

INTERNATIONAL CIVIL AVIATION ORGANISATION



Draft

**REPORT OF THE TWENTY-FIRST MEETING OF THE
ICAO AERONAUTICAL INFORMATION SERVICES – AERONAUTICAL INFORMATION
MANAGEMENT IMPLEMENTATION TASK FORCE**

(AAITF/21)

Bangkok, Thailand, 19 – 22 May 2026

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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INTRODUCTION

Meeting

1.1 The Twenty-First Meeting of the ICAO Aeronautical Information Services (AIS) – Aeronautical Information Management (AIM) Implementation Task Force (AAITF/21) was held from 19 to 22 May 2026 at the at the Kotaite Wing of the ICAO Asia and Pacific Regional Office in Bangkok, Thailand.

Attendance

2.1 The Meeting was attended in-person by 71 participants and virtually by 12 participants from 20 States, two Special Administrative Regions of China, and three International organisations, Australia, Brunei Darussalam, Cambodia, China, Hong Kong China, Macao China, Fiji, India, Indonesia, Japan, Lao PDR, Malaysia, Maldives, Mongolia, Pakistan, Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, United States, Viet Nam, ICCAIA, 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/21 Meeting.

3.2 Mr. Hiroyuki Takata, Regional Officer ATM, was Secretary of the Meeting. He was assisted by Mr. Mior Adli Bin Mior Sallehuddin, Regional Officer ATM 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. Takata welcomed all participants to the Meeting.

4.2 Mr. Erdenebaatar Davaasuren welcomed participants to the Meeting.

Documentation and Working Language

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

5.2 A total of 17 Working Papers (WPs), 11 Information Papers (IPs), two presentations, and two flimsies were presented to AAITF/21. 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 of a technical nature relating to regional guidance material for publication 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

Conclusion AAITF/21-1: Utilization of 5ANNC	
<p>What: That, noting the identified exhaustion of 5LNC and the consideration of 5ANNC within AAITF as a mitigation measure, and recognizing the provisions of Doc 8168 (PANS-OPS) on aircraft identification and addressing, States/Administrations are:</p> <ol style="list-style-type: none"> 1. encouraged to consider the use of 5ANNC, either as a replacement for existing 5LNC or as a new allocation, in order to address the exhaustion of 5LNC; 2. ensure the convention and the rules of application of 5ANNC are standardized and documented within the State; and 3. invited to share their experience and best practices regarding the implementation of 5ANNC including any use of 5ANNC outside of instrument flight procedures. 	<p>Expected impact:</p> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
<p>Why: Growing demand for waypoint identifiers continues to strain the limited availability of 5LNC. Short-term measures are insufficient, and inconsistent adoption of alternatives may create inefficiencies and safety concerns. The use of 5ANNC is therefore a practical mitigation measure for sustainable code management.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: 22-May-26</p>	<p>Status: Adopted by Task Force</p>
<p>Who: <input type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

Conclusion AAITF/21-2: Revision of the Asia/Pacific Plan for Collaborative AIM Phase III Timeline	
<p>What: That, the amendment to the <i>Asia/Pacific Plan for Collaborative AIM</i> at Appendix X to the Report be adopted, including the revision of the implementation timeline for Phase III of the Performance Improvement Plan to 20 November 2031, and that the amended Plan be posted on the ICAO APAC Office eDocuments webpage.</p>	<p>Expected impact:</p> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
<p>Why: To take into consideration the current pace of implementation activities and the need to</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>

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ensure alignment with discussions within the IMP. The revised timeline is not intended to diminish the importance of timely implementation, and States are therefore encouraged to continue implementation activities at the earliest practicable opportunity.	
When: 22-May-26	Status: Adopted by Task Force
Who: <input type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

7.2 List of Draft Conclusions

Nil

7.3 List of Draft Decisions

Nil

7.4 List of Decisions

Nil

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REPORT ON AGENDA ITEMS – AAITF/21

Agenda Item 1: Adoption of Agenda

Adoption of Agenda

- 1.1 The agenda (WP/1) was adopted by the Meeting.
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Agenda Item 2: Review Outcomes of Related Meetings

Related Meetings Outcomes (WP/2)

- 2.1 The Secretariat provided ATM/SG/13 with the outcomes of AAITF/20, including updates on APANPIRG AIS/AIM deficiencies, regional AIM implementation status, NOTAM proliferation analysis, airline feedback on NOTAMs and AIM, ICARD and 5LNC duplicate issues, and the outcomes of the 5LNC and 5ANNC Seminar. The meeting noted continuing challenges related to NOTAM quality, AIS accessibility, and 5LNC allocation and management. ATM/SG/13 agreed on several actions, including release of reserved block codes, removal of available 5LNCs starting with “X”, establishment of an ad hoc group to review proximity criteria, and continued verification of duplicate 5LNCs. The meeting also agreed on minor updates to the AAITF Terms of Reference.
- 2.2 APANPIRG/36 reviewed ATM and Airspace Safety deficiencies and agreed on several deletions from the deficiencies list, including items related to restricted areas, height keeping monitoring, and data link performance monitoring requirements.
- 2.3 APSAR/WG/11 reviewed developments related to Emergency Locator Transmitters (ELTs), including distress alert detection through the Cospas-Sarsat Programme and challenges associated with false alerts, particularly from ELT(DT) devices. The meeting noted recommendations to reduce false alerts through self-test procedures, coordination with Rescue Coordination Centres (RCCs), proper registration and disposal of ELTs, and education programmes for operators and maintenance personnel.
- 2.4 APSAR/WG/11 also discussed publication of ELT-related recommendations, including 406 MHz beacon registration information, in national AIPs. The Secretariat observed that several States had already included such information in the GEN 3.6 Search and Rescue section of their AIPs. The Meeting noted the need to consider harmonized placement of this information within national AIPs.
- 2.5 Australia and Japan confirmed that the information had already been described in their national AIPs under GEN 3.6.
- 2.6 The Meeting discussed and acknowledged the importance of publishing the information in the AIP; however, to ensure consistent publication by States, it was agreed to refer the matter to the ICAO Information Management Panel (IMP) for a possible update of PANS-AIM, particularly Appendix 2 *Contents of the Aeronautical Information Publication*.
- 2.7 The United States reported that a Job Card had been raised for the IMP to update the entire PANS-AIM and Doc 8126 example documents, with implementation scheduled for 2028. Singapore and the United States, whose representatives attended the IMP, agreed to raise this matter with the IMP.

Outcomes of the APAC 5LNC Ad Hoc Group (WP/3)

2.8 The APAC 5LNC Ad Hoc Group presented progress related to management of Five-Letter Name Codes (5LNC) and mitigation measures addressing code shortages and duplication within the APAC region. The Meeting noted that the Ad Hoc Group had conducted five virtual meetings since its establishment following AAITF/20 and had examined matters related to 5ANNC utilization, sound-like proximity criteria, safety considerations, and ICARD developments.

2.9 The Meeting further noted that release of unused block codes had resulted in the availability of 2,683 additional 5LNCs; however, this was recognized as only a short-term mitigation measure. Discussions highlighted the potential use of 5ANNC as an alternative to address long-term 5LNC exhaustion, including possible application within terminal area arrival arrangements and predictable sequencing procedures. States/Administrations were encouraged to consider implementation of 5ANNC in accordance with ICAO provisions and to share related operational experiences.

