

INTERNATIONAL CIVIL AVIATION ORGANISATION



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
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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 Kotaite Wing of the ICAO Asia and Pacific Regional Office in Bangkok, Thailand.

Attendance

2.1 The Meeting was attended in-person by 72 participants and virtually by 12 participants from 20 States, two Special Administrative Regions of China, and three International organisations, including 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, Aeronautical Chart Inspector, Civil Aviation Authority 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 Sallehhuudin, 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		
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: 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.	Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
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.	Follow-up: ☒ Required from States
When:	22-May-26	Status: Adopted by Task Force
Who:	☐ Sub groups ☒ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

Conclusion AAITF/21-2: Revision of the Asia/Pacific Plan for Collaborative AIM Phase III Timeline		
What:	That, the amendment to the <i>Asia/Pacific Plan for Collaborative AIM</i> at Appendix D 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.	Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
Why:	To take into consideration the current pace of implementation activities and the need to	Follow-up: ☒ Required from States

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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: ☐ Sub groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

7.2 List of Draft Conclusions

Nil

7.3 List of Draft Decisions

Nil

7.4 List of Decisions

Nil

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.

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 the 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 that 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).

AAITF/21 Report of the Meeting

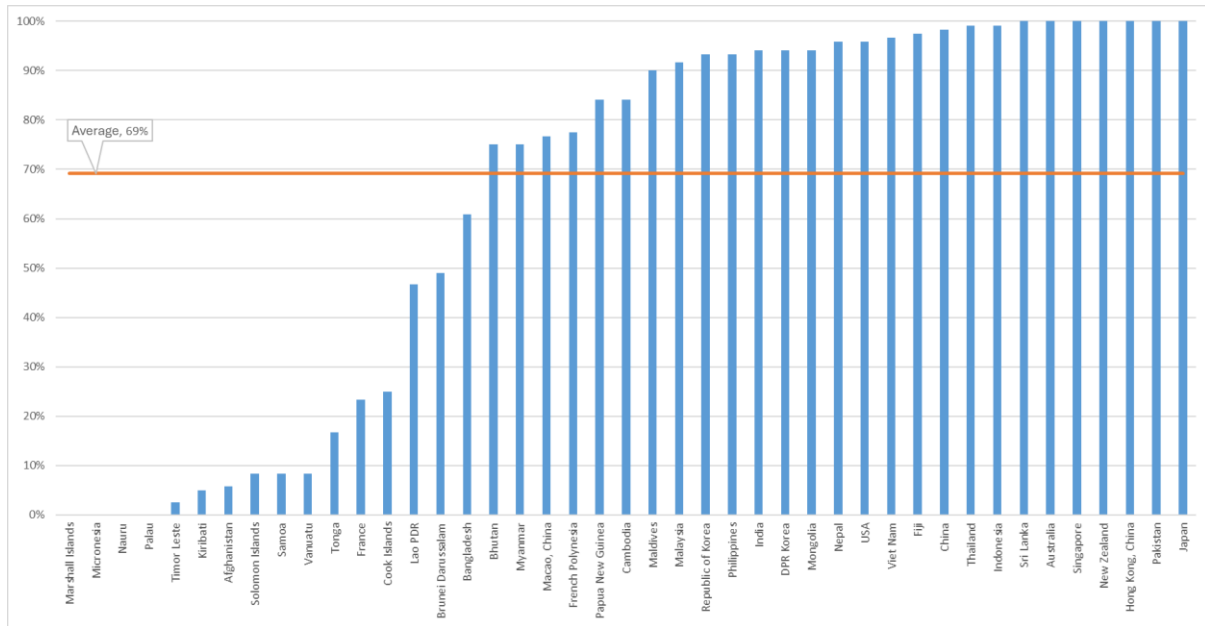


Figure 1: Regional Phase I Implementation Progress

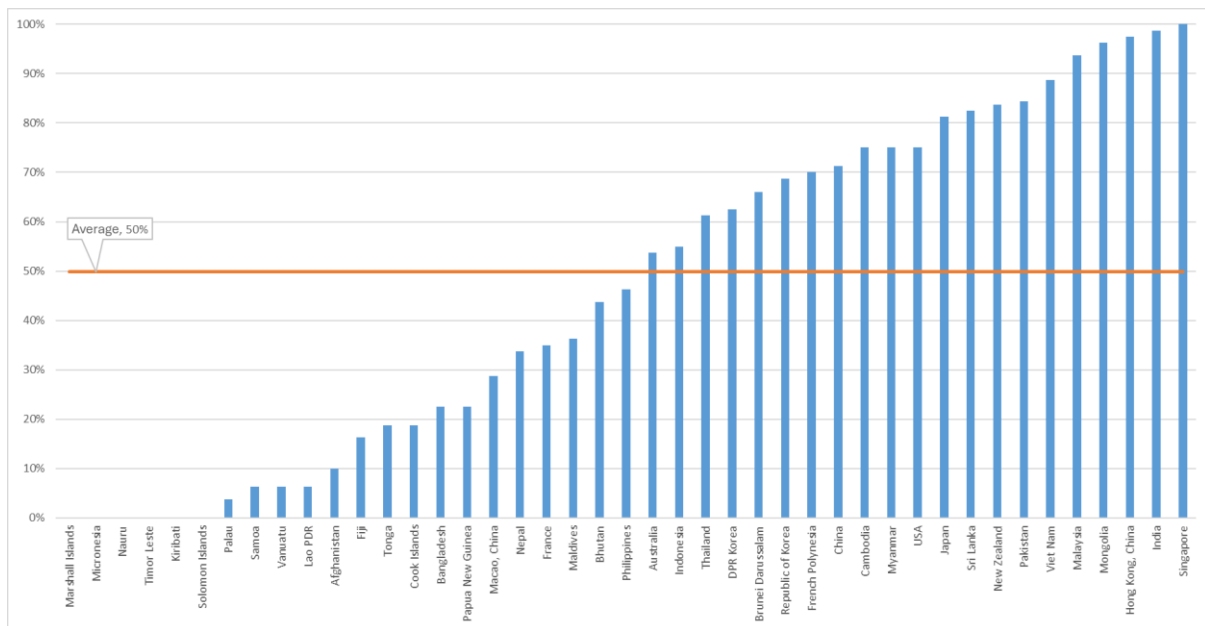


Figure 2: Regional Phase II Implementation Progress

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

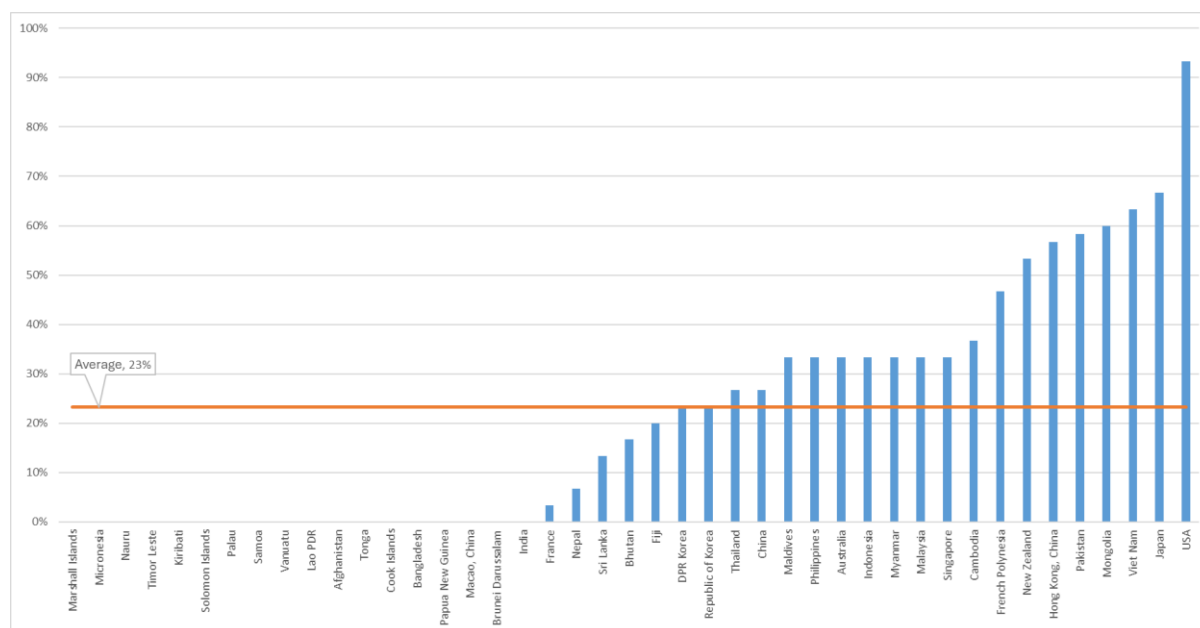


Figure 3: Regional Phase III Implementation Progress

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.

