2028. Industry engagement was regarded as essential, with discussions underway on the use of commercial off-the-shelf (COTS) solutions and coordination with major software providers to ensure harmonisation between temporary and static data sets.

NADI NOF Contingency Plan (IP/02)

4.47 Fiji provided the meeting with an update on the Nadi International NOTAM Office (NOF) Contingency Plan, developed to address potential disruptions to NOTAM services in accordance with ICAO provisions and Action Item 18/4. Fiji had identified the Christchurch NOF in New Zealand as a suitable contingency partner due to the alignment in international NOTAM distribution responsibilities, as outlined in ICAO Doc 7383. Initial correspondence between the two offices resulted in mutual agreement to draft a formal contingency arrangement. This collaboration aimed to ensure a coordinated response during disruptions such as AFTN/AMHS failures, staff shortages, or system database outages.

4.48 The final draft agreement detailed defined roles and procedures for each scenario, including immediate notification of disruptions, implementation of manual processing protocols, and temporary support from the partner NOF as necessary. These measures were intended to maintain continuity of international NOTAM operations. At the time of the meeting, Fiji was awaiting feedback from Christchurch NOF on the draft.

Update on NOTAM Promulgation Services by NADI International NOTAM Office for Some Pacific Island States NOTAM Promulgation (IP/03)

4.49 Fiji provided the meeting with an update on the NOTAM promulgation services carried out by the Nadi International NOTAM Office (NOF) on behalf of several Pacific Island States within the Nadi FIR, as well as Canton and Christmas Islands in the Oakland FIR. Fiji had been delegated this responsibility as part of its wider aeronautical information service obligations. Challenges remained in managing long-duration and permanent NOTAMs due to the lack of operational control and sole responsibility resting with the originating States. Outdated NOTAMs, such as those for Tarawa (2020), Futuna, and Tontouta (2022), continued to exist in the system without appropriate follow-up.

4.50 Despite these limitations, Fiji had made progress following AAITF/19, by establishing procedures and coordination mechanisms with Vanuatu, Tuvalu, New Caledonia, and Wallis and Futuna. These allowed their AIP Supplements to be included in the Nadi NOF Monthly NOTAM Checklist. Fiji was also in the process of developing revised agreements to further support affected States in improving NOTAM management.

Airline Feedback on AIS (WP/11)

4.51 IATA presented feedback collected from member airlines on the quality and accessibility of Aeronautical Information Services (AIS) across the Asia-Pacific region. The summary reflected ongoing challenges as well as recommendations to improve service consistency, digital access, and data accuracy.

4.52 Airlines continued to report issues with AIS websites and eAIP access. In several States, eAIP platforms were unavailable during public holidays or were secured with overly complex login procedures, making timely access to critical operational data difficult. Some States maintained fragmented websites for AIP and Airspace Usage Plans (AUP/UUP), and discrepancies between AUP content and current NOTAMs were noted. Airlines also expressed concern over inconsistent AIP formatting and a lack of downloadable full versions, which hindered navigation, especially in low-connectivity environments.

4.53 Feedback also addressed aerodrome charting and the importance of accurate, up-to-date taxiway restrictions. In one case, operational confusion arose due to a mismatch between ATC instructions and published aerodrome data, highlighting the need for improved coordination and chart accuracy.

4.54 Concerns were raised regarding outdated AIP Supplements. Airlines cited an example where 16 NOTAMs had been issued since 2010 to amend a single AIP Supplement, without consolidation into the AIP. Airlines requested that States ensure amendments are incorporated promptly and presented clearly, using revision indicators such as strike-through text or modification bars specific to the latest cycle.

4.55 In addition, the practice of charging separate fees for AIP access was described as duplicative, given that AIS costs are already included in air navigation service charges. Airlines urged States to eliminate such subscription fees in accordance with ICAO cost-recovery principles.

4.56 Airlines further recommended reducing the frequency of minor AIP amendments and deferring non-urgent changes to regular update cycles. They also requested consistent use of ICAO location indicators in publications, as some States continued to rely on local or commercial names.

4.57 The meeting was invited to note the observations and encourage States to enhance AIS usability, standardisation, and transparency, with continued input from airspace users to drive collaborative improvement.

Fiji AIS Adoption of Static Data Operator Responsibilities (WP/12)

4.58 Fiji presented its successful adoption of the Static Data Operator – Data Provider responsibilities within the European AIS Database (EAD) framework, which officially came into effect on 15 May 2025. This milestone marked a significant enhancement in Fiji's aeronautical information management capabilities.

4.59 Fiji Aeronautical Information Services Provider (AISP) assumed responsibility for managing, updating, and distributing static aeronautical data in line with international standards. This transition was supported by targeted training delivered through the GroupEAD platform, followed by local capacity-building efforts. A total of seven AIS personnel were fully trained to operate and manage static data using the EAD system.

4.60 Ahead of the adoption, Fiji AIS collaborated with EAD to undertake a thorough data migration review. All static data previously held in EAD were validated to ensure completeness and accuracy. Following this process, Fiji was formally recognised as an EAD SDO Minimum Dataset Data Provider. Data entry for aeronautical content in the AIP Fiji Islands, AICs, and charts has since commenced under Fiji's control.

4.61 This development marked the first instance in which all Fiji aeronautical data were consolidated in an interactive digital environment, significantly advancing data quality and reliability. The system now enforces automated business rules, enhancing the accuracy of data used in ATM operations and publications.

4.62 Fiji expressed its intention to collaborate with other Pacific Island States within the Nadi FIR, with the aim of strengthening regional data integrity and promoting harmonised aeronautical information practices.

Update to action item 12/1 listed in the ATM/SG/12 Task List (WP/13)

4.63 The Secretariat provided an update on Action Item 12/1 from the Air Traffic Management Sub-Group Twelfth Meeting (ATM/SG/12). The matter concerned identifying the appropriate section of the Aeronautical Information Publication (AIP) for including procedures related to the reporting of GNSS interference.

4.64 Singapore had raised the growing incidence of GNSS interference globally and the need for pilots to promptly report such occurrences to Air Traffic Services (ATS). Timely reporting was recognised as crucial for issuing NOTAMs and suspending GNSS-dependent procedures when necessary. ICAO had already distributed a GNSS Interference Reporting Form for APAC States, accessible via its regional website.

4.65 ATM/SG/12 decided to establish a Procedures for GNSS and Data Link Disruption Ad Hoc Group to collect data and develop procedures, including reporting channels for airspace users and information-sharing mechanisms among stakeholders. The meeting further supported the inclusion of GNSS reporting procedures in the AIP, while recognising the need for consultation to determine the most appropriate section.

4.66 It was proposed that this guidance could be included in ENR 4.3, which addresses GNSS elements. However, as PANS-AIM does not explicitly designate ENR 4.3 for interference procedures, further regional discussion was encouraged to ensure consistent placement of such information across AIPs.

4.67 AAITF was tasked with reviewing this matter and reporting its conclusions to ATM/SG/13. The meeting was invited to note the update and agree on the appropriate AIP section for the inclusion of GNSS interference reporting guidance.

4.68 The meeting continued discussions from the first day regarding the appropriate section of the AIP for inclusion. While some participants suggested that ENR 1.1 or ENR 1.14 might be suitable, there was a shared view that the use of an AIC would not be appropriate. It was further noted that the matter was not exclusive to the APAC region and, given the forthcoming amendment to Doc 8126, the meeting concluded that it would be appropriate to share the APAC discussion with the IMP and seek broader consultation.

Asia/Pacific Region ICARD Status and 5LNC Duplicate Resolution (WP/14)

4.69 The secretariat 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.

4.70 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.

4.71 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.

4.72 The meeting was present with the challenges and agreed to the proposed actions as follows:

Challenges

a) Like-sounding proximate checks work only on accepted ICARD 5LNCs. When large number of new requests are submitted together, the submitter has to check manually within their own list of submission;

b) Difficulty in selecting appropriate 5LNCs due to the more 5LNCs already allocated and 500NM like-sounding proximate criteria;

c) ICARD does not reflect unregistered published 5LNCs, resulting in rejection of requests;

d) Rejection of new 5LNCs starting with the letter “X” as it may pose pronounceability issues for all airspace users and Air Traffic Control;

e) Available 5LNC in ICARD that may pose pronounceability issues, for example: “SRONO”, “TMANG”; and

f) Some States have removed 5LNC from AIP; however, they did not submit a deletion (DEL) request in ICARD.

Proposed Actions

a) The practice of reserving blocks of codes for State use was discontinued several years ago, and new blocks are no longer provided. ICAO proposed to release the 5LNCs currently in the block codes to the general pool by 31 December 2025 (Attachment D). It was strongly recommended that ICARD Planners complete the planning and registration of their reserved block codes by 25 December 2025 (Last AIRAC Cycle of 2025). Subsequently, all block codes would be made available for use by all State/Administration;

b) Removal of all 5LNCs starting with "X' in the ICARD system;

c) An ad hoc group to be established, to review and conduct a study on the reduction of proximity radius criteria, with the objective of facilitating an increase in the number of successful 5LNC requests;

d) States were strongly recommended to review and verify the newly identified duplicates (Attachment C) and inform ICAO to resolve the verified duplicates by 28 February 2026. After which, all new duplicated 5LNCs would be combined into one attachment for the AAITF/21 in 2026; and

e) States were strongly encouraged to submit ICARD deletion (DEL) requests to allow more 5LNC available for APAC States/Administrations.

4.73 ICAO clarified that the draft conclusion is focused on new ICARD request and those 5LNC starting with "X" that are listed as available in the ICARD would be remove for selection. Whereas for currently published 5LNC starting with "X", States were encouraged to plan for changes to in due course.

4.74 All administrations with block codes were requested to inform the ICAO Regional Office of their plans to use the assigned 5LNC block codes by 31 December 2025. Otherwise, the codes would be returned to the general pool.

4.75 The Meeting agreed to the following Draft Conclusion, to be considered by ATM/SG.

Draft Conclusion AAITF/20-1: Removal of available (non-allocated) 5LNCs starting with 'X' and release of block codes.

That, 5LNCs starting with 'X' in the ICARD system that are not registered to any Administrations shall be removed for selection from the ICARD system; and the release of 5LNC block codes to the general pool by 31 December 2025.