2.10 Consideration was also given to differences between the 300 NM sound-like proximity criterion used within parts of the EUR/NAT region and the current 500 NM criterion applied in the APAC region. The Meeting noted that further safety studies and operational assessments would be required before any similar reduction could be considered within APAC and agreed that the matter should remain an ongoing work item for the Ad Hoc Group.

2.11 The Meeting reviewed relevant IFATCA materials highlighting operational and communication safety concerns associated with similar- or sound-like waypoint names and noted the importance of continued information sharing and standardization efforts. The Meeting was also informed that ICARD-related matters would be addressed through a newly established ICAO Secretariat Exploratory Group responsible for development of a future ICARD Handbook, with representation from the APAC 5LNC Ad Hoc Group.

2.12 The Meeting discussed operational considerations relating to the use of 5ANNC, particularly regarding pronunciation in radiotelephony communications. Concerns were raised that alphanumeric identifiers could be more difficult to pronounce than conventional 5LNC. It was clarified that the proposed use of 5ANNC would be limited to non-critical waypoints and that simplified pronunciation methods could be applied where appropriate. The Meeting generally acknowledged the operational rationale for such use and further discussed consulting the ATM Sub-group or ATMOPS Panel regarding the proposal to utilize 5ANNC on predictable sequencing procedures, taking into account compliance with, and possible amendments to, Annex 11 and Doc 8168.

2.13 The Meeting discussed the publication of conventions and rules for the application of 5ANNC in State AIPs. Clarification was sought regarding the appropriate AIP section for publishing such information in order to support harmonised implementation across the APAC region. It was noted that further review of the relevant ICAO provisions, including Doc 8168, would be undertaken within the IMP framework. The Meeting subsequently agreed to the Conclusion with additional remarks.

Conclusion AAITF/21-1: Utilization of 5ANNC

That, noting the identified exhaustion of 5LNC and the consideration of 5ANNC within AAITF as a mitigation measure, and recognizing the provisions of Doc 8168 (PANS-OPS) on aircraft identification and addressing, States/Administrations are:

1. encouraged to consider the use of 5ANNC, either as a replacement for existing 5LNC or as a new allocation, in order to address the exhaustion of 5LNC;

2. ensure the convention and the rules of application of 5ANNC are standardized and documented within the State; and
 3. invited to share their experience and best practices regarding the implementation of 5ANNC including any use of 5ANNC outside of instrument flight procedures.
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Agenda Item 3: Review of Air Navigation Deficiencies in the AIS Field

Quality Management System (QMS) Implementation in Aeronautical Information Services (AIS), Maldives (IP/2)

3.1 Maldives presented information on the implementation of a Quality Management System (QMS) in Aeronautical Information Services (AIS) in accordance with ICAO Annex 15 and ISO 9001:2015 requirements. The Meeting noted that the implementation was conducted through four phases covering planning and procurement, system development and training, internal audit and organizational readiness, and external audit and certification. Key activities included appointment of a Quality Officer, staff training, development of documented procedures, internal audits, management reviews, and certification audits. AIS Maldives successfully achieved ISO 9001:2015 certification on 9 January 2025.

3.2 The Meeting further noted lessons learned from the implementation process, including the importance of leadership commitment, staff engagement, effective coordination, internal audits, and continuous training. Maldives informed the meeting that future activities would focus on continual improvement, compliance monitoring, aeronautical data quality assurance, AIS-AIM transition initiatives, digitalization, and competency development. The meeting noted that the achievement demonstrated Maldives' commitment to ICAO Standards and Recommended Practices (SARPs), operational excellence, and AIM modernization.

Progress on the Implementation of Quality Management System (QMS) and Aeronautical Information Management (AIM) in Brunei Darussalam (IP/3)

3.3 Brunei Darussalam presented information on the progress of QMS implementation and AIM transition activities in accordance with ICAO Annex 15, PANS-AIM, and ISO 9001:2015 principles. The Meeting noted that QMS implementation activities commenced in 2020 with the support of a consultant, including development of QMS documentation, establishment of a management representative team, staff training, and internal audits. The Meeting further noted that the AIS to AIM transition project was being implemented under the National Development Plan and remained subject to government procurement and project management processes.

3.4 The Meeting noted several implementation challenges, including reduced staffing levels, limited training opportunities, reliance on legacy systems, and the need for improved coordination among stakeholders. Brunei Darussalam informed the Meeting that additional internal audits and management reviews were planned for 2026, while engagement of a consultant to support ISO 9001:2015 certification was underway, with certification targeted by the end of 2026. The AIM transition project was expected to be completed by 2028. The Meeting noted Brunei Darussalam's continued commitment to strengthening operational processes, staff competency, and compliance with ICAO requirements.

3.5 Indonesia raised questions related to the QMS implementation, particularly regarding the relationship between Quality Management Systems (QMS) and Safety Management Systems (SMS) in the context of AIS implementation and ISO 9001:2015 risk-based thinking. Participants noted that SMS under Annex 19 focused on operational safety risk management, while QMS under Annex 15 focused

on process control, documentation and continuous improvement.

3.6 Discussions further highlighted that, although QMS and SMS had distinct objectives and regulatory foundations, there were areas of overlap in relation to risk management and occurrence reporting processes. Examples were shared on how QMS could support consistency and repeatability of safety-related reporting, while SMS addressed operational safety hazards and mitigation measures.

3.7 The Secretariat encouraged continued sharing of experiences and lessons learned relating to QMS implementation and invited interested States/Administrations to participate in future regional QMS workshops and implementation support activities.

Progress Report on Addressing AIS AIM Deficiencies in Lao PDR (IP/12)

3.8 Lao PDR presented information on progress in addressing AIS/AIM deficiencies related to QMS implementation, NOTAM management, and eAIP development. The Meeting noted that Lao PDR was currently undertaking budget adjustments to support procurement of consultancy services and QMS certification activities planned for the 2026 fiscal year. The Meeting also noted significant improvements in NOTAM management, with Lao PDR reporting zero old NOTAMs exceeding three months through enhanced monitoring and timely incorporation of information into the AIP.

3.9 The Meeting further noted progress related to AIM transition and eAIP development, including successful installation of the AIXM 5.1 database. Lao PDR informed the Meeting that internal harmonization and validation activities were ongoing prior to official launch and promulgation of the eAIP. The Meeting noted Lao PDR's continued efforts towards compliance with ICAO standards and transition to AIM.

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

3.10 The Secretariat presented information on AIS/AIM-related air navigation deficiencies identified and agreed by APANPIRG/36 for review and update by the Meeting. The Meeting noted that the paper was intended to support AAITF review of deficiencies associated with compliance with ICAO Annex 4, Annex 15, and PANS-AIM provisions.

3.11 The Meeting noted that the AIS Deficiencies List remained based on the APANPIRG ATM and Airspace Safety Deficiencies List updated by APANPIRG/36 in November 2025. No AIS/AIM-related deficiencies had been identified for removal or addition since APANPIRG/36. However, deficiencies remained in several areas, including WGS-84 implementation, AIP format, QMS implementation, and aeronautical data promulgation responsibilities.

3.12 Continuing concerns were expressed regarding the quality management of aeronautical information in the APAC region and the need for States to address safety-critical obligations associated with AIS/AIM services. The Secretariat advised that new deficiencies would continue to be raised where evidence of poor-quality management processes was identified, with direct correspondence issued to the concerned States.