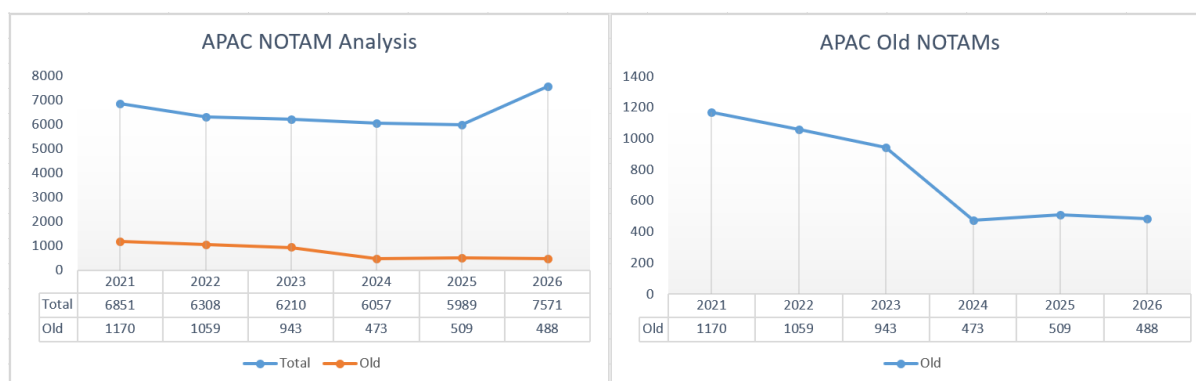


Figure 4: Regional NOTAM analysis

4.13 The Meeting 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 States/Administrations 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 commended States/Administrations 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 data set 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 data set 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 data set 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 and explained that the provision of Digital NOTAM was not a requirement from Annex 15.

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 Meeting was also provided with guidance on the appropriate sections of the AIP for publishing procedures related to GNSS RFI, as follows:

- a) procedures that described actions to be taken by pilots during a GNSS or data link disruption that directly affected the conduct of flight would most appropriately publish in ENR 1.1; and
- b) where additional detail was required regarding formal reporting mechanisms, post-event notification processes, or coordination channels with ATS or relevant authorities, a reference may be included in ENR 1.14.

4.57 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.

4.58 Participants expressed broad support for the proposed implementation support approach and emphasized the importance of cooperation among States and Administrations. The Meeting noted that China, Malaysia and Republic of Korea 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.

4.59 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.

4.60 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.

4.61 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)

4.62 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.

4.63 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)

4.64 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.

4.65 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.

4.66 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)

4.67 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.

4.68 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)

4.69 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.

4.70 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.

4.71 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.

4.72 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.

4.73 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.

4.74 The meeting noted that, in Appendix B of WP/17, the wording and details of the Digital NOTAM distribution service would be updated to align with DORIS implementation timeline.

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

4.75 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.

4.76 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.

4.77 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.

4.78 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)

4.79 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.

4.80 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)

4.81 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.

4.82 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.

4.83 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.

4.84 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.

4.85 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.

4.86 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.

4.87 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 D** 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 (AI), 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 E** 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 2027 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 (3)		
	1.	Mr. Timothy Hurley	Senior Aviation Safety Inspector (AIM/IFP) Civil Aviation Safety Authority
	2.	Mr. Kenny Lalljee	AIM Lead Airservices Australia
	3.	Mr. Jeremy Bienkowski (Online)	SWIM TF Chairperson Strategic Capabilities Manager, Airservices Australia
2.	BRUNEI DARUSSALAM (2)		
	4.	Mr. Ruzaini Rosli (Online)	Aeronautical Telecommunication Engineer Brunei Department of Civil Aviation
	5.	Mr. Masyhadi Halidi (Online)	Air Traffic Control Officer II DCA Brunei
3.	CAMBODIA (5)		
	6.	Mr. Peou Vuthy (Online)	Chief of AIS State Secretariat of Civil Aviation – Cambodia
	7.	Mr. Ry Phally (Online)	Official State Secretariat of Civil Aviation – Cambodia
	8.	Ms. Sreynoch San (Online)	Aeronautical Management Centre Supervisor Cambodia Air Traffic Services Co.,Ltd.
	9.	Ms. Daneth Phunlin (Online)	Aeronautical Information Product Officer Cambodia Air Traffic Services Co.,Ltd.

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	STATE/NAME		TITLE/ORGANIZATION
	10.	Ms. Sokdy Son (Online)	Aeronautical Information Product Officer Cambodia Air Traffic Services Co.,Ltd.
4.	CHINA (4)		
	11.	Ms. Zhao Lina	Assistant of Air Traffic Control Division Air Traffic Management Bureau Civil Aviation Administration of China
	12.	Mr. Zhang Nan	Deputy Director of AIS Center Air Traffic Management Bureau Civil Aviation Administration of China
	13.	Mr. Liang Shiting	Director of NOTAM Office of AIS Air Traffic Management Bureau Civil Aviation Administration of China
	14.	Ms. Zhao Can	Vice General Manager of ATS Division, Aviation Data Communication Corp. Air Traffic Management Bureau Civil Aviation Administration of China
5.	HONG KONG, CHINA (5)		
	15.	Ms. KOON Suet Chui, Gladys	Acting Senior Electronics Engineer (Technical Support) Civil Aviation Department Hong Kong, China
	16.	Ms. KWOK Sum Yee, Natalie	Evaluation Officer Civil Aviation Department Hong Kong, China
	17.	Mr. HUNG Chuen Mang, Keith	Air Traffic Flight Services Officer (Aeronautical Information Management) Civil Aviation Department Hong Kong, China
	18.	Ms. LAI Wing Ki, Angel	Air Traffic Management Standards Officer Civil Aviation Department Hong Kong, China

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	STATE/NAME		TITLE/ORGANIZATION
	19.	Mr. Marco Kok (Online)	Acting Senior Scientific Officer Hong Kong Observatory
6.	MACAO, CHINA (2)		
	20.	Mr. CHEANG Koi Cheng	Assistant Safety Officer Department of Airport Infrastructure and Air Navigation Civil Aviation Authority of Macao SAR
	21.	Ms. Lucia TANG	Senior AIC Supervisor Airport Operations Department CAM - Macau International Airport Co. Ltd.
7.	FIJI (1)		
	22.	Ms. Merelesita Watisolo (Online)	Team Leader Information/AIM Fiji Airports Limited (Fiji)
8.	INDIA (2)		
	23.	Mr. Nitin Chandra	Assistant Director of Operations AS & ANSS Dte DGCA India
	24.	Mr. Deepak Kumar Sing	Under Secretary (DG) Ministry of Civil Aviation
9.	INDONESIA (5)		
	25.	Ms. Nurdini Rospitha Tambunan	Manager of Airspace and Aeronautical Information Management DGCA of Indonesia
	26.	Ms. Shanty Nutiara Putri	Air Navigation Inspector DGCA of Indonesia
	27.	Mr. R Ahmad Hasyim	Vice President of AIM Planning and Performance Perum LPPNPI (AirNav Indonesia)

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	STATE/NAME		TITLE/ORGANIZATION
	28.	Mr. Muhammad Adi Frastyo	Assistance Vice President of QMS Perum LPPNPI (AirNav Indonesia)
	29.	Mr. Roland Max Sahertian	Assistance Vice President of AIM Performance Perum LPPNPI (AirNav Indonesia)
10.	JAPAN (2)		
	30.	Mr. Yuki OSHIOKA	Chief Japan Civil Aviation Bureau
	31.	Mr. Hidenori SHINADA	Deputy Chief of AIS Officer Japan Civil Aviation Bureau
11.	LAO PDR (5)		
	32.	Mr. Manasavanh Kounlath	Deputy General Director Lao Air Navigation Services
	33.	Mr. Xaygnasit Xouymanivong	Director of Air Traffic Service Office Lao Air Navigation Services
	34.	Ms. Davone Vilayseng	Deputy Director of Air Traffic Service Office Lao Air Navigation Services
	35.	Ms. Chanthida Khammingsavath	Officer of Air Navigation Standards Division Department of Civil Aviation of Lao PDR
	36.	Mr. KhamSouk Thongsong	Officer of Air Traffic Service Office Lao Air Navigaiton Services
12.	MALAYSIA (2)		
	37.	Mr. Mohd Rahimi Bin Jamaludin	Manager Air Navigation Services Planning Division Civil Aviation Authority of Malaysia