Process for the Coordination of Validation and Cancellation of Five-Letter Name Codes (5LNC) in Flight procedure and ATS Route Design (IP/07)

4.76 Viet Nam provided the meeting with a detailed explanation of its national coordination process for the validation and cancellation of five-letter name-codes (5LNC) used in flight procedure and ATS route design, in line with ICAO guidance. The process involved six steps, starting from the proposal of 5LNCs by flight procedure designers, selection and verification on the ICARD platform, to formal reservation and final approval by the relevant ICAO Regional Manager. Specific proximity checks and coordination with neighbouring States were required when 5LNCs were used near FIR boundaries.

4.77 Once a 5LNC was approved, it was used in procedures, charts, or ATS routes. When no longer needed, the ICARD Planner would coordinate its cancellation to ensure data currency and integrity in the ICARD database. The structured procedure enhanced transparency, reduced duplication, and supported regional coordination. The meeting noted the information on improving consistency in 5LNC management across States.

5ANNC utilization and recommendations to ICARD (WP/15)

4.78 Japan had implemented 865 5ANNCs, representing approximately 24 percent of all waypoint codes as of 20 March 2025. These codes were mainly used in Standard Instrument Departures (SIDs), Standard Terminal Arrival Routes (STARs), and Instrument Approach Procedures (IAPs) where direct ATC routing was generally not issued. Operators reported that 5ANNCs were beneficial in reducing communication errors, especially when language accents varied.

4.79 Japan highlighted the challenge of predicting future ATC needs when designing new procedures and emphasized the importance of balancing the use of 5ANNCs with efforts to expand the availability of 5LNCs through ICARD rule updates.

4.80 To help prevent the depletion of 5LNCs, Japan proposed reducing the proximity check radius for sound-like conflicts from 500 nautical miles, as currently applied in the APAC region, to 300 nautical miles, similar to the EUR/NAT region. The meeting was encouraged to review safety considerations and collect data before implementing such a change.

4.81 Japan also proposed several enhancements to the ICARD application. These included allowing proximity checks between unregistered codes, enabling pronunciation checks for all codes, and permitting the application of user-defined pronounceable 5LNCs. Additionally, Japan recommended removing unpronounceable codes from the reserve list and ensuring the timely deletion of obsolete 5LNCs to free up space in the ICARD system.

4.82 It was also confirmed that further details would be presented during the 5LNC & 5ANNC Seminar scheduled for Day 3 of the meeting.

4.83 Australia and Indonesia expressed their support for the proposal submitted by Japan. With respect to 5ANNCs, Australia and ICAO explained that, as these codes were based on the assumption that no ATC instructions were issued verbally by pilots or controllers, there had been no provisions in place to manage their duplication.

4.84 The Secretariat reported to the meeting that although no new features had been added to ICARD due to its status as an outdated system, a consultation regarding possible improvements had been initiated earlier this year.

Update on Five Letter Name Code (5LNC) Duplications Status for Fiji (WP/16)

4.85 Fiji presented an update on the resolution of five-letter name code (5LNC) duplication cases within the Nadi FIR, building on progress shared in earlier meetings including AAITF/19.

4.86 Fiji's Aeronautical Information Service Provider (AISP) reported strengthened coordination with the Civil Aviation Authority and adjacent FIRs, particularly in relation to changes to 5LNCs near FIR boundaries. These efforts aimed to preserve data integrity and prevent duplication in ICAO's ICARD system. Since 2016, the number of duplicated codes in Fiji had been reduced from 39 to six. Codes prioritised for Fiji decreased from four to two, while those previously allocated to other States dropped from 26 to three, reflecting significant resolution activity.

4.87 To formalize and guide coordination, Fiji developed detailed procedures for handling 5LNC requests. These processes differentiated between requests for waypoints entirely within the Nadi FIR and those on boundaries shared with domestic sectors such as NWWW and NVVV. Each request required provision of specific data, coordination with relevant authorities, and reservation through ICARD, followed by publication in the AIP Fiji Islands.

4.88 The approach ensured transparency, accuracy, and traceability across all stages, from reservation through to implementation. Fiji's procedures also included continuous monitoring of ICARD for reservation status and subsequent notifications to stakeholders.

4.89 The meeting acknowledged the significant reduction in duplicated 5LNCs in Fiji and agreed to consider further measures to support the resolution of similar duplication cases across the region.

Increasing Available 5LNCs in the APAC Region (WP/17)

4.90 Australia presented a working paper addressing the growing difficulty in obtaining five-letter pronounceable name-code (5LNC) waypoints in the APAC region. The shortage was attributed to strict sound-like proximity check requirements, which mandated a 500NM radius for enroute waypoints. This has made it increasingly challenging for states, including Australia and Indonesia, to secure new designators, especially in high-density area

4.91 Australia reported specific difficulties around its east coast, where several major international airports fall within overlapping proximity zones. The development of Western Sydney's second international airport required 151 new terminal waypoints, 99 of which were assigned five-character alphanumeric codes due to the limited availability of 5LNCs.

4.92 The unreliability of the ICARD proximity tool was also highlighted, with examples of both false positives and false negatives. Australia noted that while Annex 11 calls for dissimilarity in voice communications, it does not define a fixed proximity radius, indicating a possible need for regional adjustment.

4.93 The meeting was informed that the EUR/NAT region applied a reduced 300NM radius for proximity checks and that a similar approach in APAC could relieve current constraints. Australia supported the use of five-character alphanumeric codes for non-compulsory reporting points in PBN procedures, as recommended by the APAC Regional Office.

4.94 To address the issue, Australia proposed forming an APAC 5LNC Ad Hoc Group to review regional practices, evaluate international approaches, examine ICARD policies, and recommend improvements to increase the number of usable 5LNCs. Japan presented a paper outlining the use of Five-Alphanumeric Name Codes (5ANNCs) and related proposals to address challenges within the ICAO International Codes and Route Designators (ICARD) application.

4.95 Japan, Singapore, Hong Kong China, Indonesia, Malaysia, Thailand, and the Republic of Korea (ROK) expressed strong support for Australia's proposal and endorsed the establishment of an ad hoc group to address the limited availability of ICAO 5LNC waypoints in the APAC region.

4.96 The Secretariat provided clarification regarding the ICARD proximity check algorithm, noting that the system primarily evaluates letter similarity, such as matching sequences in the second, third, and fourth letters, or the third, fourth, and fifth letters. It was emphasized that although the system may flag certain codes, acceptance remains possible if states conduct their own safety assessments regarding proximity and pronounceability. Consequently, the decision-making process is subjective and addressed on a case-by-case basis.

Establishment of the APAC 5LNC Ad Hoc Group (Flimsy 1)

4.97 The Secretariat, in response to Australia's proposal, presented the necessary Decision and Terms of Reference (TOR) for the establishment of the ad hoc group.

4.98 The meeting reviewed the draft Terms of Reference (TOR), and agreed to the Decision to address growing operational needs linked to airspace development and 5LNC management. During the meeting, Australia, Hong Kong China, Indonesia, Japan, the Republic of Korea, Singapore, and Thailand expressed their intention to contribute to the Ad Hoc Group. In addition, it was agreed that both Australia and Japan would serve as rapporteurs.

Decision AAITF/20-4: Establish APAC 5LNC Ad Hoc Group

That, AAITF establishes the APAC 5LNC Ad Hoc Group, to:

a) review current 5LNC management practices implemented by APAC States;

b) examine 5LNC guidelines and practices adopted in other ICAO regions;

c) assess the existing ICAO APAC guidance materials related to 5LNCs;

d) consider ongoing ICAO work related to ICARD; and

e) develop recommendations for consideration by the AAITF.

USOAP Update – Aeronautical Information Service and Aeronautical Chart (WP/18)

4.99 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) and a comparison of the PQs in the 2020 and 2024 versions and number of changes for the ANS area.

4.100 The USOAP CMA amended the PQs in 2024 in accordance with the High-level Conference on COVID-19 (HLCC 2021) Recommendations (C-WP/15312 refers) regarding the integration of State Safety Program Implementation Assessment (SSPIA) with USOAP CMA activities, that were approved by the Council of ICAO on 4 March 2022 (C-DEC 225/7 refers). A comparison of the PQs in the 2020 and 2024 versions and number of changes for the ANS area are shown in the **Table 2**.

Table 2: A comparison of the PQs in the 2020 and 2024 versions and changes for the ANS area

<table>
<tr><th></th><th>Area</th><th>Number of 2020 PQs</th><th colspan="3">Number of 2024 PQs</th></tr>
<tr><td>1</td><td>LEG</td><td>23</td><td colspan="3">23</td></tr>
<tr><td>2</td><td>ORG</td><td>13</td><td colspan="3">13</td></tr>
<tr><td>3</td><td>PEL</td><td>93</td><td colspan="3">100</td></tr>
<tr><td>4</td><td>OPS</td><td>126</td><td colspan="3">136</td></tr>
<tr><td>5</td><td>AIR</td><td>186</td><td colspan="3">198</td></tr>
<tr><td>6</td><td>AIG</td><td>84</td><td colspan="3">84</td></tr>
<tr><td rowspan="5">7</td><td rowspan="5">ANS</td><td rowspan="5">122</td><td rowspan="5">128</td><td>New</td><td>11</td></tr>
<tr><td>Revised</td><td>108</td></tr>
<tr><td>Deleted</td><td>5</td></tr>
<tr><td>Merged</td><td>0</td></tr>
<tr><td>No Change</td><td>9</td></tr>
<tr><td>8</td><td>AGA</td><td>143</td><td colspan="3">153</td></tr>
<tr><td colspan="2">TOTAL NUMBER</td><td>790</td><td colspan="3">851</td></tr>
</table>

4.101 An analysis in May 2025 of the results of 16 USOAP AIS and Charts-related PQs for the Asia/Pacific Region indicated that the average Effective Implementation (EI) is 64.78% (**Figure 5**). Source: ICAO iSTARs.