3.13 The Meeting was informed that all Administrations with recorded AIS/AIM-related deficiencies had been requested to provide corrective action plans (CAPs) and target dates for resolution of deficiencies. Updates provided by Brunei Darussalam, Maldives, and Lao PDR regarding QMS implementation progress during 2025 were also highlighted.

3.14 The Meeting noted that Maldives was considered to have completed QMS implementation, and the Secretariat intended to propose resolution of the related deficiency at ATM/SG/14 and APANPIRG/37. The Meeting also noted that Brunei Darussalam and Lao PDR continued progressing

towards completion of QMS implementation by the end of 2026, and further updates were expected at AAITF/22 in 2027.

3.15 The Meeting agreed to the resolution of the APANPIRG deficiency related to the implementation of the AIS Quality Management System (QMS) by Maldives.

3.16 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 that, in accordance with **Conclusion ATM/SG/13-3** on the use of digital form to collect annual regional ans-related monitoring and reporting data, States/Administrations were required to provide annual reports and any subsequent updates on *Regional AIM Plan Monitoring and Reporting* through the Microsoft Forms platform no later than 28 February each year.

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 2026, 21 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 26 March 2026, was provided in **AAITF/21 WP/5 Attachment A**.

4.5 Australia, Hong Kong China, Japan, New Zealand, Pakistan, Singapore and Sri Lanka were the only APAC 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. Singapore remained the only State tha 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 69% for Phase I (62% in 2025), and 50% for Phase II (44% in 2025). Combined progress towards implementation of Phases I and II was 61% (54% in 2025).

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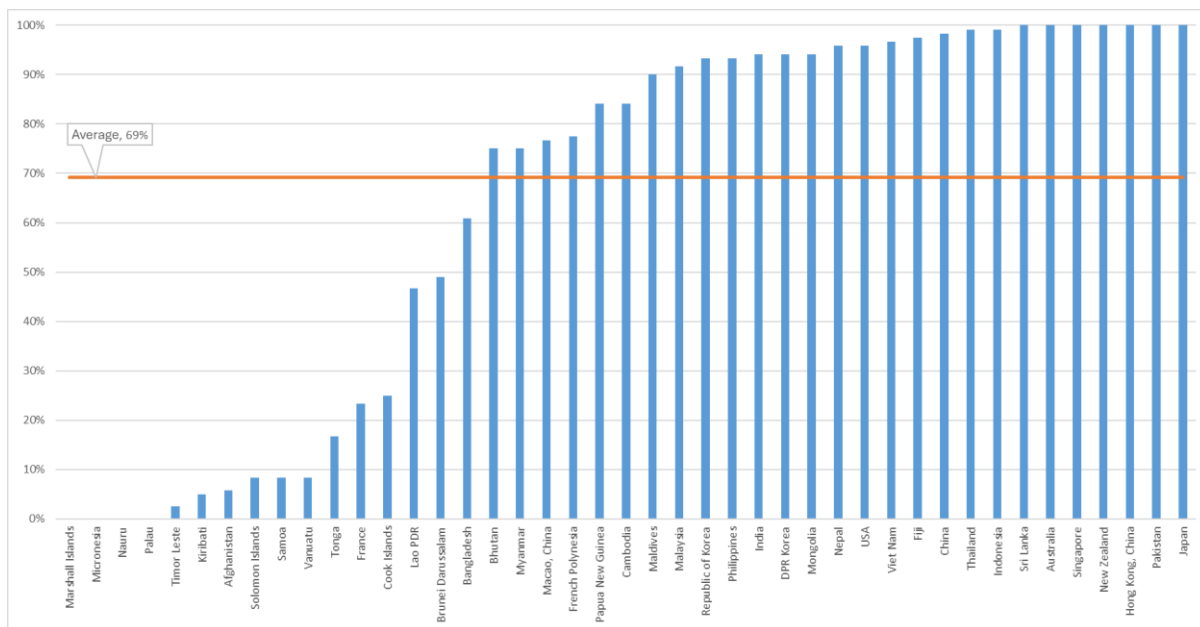


Figure 1: Regional Phase I Implementation Progress

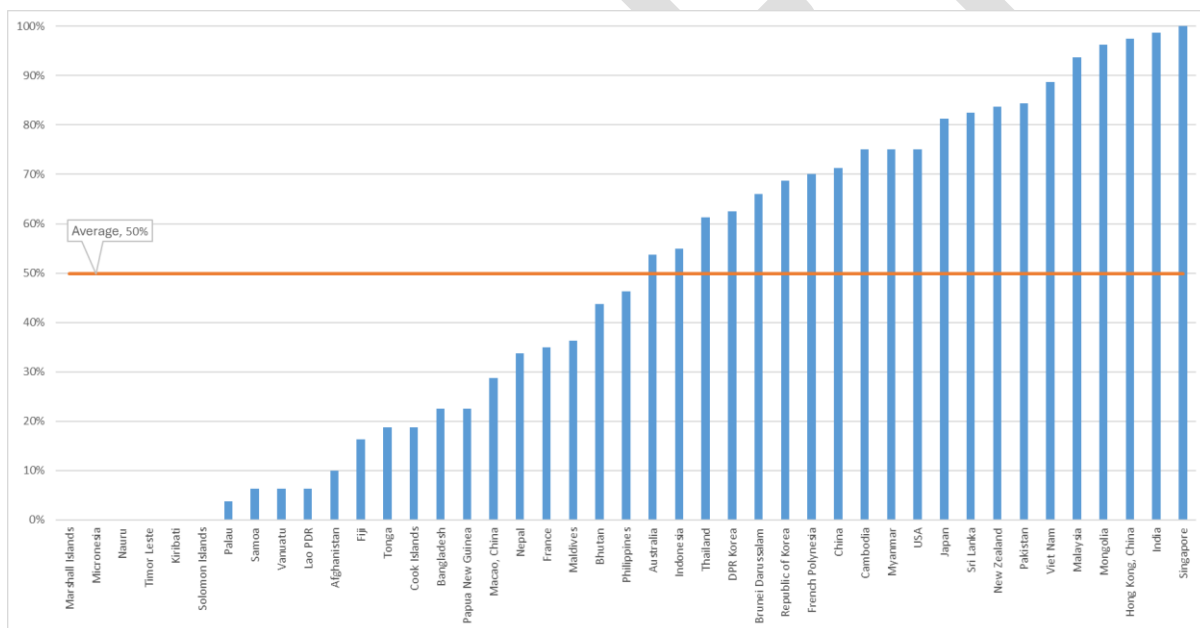


Figure 2: Regional Phase II Implementation Progress

4.7 Regional implementation of Phase III elements, expected to be implemented by November 2025, was approximately 23%. (20% in 2025) (Figure 3)