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	STATE/NAME		TITLE/ORGANIZATION
	38.	Mr. Mohammad Firdaus Bin M Asa'ri	Senior Executive Air Navigation Services and Aerodrome Division Civil Aviation Authority of Malaysia
13.	MALDIVES (3)		
	39.	Ms. Fathimath Ramiza	Director, Air Navigation Services and Aerodromes Maldives Civil Aviation Authority
	40.	Ms. Fathimath Samiya	GM/AIS Aeronautical Information Services / Maldives National Air Traffic Services (MNATS)
	41.	Ms. Haseena Hadee	Manager / AIS Publication Aeronautical Information Services / Maldives National Air Traffic Services (MNATS)
14.	MONGOLIA (1)		
	42.	Mr. Erdenebaatar Davaasuren	Aeronautical Chart Inspector Civil Aviation Authority of Mongolia
15.	PAKISTAN (1)		
	43.	Mr. Khalid Bin Yousuf (Online)	Deputy Director (AAR) Pakistan Civil Aviation Authority
16.	PHILIPPINES (4)		
	44.	Mr. George Don M. Narvaez	Air Traffic Management Officer V Charting and AIP Division, AISD Civil Aviation Authority of the Philippines
	45.	Ms. Janice T. Palaganas	Air Traffic Management Officer IV Planning and Compliance Division, AIS Department Civil Aviation Authority of the Philippines

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	STATE/NAME		TITLE/ORGANIZATION
	46.	Ms. Lea Bordon	Aviation Services Safety Inspector II AANSOO Civil Aviation Authority of the Philippines
	47.	Mr. Martin Oliver I. Cabonce	Air Traffic Management Officer I AFPDD, ATS Civil Aviation Authority of the Philippines
17.	REPUBLIC OF KOREA (1)		
	48.	Mr. Seongwon Choi	Officer Ministry of Land, Infrastructure and Transport
18.	SINGAPORE (6)		
	49.	Mr. Mohamed Nasir Mahadzir	Deputy Chief (ATC Support Officer, Training & Standards) Civil Aviation Authority of Singapore
	50.	Mr. Donjuan Koh	Executive AIS ATS, Civil Aviation Authority of Singapore
	51.	Mr. Vevaganandam Ravichandran	AIS Officer Civil Aviation Authority of Singapore
	52.	Mr. Firdaus Roslee	Assistant Manager, Aeronautical Information Services (AIS) Civil Aviation Authority of Singapore
	53.	Mr. Jack Toh	Engineer Civil Aviation Authority of Singapore
	54.	Ms. Guijin Zheng	Principal Engineer Civil Aviation Authority of Singapore
19.	SRI LANKA (2)		
	55.	Ms. S A N Sarojanie	Senior Civil Aviation Inspector (AIS) Civil Aviation Authority of Sri Lanka

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	STATE/NAME		TITLE/ORGANIZATION
	56.	Mr. Sugath Jayalath	Manager AIM/HQ Airport & Aviation Services (Sri Lanka) (PVT) Ltd
20.	THAILAND (14)		
	57.	Mrs. Parichat Thongkleang	Aeronautical Information Management Department Manager 11 The Civil Aviation Authority of Thailand
	58.	Mr. Akkarin Insuwan	Head of Aeronautical Information Division 10 The Civil Aviation Authority of Thailand
	59.	Mr. Jakrin Kutantham	Head of Aeronautical Information Services Standards Division 10 The Civil Aviation Authority of Thailand
	60.	Gp. Capt. Kornek Chitsanuchabunwiphak	Head of Aeronautical Publication Division 9 The Civil Aviation Authority of Thailand
	61.	Mr. Bunpot Kujaphun	Senior Air Navigation Services Standards Officer 8 The Civil Aviation Authority of Thailand
	62.	Mr. Piyarat Mentaisong	Senior Aeronautical Information Management Officer 7 The Civil Aviation Authority of Thailand
	63.	Mr. Chaiwat Saekhew	Senior Air Navigation Operations Officer 7 The Civil Aviation Authority of Thailand
	64.	Mr. Sirawich Wattanananta	Air Navigation Operations Officer 5 The Civil Aviation Authority of Thailand
	65.	Mrs. Jittima Asawachaiporn	Director, Aeronautical Information and Flight Data Management Center (DAF.AN) Aeronautical Radio of Thailand Limited

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	STATE/NAME		TITLE/ORGANIZATION
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	67.	Mr. Passakorn Ketvan	Senior Air Traffic Systems Engineer Aeronautical Radio of Thailand Limited
	68.	Mr. Kom Promsuttikul	Strategic Planning Manager (Engineering) Aeronautical Radio of Thailand Limited
	69.	Mrs. Samaporn Aksornranan	Airspace Design Manager Aeronautical Radio of Thailand Limited
	70.	Ms. Panatta Bunyasiri	Executive Airspace Designer Aeronautical Radio of Thailand Limited
21.	UNITED STATES (4)		
	71.	Mr. Shayne A. Campbell	Senior Air Traffic Representative, Asia Pacific Federal Aviation Administration Air Traffic Organization, International Office
	72.	Ms. Jodi Brainard	Aeronautical Office Representative National Geospatial-Intelligence Agency
	73.	Mr. Mathew Bourvic	Aeronautical Int'l Representative National Geospatial-Intelligence Agency
	74.	Mr. Wade Filgers	NGA – Aeronautical Office Aeronautical Office Representative
22.	VIET NAM (3)		
	75.	Ms. Ngo Thi Thuy Van	Deputy Director of VietNam Aeronautical Information Center Vietnam Air Traffic Management Corporation

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	STATE/NAME		TITLE/ORGANIZATION
	76.	Mrs. To Thu Trang	Manager of AIS Operation Vietnam Air Traffic Management Corporation
	77.	Mrs. Nguyen Thi Hang	Official of Department of Air Traffic Services Vietnam Air Traffic Management Corporation
23.	ICCAIA (2)		
	78.	Mr. Jacek Pilichowski	Source Liaison ICCAIA
	79.	Mr. Nick Dryer	Head of Ops / Regulatory – Incubation ICCAIA
24.	IFAIMA (1)		
	80.	Mr. Erdenebaatar Davaasuren	APAC Regional Director IFAIMA
25.	ICAO (5)		
	81.	Ms. Olga De Frutos Martin (Online)	Technical Officer, Air Navigation Bureau ICAO Asia and Pacific Regional Office
	82.	Mr. Hiroyuki Takata	Regional Officer, Air Traffic Management ICAO Asia and Pacific Regional Office
	83.	Mr. Mior Adli bin Mior Sallehhuudin	Regional Officer, Air Traffic Management ICAO Asia and Pacific Regional Office
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	85.	Dr. Trish Prakayphet Chalayonnawin	Programme Analysis Associate, Air Traffic Management ICAO Asia and Pacific Regional Office

LIST OF PAPERS

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 5LNC Ad Hoc Group	APAC 5LNC Ad Hoc Group
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	AIM Global Updates	Secretariat
WP/7	4	NOTAM Proliferation Analysis	IFAIMA and ICAO
WP/8	4	Asia/Pacific Region ICARD Status and 5LNC Duplicate Resolution	Secretariat
WP/9	4	CPDLC Uplink Issue Caused by Duplicate 5LNC	Secretariat
WP/10	4	The role of AIS units in providing information services through SWIM	Japan
WP/11	4	Timely sharing of NOTAMs during contingency situations	Secretariat
WP/12	5	Consideration of the Timeline for Phase III of the Asia/Pacific Plan for Collaborative AIM	Secretariat
WP/13	5	Enhancing the Efficiency of Request for NOTAM (RQN) through Auto-Addressing in Aeronautical Information Management System (AIMS)	Singapore
WP/14	5	Digital NOTAM Implementation in Hong Kong China	Hong Kong China
WP/15	6	AIS Points of Contact	Secretariat
WP/16	7	Review of the AAITF Terms of Reference and Task List	Secretariat
WP/17	4	Guidance Material to Assist APANPIRG Subsidiary Groups in Reviewing and Updating the List of APAC Common SWIM Information Services	SWIM/TF