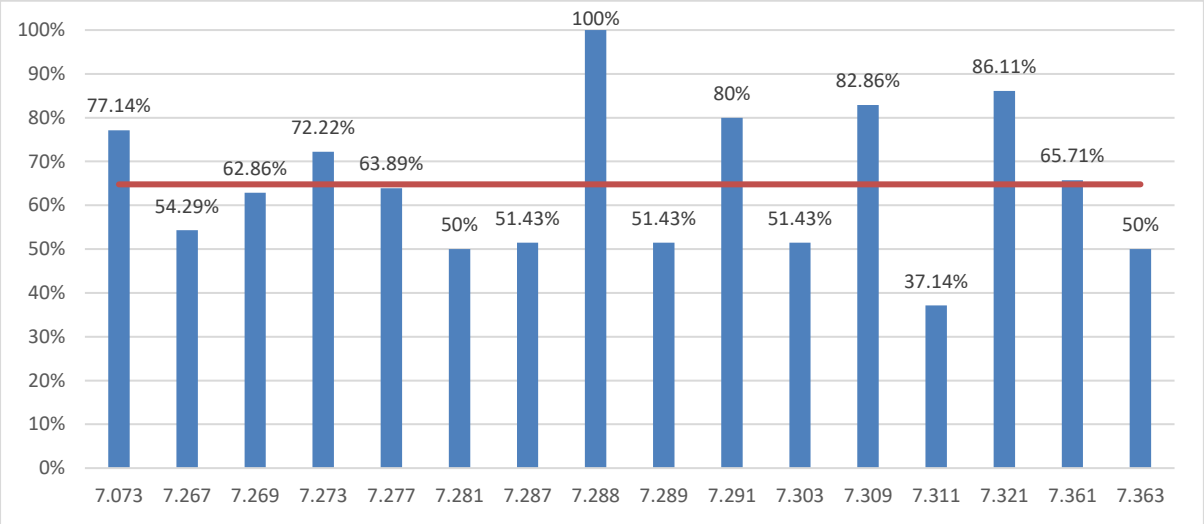

Figure 5: APAC Region Effective Implementation of AIS and CHART related PQs

4.102 Amongst the 16 PQs related to AIS and Chart, more than half were below the average. Therefore, administrations were strongly encouraged to review and improve the processes to ensure that aeronautical data and information including Charts are provided in accordance with the data quality specifications and the validation and verification process were applied. In addition, training and competencies of the human resource would be an area of focus for enhancement.

4.103 In response to a query for the revised PQ 7.361, ICAO explained that the supporting evidence to prove compliance for this PQ usually included State's primary legislation, secondary regulation, surveillance activities, results, findings and corrective actions.

Doc 7383 and EUR Doc041 (IP/08)

4.104 The Secretariat informed the meeting of its follow-up on Action Items 19/5 and 19/8 regarding EUR Doc 041 and ICAO Doc 7383. The latest version of EUR Doc 041, adopted as regional guidance for SNOWTAM issuance, has been uploaded to the ICAO Asia/Pacific Regional Office eDocuments website. Other ICAO regions reference the document at their discretion. ICAO Doc 7383 remains available but has not been updated since 2014, with revisions delayed due to limited resources. As both matters have been addressed, it was agreed that Action Items 19/5 and 19/8 be considered completed and closed.

Amendment 44 to Annex 15 (IP/09)

4.105 The Secretariat informed the meeting about Amendment 44 to Annex 15, adopted by the ICAO Council in April 2025, which removes the requirement to issue NOTAMs for space weather to reduce confusion and standardises advisory content. The amendment will become applicable from 27 November 2025. A proposal to exclude space weather from NOTAMs has been circulated to States for comment. Additionally, the MET/SG developed regional procedures for the dissemination of space weather advisories, which are detailed in the Asia/Pacific ROBEX Handbook and made available on the ICAO APAC eDocuments website.

SWIM information service in Japan (IP/04)

4.106 Japan provided the meeting with an update on its implementation of SWIM-based information services to enhance aeronautical data sharing. In line with ASBU DAIM-B2/1 goals, Japan introduced services including AIXM 5.1.1-based AIP and digital NOTAM distribution via Publish/Subscribe and Web API models. While SWIM typically excludes end-user applications, Japan continued offering browser-based services to maintain user familiarity. Legacy formats were also maintained due to users' varied system capabilities. Pre-release trials using dummy data helped ensure a smooth transition without disrupting ATS operations.

4.107 The implementation addressed challenges related to user system compatibility, access control mechanisms, and user education on AIXM. A structured access permission framework was introduced, linking service access to organisational roles. The initial SWIM services marked the foundational phase, with Japan aiming to expand offerings in collaboration with stakeholders, while supporting regional and global harmonisation. The meeting noted the information related aspects of SWIM service implementation and interoperability.

Introduction to the Production and Quality Management Work of Aeronautical Charts in China (IP/05)

4.108 China provided the meeting with an overview of its efforts in the production and quality management of aeronautical charts. With a high rate of airport developments and procedural changes, the volume of chart revisions has grown significantly, exceeding 5,300 in 2024 alone. To address this, China began a major initiative to redraw over 10,000 charts over three years starting from AIRAC AMDT Nr.3/25. The Aeronautical Information Service Center (AISC) also transitioned from manual to digital production, supported by an AIM system based on AIXM 5.1, to improve efficiency and service quality.

4.109 AISC implemented several key developments including digitised raw data collection, embedded data verification rules, and partial automation of chart generation—achieving 100% for en-route and SID/STAR charts, and 90% for instrument approach charts. Quality control processes were enhanced through QSMS-based procedures and automated verification tools. China committed to further digitalisation and real-time chart generation, aiming to strengthen data accuracy and operational efficiency across its aeronautical information services.

Quality Management of Aeronautical Information Data in China (IP/06)

4.110 China provided the meeting with an update on its quality management practices for aeronautical information data, emphasising the critical link between data integrity and flight safety. In accordance with ICAO Annex 15 and PANS-AIM (Doc 10066), China implemented a "Verification + Validation" framework to ensure data accuracy, completeness, timeliness, and format compliance. The Aeronautical Information Service (AIS) introduced an Original Data Review Guidance Manual to standardise verification procedures for airport, route, and chart data, enhancing review quality across the board.

4.111 China's AIM system, built on AIXM 5.1, incorporated evolving data verification rules and supported a transition to digital operations. A pre-review mechanism was adopted at the airport level, allowing early-stage collaboration between AIS units and flight procedure designers to validate data before publication. Regular communication with pilots, ATC units, and airport operators ensured a feedback loop that continuously improved data quality.

Upgrading Malaysian Aeronautical Information Management System (IP/15)

4.112 Malaysia informed the meeting of its planned upgrade to the Malaysian Aeronautical Information Management System (MyAIMS) to meet evolving aviation demands and align with ICAO's AIM and SWIM frameworks. The proposed modernisation included transitioning to AIXM 5.1+, integrating SWIM for real-time data exchange, and adopting cloud infrastructure to improve scalability, resilience, and cybersecurity. These enhancements aimed to improve data accuracy, ensure regulatory compliance, reduce operational costs, and strengthen collaboration with regional aviation stakeholders.

4.113 The phased implementation plan runs through 2027 and included feasibility studies, system design, procurement, development, testing, and full deployment. Key mitigation strategies were identified to address challenges such as funding constraints, change resistance, cybersecurity threats, and transition-related downtime. Malaysia underscored the importance of staff training, a regulatory framework for AIM, and establishing a dedicated task force to manage the upgrade process, ensuring a secure, efficient, and globally interoperable aeronautical information environment.

AIS Personnel Competency Assessment and Certification (IP/10)

4.114 Indonesia informed the meeting of the development and implementation of a national regulatory framework for AIS personnel competency assessment and certification, in accordance with ICAO Standards and Recommended Practices (SARPs) and associated guidance materials. The framework, based on ICAO Annex 15, Doc 8126, Doc 9839, and Doc 9991, provided for the certification, training, and periodic assessment of AIS personnel. Under CASR Part 69 and MOS Part 69-02, the Directorate General of Civil Aviation (DGCA) was authorized to issue licences and ratings, while appointed AIS Checkers carried out annual competency assessments.

4.115 AIS personnel were assigned ratings for roles such as Aeronautical Information Publication and Aeronautical Cartography, and were required to meet eligibility criteria including medical fitness, English proficiency, and technical training. Training was structured into basic, advanced, continuation, and developmental categories. The regulations also prescribed limits on duty hours and required regular refresher training. Indonesia's framework was noted as a model that could support other States in developing similar AIS competency systems.

AIS to AIM Update (IP/11)

4.116 The Philippines informed the meeting of its continued progress in implementing the AIS to AIM transition, in alignment with the Regional Plan for Collaborative AIM. As of June 2025, the Philippines had nearly completed Phase 1, with Step 2 pending—the integration of AIS in the National Air Navigation Plan (NANP). An authority order had been issued to create a technical working group, with support provided through EASA's capacity-building initiatives under the EU-ASEAN Aviation Partnership.

4.117 In Phase 2, the Civil Aviation Authority of the Philippines (CAAP) implemented a Quality Management System, leading to the country's removal from the APANPIRG Air Navigation Deficiency List. Developments in electronic terrain and obstacle data (eTOD) acquisition were made for several airports, supported by a scheduled workshop. CAAP continued upgrading AIS training towards AIXM 5.1 and eAIP implementation. In Phase 3, policies were adapted for automated data exchange, while preparations were underway for SWIM-related activities. The meeting noted the update.

An Indigenously Developed AIM Platform for the Global Aviation Industry (IP/14)

4.118 India informed the meeting of the development of iNetra, an indigenously developed AIM platform initiated under the Airports Authority of India's (AAI) 'Innovate for Airports' programme. Developed to support the transition from AIS to AIM, iNetra incorporated modules for eTOD, AMDB, eCharting, and AIXM, and was built on a geospatial big data engine. The platform enabled digital data management, automated validation processes, and ICAO-compliant data exchange. A pilot implementation had been successfully completed at five airports, demonstrating enhanced operational efficiency, scalability, and interoperability at the international level.

4.119 India reported that iNetra had been developed to replace semi-automated systems with a unified, fully digital AIM environment. It supported terrain and obstacle data, electronic charting, and aerodrome mapping functions using AI/ML-based techniques. The platform complied with relevant ICAO Annexes and AIM transition phases, and was highlighted as a scalable solution suitable not only for national deployment but also for international application, in alignment with global digital aeronautical data management standards.

NOTAM Proliferation (Flimsy/3)

4.120 The meeting noted that the Philippines presented its ongoing efforts to reduce NOTAM proliferation in alignment with ICAO's Global Campaign on NOTAM Improvement (NOTAM2021). The Philippine AIS implemented a NOTAM Monitoring System to track and review active, old, and very old NOTAMs. Efforts were also made to manage PERM NOTAM through proper incorporation into AIP amendments or supplements. The transition from a centralised data originator to multiple aerodrome operators introduced challenges in data quality and consistency, prompting the AIS to strengthen coordination, provide training, and support capacity building. These actions aimed to ensure data integrity and reduce outdated or redundant NOTAMs.