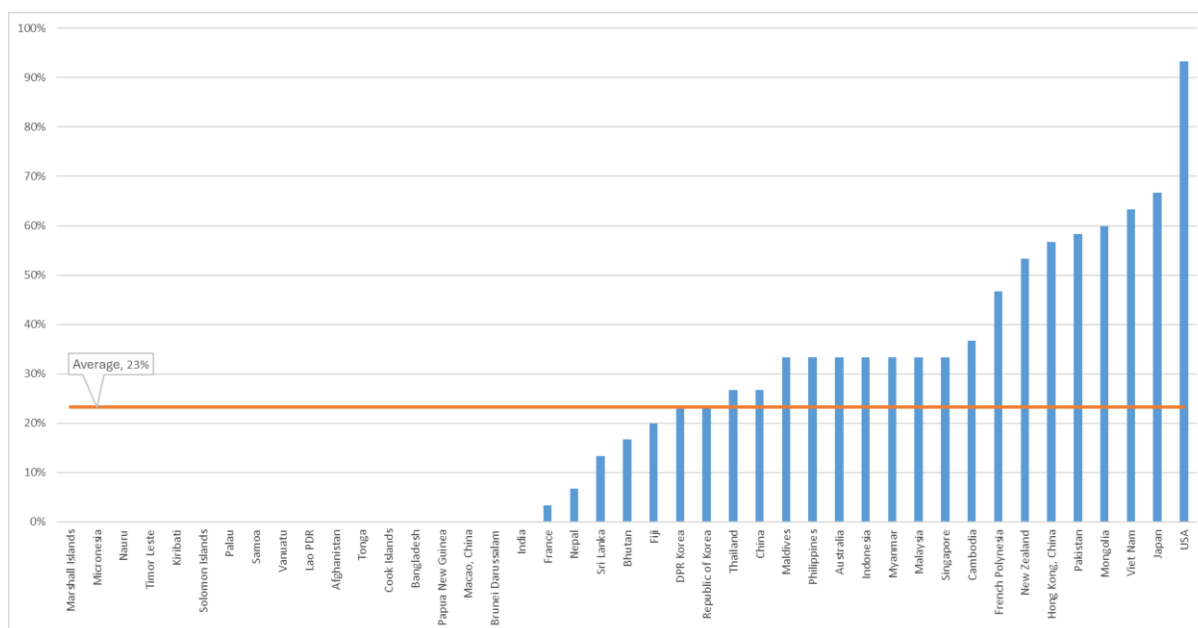


Figure 3: Regional Phase III Implementation Progress

4.8 The Meeting noted the continuing slow progress, particularly in Phase I and Phase II, relating to implementation of key SARPs that had existed for many years.

4.9 The Meeting discussed the monitoring of AIM implementation progress and the possibility of comparing implementation status across ICAO regions. It was noted that further coordination with other Regional Offices and ICAO Headquarters would be undertaken. The Meeting also recalled that States should submit implementation reports through the designated MS Forms platform in accordance with the relevant ATM/SG decision, and clarification on the reporting process was provided.

NOTAM Proliferation Analysis (WP/7)

4.10 IFAIMA, in collaboration with the ICAO Secretariat, presented a working paper addressing the ongoing issue of NOTAM proliferation in the 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 1 May 2026, a total of 7,571 active NOTAMs were recorded across the APAC region. Of these, approximately 488 (6%) were considered old (over three months in age). Due to limited data sources and time constraints, it was not possible to comprehensively identify very old NOTAMs during the analysis. The analysis indicates that the total number of NOTAMs has increased by 26%, while the number of old NOTAMs has decreased by 4%. (**Figure 4**)

4.12 As presented at AAITF/20, Fiji promulgated internationally distributed NOTAMs on behalf of several Pacific Island States within the Nadi FIR. Due to limited source data, those NOTAMs were not analysed separately.

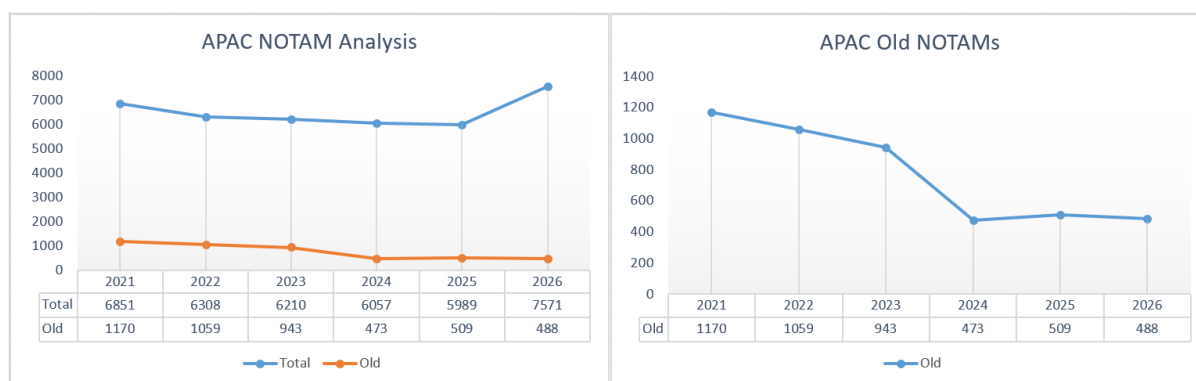


Figure 4: Regional NOTAM analysis

4.13 The Meeting was reported that 15 States/Administrations (20 States/Administrations in 2025) had achieved zero old NOTAMs.

4.14 The Meeting noted that the concentration of old and very old NOTAMs indicated inadequate implementation of PANS-AIM provisions related to timely incorporation of NOTAM information into aeronautical information products and issuance of AIP Supplements. Concerns were also expressed regarding repetitive NOTAM replacement practices used to avoid classification as old NOTAMs in regional analyses.

4.15 It was further noted that such practices could indicate inadequate implementation of PANS-AIM provisions and should be identified through AIS safety oversight activities. Continued non-compliance with Annex 15 and PANS-AIM provisions could result in APANPIRG Air Navigation Deficiencies being proposed by the ICAO APAC Office.

4.16 States/Administrations were encouraged to take immediate action to ensure full compliance with NOTAM procedures contained in ICAO Doc 10066 (PANS-AIM) and in accordance with **Conclusion ATM/SG/6-14**.

4.17 The Meeting received information on the retirement of the US Defence Internet NOTAM Service (DINS) and its replacement by the Defence Aeronautical Information Portal (DAIP), which became operational following the sunset of DINS. It was noted that DAIP provides equivalent query capabilities and supports access to the updated US NOTAM environment, including the SWIM-based FAA Notice Modernization System. The possibility of re-establishing connectivity between the ICAO API Data Service and the new platform was also discussed. For the reference of participants, the Meeting noted the DAIP access link: <https://www.daip.jcs.mil/daip/mobile/index>.

Timely Sharing of NOTAMs during Contingency Situations (WP/11)

4.18 The Secretariat presented information on the importance of timely and reliable NOTAM sharing during contingency situations, including natural disasters, military conflicts, and related airspace disruptions. The Meeting noted that recent events within and around the APAC region had highlighted the critical role of coordination and timely information exchange in supporting safe and efficient air traffic management operations.

4.19 The Meeting further noted that operational impacts from contingency situations had, in several cases, extended beyond the affected State and influenced adjacent FIRs and neighbouring States. Recent experiences reaffirmed the importance of maintaining effective communication channels through designated ATM Point of Contact (POC) Lists to support operational coordination and possible activation of Crisis Coordination Team (CCT) arrangements.

4.20 The Meeting noted that delays in dissemination of operational information and NOTAMs had occurred in some contingency situations, particularly during rapidly evolving events. Limitations associated with publicly accessible NOTAM sources and availability of AIS focal points were also highlighted. States/Administrations were encouraged to ensure that AIS focal points listed in the ATM POC List remained reachable outside official working hours during emergencies and contingency situations.

4.21 Several participants highlighted the importance of identifying operational units, such as NOTAM Offices or duty supervisors operating on a 24/7 basis, as suitable focal points for urgent coordination. The Secretariat clarified that email remained the primary means of communication and noted that the existing APAC POC lists already included AIS, ATM and CCT contacts. States were encouraged to provide operational email addresses, including those of NOFs or other relevant operational offices, to support timely coordination during emergencies or situations where direct access to NOTAM information may be limited.