INFORMATION PAPERS

NUMBER	AGENDA	INFORMATION PAPERS	PRESENTED BY
IP/1	-	List of Working Papers (WPs) and Information Papers (IPs) Secretariat	Secretariat
IP/2	3	Quality Management System (QMS) Implementation in Aeronautical Information Services (AIS), Maldives	Maldives

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NUMBER	AGENDA	INFORMATION PAPERS	PRESENTED BY
IP/3	3	Progress on the Implementation of Quality Management System (QMS) and Aeronautical Information Management (AIM) in Brunei Darussalam	Brunei Darussalam
IP/4	4	Data Volume of Digital NOTAM Messages Handled on SWIM	Japan
IP/5	4	Release and Trial Operation of China AIP Dataset	China
IP/6	4	Operational Procedure Awareness for AIS Personnel	Indonesia
IP/7	4	Modernization of AIM System in Indonesia to meet ICAO APAC AIM Performance Expectation Phase 2	Indonesia
IP/8	6	Application Research and Exploration of Artificial Intelligence in Aeronautical Information	China
IP/9	-	<i>withdrawn</i>	-
IP/10	4	Progress Update on the Upgrading of Malaysian Aeronautical information Management System (MyAIMS)	Malaysia
IP/11	4	AIS to AIM Update	Philippines
IP/12	3	Progress Report on Addressing AIS AIM Deficiencies in Lao PDR	Lao PDR

PRESENTATIONS

NUMBER	AGENDA	PRESENTATIONS	PRESENTED BY
SP/1	4	The role of AIS units in providing information services through SWIM (WP10)	Japan
SP/2	4	AIM Global Updates (WP06)	Secretariat

FLIMSIES

NUMBER	AGENDA	FLIMSIES	PRESENTED BY
Flimsy 1	4	Proposal for the Harmonization of Data Provision Periodicity, Data Resolutions, and Regulatory References	Philippines
Flimsy 2	6	Further discussion on aerodrome related messages for the APAC Common SWIM Aeronautical Information Services.pdf	Secretariat

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ATM and Airspace Safety Deficiencies in the AIS/AIM Field (Updated 21 May 2026)

States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
	<u>WGS-84 Requirements of Paragraph 1.2.1 of Annex 15</u>					
Afghanistan	WGS-84 - Not implemented	24/6/2014		Afghanistan	TBD	A
Brunei Darussalam	WGS-84 - Not implemented	24/6/2014		Brunei Darussalam	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 Requirements of Chapter 5 of Annex 15</u>					
Kiribati	AIP Format - Not implemented	7/7/99	ATM/AIS/SAR/SG/18 (June 2009) was advised AIP in draft stage	Kiribati		A
	<u>AIS Quality Management System Requirements of Paragraph 3.6.1 of Annex 15 Quality Management System - Not implemented</u>					
Afghanistan	AIS Quality Management System - Not implemented	24/6/2014		Afghanistan	TBD	A

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States/facilities	Deficiencies			Corrective Action		
	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	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 completed AIS QMS implementation.	Maldives	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	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

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States/facilities	Deficiencies			Corrective Action		
	Description	Date first reported	Remarks	Executing body	Target date	Priority **
Palau	AIS Quality Management System - Not implemented	24/6/2014		Palau	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
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
	<u>Aeronautical Data Area of Responsibility</u> - requirements of Paragraph 2.1.2 of Annex 15 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.

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Draft



ASIA/PACIFIC REGIONAL PLAN FOR COLLABORATIVE AERONAUTICAL INFORMATION MANAGEMENT

Version 5.0, August 2026

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

Approved by the ATM Sub-Group of APANPIRG (**ATM/SG/14**) and published by the ICAO Asia and Pacific Office, Bangkok

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SCOPE OF THE PLAN

Asia/Pacific Regional AIM Planning and Guidance

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

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

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

Asia/Pacific Air Navigation Plan

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

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

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

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

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

Volume II Part VII Section 3.

3.1 The priority regional requirements for AIM implementation are:

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

- b) Implementation of Quality Management Systems for aeronautical information;
- c) Establishment of formal agreements between AIS providers and aeronautical data originators specifying the content, quality, maintenance and timing of provision of aeronautical data that is required to be promulgated in AIP, and the quality management process that shall be applied.
- d) Implementation of internet-accessible electronic AIP generated from a digital database of aeronautical information.

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

- e) The taking of all necessary measures to develop and implement AIM training programs for AIS personnel, including training in digital data management, and end-to-end quality management processes.
- f) Provision of full access to the relevant ICAO Annexes and Documents to all personnel having responsibility for the origination, reception, management and/or distribution of aeronautical information and aeronautical data.

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

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

Beijing Declaration

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

2.0 Air Navigation Services

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

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

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

4.0 Human Resource Development

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

(a) *Establish access to quality training; and*

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

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

Asia/Pacific Plan for Collaborative AIM

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

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

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

AIM Plan Structure

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

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

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

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

Performance Improvement Plan

1.17 The performance objectives of the Plan are expected to be implemented in phases aligned, where practicable, with those of the Seamless ANS Plan. Having considered a range of performance expectations including those relating ICAO Standards and Recommended Practices (SARPs) (that have

been applicable for many years) and Procedures for Air Navigation Services (PANS), Regional AIM Capability is expected to be implemented in the following phases:

- Phase I, expected to be implemented immediately;
- Phase II, expected to be implemented by 7 November 2019, and
- Phase III, expected to be implemented by 20 November 2031.

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

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

Review

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

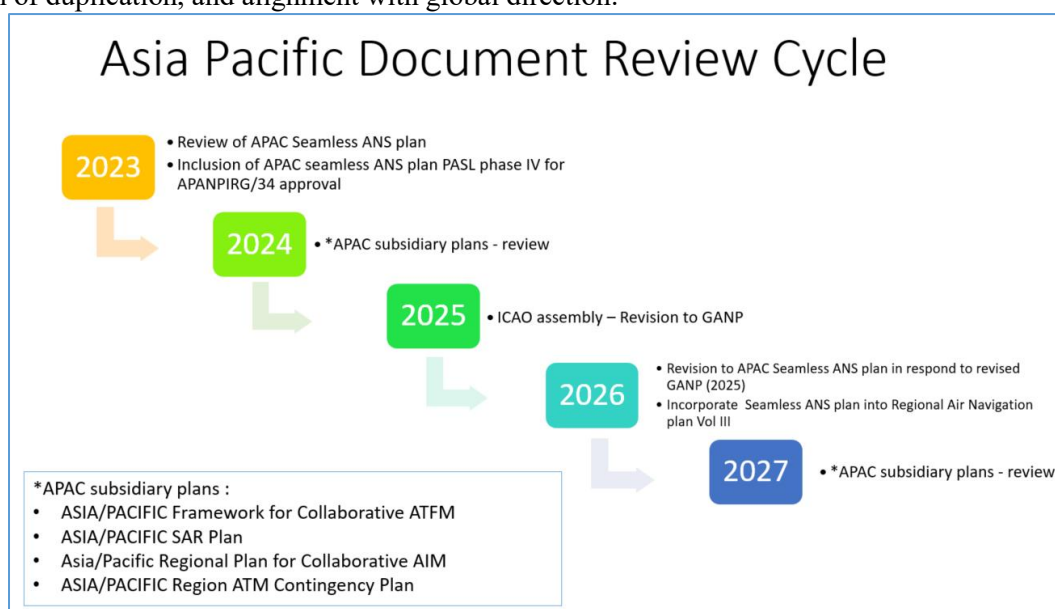


Figure 1: Proposed ATM-Related Document Review Cycle

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

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PLAN OBJECTIVES

Objective of the Plan

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

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

Guidance for the Plan

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

Global and Regional Framework

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

Air Navigation Services

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

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EXECUTIVE SUMMARY

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

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

The Need for a Regional Collaborative Plan for AIM

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

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

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

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

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

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

Performance Improvement Plan

3.8 A key feature of the Plan is the Performance Improvement Plan which was initially, in version 1.0 of the Plan, aligned with Phases 1 and 2 of the ICAO Roadmap for Transition from AIS to AIM, supporting States in the transition to digital databases of aeronautical information and the implementation of electronic AIP (eAIP). The Performance Improvement Plan is arranged in Regional AIM Capability Phases I, II and III, listing fundamental AIS performance elements expected to be implemented either immediately (Phase I), in the case of elements that have been reflected ICAO SARPs for many years, or by 7 November 2019 (Phase II), or 20 November 2031 (Phase III).