Agenda Item 5: Regional AIM Guidance and Planning

Outcomes of the APAC Common SWIM Aeronautical Information Services Ad Hoc Group (WP/03)

5.1 The APAC Common SWIM Aeronautical Information Services Ad Hoc Group, established by AAITF/19, presented its outcomes at AAITF/20. The group convened five meetings with experts from Australia, Indonesia, Japan, Singapore, Thailand, the United States, IATA, IFAIMA, and ICAO, resulting in consensus on the TOR and an initial set of SWIM services.

5.2 The group agreed to adopt AIXM 5.1.1 as the common version for the region and supported the use of both Publish/Subscribe and Request/Reply message exchange patterns for most services. Discussions addressed airspace, aerodrome, digital NOTAM, ATIS, and SAR information.

5.3 Key outcomes included proposed updates to how airspace data should be described and exchanged, the decision to retain Runway Condition Report services due to operational relevance, and agreement to consider ATIS and SAR services in a future phase. The group acknowledged that further clarification was required on certain elements, particularly in coordination with the APSAR WG.

5.4 To ensure alignment, the group submitted its initial outcomes to SWIM/TF/10. The Secretariat, acknowledging the group's progress, presented the necessary Decision and TOR for its continuation.

5.5 In response to a question, the meeting was informed that the primary difference between AIXM versions 5.1 and 5.1.1 was the addition and correction of the GML (Geography Markup Language) structure in version 5.1.1. It was clarified that while data transmission between the two versions remained compatible, certain automated charting functionalities might not perform as expected when using the version 5.1. Although the data itself would be transferred correctly, some system capabilities could be limited or impaired if the improvements introduced in version 5.1.1 were not implemented.

5.6 The meeting agreed on the proposed Decision and the TOR and supported the continuation of the Ad Hoc Group's activities.

Proposal to Develop APAC Common Digital Sub-Datasets (WP/19)

5.7 The Republic of Korea presented a proposal highlighting the need to develop APAC Common Digital Sub-datasets to support the implementation of APAC Common SWIM Aeronautical Information Services. While Annex 15 specifies five mandatory digital datasets, it was noted that sub-datasets aligned with service requirements are essential for effective data exchange in a SWIM environment.

5.8 The meeting was informed that these sub-datasets should be clearly structured, include relevant metadata, and conform to ICAO data standards. A modular approach would allow sub-datasets to support multiple services, improving efficiency and reducing duplication.

5.9 The Republic of Korea expressed its intention to contribute actively to the Ad Hoc Group on APAC Common SWIM Aeronautical Information Services and assist in the development of these sub-datasets.

5.10 It was noted that certain data elements required to support information services may not be fully covered by the existing Annex 15 digital datasets, highlighting the need to identify and address potential data gaps.

5.11 The meeting acknowledged that mapping data elements to specific service requirements involved complex technical considerations. In this regard, Singapore suggested to involve the SWIM Task Force to support the technical alignment and ensure consistency with established data models.

5.12 Emphasis was placed on the importance of achieving regional consensus among APAC States regarding both the necessity and the structural framework of the proposed sub-datasets. This was considered particularly critical given the ongoing challenges faced by many States in transitioning from AIS to a fully digital AIM environment.

5.13 The meeting agreed to task the APAC Common SWIM Aeronautical Information Services Ad Hoc Group with further examining the necessity and potential structure of digital sub-datasets, in coordination with the SWIM Task Force and the Information Management Panel (IMP). While no immediate changes were made to the Ad Hoc Group's Terms of Reference (TOR), the meeting recognized that further study and expert input would be necessary before any revisions could be considered.

Addressing the need for clarification on the requirements related to electronic charts (WP/20)

5.14 Singapore highlighted the need for clarification on electronic chart requirements under the Asia/Pacific Regional Plan for Collaborative AIM, particularly in the context of SWIM-based exchanges. The meeting noted that while electronic charts are mandated under Regional AIM Capability Phase III, the plan lacked detailed guidance on required data elements, formats, update frequency, and data integrity standards.

5.15 The absence of clear specifications was recognized as a challenge for States transitioning from AIS to AIM, potentially resulting in inconsistent chart implementations, data incompatibility, and reduced system interoperability. The meeting acknowledged uncertainties regarding whether SWIM should facilitate the exchange of raw digital datasets, pre-formatted electronic charts, or both.

5.16 To address these issues, the meeting supported the development of standardized data exchange formats aligned with international models such as AIXM, along with consistent protocols for update frequency and data integrity. It was agreed that clearly defined data elements and structured implementation guidance would be essential to ensure a harmonized and reliable approach to electronic chart exchange across the region.

5.17 The meeting acknowledged that similar efforts were ongoing within the ICAO Information Management Panel (IMP), particularly in relation to the future of Annex 4 and the development of provisions for aeronautical charting. Several job cards under the IMP were noted to specifically address electronic charting requirements and associated risks. To avoid duplication and ensure consistency with global developments, the meeting agreed to defer further regional action until the outcomes of the IMP's work are available.

The Evolving Role of the APAC Common SWIM Aeronautical Information Services Ad Hoc Group (Flimsy 2)

5.18 The Secretariat withdrew Flimsy 2, as the proposal related to WP/20 from Singapore was not taken up as a new task for the Ad Hoc Group at this time.

Use of Digital Form for Status and Implementation Progress Report (WP/21)

5.19 ICAO Secretariat informed the Meeting that the current process for collecting and submitting annual Regional AIM Monitoring and Reporting data using Microsoft Excel sheets sent via email by the 28 February deadline posed a significant burden on the ICAO Secretariat for data consolidation. This method was also prone to human errors such as duplicate entries, inconsistent formatting, and data entry mistakes, which could compromise the accuracy of subsequent analyses.

5.20 To streamline data collection, improve accuracy, and reduce the ICAO Secretariat's workload, the use of a digital form on the Microsoft Forms platform was proposed to replace the traditional paper-based or Microsoft Excel sheets submissions.

5.21 In response to a comment, State letters are normally sent to the State POCs and to ensure the timely notification to relevant AIS POCs of Asia/Pacific Administration of the revised format to digital forms, ICAO can send an email notification to all updated AIS personnel contact details in the AIS point of contact.

5.22 The Meeting agreed to the following Draft Conclusion, to be considered by ATM/SG.

Draft Conclusion AAITF/20-2: The Use of Digital Form to Collect Annual Regional AIM Monitoring and Reporting Data

That, the digital form (Microsoft Forms) be used as the primary means to collect annual Regional AIM Monitoring and Reporting data.

Updates to action items 19/2 and 19/4 listed in the AAITF/19 Task List (IP/12)

5.23 Singapore informed the meeting of the progress made on Action Items 19/2 and 19/4 from the AAITF/19 Task List. For Action Item 19/2, Singapore proposed revisions to AIP Section AD 1.2 to standardise the publication of procedures for Runway Condition Reporting and SNOWTAM. This proposal received support at the IMP/WG-A/18 meeting, where it was recognized that revisions were needed to align the AIP structure with current operational practices. The group agreed to proceed with further review and an impact assessment, and it was proposed that the item be marked as completed.

5.24 For Action Item 19/4, Singapore presented a proposal to amend Annex 15 regarding the AIRAC information distribution lead time in relation to online eAIP publication. While the proposal was not accepted in its current form due to potential implications for data users, the working group acknowledged the issue and agreed that further review was necessary. Given the discussions held and the follow-up initiated, it was proposed that this item also be marked as completed.

Agenda Item 6: Any Other Business

Future Direction of AAITF (WP/22)

6.1 The Secretariat presented an overview of the history and progress of the AAITF and raised concerns regarding slow regional progress in AIS/AIM implementation and the resolution of long-standing deficiencies. Despite the Regional AIM Capability Plan calling for Phase I and II implementation by 2019, the meeting noted that progress remained below expectations, with implementation rates improving only marginally from 45% in 2019 to 54% in 2025.

6.2 The meeting reviewed data on persistent deficiencies, including in WGS-84 implementation and AIS Quality Management, and acknowledged the limited impact of AAITF activities in resolving these issues. The Secretariat also noted a relatively low and fluctuating level of State engagement, based on trends in working and information paper submissions.

6.3 In view of these challenges, the Secretariat proposed that AAITF/21 be shortened to three days and paired with a two-day ICAO training course on Aeronautical Information Quality Management. The Secretariat also proposed launching AIM Go-Teams in 2026, subject to budget availability, to provide targeted support through regional collaboration and expert assistance.

6.4 Several States expressed that a four-day meeting duration was necessary. In contrast, IATA indicated that a three-day meeting would be appropriate, taking into account the participation of airline representatives. In response, the Secretariat explained that although more papers had been submitted to AAITF/20 compared to previous meetings, the substantive discussions had effectively taken place within a three-day period.

6.5 It was expressed by some participants that conducting QMS training would contribute to the reduction of APANPIRG deficiencies and was aligned with the ICAO "No Country Left Behind" initiative.

6.6 It was further suggested that, in support of the transition to SWIM, establishing a common understanding among stakeholders was important. Accordingly, a proposal was made to consider organizing a seminar on SWIM.

6.7 The Chair requested for ICAO secretariat to consider the various feedback by the Meeting in addition to ICAO APAC priorities for the planning of the next AAITF meeting.

AIS Points of Contact (WP/23)

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

Malaysia Implements QMS for AIS Compliance (IP/16)

6.9 Malaysia informed the meeting of its successful implementation of a Quality Management System (QMS) for Aeronautical Information Services (AIS), in alignment with ICAO Annex 15 and Doc 10066. The initiative began in 2021 with awareness and training programmes, followed by the development of standardised documentation, including manuals and procedures aligned to ISO 9001:2015. In 2024, a consultant was engaged to conduct a gap analysis and assist with internal auditor training. The certification process was completed in two stages by SIRIM QAS International, culminating in the awarding of ISO 9001:2015 certification in November 2024.

6.10 The QMS implementation enhanced data accuracy, reduced errors in publications such as NOTAMs and AIP amendments, and strengthened regulatory compliance. Challenges, including staff resistance, dual system maintenance, and documentation inconsistencies, were addressed through structured change management, phased integration, and digital documentation platforms. The system positioned AIS Malaysia for future digital transformation through AIXM and SWIM readiness, while internal audits and digital KPIs ensured sustained compliance and continuous improvement.

Importance of Information Sharing in Winter Airport Operations and Future Prospects (IP/13)

6.11 Japan informed the meeting of the importance of timely information sharing in winter airport operations to maintain safety and punctuality under challenging weather conditions. The example of New Chitose Airport was presented, where extensive snow removal operations were conducted more than 150 times annually, often during the daytime. Alternating runway use and coordinated snow clearance involving manual and mechanised methods ensured minimal disruption. In 2018, the airport introduced A-CDM to enhance coordination among stakeholders, providing real-time updates on runway status, weather, and snow removal progress, though with limited accessibility for airside operational personnel.

