International Civil Aviation Organization

Twentieth Meeting of the ICAO Aeronautical Information Services − Aeronautical Information Management Implementation Task Force (AAITF/20)

Chitose, Japan, 9 – 13 June 2025

Agenda Item 2: Review Outcomes of Related Meetings

RELATED MEETINGS OUTCOMES

(Presented by the Secretariat)

SUMMARY

This paper presents a summary of the outcomes of meetings relevant to the work of AAITF.

1.   INTRODUCTION

1.1   The ICAO Fourteenth Air Navigation Conference (AN-CONF/14) was held in Montreal, Canada, from 26 August to 6 September 2024.

1.2   The Twelfth Meeting of the Air Traffic Management Sub-Group of APANPIRG (ATM/SG/12) was held in Bangkok, Thailand, from 23 to 27 September 2024.

1.3   The Thirty-Fifth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/35) was held in Bangkok, Thailand, from 25 to 27 November 2024.

2.   DISCUSSION

AN-CONF/14

2.1   The AN-Conf/14 was held from 26 August to 6 September 2024 in Montreal, Canada. The conference, themed "Performance Improvement Driving Sustainability", aimed to build global consensus on performance initiatives addressing environmental challenges and technological change. Senior officials from ICAO Member States, along with invited observers, participated in plenary discussions, supported by information sessions. The conference produced high-level technical recommendations for the ICAO Council and the 42nd Assembly. It served as a bridge between the 41st and 42nd Sessions, helping to reprioritise ICAO's work and align efforts with the long-term goal of net-zero carbon emissions by 2050, while enhancing global aviation safety, efficiency, and resilience.

2.2   Discussions relevant to AIS/AIM focused on the transition to FF-ICE and the integration of TBO, supported by key enablers such as SWIM. The Committee proposed 2034 as the global target date for phasing out FPL2012, with ICAO tasked with amending the relevant provisions and supporting implementation. Additional attention was given to AIS responsibilities in space transport operations, particularly in relation to the timely dissemination of NOTAMs and the provision of airspace status updates. These developments were seen as supporting global AIM modernisation and aligning with ICAO's long-term goals for a performance-based, interoperable, and sustainable air navigation system.

2.3   The following items highlight content from the report specifically relevant to Aeronautical Information Services (AIS) and Aeronautical Information Management (AIM):

1. Trajectory-Based Operations (TBO) and SWIM/FF-ICE Integration

The Committee emphasised that the effective implementation of TBO should be supported by key enablers, notably:

- System-Wide Information Management (SWIM)
- Flight and Flow – Information for a Collaborative Environment (FF-ICE)

2. Transition from FPL2012 to FF-ICE

Significant discussion took place on the transition from FPL2012 to FF-ICE, with broad support for setting 2034 as the global target date for the cessation of FPL2012. FF-ICE was acknowledged as a central element of modern AIM, enabling more flexible and comprehensive aeronautical data exchange. ICAO was tasked with amending relevant provisions and providing implementation support to States.

3. Recommendation 3.1/3 – Enabling TBO

The Committee recommended that ICAO develop and maintain provisions for automated air-ground trajectory synchronisation, closely linked to data consistency and AIM systems.

4. Recommendation 3.1/6 – Integration of Space Transport Operations

The Committee discussed the integration of space transport operations, with particular reference to NOTAM dissemination, data-sharing, and airspace status updates—all identified as core AIS responsibilities.

2.4   A considerable number of discussion papers and information papers related to AIS and ATM were presented. These documents are available on the ICAO website at: https://www.icao.int/Meetings/anconf14/Pages/default.aspx.

ATM/SG/12

2.5   Outcomes from the 19th Meeting of the ICAO AIS – AIM Implementation Task Force (AAITF/19, 10 to 14 June 2024) were provided to the meeting.