Global AIM Implementation Dashboards

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

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

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

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ABBREVIATIONS AND ACRONYMS

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

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

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

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

BACKGROUND INFORMATION

Principles

5.1 This Plan considers four major categories of AIM principles:

Legislation, Policy and Regulation;

Human Performance;

Quality Management;

AIM Systems and Processes;

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

Aviation System Block Upgrades (ASBU)

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

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

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

Quality Management Guidance

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

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

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

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

Selection and Training Guidelines for AIS

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

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

Selection Principles

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

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

The First Step

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

- a) Position Description;
- b) Duty Statement; and
- c) Selection Criteria against which applicants will be assessed.

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

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

The Selection Process

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

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

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

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

- a) application;
- b) interview;
- c) referee reports;
- d) work samples; and/or
- e) performance tests.

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

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

5.22 An appropriate delegate will usually formally approve the Selection Committee's recommendation.

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

Operating Procedures for AIS Dynamic Data (OPADD)

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

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

SNOWTAM Guidance

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

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

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

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

Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services

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

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

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

ICAO Location Indicators

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

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

The ICAO Regional Office coordinates with ICAO Headquarters.

3. The following information is required to be included in the State's request:
 - a. location/Airport Name;

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

- b. requested Location Indicator (e.g. NTKU);
- c. IATA location identifier code, if any; and
- d. Indication of whether the location is, or is intended to be, connected to the AFS.

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

International Codes and Routes Designators

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

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

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

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

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

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

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

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

Implementation Status Monitoring

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

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

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

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

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

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

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

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

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CURRENT SITUATION

Current Status of Transition from AIS to AIM

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

- Phase I, expected to be implemented immediately;
- Phase II, expected to be implemented by 7 November 2019, and
- Phase III, expected to be implemented by 20 November 2031.

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

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

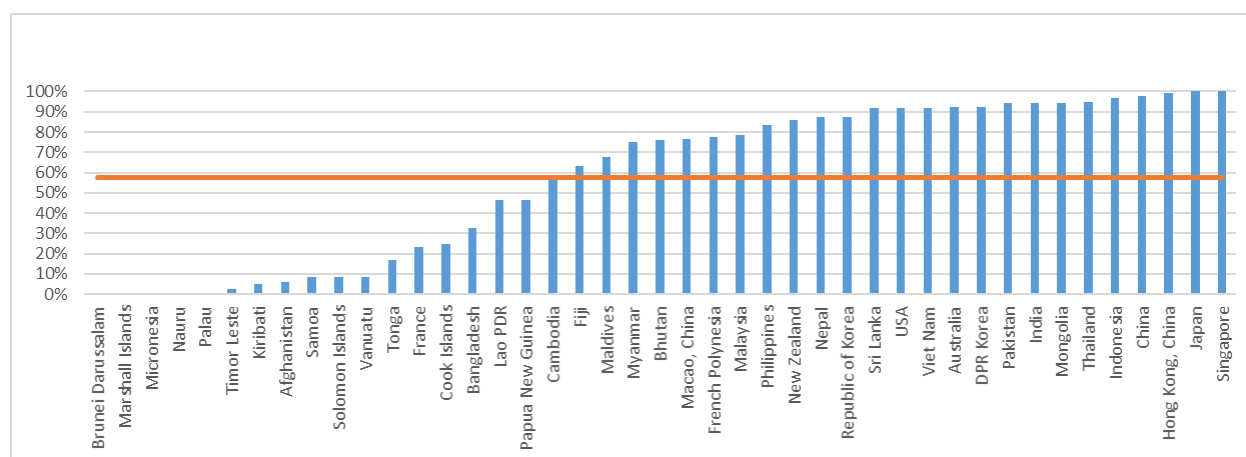


Figure 2: Regional Phase I Implementation Progress (updated on 07 June 2023)

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

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

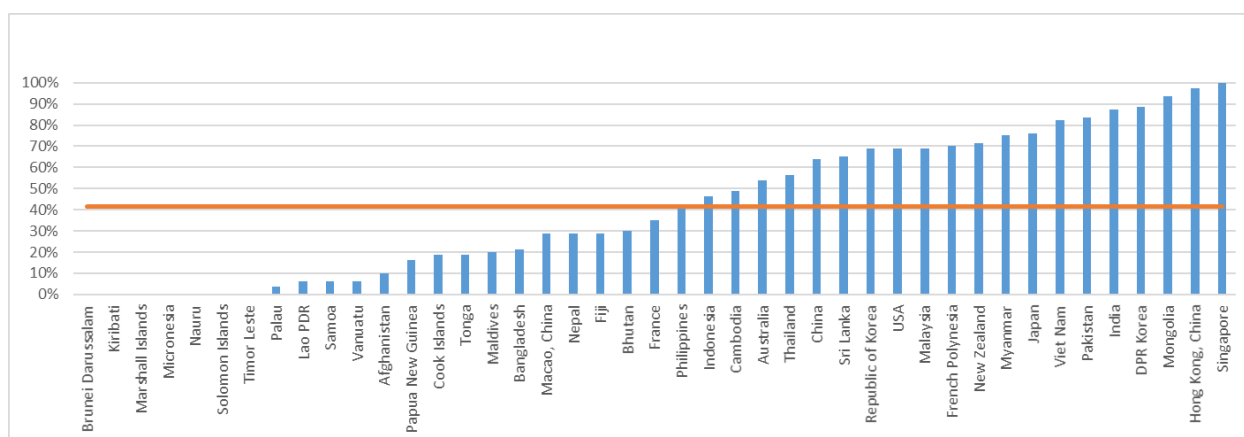


Figure 3: Regional Phase II Implementation Progress (updated on 07 June 2023)

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

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

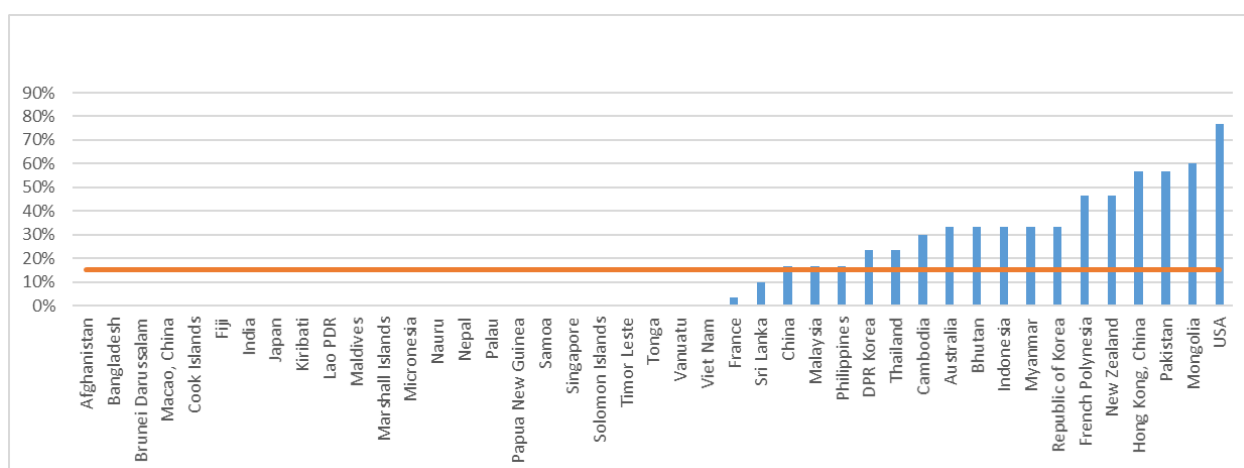


Figure 4: Regional Phase III Implementation Progress (updated on 07 June 2023)

Asia/Pacific AIM Compliance Analysis – USOAP Audit

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

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

ID	Questions	EI
7.281 CE-4	Is the training programme appropriately implemented for AIS inspectors?	47%
7.289 CE-8	Has the State established and implemented a mechanism/system with time frame for the elimination of deficiencies identified by AIS inspectors?	46%