6.12 Japan further explained that while NOTAMs remain essential for official communication, their technical language posed challenges for non-specialist personnel involved in snow and airfield maintenance. To address this, Japan emphasized the need for digital integration of NOTAMs and A-CDM information, accessible in real time and in user-friendly formats. Enhanced digital tools, including native language support and graphical displays, were proposed to improve situational awareness and operational efficiency during winter conditions.

Notification of Change in Web Address for Accessing Aeronautical Information Products (Flimsy/4)

6.13 The meeting noted that Pakistan presented a notification regarding the change in the official web address for accessing aeronautical information products, following recent institutional reforms separating regulatory and operational functions. The Aeronautical Information Management (AIM) office was transferred from the Pakistan Civil Aviation Authority (PCAA) to the newly established Pakistan Airports Authority (PAA), and the AIM platform was migrated accordingly. The new web address provides access to key information including AIP, NOTAMs, charts, and eTOD data. Stakeholders were advised to update their systems and bookmarks, as the previous domain will no longer be maintained. The transition reflects Pakistan's efforts to modernise and improve aviation service delivery in line with ICAO standards.

5LNC and 5ANNC Seminar

6.14 A 5LNC and 5ANNC seminar was conducted on Wednesday 11 June 2025 and included the following presentations:

a) ICAO 5LNC refresher and Issues by the ICAO secretariat

b) Challenges related to 5LNCs by IFAIMA

c) 5LNC Challenges in Australia

d) Overview of the Republic of Korea's 5LNC Management and Introduction to the 2025 Periodic Review of Significant Points

e) Lessons from Indonesia's Journey Toward ICAO ICARD Resolution Compliance

f) Challenges of 5LNC from a Data Perspective by USA; and

g) 5ANNC utilization and recommendations to ICARD by Japan

6.15 The presentations shared many common points such as difficulties in finding suitable pronounceable 5LNCs, and issues and suggested improvements specific to the ICARD system. The use of 5ANNCs was presented by Australia, Indonesia and Japan which helped to alleviate the challenges of limited 5LNCs. Indonesia also identified challenges in the implementation of 5ANNCS.

6.16 In addition, Australia stressed the importance of independent checks and also presented a case study on the benefits of reduction of the enroute proximity check criteria of 500NM to 300NM. United States provided information for the process of aeronautical data chain and flow of aeronautical data.

6.17 A breakout session was organized during the seminar and offered participants an opportunity to discuss the barriers and solutions to the current issues in smaller groups. The summary of discussions during the breakout sessions are found in Appendix E to the report.

Agenda Item 7: Review of the Task List

Review the AAITF TOR and Task List (WP/24)

7.1 The meeting reviewed the AAITF Terms of Reference (TOR) and a minor change was proposed to amend the reference to the ICAO Doc 10203 – *Manual on the System-Wide Information Management (SWIM) Implementation*, as well as PANS-IM (Doc 10199). Accordingly, the meeting agreed on the following Draft Decision:

Draft Decision AAITF/20-3: Update AAITF Terms of Reference (TOR)

That, the updated AAITF Terms of Reference at **AAITF/20 Meeting Report Appendix D** be adopted.

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

Agenda Item 8: Date and Venue for the Next Meeting

8.1 The next AAITF meeting was tentatively scheduled to be held in Bangkok, Thailand, during the April to June 2026 period.

Closing of the Meeting

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

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List of Participants

	STATE/NAME		TITLE/ORGANIZATION
1.	**AUSTRALIA (2)**		
	1.	Mr. Tim Hurley	Senior Aviation Safety Inspector Civil Aviation Safety Authority **AUSTRALIA**
	2.	Mr. Kenny Lalljee	AIS Quality Assurance, Safety and Service Improvement Manager Airservices Australia **AUSTRALIA**
2.	**BRUNEI DARUSSALAM (2)**		
	3.	Mr. Ruzaini Rosli	Aeronautical Telecommunication Engineer Brunei Department of Civil Aviation Brunei Darussalam **BRUNEI DARUSSALAM**
	4.	Mr. Hafizul Hamid	Head of Air Navigation Services Department of Civil Aviation Brunei Darussalam **BRUNEI DARUSSALAM**
3.	**CHINA (4)**		
	5.	Ms. Zhao Lina	Assistant of Air Traffic Control Division Air Traffic Management Bureau Civil Aviation Administration of China **CHINA**

	STATE/NAME		TITLE/ORGANIZATION
	6.	Mr. Lyu Yingjun	Senior Engineer of AIS Center Air Traffic Management Bureau Civil Aviation Administration of China **CHINA**
	7.	Mr. Zheng Jian	Director of South West Regional Air Traffic Control Division Air Traffic Management Bureau Civil Aviation Administration of China **CHINA**
	8.	Ms. Hu Junwei	Engineer of Xinjiang Regional Air Traffic Control Division Air Traffic Management Bureau Civil Aviation Administration of China **CHINA**
4.	**HONG KONG, CHINA (4)**		
	9.	Ms. Alice KONG	Senior Evaluation Officer Civil Aviation Department, Hong Kong **HONG KONG, CHINA**
	10.	Ms. Natalie KWOK	Evaluation Officer Civil Aviation Department, Hong Kong **HONG KONG, CHINA**
	11.	Ms. Gladys KOON	Electronics Engineer Civil Aviation Department, Hong Kong **HONG KONG, CHINA**

	STATE/NAME		TITLE/ORGANIZATION
	12.	Ms. Angel LAI	Air Traffic Management Standards Officer Civil Aviation Department, Hong Kong **HONG KONG, CHINA**
5.	**MACAO, CHINA (2)**		
	13.	Mr. Edward Ip	Assistant Safety Officer (AIS) Civil Aviation Authority of Macao SAR **MACAO, CHINA**
	14.	Ms. Vai Man Choi	Senior Head of AIC CAM - Macau International Airport Co. Ltd. **MACAO, CHINA**
6.	**FIJI (1)**		
	15.	Ms. Merelesita Watisolo	Aeronautical Information Officer – Publication Fiji Airports Limited **FIJI**
7.	**INDIA (4)**		
	16.	Mr.Yogendra Kumar Rohilla	General Manager (ATM-AIS) Airports Authority of India **INDIA**
	17.	Mr. Sunil Kumar Saharawat	Jt.GM (ATM-AIS) Airports Authority of India **INDIA**

	STATE/NAME		TITLE/ORGANIZATION
	18.	Ms. Simna Tauqeer	AGM (CNS) Airports Authority of India **INDIA**
	19.	Ms. Priya Garg	Manager (CNS) Airports Authority of India **INDIA**
8.	**INDONESIA (3)**		
	20.	Mr. Ulul Azmi	EVP of Air Navigation Information Management AirNav Indonesia **INDONESIA**
	21.	Mr. R. Ahmad Hasyim	VP of AIM Planning and Performance AirNav Indonesia **INDONESIA**
	22.	Mr. Obor Rudiansyah Mandala	Flight Procedure Designer AirNav Indonesia **INDONESIA**
9.	**JAPAN (27)**		
	23.	Mr. Yohei Itoh	Chief of the Section, Flight Procedures and Airspace Program Office Japan Civil Aviation Bureau **JAPAN**

	STATE/NAME		TITLE/ORGANIZATION
	24.	Ms. Hazuki Matsumoto	Officer, Flight Procedures and Airspace Program Office Japan Civil Aviation Bureau **JAPAN**
	25.	Ms. Michiko Aoyama	Special Assistant to the Director, Operations and Flight Inspection Division Japan Civil Aviation Bureau **JAPAN**
	26.	Mr. Katsutoshi Saika	Chief of the Section, Operations and Flight Inspection Division Japan Civil Aviation Bureau **JAPAN**
	27.	Ms. Takako Sakamoto	Deputy Chief Aeronautical Information Officer, AIS center Japan Civil Aviation Bureau **JAPAN**
	28.	Mr. Yasushi Iwasawa	Aeronautical Information Officer, AIS center Japan Civil Aviation Bureau **JAPAN**
	29.	Ms. Nao Hirata	Aeronautical Information Officer, AIS center Japan Civil Aviation Bureau **JAPAN**

	STATE/NAME		TITLE/ORGANIZATION
	30.	Ms. Ayumi Takei	Chief of the Section, Aeronautical Operation and Information Division East Japan Civil Aviation Bureau **JAPAN**
	31.	Mr. Kotaro Oshiro	Officer, Aeronautical Operation and Information Division East Japan Civil Aviation Bureau **JAPAN**
	32.	Mr. Tomoya Miyoshi	Director-General, ATS Department, New Chitose Airport Office, East Regional Civil Aviation Bureau **JAPAN**
	33.	Mr. Kouichi Haniu	Deputy Chief ATS Flight Information Officer, New Chitose Airport Office, East Regional Civil Aviation Bureau **JAPAN**
	34.	Ms. Kana Sanada	Deputy Chief ATS Flight Information Officer, New Chitose Airport Office, East Regional Civil Aviation Bureau **JAPAN**
	35.	Mr. Tomoya Adachi	ATS Flight Information Officer, New Chitose Airport Office, East Regional Civil Aviation Bureau **JAPAN**

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	36.	Ms. Aki Kumada	ATS Flight Information Officer, New Chitose Airport Office, East Regional Civil Aviation Bureau **JAPAN**
	37.	Mr. Soya Nakata	ATS Flight Information Officer, New Chitose Airport Office, East Regional Civil Aviation Bureau **JAPAN**
	38.	Ms. Licca Takano	ATS Flight Information Officer, New Chitose Airport Office, East Regional Civil Aviation Bureau **JAPAN**
	39.	Mr. Ryotaro Maeda	ATS Flight Information Officer, New Chitose Airport Office, East Regional Civil Aviation Bureau **JAPAN**
	40.	Ms. Kanna Yonemoto	ATS Flight Information Officer, New Chitose Airport Office, East Regional Civil Aviation Bureau **JAPAN**
	41.	Mr. Tanaka Yosuke	ATS Flight Information Officer, New Chitose Airport Office, East Regional Civil Aviation Bureau **JAPAN**
	42.	Mr. Kuon Hodotsuka	ATS Flight Information Officer, New Chitose Airport Office, East Regional Civil Aviation Bureau **JAPAN**