APANPIRG Air Navigation Deficiencies in the AIS/AIM field

2.6   AAITF/19 had reviewed APANPIRG Air Navigation Deficiencies in the AIS/AIM field. No new deficiencies had been identified since APANPIRG/34. Eight APAC States had Deficiencies recorded for non-implementation of World Geodetic System 1984 (WGS-84), one for non-implementation of AIP Format, and 18 for non-implementation of AIS Quality Management System (QMS).
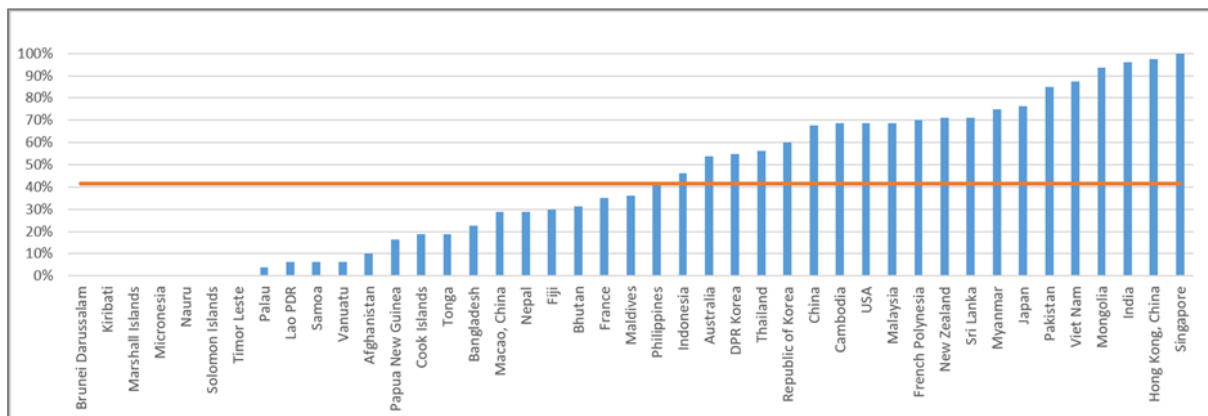
Regional Implementation Status of AIM Performance Expectations

2.7   An update was provided on the status of implementation of the performance expectations of the *APAC Regional Plan for Collaborative AIM*, which were expected to be implemented in in three phases: Phase I (immediately), Phase II (07 November 2019) and Phase III, (27 November 2025).

2.8   Hong Kong China, Japan and Singapore had reported implementation of all Phase I elements. Only Singapore reported implementation of all Phase II elements. **Figures 1** and **2** illustrated overall regional implementation of Phases I and II.
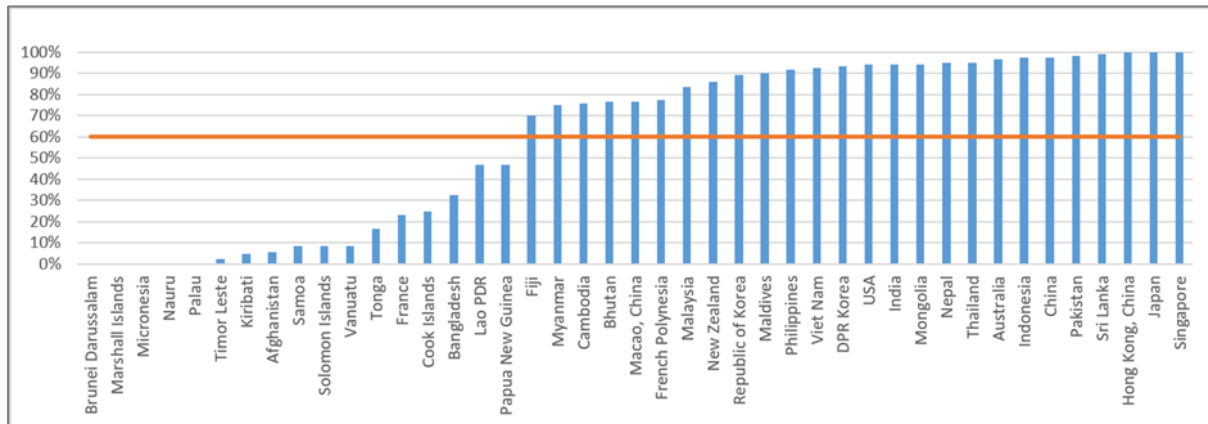
**Figure 1**: Regional Phase I Implementation Progress (updated 15 May 2024)