ID	Questions	EI
7.303 CE-7	Does the State ensure that the technical staff of AIS and cartographic service providers' personnel possess the competencies required to perform the assigned functions and tasks?	49%
7.311 CE-7	Does the State ensure that aeronautical data and information are provided in accordance with the data quality specifications?	34%

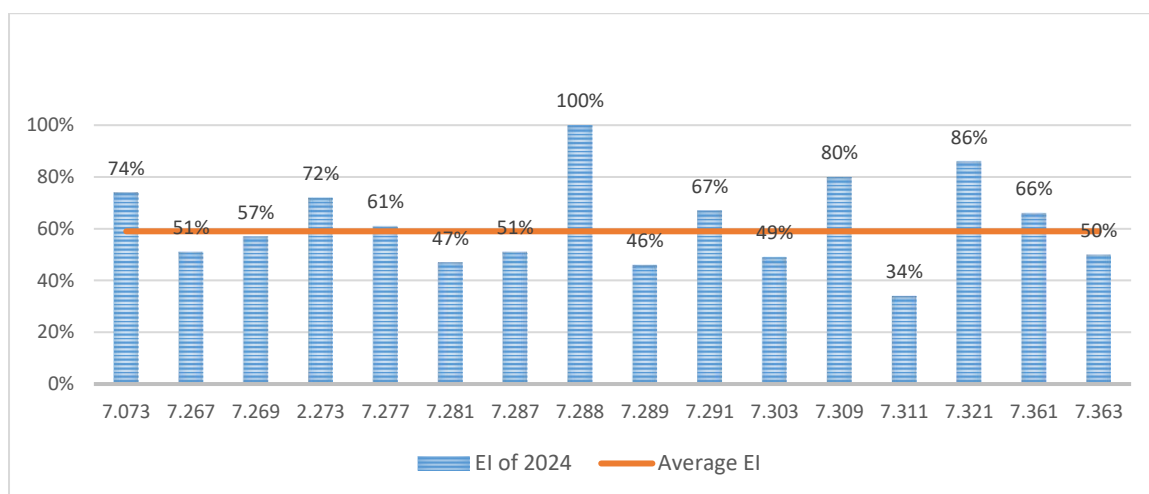


Figure 5: APAC USOAP CMA AIS/CHART PQ Compliance (As of March 2024)

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PERFORMANCE IMPROVEMENT PLAN

Structure of the Performance Improvement Plan

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

- Regional AIM Capability Phase I, expected to be implemented immediately;
- Regional AIM Capability Phase II, expected to be implemented by 7 November 2019, and
- Regional AIM Capability Phase III, expected to be implemented by 20 November 2031.

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

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

Asia/Pacific Seamless ANS Plan – Performance Expectations

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

PASL Phase II (expected implementation by 07 November 2019)

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

PASL Phase III (expected implementation by 03 November 2022)

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

PASL Phase IV (expected implementation by 27 November 2025)

NIL.

Structure of the Performance Improvement Plan

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

REGIONAL AIM CAPABILITY PHASE I

Expected to be implemented immediately

Legislation, Policy and Regulations

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

- i. Establishment of an organizational structure for the safety oversight of aeronautical information service providers;
- ii. Requirements for monitoring of differences from Annex 4 and Annex 15 SARPs;
- iii. Requirements for aeronautical information/data originators;
- iv. Requirement for AIS quality management systems and processes to be established by all entities in the end-to-end AIS data chain.

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

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

Human Performance

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

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

- i. State, organization and individual obligations under the Chicago Convention;
- ii. State Legislation and State Regulations;
- iii. AIM-related ICAO Annexes to the Chicago Convention, Procedures for Air Navigation Services and guidance material.

Quality Management

7.10 Quality management processes for aeronautical information services, as are required to be established under the SARPs in Annex 15¹, should include processes for:

- i. Data quality monitoring;

¹ Annex 15 *Aeronautical Information Services* Section 3.6

- ii. AIRAC adherence monitoring; and
- iii. Quality checking

7.11 Formal arrangement, as required to be established between AIS providers and aeronautical data originators under the relevant SARPs in Annex 15², should specify the content, quality, maintenance and timing of the provision of aeronautical data that is required to be promulgated in AIP, and the quality management process that shall be applied.

AIM Systems

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

7.13 States should ensure full compliance of all aeronautical information products³ with the following common reference systems in accordance with the relevant SARPs and procedures in Annex 15 and PANS-AIM⁴:

- i. Horizontal reference system – *World Geodetic System 1984* (WGS-84);
- ii. Vertical reference system – Mean Sea Level (MSL) datum and Earth Gravitational Model – 1996 (EGM-96);
- iii. Temporal reference system – UTC.

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

1. *Each five years; or*
 2. *After a major natural event such as an earthquake or volcanic eruption; or*
 3. *Following construction of critical airport elements;*
- whichever is the sooner, by ground survey, Light Detection and Ranging (LIDAR) survey, or imagery collection.*

² Annex 15 Section 2.1.5

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

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

REGIONAL AIM CAPABILITY PHASE II

Expected to be implemented by 7 November 2019

Legislation, Policy and Regulations

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

- i. Requirements for the implementation of digital databases of aeronautical information, from which digital data sets may be generated;
- ii. Requirements for production of electronic AIP and other Aeronautical Information Products⁵ derived from digital databases of aeronautical information.

Human Performance

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

Quality Management

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

AIM Systems

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

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

- i. A terrain database, from which terrain data sets conforming with Annex 15 Section 5.3.3.3 may be generated;
- ii. An obstacle database, from which obstacle data sets conforming with Annex 15 Section 5.3.3.4 may be generated; and
- iii. An aerodrome mapping database, from which aerodrome mapping data sets conforming with Annex 15 Section 5.3.4 may be generated.

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

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

REGIONAL AIM CAPABILITY PHASE III

Expected to be implemented by 20 November 2031

Legislation, Policy and Regulations

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

- i. Interoperability with meteorological products;
- ii. Communications networks for the exchange of aeronautical data; and
- iii. Electronic aeronautical charts.

Human Performance

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

AIM Systems and Processes

7.21 All Administrations should

- i. exchange digital data sets of aeronautical information in a SWIM environment, aligned with ASBU DAIM-B2/1.
- ii. provide Aeronautical Information briefing with integrated meteorological information; and
- iii. provide Electronic aeronautical charts.

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

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

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APPENDIX A - REGIONAL COLLABORATIVE AIM PLANNING PRINCIPLES

People: Cultural and Political Background

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

Source: Asia/Pacific Seamless ANS Plan - Principles

Technology and Information: Aeronautical Data

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

Source: Asia/Pacific Seamless ANS Plan - Principles

Legislation, Policy and Regulation

3. Legislation supporting the signatory State obligations under the Chicago Convention provides the legal basis and compulsion for engagement of all stakeholders in the AIS.
4. Regulations establish requirements for all stakeholders in the AIS including information and data originators, the AIS and its users
5. The role of an AIS regulator (AIS & Charts inspectorate) is not to check and approve every item of aeronautical information promulgated by the AIS.
6. The role of an AIS regulator (AIS & Charts inspectorate) is to oversight the processes of AIS, such as quality management and safety management.

Human Performance

7. Clear accountabilities for the quality and timeliness of aeronautical information should be established.
8. English language proficiency requirements for quality-managed AIS translation of information and data received from originators.
9. Standardization where practicable of English language expressions used in aeronautical information
10. Establishment of competency criteria for information/data originators and AIS personnel, supported by regular performance assessment.
11. Contextual understanding of aeronautical information or data received by AIS, brought about through an appropriate mixture of knowledge, experience and skills among AIS personnel.
12. IT capability to ensure AIM capability.

13. Relationships between all stakeholders are built through consultation, inclusion, and cooperative education activities.
14. Human factors considerations include training, competency assessment, human-machine interfaces and environment.

Quality Management

15. Quality management applies to the entire aeronautical information/data chain
16. Quality management of aeronautical data requires the establishment of formal agreements between originators of aeronautical information/data and the AIS.