	STATE/NAME		TITLE/ORGANIZATION
	43.	Ms.Serina Yamakage	ATS Flight Information Officer, New Chitose Airport Office, East Regional Civil Aviation Bureau **JAPAN**
	44.	Mr. Osamu Takeda	Deputy Maneager Hokkaido Aiports **JAPAN**
	45.	Mr. Akihiro Sato	Assistant Manager Hokkaido Airports **JAPAN**
	46.	Mr. Mitsuhiko Kuroda	Assistant General Manager Hokkaido Airports **JAPAN**
	47.	Mr. Noriyoshi Furuoka	Manager Hokkaido Airports **JAPAN**
	48.	Ms. Ami Tamachi	Deputy Chief Hokkaido Airports **JAPAN**
	49.	Mr. Takahiro Satou	Captain Hokkaido Airports **JAPAN**

	STATE/NAME		TITLE/ORGANIZATION
10.	**MALAYSIA (3)**		
	50.	Mr. Raja Amsyar Hillman Bin Raja Badrul Hisham	Deputy Director Air Navigation Services and Aerodrome Division Civil Aviation Authority of Malaysia **MALAYSIA**
	51.	Mr. Mohd Rahimi Bin Jamaludin	Principal Assistant Director Air Navigation Services Operations Division Civil Aviation Authority of Malaysia **MALAYSIA**
	52.	Mr. Hafizuddin Bin Mohamed	Senior Assistant Director Air Navigation Services and Aerodrome Division Civil Aviation Authority of Malaysia **MALAYSIA**
11.	**MONGOLIA (2)**		
	53.	Mr. Erdenebaatar Davaasuren	Senior Specialist - AIS National Civil Aviation Center SOLLC **MONGOLIA**
	54.	Ms. Yanjindolgor Urtnasan	Safety Oversight Inspector for Aeronautical Charts Civil Aviation Authority of Mongolia **MONGOLIA**
12.	**PAKISTAN (3)**		
	55.	Mr. Khalid Bin Yousuf	Deputy Director (AAR) Pakistan Civil Aviation Authority **PAKISTAN**

	STATE/NAME		TITLE/ORGANIZATION
	56.	Mr. Bilal Ahmed	Additional Director Ops (AIM) Pakistan Airports Authority **PAKISTAN**
	57.	Mr. Asif Khan	Joint Director Ops (AIM) Pakistan Airports Authority **PAKISTAN**
13.	**PHILIPPINES (4)**		
	58.	Mr. George Don M. Narvaez	Air Traffic Management Officer V Aeronautical Information Service Department Civil Aviation Authority of the Philippines **PHILIPPINES**
	59.	Ms. Janice Palaganas	Air Traffic Management Officer IV Aeronautical Information Service Department Civil Aviation Authority of the Philippines **PHILIPPINES**
	60.	Mr. Nickson M. Morada	Division Chief AANSOO Civil Aviation Authority of the Philippines **PHILIPPINES**
	61.	Ms. Lea Bordon	Aviation Services Safety Inspector II AANSOO Civil Aviation Authority of the Philippines **PHILIPPINES**

	STATE/NAME		TITLE/ORGANIZATION
14.	**REPUBLIC OF KOREA (6)**		
	62.	Mr. Byungpyo Kim	Director Ministry of Land, Infrastructure and Transportation of the Republic of Korea (MOLIT) **REPUBLIC OF KOREA**
	63.	Ms. Jisoo Ham	Assistant Director Air Traffic Management Office (ATMO) **REPUBLIC OF KOREA**
	64.	Ms. Hyojin Park	AIS Manager Air Traffic Management Office **REPUBLIC OF KOREA**
	65.	Ms. Jimin Lee	Assistant Director Korea Airports Corporation (KAC) **REPUBLIC OF KOREA**
	66.	Mr. Seongbo Lee	Assistant Director Incheon International Airport Corporation (IIAC) **REPUBLIC OF KOREA**
	67.	Ms. Juhyeon Kim	Assistant Director Korea Institute of Aviation Safety Technology (KIAST) **REPUBLIC OF KOREA**

	STATE/NAME		TITLE/ORGANIZATION
15.	**SINGAPORE (7)**		
	68.	Mr. Vevaganandam Ravichandran	AIS Officer Civil Aviation Authority of Singapore **SINGAPORE**
	69.	Mr. Joel Ng	Senior Chief (OT) Civil Aviation Authority of Singapore **SINGAPORE**
	70.	Mr. Firdaus Roslee	Assistant Manager, Aeronautical Information Services (AIS) Civil Aviation Authority of Singapore **SINGAPORE**
	71.	Mr. Jack Toh	Engineer Civil Aviation Authority of Singapore **SINGAPORE**
	72.	Ms. Monica Pang	Deputy Chief Air Traffic Support Officer (Operations) Civil Aviation Authority of Singapore **SINGAPORE**
	73.	Mr. Jimit Singh	Head (Flight Procedure Design Office) Civil Aviation Authority of Singapore **SINGAPORE**
	74.	Ms. Guijin Zheng	Principal Engineer Civil Aviation Authority of Singapore **SINGAPORE**

	STATE/NAME		TITLE/ORGANIZATION
16.	**SRI LANKA (2)**		
	75.	Ms. S A N Sarojanie	Senior Civil Aviation Inspector (AIS) Civil Aviation Authority of Sri Lanka **SRI LANKA**
	76.	Ms. Nishani Cooray	Head of the AIM Unit Airport & Aviation Services Sri Lanka (PVT) Ltd **SRI LANKA**
17.	**THAILAND (7)**		
	77.	Mrs. Parichat Thongkleang	Head of Aeronautical Information Management System Division 10 The Civil Aviation Authority of Thailand **THAILAND**
	78.	Mr. Akkarin Insuwan	Head of Aeronautical Information Division 10 The Civil Aviation Authority of Thailand **THAILAND**
	79.	Mr. Bunpot Kujaphun	Director, Aeronautical Information and Flight Data Management Center Aeronautical Radio of Thailand Limited **THAILAND**
	80.	Mrs. Jittima Asawachaiporn	Aeronautical Information Manager Aeronautical Radio of Thailand Limited **THAILAND**

	STATE/NAME		TITLE/ORGANIZATION
	81.	Ms.Kunthinee Karunratanakul	Strategic Planning Assistant Manager Aeronautical Radio of Thailand Limited **THAILAND**
	82.	Mr. Tanthawat Khemavast	Senior Air Traffic Systems Engineer Aeronautical Radio of Thailand Limited **THAILAND**
	83.	Mr. Passakorn Ketvan	Air Traffic Systems Engineer Aeronautical Radio of Thailand Limited **THAILAND**
18.	**UNITED STATES (2)**		
	84.	Ms. Jodi Brainard	Aeronautical Office Representative National Geospatial-Intelligence Agency **UNITED STATES**
	85.	Mr. Mathew Bourvic	Aeronautical Int'l Representative National Geospatial-Intelligence Agency **UNITED STATES**
19.	**VIET NAM (4)**		
	86.	Ms. Ngo Thi Thuy Van	Deputy Director of VietNam Aeronautical Information Center Vietnam Air Traffic Management Corporation **VIET NAM**

	STATE/NAME		TITLE/ORGANIZATION
	87.	Mrs. To Thu Trang	Manager of AIS Operation Vietnam Air Traffic Management Corporation **VIET NAM**
	88.	Ms. Huong Bui Thi Mai	Manager of International NOTAM Office Vietnam Air Traffic Management Corporation **VIET NAM**
	89.	Mrs. Nguyen Thi Hang	Official of Department of Air Traffic Services Vietnam Air Traffic Management Corporation **VIET NAM**
20.	**IATA (9)**		
	90.	Mr. John Moore	Assistant Director – Flight and Technical Operations (FTOPS) Operations, Safety & Security (OSS) Asia-Pacific IATA **SINGAPORE**
	91.	Mr. George Chan	Regulatory Affairs Manager – Operations and Industry IATA **HONG KONG CHINA**
	92.	Mr. Yefeng Qu	Director of NOTAM office IATA/China Southern Airlines **CHINA**

	STATE/NAME		TITLE/ORGANIZATION
	93.	Mr. Mingming Xu	Vice President of SOC IATA/China Southern Airlines **CHINA**
	94.	Mr. Zurhelmi Bin Zohreen	Senior Executive, Route and Overflight IATA/Singapore Airlines **SINGAPORE**
	95.	Mr. Shun Matsuo	Individual Contributor IATA/Japan Airlines **JAPAN**
	96.	Mr. Taichi Sugiyama	Dispatcher IATA/Japan Airlines **JAPAN**
	97.	Mr. Takeki Yanai	Route Planning Manager IATA/Japan Airlines **JAPAN**
	98.	Mr. Makoto Fujino	Flight Operation Division Flight Operation Route Planning Group IATA/Japan Airlines **JAPAN**
21.	**IFAIMA (1)**		
	99.	Mr. Erdenebaatar Davaasuren	APAC Regional Director IFAIMA **MONGOLIA**

	STATE/NAME		TITLE/ORGANIZATION
22.	**ICAO (3)**		
	100.	Mr. Hiroyuki Takata	Regional Officer, ATM ICAO Asia and Pacific Regional Office **THAILAND**
	101.	Mr. Weng Kit Ying	Air Traffic Management Officer ICAO Asia and Pacific Regional Office **THAILAND**
	102.	Dr. Trish Prakayphet Chalayonnawin (Online)	Programme Analysis Associate, Air Traffic Management ICAO Asia and Pacific Regional Office **THAILAND**

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

WORKING PAPERS

NUMBER	AGENDA	WORKING PAPERS	PRESENTED BY
WP/1	1	Provisional Agenda	Chair
WP/2	2	Related Meetings Outcomes	Secretariat
WP/3	2	Outcomes of the APAC Common SWIM Aeronautical Information Services Ad Hoc Group	Secretariat
WP/4	3	Asia/Pacific AIS/AIM Air Navigation Deficiencies	Secretariat
WP/5	4	Regional Implementation Status of AIM Performance Expectations	Secretariat
WP/6	4	NOTAM Proliferation Analysis	IFAIMA and ICAO Secretariat
WP/7	4	Airline Feedback on NOTAMs	IATA
WP/8	4	Timely notification of obstacle NOTAM	Japan
WP/9	4	Timely sharing of NOTAMs during contingency situations	Secretariat
WP/10	4	Knowledge development for originators	Japan
WP/11	4	Airline Feedback on AIS	IATA
WP/12	4	Fiji AIS Adoption of Static Data Operator Responsibilities	Fiji
WP/13	4	Update to action item 12/1 listed in the ATM/SG/12 Task List	Secretariat
WP/14	4	Asia/Pacific Region ICARD Status and 5LNC Duplicate Resolution	Secretariat
WP/15	4	5ANNC utilization and recommendations to ICARD	Japan
WP/16	4	Update on Five Letter Name Code (5LNC) Duplications Status for Fiji	Fiji
WP/17	4	Increasing Available 5LNCs in the APAC Region	Australia
WP/18	4	USOAP Update – Aeronautical Information Service and Aeronautical Chart	Secretariat
WP/19	5	Proposal to Develop APAC Common Digital Sub-Datasets	Republic of Korea
WP/20	5	Addressing the need for clarification on the requirements related to electronic charts	Singapore
WP/21	5	Use of Digital Form for Status and Implementation Progress Report	Secretariat
WP/22	6	Future Direction of AAITF	Secretariat
WP/23	6	AIS Points of Contact	Secretariat
WP/24	7	Review of the AAITF Terms of Reference and Task List	Secretariat