Asia/Pacific Region ICARD Status and 5LNC Duplicate Resolution (WP/8)

4.22 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.

4.23 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.

4.24 The Meeting was reminded that 5LNC Data Collection Spreadsheet was published on the ICAO APAC Office eDocuments webpage under ATM Section and inviting State/Administration to submit the current version of the 5LNC Data Collection Spreadsheet.

4.25 In 2026, 20 State/Administration provided an updated status of duplicated 5LNCs:

Australia, Bangladesh, Bhutan, China, Hong Kong China, Fiji, India, Indonesia, Japan, Malaysia, Mongolia, Nepal, New Zealand, Papua New Guinea, Philippines, Singapore, Sri Lanka, Thailand, United States and Viet Nam.

4.26 The Meeting was encouraged to provide a complete list of 5LNCs currently published in their AIPs, thereby enabling the Regional Office to accurately identify any outstanding duplications and provide dedicated support to States in the resolution process.

4.27 ICAO commend State/Administration for their outstanding efforts in achieving a high volume of completely resolved 5LNCs:

Philippines, Japan, Thailand, New Zealand, Australia, China and Malaysia.

4.28 The following States had demonstrated exceptional progress through ongoing efforts to resolve the 5LNCs:

Thailand, Japan, Viet Nam, China, Philippines, Malaysia and Australia.

4.29 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. The Meeting was respectfully reminded to utilize the ICARD User Guidelines as the primary reference for 5LNC management.

4.30 ICAO expressed appreciation to States in auditing unused 5LNCs and resolving existing duplications, a total of 833 5LNCs have been returned to the system, ensuring an adequate inventory for future use.

4.31 The Meeting was reminded to submit the complete list of 5LNCs currently published by the States/Administrations using the 5LNC Data Collection Spreadsheet to the ICAO APAC Office to facilitate comprehensive regional data compilation, support the proactive identification of new duplications, and verify the consistency of promulgated codes with the status in the ICARD system latest by 28 February 2027.

4.32 States/Administrations were encouraged to review their allocated 5LNCs within ICARD and submit deletion (DEL) requests for any unused codes, thereby maximizing the availability of 5LNC within the APAC regional pool.

4.33 Additionally, States/Administrations were requested to proactively submit substantiating operational evidence to support the retention of duplicated 5LNCs, to facilitate efficient and equitable cross-regional resolution process by the ICARD Regional Data Manager. This would be in accordance with the 5LNC Duplicate Resolution Rules.

4.34 Australia informed the Meeting that a comprehensive national audit had identified more than 600 unused 5LNC, demonstrating the benefits of applying existing ICAO guidance and due process for the management and release of deleted waypoint identifiers. The Secretariat further advised that the ICAO workload related to ICARD/5LNC processing had significantly increased in 2026 and reminded States to submit applications for new, amended or deleted 5LNC in a timely manner, taking into account that some applications may require revision or resubmission following ICAO review.

CPDLC Uplink Issue Caused by Duplicate 5LNC (WP/9)

4.35 The Secretariat presented information on activities conducted by the North Atlantic (NAT) CPDLC Route Clearance Project Team (CRCPT) related to CPDLC route uplink issues associated with duplicate 5LNCs. The Meeting noted that the project had examined operational limitations related to route discontinuities, unloadable routes, and duplicate fixes, including impacts on future operational concepts such as TBO and FF-ICE.

4.36 The Meeting was informed of cases in which duplicate 5LNCs had resulted in incorrect route loading during CPDLC uplink operations using UM74 and UM79 messages. It was noted that proximity-based logic within certain Flight Management Systems (FMS) could result in unintended route modifications and potential deviations from cleared routes, requiring flight crew intervention to correct routing discrepancies.

4.37 Potential mitigation measures and future actions were also discussed, including improvements to CPDLC route uplink processing and enhanced coordination among ANSPs, aircraft operators, and system manufacturers. The Meeting further noted that the EUR/NAT Office had initiated coordination with the APAC Office regarding review and possible resolution of duplicate 5LNCs within the APAC region.

4.38 The Meeting noted that duplicate 5LNCs, even when geographically separated by more than 1,000NM, could adversely affect aircraft operations and air traffic management. States/Administrations were strongly encouraged to accelerate efforts towards resolution of long-standing duplicate 5LNC issues in view of their potential operational and safety impacts.

Release and Trial Operation of China AIP Dataset (IP/5)

4.39 China presented information on the development, release, and trial operation of the China AIP dataset product to support digital aeronautical information management and machine-readable data applications. The Meeting noted that the trial operation had commenced from AIRAC Cycle Nr.2601 and that operational performance, user feedback, and data quality would continue to be monitored during the trial period.

4.40 The Meeting further noted that the dataset complied with AIXM Version 5.1.1 and included baseline data, difference data, verification files, and supporting technical specifications in both Chinese and English. China also informed the Meeting that the dataset and related information were available through the official eAIP platform, with dedicated feedback channels established to support future operational deployment.

4.41 China informed the Meeting, in response to questions from participants, that the current APAC trial AIP data set was considered complete and satisfied existing requirements, while additional elements might be incorporated in the future to support the transition towards digital data services. It was further noted that conventional AIP PDF publications continued to be provided in parallel with the digital AIP data sets during the trial phase.

Operational Procedure Awareness for AIS Personnel (IP/6)

4.42 Indonesia presented information on the implementation of an Operational Procedure Awareness Programme for AIS personnel to support continuous awareness of operational procedures, early identification of knowledge gaps, and strengthening of QMS implementation. The Meeting noted that the programme complemented competency-based training and assessment (CBTA) activities in accordance with ICAO Doc 9991 and supported Indonesia's AIM modernization initiatives.

4.43 The Meeting further noted that the programme had been introduced in response to operational monitoring results identifying procedural deviations associated with insufficient understanding of established procedures. The programme utilised a monthly web-based Computer-Based Test (CBT) platform, with results used to support competency monitoring, targeted training, refresher activities, and supervisory coaching. Challenges related to operational workload, maintenance of question banks, and updating of awareness check content were also highlighted.

4.44 Indonesia informed the Meeting, in response to questions from participants, of its monthly awareness check programme for AIS personnel, which had been developed as part of QMS corrective actions to identify competency gaps and enhance operational awareness. It was clarified that the programme was separate from the formal AIS licensing and rating assessments conducted annually, and that unsatisfactory results would be addressed through supervisory review, targeted training and coaching.

AIM Global Updates (WP/6 and SP/2)

4.45 The Secretariat presented information on recent global developments related to Aeronautical Information Management (AIM), System Wide Information Management (SWIM), and aeronautical charting discussed at the fourth meeting of the ICAO Information Management Panel (IMP/4) held in Montreal from 20 to 24 April 2026. The Meeting noted that IMP/4 had considered developments related to AIM digitalization, SWIM information services, DORIS, aeronautical charting modernization, and implementation support activities.

4.46 The Meeting further noted that IMP/4 had reviewed a broad range of proposals related to Annex 4, Annex 15, PANS-AIM, PANS-IM, and associated guidance material. Progress on digital data

sets, including AIP, terrain, obstacle, AMDB, and IFP data sets, was highlighted together with ongoing development of ICAO Doc 8126 Part IV to support AIM information services implementation.