AIM Systems and Processes

17. Maintenance regulations and procedures ensure the regular updating, correction and, when redundant, removal of aeronautical information.
18. The use of contemporary technology to improve the quality and timeliness of aeronautical information, and the efficiency of its publication.
19. Migration of aeronautical information into digital databases requires the establishment of a project team and the application of quality and safety management processes.
20. Integration of safety management and quality management systems

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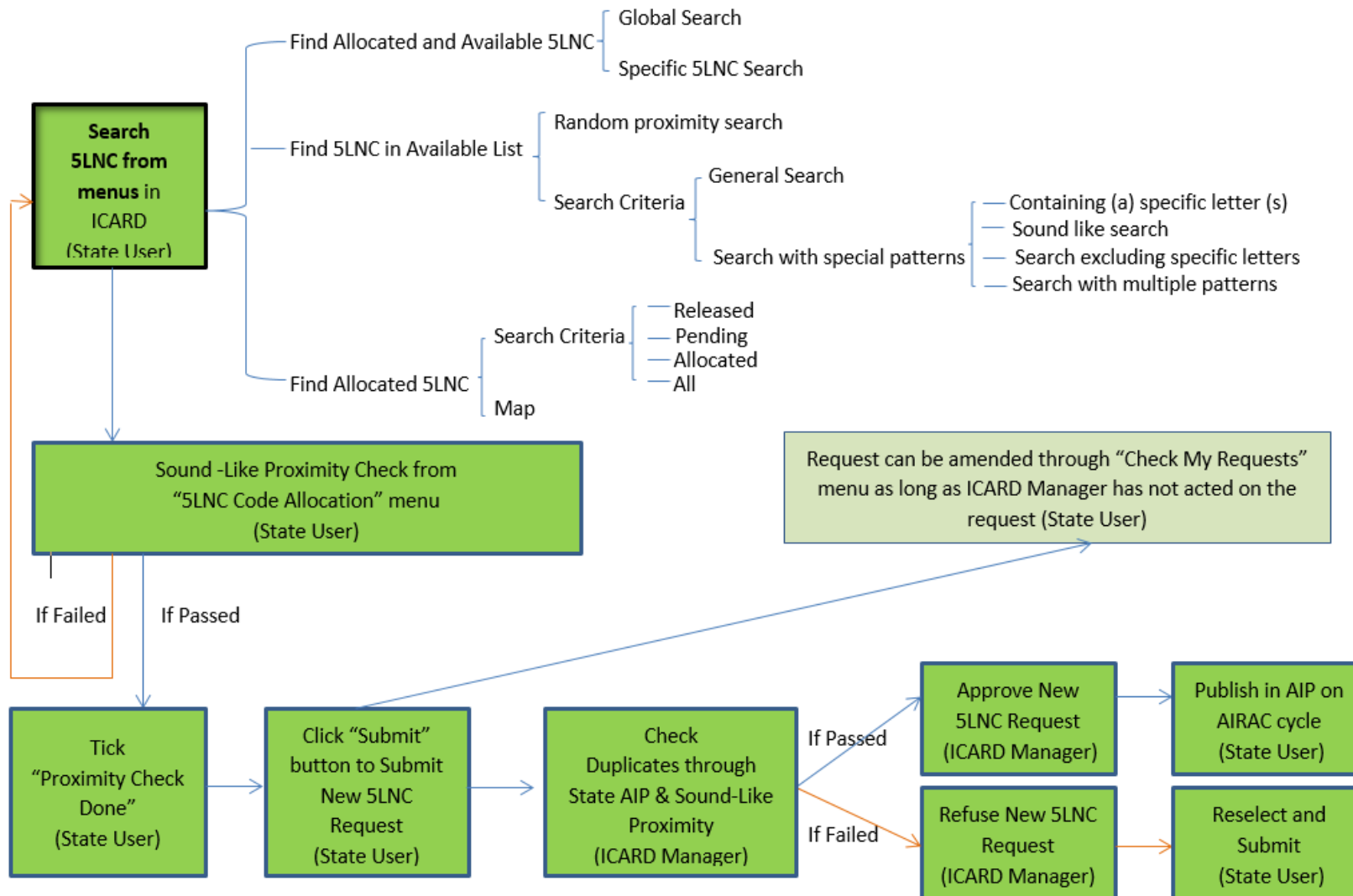
APPENDIX B - ICARD REGISTRATION PROCEDURE – AUTHORIZED USERS
- ICARD PROCESS FLOW CHART

ICARD REGISTRATION PROCESS

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

- If you do not yet have user access to the ICAO Secure Portal, complete all three steps.
 - If you already have access to the ICAO Secure Portal but not to ICARD, go to Step 2.
 - If you already have access to ICARD, but are not registered as an ICARD_5LNC_PLANNER, go to Step 3.
1. Register for access to the ICAO Secure Portal (you may already have this access. If so, proceed directly to step 2.)
 - i. Go to <http://portal.icao.int/>
 - ii. Click on [Request an account](#)
 - iii. Follow the instructions. You will be notified when your registration for access to the ICAO Secure Portal is approved.
 2. Log in to the ICAO Secure Portal <http://portal.icao.int> with your secure login credentials, then register for ICARD as follows:
 - i. Click on the **PROFILE** link in your Secure Portal home page
 - ii. A new window will open. In the menu on the left of the new window, click on the **GROUP SUBSCRIBE/UNSUBSCRIBE** link.
 - iii. Enter the group name **ICARD** in the **SUBSCRIBE TO** field, and add the justification for your request in the **JUSTIFICATION** field.
 - iv. Click the **SUBMIT CHANGES** button.
 3. Register for ICARD_5LNC_PLANNER in the same manner as described in step 2: Log in to the ICAO Secure Portal <http://portal.icao.int> with your secure login credentials, then register for ICARD_5LNC_PLANNER as follows:
 - i. Click on the **PROFILE** link in your Secure Portal home page
 - ii. A new window will open. In the menu on the left of the new window, click on the **GROUP SUBSCRIBE/UNSUBSCRIBE** link.
 - iii. Enter the group name **ICARD_5LNC_PLANNER** in the **SUBSCRIBE TO** field, and add the justification for your request in the **JUSTIFICATION** field.
 - iv. Click the **SUBMIT CHANGES** button.

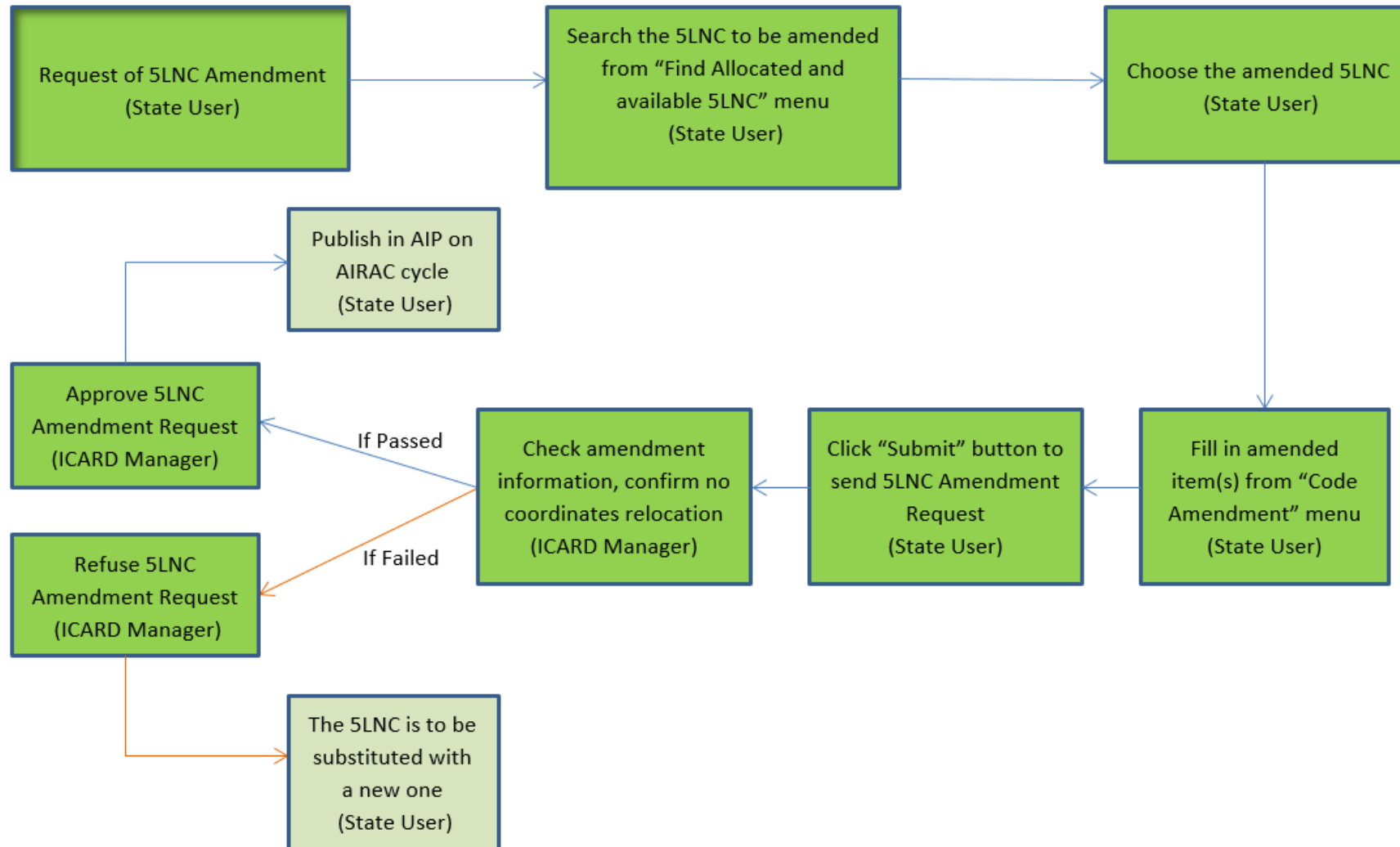
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Flow Chart for New 5LNC Request