INFORMATION PAPERS

NUMBER	AGENDA	INFORMATION PAPERS	PRESENTED BY
IP/1	-	List of Working Papers (WPs) and Information Papers (IPs) Secretariat	Secretariat
IP/2	4	NADI NOF Contingency Plan	Fiji
IP/3	4	Update on NOTAM Promulgation Services by NADI International NOTAM Office for Some Pacific Island States NOTAM Promulgation	Fiji
IP/4	4	SWIM information service in Japan (SP/9)	Japan
IP/5	4	Introduction to the Production and Quality Management Work of Aeronautical Charts in China	China
IP/6	4	Quality Management of Aeronautical Information Data in China	China
IP/7	4	Process for the Coordination of Validation and Cancellation of Five-Letter Name Codes (5LNC) in Flight procedure and ATS Route Design	Viet Nam
IP/8	4	Doc 7383 and EUR Doc041	Secretariat
IP/9	4	Amendment 44 to Annex 15	Secretariat
IP/10	4	AIS Personnel Competency Assessment and Certification	Indonesia
IP/11	4	AIS to AIM Update	Philippines
IP/12	5	Updates to action items 19/2 and 19/4 listed in the AAITF/19 Task List	Singapore
IP/13	6	Importance of Information Sharing in Winter Airport Operations and Future Prospects (SP/10)	Japan
IP/14	4	An Indigenously Developed AIM Platform for the Global Aviation Industry	India
IP/15	4	Upgrading Malaysian Aeronautical Information Management System	Malaysia
IP/16	6	Malaysia Implements QMS for AIS Compliance	Malaysia

FLIMSIES

NUMBER	AGENDA	FLIMSIES	PRESENTED BY
Flimsy 1	4	Establishment of the APAC 5LNC Ad Hoc Group	Secretariat
Flimsy 2	5	*withdrawn*	-
Flimsy 3	4	NOTAM Proliferation	Philippines
Flimsy 4	6	Notification of Change in Web Address for Accessing Aeronautical Information Products	Pakistan

PRESENTATIONS

NUMBER	AGENDA	PRESENTATIONS	PRESENTED BY
SP/1	4	Replacing the NOTAM Concept	United States
SP/9	4	SWIM Information Service in JAPAN (IP/4)	Japan
SP/10	6	Importance of Information Sharing in Winter Airport Operations and Future Prospects (IP/13)	Japan
		5LNC AND 5ANNC SEMINAR PRESENTATIONS	
SP/2	-	5LNC Refresher and Issues	ICAO
SP/3	-	Challenges related to 5LNCs	IFAIMA
SP/4	-	5LNC Challenges in Australia	Australia
SP/5	-	Overview of the Republic of Korea's 5LNC Management and Introduction to the 2025 Periodic Review of Significant Points	Republic of Korea
SP/6	-	Lessons from Indonesia's Journey Toward ICAO ICARD Resolution Compliance	Indonesia
SP/7	-	Challenges of 5LNC from a Data Perspective	United States
SP/8	-	5ANNC utilization and recommendations to ICARD	Japan

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ATM and Airspace Safety Deficiencies List (Updated 01 November 2024)

	Deficiencies			**Corrective Action**		
States/facilities	**Description**	**Date first reported**	**Remarks**	**Executing body**	**Target date**	**Priority ****
	<u>WGS-84</u> Requirements of Paragraph 1.2.1 of Annex 15					
Afghanistan	WGS-84 - Not implemented	24/6/2014		Afghanistan	TBD	A
Brunei Darussalam	WGS-84 - Not implemented	24/6/2014		Brunei Darussalam	~~TBD~~ 31/12/2025	A
Marshall Islands	WGS-84 - Not implemented	24/6/2014		Marshall Islands	TBD	A
Micronesia	WGS-84 - Not implemented	24/6/2014		Micronesia	TBD	A
Nauru	WGS-84 - Not implemented		Conferring with consultant	Nauru	TBD	A
Palau	WGS-84 - Not implemented	24/6/2014		Palau	TBD	A
Samoa	WGS-84 - Not implemented	24/6/2014		Samoa	TBD	A
Vanuatu	WGS-84 – Not implemented	2/7/1999	Implemented at main airports	Vanuatu	1999	A
	<u>AIP Format</u> Requirements of Chapter 5 of Annex 15					
Kiribati	AIP Format - Not implemented	7/7/99	ATM/AIS/SAR/SG/18 (June 2009) was advised AIP in draft stage	Kiribati		A
~~Nauru~~	~~AIP Format - Not implemented~~	~~7/7/99~~	~~ATM/AIS/SAR/SG/18 (June 2008) was advised work soon to start~~	~~Nauru~~		~~A~~
	<u>AIS Quality Management System</u> Requirements of Paragraph 3.6.1 of Annex 15 Quality Management System - Not implemented					
Afghanistan	AIS Quality Management System - Not implemented	24/6/2014		Afghanistan	TBD	A

	Deficiencies			Corrective Action		
States/facilities	**Description**	**Date first reported**	**Remarks**	**Executing body**	**Target date**	**Priority ****
Bangladesh	AIS Quality Management System - Not implemented	24/6/2014		Bangladesh	TBD	A
Bhutan	AIS Quality Management System - Not implemented	24/6/2014		Bhutan	TBD	A
Brunei Darussalam	AIS Quality Management System - Not implemented	24/6/2014		Brunei Darussalam	~~TBD~~ 31/03/2026	A
Cambodia	AIS Quality Management System - Not implemented	24/6/2014		Cambodia	TBD	A
Kiribati	AIS Quality Management System - Not implemented	24/6/2014		Kiribati	TBD	A
Lao PDR	AIS Quality Management System - Not implemented	24/6/2014		Lao PDR	TBD	A
Maldives	AIS Quality Management System - Not implemented	24/6/2014		Maldives	~~TBD~~ 30/09/2024	A
Marshall Islands	AIS Quality Management System - Not implemented	24/6/2014		Maldives	TBD	A
Micronesia	AIS Quality Management System - Not implemented	24/6/2014		Micronesia	TBD	A
Myanmar	AIS Quality Management System - Not implemented	9/6/2016		Myanmar	~~TBD~~ 31/12/2025	A
Nauru	AIS Quality Management System - Not implemented	24/6/2014		Nauru	TBD	A
Nepal	AIS Quality Management System - Not implemented	24/6/2014		Nepal	TBD	A
Palau	AIS Quality Management System - Not implemented	24/6/2014		Palau	TBD	A

	Deficiencies			Corrective Action		
States/facilities	**Description**	**Date first reported**	**Remarks**	**Executing body**	**Target date**	**Priority ****
~~Philippines~~	~~AIS Quality Management System - Not implemented~~	~~24/6/2014~~		~~Philippines~~	~~TBD~~	~~A~~
Samoa	AIS Quality Management System - Not implemented	24/6/2014		Samoa	TBD	A
Solomon Islands	AIS Quality Management System - Not implemented	24/6/2014		Solomon Islands	TBD	A
~~Sri Lanka~~	~~AIS Quality Management System - Not implemented~~	~~9/6/2016~~		~~Sri Lanka~~	~~TBD~~	~~A~~
Timor-Leste	AIS Quality Management System - Not implemented	24/6/2014		Timor-Leste	TBD	A
Vanuatu	AIS Quality Management System - Not implemented	24/6/2014		Vanuatu	TBD	A
	Aeronautical Data Area of Responsibility - requirements of Paragraph 2.1.2 of Annex 2 to ensure that the provision of aeronautical data and aeronautical information covers its own territory and those areas over the high seas for which it is responsible for the provision of ATS					
Bangladesh	Aeronautical Data Promulgation Within the State's Area of Responsibility - Not implemented	29/03/2019 SAIOACG/9		Bangladesh	TBD	A

** Note: In accordance with the *APANPIRG Handbook - Asia/Pacific Supplement to the Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies*, priority for Air Navigation Deficiencies is guided by the principle that a deficiency with respect to an ICAO Standard is accorded a "U" status, while a non-compliance with a Recommended Practice or a PANS is considered as "A" or "B" subject to additional expert evaluation. The final prioritization of deficiencies is the prerogative of APANPIRG.

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

The objectives of the Task Force are to:

a) study means of aeronautical information management by civil aviation authorities and/or service providers in other regions including globally interoperable aeronautical data, aeronautical information exchange models and digital data sets, and promote the implementation of harmonized and interoperable methods/models in the Asia/Pacific Region;

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

c) assist States to develop competency-based training and conduct workshops on the Asia/Pacific Regional Plan for Collaborative AIM;

d) review and update the Regional Plan for Collaborative AIM taking into account amendments to ICAO SARPs, procedures and guidance material;

e) monitor and review technical and operating developments in the AIS field especially in the area of automation and the exchange of digital data sets of aeronautical information in a SWIM environment; and

f) monitor the transition from AIS to AIM, and in particular monitor developments in Annexes 4 & 15, PANS-AIM (Doc 10066), PANS-Information Management (PANS-IM, Doc 10199 ~~when available~~) and related ICAO guidance documents.

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

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

2. amendments to Annex 4, Annex 15, PANS-AIM, PANS-IM, ~~(when available)~~ the AIS Manual (Doc 8126), the Manual on the Quality Management System for AIS (Doc 9839), the Manual on AIS Training (Doc 9991), the Manual on System-Wide Information Management (SWIM) Implementation (Doc 10203 ~~when available~~) and the Aeronautical Chart Manual (Doc 8697);

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

4. implementation of the regional priorities and the performance objectives of the Asia/Pacific Seamless ANS Plan and the Regional Plan for Collaborative AIM.