4.47 Developments related to information management and SWIM were also discussed, including information service definition templates, registry interoperability data models, terminology harmonization, and additional Information Service Overview fields. The Meeting noted that the AIRAC cycle, QMS, and WGS-84 remained essential foundations for the transition towards digital aeronautical information management.

4.48 The Meeting noted proposals related to the transition towards the Digital Operational Reporting Information Service (DORIS), including mandatory provision of extended AIP data sets by 2031 and possible DORIS implementation by 2032. The Panel had also discussed long-term transition considerations related to eventual sunset of the traditional NOTAM system by 2038.

4.49 Aeronautical charting modernization activities were also highlighted, including removal of obsolete charting provisions, optional printing of charts where electronic versions were available, and development of future aeronautical map information service concepts. Additional IMP/4 outcomes included introduction of a new GNSS spoofing code and endorsement of a new version of the Aeronautical Information Reference Model (AIRM).

4.50 The Meeting was informed of ICAO implementation support initiatives related to AIM and SWIM for the next triennium. The implementation support framework included objectives, indicators, and regional targets covering AIS consolidation, QMS implementation, AIRAC adherence, WGS-84 implementation, digital data set development, AIM information services provision, and SWIM infrastructure implementation.

4.51 The Meeting discussed challenges and considerations relating to the transition from product-centric AIS to digital AIM and SWIM-enabled information services. It was highlighted that one of the major challenges for implementation was industry adoption, particularly in accommodating the differing operational environments and capabilities of users ranging from major international airports to small local operators. Concerns were also raised regarding the ability of data originators to provide aeronautical data meeting the required quality and accuracy standards, as well as the funding required to support the transition.

4.52 In response to questions and comments from participants, ICAO Headquarters emphasized that the transition to AIM and SWIM was a complex and long-term process requiring effective change management, stakeholder engagement and implementation support. Examples were provided of States that had established coordination mechanisms with airlines and users to identify mitigation measures during the transition period, including the parallel provision of information in alternative formats. It was further noted that several States had already developed business cases demonstrating operational, environmental and efficiency benefits associated with digital AIM implementation.

4.53 The Meeting further discussed the ICAO regulatory framework relating to SWIM implementation and the future provision of aeronautical information services. ICAO Headquarters clarified that current ICAO provisions contained recommendations for the provision of information services, while future ICAO amendments were expected to progressively introduce standards related to digital information exchange and SWIM-enabled services over the coming years. The Meeting noted that the transition towards digital information services would require implementation of supporting infrastructure, including information service definitions and SWIM technical capabilities.

4.54 The Meeting also discussed the proposed ICAO implementation timeline for digital AIM services, including the future provision of AIP data sets and the eventual sunset of conventional NOTAM systems. Concerns were expressed regarding the transitional period during which States and industry stakeholders might need to maintain both conventional and digital systems simultaneously,

including the associated costs and operational risks. ICAO Headquarters encouraged States to engage with available implementation support initiatives and highlighted the importance of regional and interregional cooperation in supporting the transition.

4.55 In response to questions from participants, ICAO Headquarters further advised that the forthcoming Part IV of Doc 8126 would include guidance on three aeronautical information services and associated information service definitions, including message exchange patterns and implementation guidance for SWIM-enabled services. The Meeting appreciated the information provided and acknowledged the importance of continued coordination and implementation support activities relating to AIM digitalization, SWIM implementation, QMS and WGS-84 implementation within the APAC region.

4.56 The Secretariat presented the proposed AIM implementation support activities and grouping arrangements developed under the ICAO Regional Implementation Support framework. It was explained that the grouping of States and Administrations into three categories had been established primarily to facilitate phased implementation support activities and workshops during the 2026–2028 ICAO budget cycle. The Meeting noted that the initiative aimed to support implementation of AIM Phase III activities, while also incorporating support relating to QMS and WGS-84 implementation.

4.57 Participants expressed broad support for the proposed implementation support approach and emphasized the importance of cooperation among States and Administrations. The Meeting noted that Malaysia and China proposed to be included in Group 1 and indicated their willingness to support neighbouring States and Administrations in relation to AIM Phase III implementation activities. Several participants further emphasized that States with more advanced implementation status should assist neighbouring States through experience sharing and technical support in line with ICAO's "No Country Left Behind" initiative.

4.58 Clarifications were provided that the grouping arrangements were intended only for planning and conducting phased support activities and did not prevent any State from voluntarily supporting others regardless of group classification. It was further noted that the grouping and support activities could be refined in the future as implementation progressed and based on available ICAO resources and budgetary arrangements. Participants also discussed the possibility of hybrid delivery arrangements for future workshops to facilitate wider regional participation, particularly from Pacific States.

4.59 Fiji raised questions regarding implementation support activities for Pacific States relating to AIM Phase I and Phase II implementation. In response, the Secretariat advised that discussions were ongoing regarding appropriate support activities for Pacific States, taking into account existing regional projects and the limited resources available within some Pacific administrations. Fiji further highlighted challenges associated with limited staffing and inspector resources within some Pacific States and emphasized the importance of continued implementation support.

4.60 Following the discussions, the Meeting agreed to support the proposed AIM implementation support plan activities and related projects.

Modernization of AIM System in Indonesia (IP/7)

4.61 Indonesia presented information on modernization of the national AIM system through implementation of the Automated Aeronautical Data Processing System (AADPS) project to support ICAO APAC AIM Performance Expectation Phase 2. The Meeting noted that the project aimed to address challenges associated with manual processes, fragmented data management, limited system capacity, and compliance with evolving ICAO AIM requirements through transition towards an integrated and data-centric AIM environment.

4.62 The Meeting further noted that the AADPS project included modules covering data collection, NOTAM management, data distribution, and system management, together with capabilities such as digital workflow management, automated data validation, eAIP production, and automated NOTAM quality checking. Indonesia informed the Meeting that phased implementation activities, including deployment, testing, data migration, training, and operational transition, were planned through 2027, with future implementation of eAIP, digital NOTAM, digital data sets, and aerodrome mapping data services.

Progress Update on the Upgrading of Malaysian Aeronautical information Management System (MyAIMS) (IP/10)

4.63 Malaysia presented information on progress related to the upgrading of the Malaysian Aeronautical Information Management System (MyAIMS) to support the transition from AIS to AIM. The Meeting noted that the project had commenced in December 2025 and was progressing in accordance with the planned implementation schedule, with completion expected in September 2027 following parallel operations and system stabilization.

4.64 The Meeting further noted that the upgraded MyAIMS would provide an integrated digital AIM environment supporting end-to-end aeronautical information management, Digital NOTAM, SWIM interoperability, and future FF-ICE implementation. Malaysia highlighted that the system incorporated an AIXM-based database, automated validation, digital product generation, cloud-enabled architecture, and enhanced cybersecurity features to support regional interoperability and digital AIM transformation.

4.65 Malaysia provided further clarification to the Meeting following questions from participants regarding the ongoing development of its digital AIM environment under MyAIMS. It was noted that the system was currently in the design phase and that both traditional text-based and digital NOTAM services were envisaged, although detailed digital specifications were still under development. Malaysia further advised that the future SWIM interoperability framework was expected to support the exchange of AIS, FIS and IWXXM-related information, with additional AIM data elements planned for future implementation.

AIS to AIM Update (IP/11)

4.66 The Philippines presented information on ongoing activities related to the transition from AIS to AIM in accordance with the Regional Implementation AIS to AIM framework. The Meeting noted that all Phase 1 steps had been completed except for inclusion of implementation planning in the Philippine National Air Navigation Plan, which was being addressed through the national technical working group.