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

2.9   The 2025 regional implementation status update is provided in **AAITF/20 WP/5**.

NOTAM Proliferation Analysis

2.10   IFAIMA had conducted the annual analysis of NOTAMs for AAITF/19, supporting the drive to reduce NOTAM proliferation. **Figures 3** Regional NOTAM analysis since 2021. As of 01 May 2024, a total of 6057 NOTAMs were active in the APAC Region. 294 (5.0%) of these were *old* (i.e. more than three months but less than one year), and 179 (3.0%) were *very old* (one year or more).
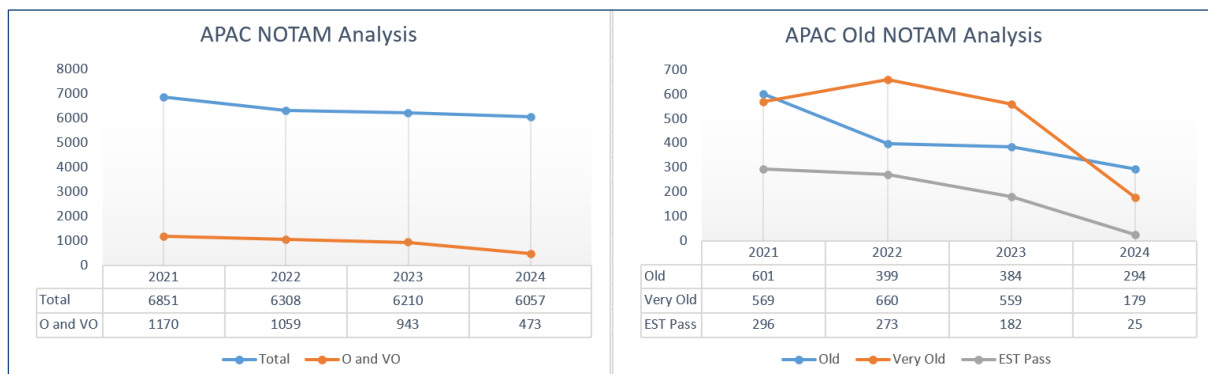
Figure 3: Regional NOTAM analysis

2.11   The 2025 regional NOTAM proliferation analysis if provided in **AAITF/20 WP/6**.

Airline Feedback on NOTAMs

2.12   ATM/SG/12 noted ongoing concerns regarding the quality and timeliness of NOTAMs. It was observed that some States had yet to migrate PERM NOTAMs into appropriate aeronautical information products, such as the AIP, in accordance with ICAO Doc 8126, paragraph 6.3.7.2. IATA reported that one airline identified 38 different formats for expressing date and time in Item D) of NOTAMs within a single day, making interpretation difficult and hindering automation. Furthermore, delays in the delivery of NOTAMs beyond their effective time continued to be reported in the APAC region. The meeting reaffirmed the industry's need for a reliable and timely aeronautical data delivery mechanism.

Asia/Pacific Region ICARD Status and 5LNC Duplicate Resolution

2.13   ATM/SG/12 was informed that between January 2021 and May 2024, a total of 7,483 ICARD requests were processed, with 6,753 approved and 730 rejected. Common reasons for rejections were shared. It was also noted that the ICARD Planner and Regional Manager faced several challenges, including the complexity of verifying State submissions and managing large volumes of requests submitted within the same period.