The Task Force will maintain close coordination with other relevant bodies such as the System-Wide Information Management Task Force (SWIM TF).

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

(Adopted by the 14th Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/14), 2003, and most recently amended by APANPIRG/~~34~~36, ~~2023~~2025)

5LNC and 5ANNC Seminar Summary of Discussions during the breakout sessions

Group 1 Topic: Lack of functionality in ICARD

- **Barriers:**
  - Age and simple functions of the tool
  - ICAO resource limitations for improvements and reliance on head office
  - Limited documented reference material regarding tool functionality and programming back-end details
  - Lack of single ICAO complete database of all waypoints (supplemented by commercial providers).
- **Solutions:**
  - States enhancing pre-checks before ICARD submission using other more modern tools and processes.
  - Enhancing tool functionality:
    - Automated approvals for simple assessments.
    - Checks on unregistered 5LNCs.
    - Ability for users to create own custom 5LNCs within the tool.
    - Enhanced algorithms, e.g. AI / LLM based.

Group 2 Topic: 5LNC Duplicate Replacement

- **Barriers:**
  - Lack of initiative from the ANSPs to review whether all 5LNCs published in their respective AIPs are registered in ICARD or not and if not then initiate the required corrective actions. Registration of all 5LNCs in ICARD will ensure elimination of duplicates.
  - 5LNCs kept reserved by some States indefinitely reducing the availability or choice of 5LNCs to the needy registering user.
- **Solutions:**
  - States should be urged to adopt two approaches,
    - One for the review and corrective actions for the internal 5LNCs (within the State's FIR); and
    - Second, for the 5LNC on International FIR boundaries requiring inter-state coordination.
  - Plan One should aim to reduce the duplicates by at least one 5LNC in every/alternate AIRAC cycle.
  - There should be a defined time limit for the reservation of the 5LNCs by a State. If within the given timeframe, it is not utilized by the reserving State by publishing in AIP, then the reserved 5LNC should be released by ICARD for the use by other States.
  - Since AIS Officer is better equipped to check the duplicity of 5LNCs from AIP, it may be good approach for the State to include AIS representative as the authorized user beside Airspace Manager and Procedure Designer.

Group 3 - Ensure that certain Homophonous 5LNC can be used safely

- **Barriers:**
  - Waypoint should sound different.
  - If possible, waypoints should look different.
  - ICARD only checks written format, not pronunciation
  - The region is running out proper 5LNC names
- **Solutions:**
  - Phonetic suggestions: submit evidence to Regional Office to support the different pronunciation, for manual approval
  - Spell out the 5LNC
  - Changing the order of the alphabets, and recheck on ICARD
  - Grouping 5LNC with similar pronunciation
    - Change one of the alphabets
    - Allow the use but within acceptable proximity range (e.g. 200NM-500NM) or different phases of flight
    - Inform RO if there are many 5LNC with similar pronunciation
  - When selecting 5LNC, skip around 20 waypoints to increase the possibility of different pronunciation
  - Increase pilot and ATC training on the use of homophonous waypoints with AIC

Group 4 Topic: Use of 5ANNC in IFP

- **Barriers:**
  - Segment sequences of 5ANNC to 5LNC
  - Differences between software, AIM processes vs IAP design and difference between two ANSPs
  - Temporary nature of the system limitation of 5ANNC vs 5LNC
  - Mispronunciation of 5LNC vs 5ANNC
- **Solutions:**
  - Less duplication based on distance ex. eliminating same waypoint within 500 NM
  - Better system and more system automation
  - Cross border based computer communication (Computer datalink, CPDLC)
  - More industry involvement

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AAITF TASK LIST

(Last updated 12 June 2025)

	ACTION ITEM	TIME FRAME	RESPONSIBLE PARTY	Status	REMARKS
10.	Update AIS – AIM implementation status	Ongoing	All States/Secretariat	Open	
14.	Ensure States have minimum 2 registered ICARD_5LNC_PLANNERS	Ongoing	All States	Open	
11/5	Check status of close proximity duplicated 5LNC within 1000NM	Ongoing	APAC Administrations/ Secretariat	Open	AAITF/11 WP/8 Updated AAITF/15
11/8	Report on the outcome of the AIM Working Group of the Information Management Panel (IMP/WG-A), including the operational concept of the future NOTAM replacement system and coordinate APAC regional input to its deliberations.	Ongoing	Secretariat and IMP/ WG-A Members	Open	Updated AAITF/16 AIM Steering Group was dissolved and tasks assigned to IMP/WG-A Updated AAITF/18 Report 6.20
11/9	Review amendments to Annexes 4 and 15, new PANS/-AIM and new or amended guidance material, and report to AAITF.	Ongoing	States/Secretariat	Open	
12/3	Update AIS Points of Contact details, ensure AIS focal points in the ATM POC List have up-to-date contact details and are reachable outside official hours.	Ongoing	States	Open	AAITF/20 report 4.34

	ACTION ITEM	TIME FRAME	RESPONSIBLE PARTY	Status	REMARKS
13/4	Periodic sampling of NOTAM to examine the proliferation of PERM and long-term temporary NOTAMs	Ongoing	IFAIMA, Secretariat	Open	AAITF/13 6.7 Updated AAITF/16
14/2	Engage with Pacific Island States on NOTAM management and inclusion of checklists of AIP SUP in NOTAM checklists.	Ongoing	Secretariat/Fiji	Open	AAITF/14 – Fiji provides a NOTAM promulgation service for Pacific Island States. Address Management of PERM NOTAM and any other noted issues. Updated AAITF/16 IP/8 Updated AAITF/18 Report 4.50 Updated AAITF/19 Report 4.52
14/4	Register ATS routes in ICARD	~~Open~~ Ongoing	All APAC Administrations Secretariat	Open	~~Subject to State Letter notification.~~ Updated AAITF/16 Notify Secretariat of ATS route designator requirements Updated AAITF/18 (remove ref. to State Letter)

	ACTION ITEM	TIME FRAME	RESPONSIBLE PARTY	Status	REMARKS
18/1	Ensure status of aerodrome certification for all international aerodromes is correctly listed and updated in AIP AD 1.5, and in accordance with *APAC Regional Guidance on AIP – AD 1.5*	Ongoing	All Administrations	Open	AAITF/18 report 2.2 AAITF/19 report 4.82
18/2	Provide Corrective Action Plans and Target Dates for rectification of AIS/AIM-related APANPIRG ATM and Airspace Safety Deficiencies	~~31 October 2023~~ ~~ATM/SG/12~~ ATM/SG/13	All Administrations having AIS-AIM-related deficiencies recorded	Open	AAITF/18 report 3.9
18/4	Consider development of a template for NOTAM service disruption contingency arrangements/agreements with another AIS or NOF	~~AAITF/19~~ AAITF/20	Secretariat~~/??~~	~~Open~~ Closed	AAITF/18 report 5.10
18/5	Participate in and coordinate closely with SWIM TF and other relevant ICAO regional groups	Ongoing	AAITF Participants/Secretariat	Open	AAITF/18 report 6.23
19/1	Discuss global numbers of 5LNC issues with HQ and other Regional Offices	~~AAITF/20~~ AAITF/21	Secretariat	Open	AAITF/19 report 4.31
19/2	Consult with IMP WG-A on AD1.2 section of AIP	IMP/WG-A/18 (23 Nov 2024)	Singapore, IFAIMA	~~Open~~ Completed	AAITF/19 report 5.8
19/3	Coordinate with IMP WG-A IFAIMA representative on AIP subsection numbering	IMP/WG-A/18 (23 Nov 2024)	Mongolia	~~Open~~ Completed	AAITF/19 report 5.14

	ACTION ITEM	TIME FRAME	RESPONSIBLE PARTY	Status	REMARKS
19/4	Consult with IMP WG-A on Annex 15 amendment regarding AIRAC information publication and distribution lead time for eAIP	IMP/WG-A/18 (23 Nov 2024)	Singapore, Chair of AAITF	~~Open~~ Completed	AAITF/19 report 5.19
19/5	Consult with other Regional Offices and HQ on EUR Doc 041	AAITF/20	Secretariat	~~Open~~ Completed	AAITF/19 report 5.24
19/6	Provide update for APAC ANP Vol II Table AIM II-1 and II-2	~~30 August 2024~~ ATM/SG/13	All Administrations not yet reported	Open	AAITF/19 report 5.29
19/7	Provide POC of the APAC Common SWIM Aeronautical Information Services Ad Hoc group	30 June 2024	Australia, Hong Kong China, Indonesia, Japan, Singapore, Thailand, USA, IATA, IFAIMA	~~Open~~ Completed	AAITF/19 report 6.10
19/8	Consult with HQ on Doc 7383 updates	AAITF/20	Secretariat	~~Open~~ Completed	AAITF/19 report 5.30
20/1	Consult SWIM Task Force and review the relevant documents for the benefits of SWIM implementation	AAITF/21	Secretariat	Open	AAITF/20 report 4.9
20/2	~~Ensure AIS focal points in the ATM POC List have up-to-date contact details and are reachable outside official hours.~~	~~ATM/SG/13~~	~~All States/Administrations~~	~~Open~~	~~AAITF/20 report 4.34~~
20/3	Examine the necessity and potential structure of digital sub-data sets	AAITF/21	APAC Common SWIM AIS Ad Hoc Group	Open	AAITF/20 report 5.13

	ACTION ITEM	TIME FRAME	RESPONSIBLE PARTY	Status	REMARKS
20/4	Consider meeting feedback, including QMS training and the SWIM seminar, along with regional priorities when planning the next AAITF meeting	AAITF/21	Secretariat	Open	AAITF/20 report 6.7
20/5	Coordinate with ICAO APAC with their plan to use the appropriate 5LNC block codes	31 December 2025	All States/Administrations with block codes	Open	AAITF/20 report 4.xx
20/6	Share the APAC discussion with the IMP on the appropriate AIP section for GNSS interference reporting and seek broader consultation	ATM/SG/13	Secretariat	Open	AAITF/20 report 4.68
20/7	To consider a defined time limit for the reservation of the 5LNCs by State from the block code	31 December 2025	Secretariat	Open	5LNC and 5ANNC seminar
20/8	Provide a 2 to 3 year Plan to reduce the duplicates by at least one 5LNC in every/alternate AIRAC cycle, and present at the next AAITF meeting	AAITF/21	All States/Administrations	Open	5LNC and 5ANNC seminar

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