4.67 Progress in Phase 2 implementation was also highlighted, including completion of AIS comprehensive training, ongoing AIXM competency development, and preparations for deployment of a new AIS system supporting AIXM 5.1.1, eAIP, and AIM requirements. The Philippines also informed the Meeting that eTOD data for several international airports and World Aeronautical Charts procured with ICAO assistance were expected to be delivered in June 2026. Preparatory activities related to SWIM-based aeronautical information exchange under Phase 3 were also highlighted.

Guidance Material to assist APANPIRG Subsidiary Groups in Reviewing and updating the List of APAC Common SWIM (WP/17)

4.68 The SWIM TF presented guidance material developed to assist APANPIRG Subsidiary Groups in reviewing and updating the APAC Common SWIM Information Services document. The Meeting noted that the material supported development of the second version of the document and

aimed to improve consistency across different information domains. Subsidiary Groups were invited to review existing entries and submit proposed updates for consolidation by the SWIM TF.

4.69 Updates and feedback from FF-ICE/4, SURSG/5, SURICG/11, ATFM & A-CDM/SG/16 and MET/IE WG/24 were also highlighted. Discussions emphasized the importance of operational scenarios, clarification of message exchange patterns, implementation timelines and continued refinement of APAC Common SWIM Information Services to support regional interoperability and future SWIM implementation. It was also noted that several groups had agreed to maintain the review of the document as a standing agenda item for future meetings.

4.70 An update was provided on the ongoing work of the Ad Hoc Group established under AAITF on APAC Common SWIM Information Services. The Meeting noted that the initial set of information services had been discussed through AAITF, ATM/SG and the SWIM TF before endorsement by APANPIRG/36. Further discussions involving aerodrome experts on aerodrome-related information services were continuing, with outcomes intended for reporting to the AOP/SG.

4.71 Participants exchanged views on the relationship between regional and global development of SWIM information services, emphasizing the importance of interoperability and alignment with ICAO standards and guidance material. It was observed that regional information service catalogues should align, where practicable, with globally developed concepts while also accommodating regional operational requirements and State-specific needs.

4.72 Information was also provided that the APAC Common SWIM Information Services catalogue had been developed to assist States in prioritizing and progressively implementing SWIM-related services within the region. The Meeting further supported continuing detailed discussions on SWIM-related matters within the existing Ad Hoc Group to facilitate coordination on AIS/AIM and AIXM matters prior to further engagement with the SWIM TF and other relevant ICAO groups.

The role of AIS units in providing information services through SWIM (WP/10 and SP/01)

4.73 Japan presented information on the provision of aeronautical information services through SWIM, which commenced on 3 March 2026. The Meeting noted that SWIM played an essential role in enabling reliable and timely provision of increasingly digitalized aeronautical information and supported the transition from point-to-point communications towards many-to-many information exchange.

4.74 The Meeting further noted that implementation of SWIM required establishment of effective governance arrangements, including policies, standards, operational regulations, user authorization processes, and information-sharing frameworks. Japan informed the Meeting that a SWIM Steering Committee and stakeholder coordination mechanisms had been established to support continuous decision-making and operational improvement.

4.75 The role of AIS organizations as information service providers within the SWIM environment was also highlighted. The Meeting noted that AIS organizations were responsible for determining data exchange formats, preparing AIXM 5.1.1 data, defining service scopes and intended users, and developing service documentation and operational concepts to support interoperability and user understanding.

4.76 The Meeting was informed that Japan had continued to provide web-browser-based pre-flight information services to support a broad range of users, including pilots, airlines, air traffic controllers, and overseas organizations. The importance of understanding user requirements, establishing service requirements in advance, and conducting trial operations prior to implementation was also emphasized.

Data Volume of Digital NOTAM Messages Handled on SWIM (IP/4)

4.77 Japan presented information on discrepancies identified between estimated and actual data volumes of digital NOTAM messages handled through SWIM following commencement of operational data gathering in March 2026. The Meeting noted that earlier JCAB studies conducted in 2016 had estimated maximum AIXM-based digital NOTAM sizes of approximately 50 KB; however, operational evaluations identified cases exceeding the predefined 100 KB system limit due to the complexity and quantity of operational elements contained within certain NOTAMs.

4.78 Large digital NOTAM data volumes were particularly associated with extensive airport surface movement information and detailed geometry data encoded in GML. Japan informed the Meeting that JCAB had expanded the maximum allowable data size to 300 KB and conducted further evaluations to ensure no adverse impacts on system performance or network operations. The importance of appropriate management of digital NOTAM data sizes and consideration of suitable operational or technical limitations for future SWIM implementation within the APAC region was also highlighted.

Proposal for the Harmonization of Data Provision periodicity Data Resolutions and Regulatory References (Flimsy 1)

4.79 The Philippines presented information on regulatory and implementation inconsistencies affecting synchronization of aeronautical data and aeronautical information provision, particularly in relation to the five-year periodic review cycle of Instrument Flight Procedures (IFPs). The Meeting noted concerns regarding the absence of harmonized provisions requiring timely aerodrome data updates to support periodic IFP reviews and maintain the integrity of the aeronautical information chain.

4.80 The Meeting further noted proposals related to harmonization of “Publication” and “Charting” resolutions into a single standard to improve consistency and reduce ambiguity in aeronautical information representation. Consideration was also given to the need for strengthened alignment between data provision obligations and operational requirements associated with IFP maintenance activities.

4.81 Issues related to regulatory consistency within ICAO Annex 4, Annex 15, PANS-AIM, and ICAO Doc 8126 were also highlighted. The Meeting noted concerns regarding references to the non-existent Aerodrome Obstacle Chart Type C, discrepancies in contingency arrangement references between Annex 15 and Annex 11, and inconsistencies related to Visual Segment Surface (VSS) references between PANS-AIM and ICAO Doc 8126.

4.82 The Meeting was also informed of inconsistencies related to date-time formats and internal references within SNOWTAM and ASHTAM provisions in ICAO Doc 10066 (PANS-AIM). The importance of correcting outdated terminology and inaccurate references to ensure global regulatory consistency and effective implementation by States was emphasized.

4.83 Participants exchanged views on the identified issues and shared examples of national practices supporting aeronautical data currency and quality management. Information was provided on annual review requirements and aerodrome inspections implemented at the national level to support periodic procedure reviews and ensure continued accuracy of aeronautical information.

4.84 Clarification was also provided regarding the distinction between publication and charting resolutions, noting that the two resolutions served different operational purposes and technical requirements. It was explained that publication resolutions supported digital aeronautical data exchange and data integrity, while charting resolutions were intended to support graphical readability and human interpretation. Participants further noted that several of the identified discrepancies and harmonization matters were already being addressed through ongoing IMP Working Group A job cards relating to Annex 14, Annex 15, PANS-AIM and associated ICAO documentation.

4.85 Information was also provided that inconsistencies in ICAO cross-references and terminology occasionally arose due to differing amendment cycles among ICAO documents. Participants emphasized the importance of States and Administrations reviewing proposed ICAO amendments and providing comments during consultation processes to support harmonization and improve document quality. It was further proposed that the issues identified in the paper be brought to the attention of the relevant ICAO Headquarters technical officers for further consideration.