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

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

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

     c)   The ICARD Regional Manager would consult other Regions to standardise the assigning proximity radius, which could allow more 5LNCs for ICARD Planners to select; and

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

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

2.15   ICAO proposed amendment to the Regional Plan for Collaborative AIM, including Aviation System Block Upgrades (ASBU), Asia/Pacific AIM Compliance Analysis – USOAP Audit, and Structure of the Performance Improvement Plan. AAITF/19 drafted the following Conclusion which was subsequently agreed by the meeting:

Conclusion ATM/SG/12-4: Amendment to the Asia/Pacific Regional Plan for Collaborative AIM

*That, the amendment to the Regional Plan for Collaborative AIM at **ATM/SG/12 WP/29 Attachment D** be adopted, and the amended Plan be posted on the ICAO Asia/Pacific Regional Office eDocuments webpage.*

Revised Guidance on the Issuance of SNOWTAM

2.16   ICAO introduced the latest Guidance published in December 2020 on the Issuance of SNOWTAM used in the Asia/Pacific Region. ICAO APAC Regional Office would consult with HQ and other Regional Offices on how they deal with the EUR Doc 041 and any plan for the global guidance document. AAITF/19 drafted the following Conclusion which was subsequently agreed by the meeting:

Conclusion ATM/SG/12-5: Revised Guidance on the Issuance of SNOWTAM

*That, the revised EUR Doc 041 – Guidance on the Issuance of SNOWTAM (V.1.1) at **ATM/SG/12 WP/29 Attachment E** be uploaded on the ICAO Asia/Pacific Regional Office eDocuments webpage to replace the existing.*

Quality Management System Seminar

2.17   ATM/SG/12 was informed that a Quality Management System (QMS) seminar was held on 14 June 2024, following the AAITF meeting. The objective of the seminar was to enhance States' understanding of QMS implementation, with the aim of supporting their removal from the ANS Deficiency List related to non-implementation. A total of six presentations were delivered by two States and two international organisations.

2.18   ATM/SG/12 noted growing global concerns over GNSS interference. Singapore emphasised the need for States to establish procedures enabling pilots to promptly report such events to ATS units, allowing timely NOTAM issuance and suspension of GNSS-dependent procedures. ICAO informed the meeting of the availability of the APAC GNSS Interference Reporting Form (State Letter Ref. T 8/5.10 – AP052/24(CNS)). ICAO supported Singapore's proposal to publish reporting procedures in the AIP, with further consultation required to determine the appropriate section. It was agreed that the matter be addressed by the AAITF. Consequently, ATM/SG/12 recorded the Action Item 12/1 (**Figure 4**):

ACTION ITEM & PRIORITY	DESCRIPTION	TARGET DATE	RESPONSIBLE PARTY	STATUS	REMARKS
12/1	Discuss the appropriate section to include GNSS interference reporting procedures in the AIP	AAITF/20	ICAO	Open	ATM/SG/12 Report para 5.30

Figure 4: ATM/SG/12 Action Item 12/1

2.19   This action item is scheduled for discussion at **AAITF/20 WP/13**. The outcome of this discussion will be reported to ATM/SG/13, which is planned to take place in August 2025.

APANPIRG/35

2.20   In addition to being informed of the AAITF/19 outcomes as reported to ATM/SG/12, APANPIRG/35 agreed to the ATM and Airspace Safety Deficiencies List, including the following changes:

   a)   AIP Format – deletion for Nauru;

   b)   AIS QMS - deletion for Philippines and Sri Lanka;

     c)   SAR capability – deletion for new for Malaysia;

     d)   Height Keeping Monitoring Requirement – new for India and Philippines, and deletion for Mongolia, New Zealand, Pakistan, Papua New Guinea and Solomon Islands;

     e)   Data Link Performance Monitoring and Analysis requirement – deletion for Maldives.

2.21   Current Deficiencies in the AIS field are provided for review of AAITF in **AAITF/20 WP/4**.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

     a) note the information contained in this paper; and

     b) discuss any relevant matters as appropriate.

– END –