Notes:

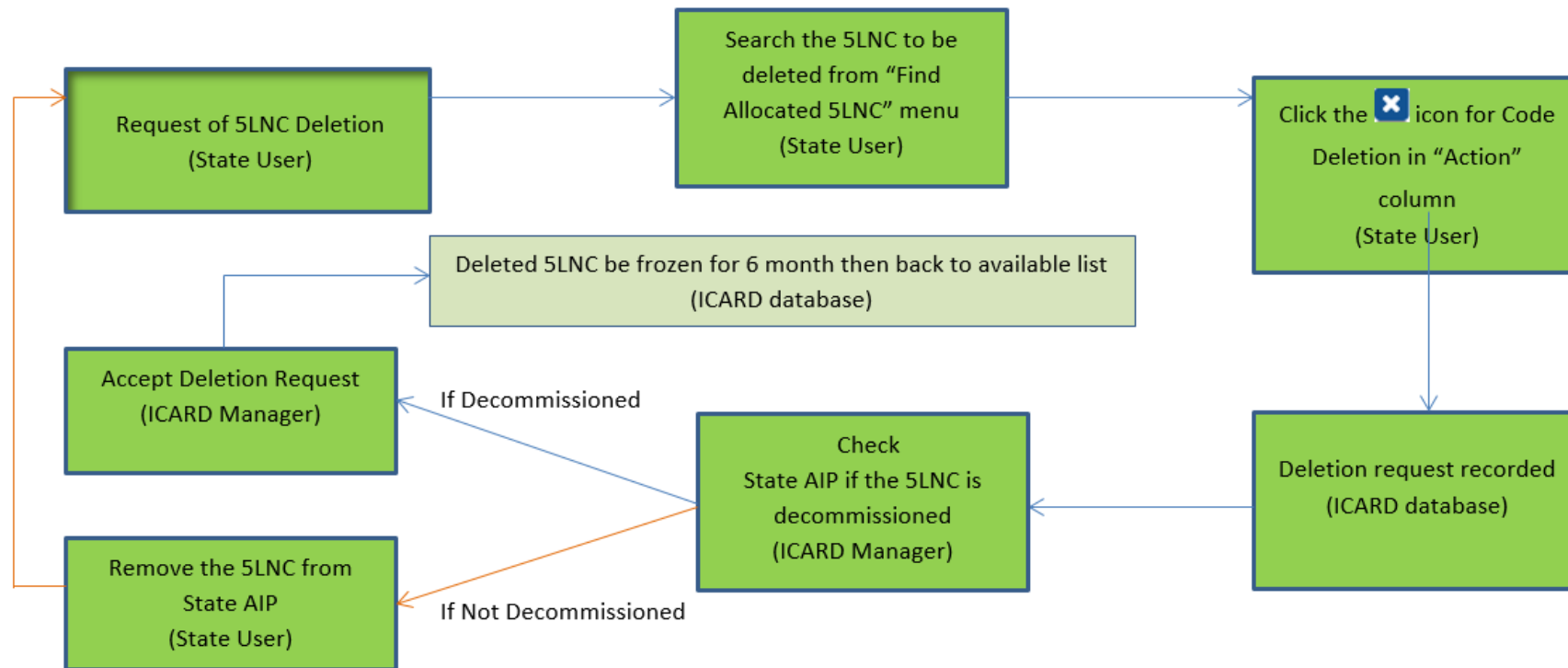
- ❖ In all cases, the coordinates of the requested new 5LNC must be within the territory or any FIR of the requesting State. If this is not the case, the request will be refused.
- ❖ For 5LNCs on FIR boundaries, the requesting State has to coordinate with all State(s) concerned before the new 5LNCs are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



Flow Chart for 5LNC Amendment

Notes:

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



Flow Chart for 5LNC Deletion

Note:

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

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AAITF TASK LIST

(Last updated 22 May 2026)

	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 and resolve of close proximity duplicated 5LNC within 1000NM	Ongoing	APAC Administrations/Secretariat	Open	AAITF/11 WP/8 Updated AAITF/15 AAITF/21 report 4.38
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 Closed	AAITF/20 report 4.34

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	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	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)

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	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 <i>APAC Regional Guidance on AIP – AD 1.5</i>	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 ATM/SG/14	All Administrations having AIS-AIM-related deficiencies recorded	Open	AAITF/18 report 3.9
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 AAITF/22	Secretariat and ICAO Exploratory Group member	Open	AAITF/19 report 4.31
19/6	Provide update for APAC ANP Vol II Table AIM II-1 and II-2	30 August 2024 ATM/SG/13 ATM/SG/14	All Administrations not yet reported	Open	AAITF/19 report 5.29
20/1	Consult SWIM Task Force and review the relevant documents for the benefits of SWIM implementation	AAITF/21	Secretariat	Open Completed	AAITF/20 report 4.9
20/3	Examine the necessity and potential structure of digital sub-data sets	AAITF/21	APAC Common SWIM AIS Ad Hoc Group	Open Closed	AAITF/20 report 5.13

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	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 Completed	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 Completed	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 Completed	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 Completed	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 AAITF/22	All States/Administrations	Open	5LNC and 5ANNC seminar
21/1	Raise the matter with the IMP for consideration under the ongoing update of PANS-AIM and Doc 8126.	AAITF/22	United States and Singapore	Open	AAITF/21 report 2.7

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	ACTION ITEM	TIME FRAME	RESPONSIBLE PARTY	Status	REMARKS
21/2	Coordinate with the ATM Sub-group or ATMOPS Panel regarding the proposed use of 5ANNC in predictable sequencing procedures, including consideration of Annex 11 and Doc 8168 provisions.	AAITF/22	Secretariat	Open	AAITF/21 report 2.12
21/3	Consider developing explanatory notes for each question in the Regional AIM Plan Monitoring and Reporting form to enable more accurate reporting that better reflects actual implementation status.	AAITF/22	All States/Administrations	Open	AAITF21 report 4.9 and 4.58
21/4	Update and refine entries of the APAC Common SWIM Information Services document relevant to AIM information.	AAITF/22	APAC Common SWIM AIS Ad Hoc Group	Open	AAITF/21 report 4.72
21/5	Bring the identified inconsistencies related to SNOWTAM, ASHTAM and other associated provisions to the attention of the relevant ICAO HQ	AAITF/22	Secretariat	Open	AAITF/21 report 4.85
21/6	Share lessons learned and operational experiences relating to RQN handling and auto-addressing arrangements	AAITF/22	All States/Administrations	Open	AAITF/21 report 5.8

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	ACTION ITEM	TIME FRAME	RESPONSIBLE PARTY	Status	REMARKS
21/7	Continue regional coordination and share experiences relating to APAC-specific Digital NOTAM operational scenarios.	AAITF/22	Hong Kong China and interested All States/Administrations	Open	AAITF/21 report 5.11-12
21/8	Review and provide comments by email on the proposed aerodrome-related SWIM information service amendments once circulated following the Ad Hoc Group discussions.	ATM/SG/14	All States/Administrations	Open	AAITFF/21 report 6.6

— END —