Agenda Item 5: Regional AIM Guidance and Planning

Consideration of the Timeline for Phase III of the Asia Pacific Regional AIM Capability (WP/12)

5.1 The Secretariat presented information on developments related to the Asia/Pacific Plan for Collaborative AIM, including updates to APAC ANP Volume III and ICAO Global Implementation Support initiatives for AIM. The Meeting noted that the Plan supported regional AIS improvement and AIM transition activities in alignment with ICAO global guidance.

5.2 The Meeting further noted that APANPIRG/36 had agreed on a roadmap for updating APAC ANP Volume III to incorporate regional priorities from the Asia/Pacific Seamless ANS Plan. The Meeting was informed that the ICAO APAC Office had initiated revision activities aligned with forthcoming GANP updates.

5.3 Discussions at AAITF/20 regarding possible deferral of the Phase III implementation timeline to 2028 were recalled. Consideration was also given to ongoing Annex 15 amendments, PANS-AIM developments, APAC RANP Volume III migration, and ICAO digitalization initiatives planned through the end of 2028.

5.4 The Meeting noted the proposal to align the implementation timeline for Phase III of the Asia/Pacific Plan for Collaborative AIM with the ongoing discussions within the IMP, with a revised target date of 20 November 2031. It was emphasized that the revised timeline was not intended to diminish the importance of timely implementation and that States should continue progressing implementation activities at the earliest practicable opportunity. The Meeting subsequently agreed to Conclusion AAITF/21-2.

Conclusion AAITF/21-2: Revision of the Asia/Pacific Plan for Collaborative AIM Phase III Timeline

That, the amendment to the *Asia/Pacific Plan for Collaborative AIM* at **Appendix X** to the Report be adopted, including the revision of the implementation timeline for Phase III of the Performance Improvement Plan to 20 November 2031, and that the amended Plan be posted on the ICAO APAC Office eDocuments webpage.

Enhancing the Efficiency of Request for NOTAM (RQN) through Auto-Addressing in Aeronautical Information Management System (AIMS) (WP/13)

5.5 Singapore presented information on enhancing the efficiency of Request for NOTAM (RQN) processing through auto-addressing functions within Aeronautical Information Management Systems (AIMS). The Meeting noted that auto-addressing automatically identified and routed RQN messages to the appropriate recipients based on the originator's address, thereby improving operational efficiency and reducing manual intervention.

5.6 The Meeting further noted challenges associated with manual addressing of RQNs, including increased workload for AIS personnel, delays in message dissemination, and higher risks of human error, particularly in time-sensitive situations. Manual identification and entry of alternate recipient addresses were also highlighted as contributing factors to operational inefficiencies.

5.7 Benefits associated with implementation of auto-addressing in AIMS were also highlighted. These included reduction of manual workload, improved standardization and consistency of RQN distribution among International NOTAM Offices, and more accurate and timely routing of messages through automated processing functions.

5.8 In the absence of detailed comments from participants, it was proposed that the matter continue to be considered at future AAITF meetings. The Meeting noted the importance of the issue and agreed that States and Administrations would be invited to share lessons learned and operational experiences relating to RQN handling and auto-addressing arrangements for further discussion at the next AAITF meeting.

Digital NOTAM Implementation in Hong Kong China (WP/14)

5.9 Hong Kong, China presented information on the implementation of Digital NOTAM (D-NOTAM) and related developments associated with AIXM 5.1 implementation. The Meeting noted that the enhanced AIM system, planned for commissioning in 2028/29, was expected to support digital data sets, D-NOTAM services and SWIM-enabled information exchange in accordance with Annex 15 and PANS-AIM provisions.

5.10 It was further noted that D-NOTAM implementation would support ICAO APAC Regional AIM Capability Phase III and GANP ASBU objectives relating to digital aeronautical information exchange and FF-ICE-related functions. Discussions also highlighted implementation challenges, including the absence of ICAO coding specifications and limitations of EUROCONTROL Digital NOTAM Specification Version 2.0 in addressing APAC operational requirements, particularly cross-border ATFM measures.

5.11 The importance of standardized templates and APAC-specific D-NOTAM coding scenarios to support interoperability, automated processing and seamless information exchange was emphasized. Experience sharing among States and possible development of regional templates to supplement existing EUROCONTROL scenarios were also highlighted during the discussions.

5.12 In response to questions from participants, Hong Kong, China explained that aerodrome mapping data, including taxiway, apron and obstacle survey information, were provided by the Airport Authority Hong Kong as the data originator and subsequently incorporated into the AIM system following verification processes. Based on the presentation and discussions, the Meeting noted the progress of AIXM 5.1 implementation in Hong Kong, China, and recognized the need for continued regional coordination to address APAC-specific operational requirements for D-NOTAM implementation.

Agenda Item 6: Any Other Business

Application Research and Exploration of Artificial Intelligence in Aeronautical Information (IP/8)

6.1 China presented information on research and practical exploration related to the application of artificial intelligence, particularly Large Language Models (LLMs), in AIS. The Meeting

noted that the initiative aimed to support AIS digitalization, improve information processing efficiency, and enhance operational safety. Research activities included PIB abstract generation, intelligent AIP question-answering systems, and NOTAM issuance assistance tools to improve efficiency and information accessibility.

6.2 The Meeting further noted that artificial intelligence applications in AIS remained at an exploratory stage, with challenges related to data hallucinations, unstable outputs, and operational reliability. China emphasized that AI-generated outputs required verification to ensure compliance with ICAO provisions and operational safety requirements, and expressed willingness to collaborate with other States on future developments.

6.3 Australia provided information on recent regulatory developments relating to AI, noting that the European Union Aviation Safety Agency (EASA) had published a Notice of Proposed Amendment addressing specifications, acceptable means of compliance and guidance material relating to AI trustworthiness. It was suggested that the material could be of interest to States and Administrations exploring AI applications within aviation environments.

Further discussion on aerodrome-related messages for the APAC Common SWIM Aeronautical Information Services (Flimsy 2)

6.4 The Secretariat presented information on the ongoing discussions relating to aerodrome-related messages within the APAC Common SWIM Aeronautical Information Services framework. The Meeting noted that the APAC Common SWIM Aeronautical Information Services Ad Hoc Group had been established following AAITF/19 to examine technical and operational aspects of SWIM-related information services, and that the initial set of services had subsequently been endorsed by APANPIRG/36.

6.5 It was further noted that the initial set included aerodrome-related information services, including Aerodrome Feature Services and Runway Surface Condition Report Services. While these services had previously been discussed from the AIM perspective, additional discussions involving aerodrome subject matter experts had been initiated to address aerodrome operational considerations. In this regard, an Ad Hoc Group meeting had been convened on 19 May 2026.

6.6 Information was also provided that the proposed aerodrome-related amendments would continue to be discussed within the Ad Hoc Group, with the intention of reporting outcomes to the ATM/SG and AOP/SG meetings scheduled for August 2026. The Meeting agreed to support the proposed coordination process, including inviting comments from AAITF members by email prior to submission of Working Papers, and noted that the outcomes would subsequently be coordinated with the SWIM TF to support timely SWIM implementation activities within the region.

AIS Points of Contact (WP/15)

6.7 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.

Agenda Item 7: Review of the Task List

Review the AAITF TOR and Task List (WP/16)

- 7.1 The Meeting reviewed the AAITF Terms of Reference (TOR) and no change was proposed.
- 7.2 The Task List as updated by the Meeting is provided in **Appendix D** to the Report.
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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 2027 period.
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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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