International Civil Aviation Organization

Twenty-First Meeting of the ICAO Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF/21)

Bangkok, Thailand, 19 – 22 May 2026

Agenda Item 2: Review Outcomes of Related Meetings

RELATED MEETINGS OUTCOMES

(Presented by the Secretariat)

SUMMARY

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

1. INTRODUCTION

1.1 The Thirteenth Meeting of the Air Traffic Management Sub-Group of APANPIRG (ATM/SG/13) was held in Singapore from 25 to 29 August 2025. The report of ATM/SG/13 is available at https://www.icao.int/APAC/MeetingDocs?fid=7041.

1.2 The Thirty-Sixth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/36) was held in Bangkok, Thailand, from 24 to 26 November 2025. The report of ATM/SG/13 is available at https://www.icao.int/APAC/meetingdocs?fid=8491.

1.3 The Eleventh Meeting of the Asia/Pacific Search and Rescue Workgroup (APSAR/WG/11) was held in Bangkok, Thailand, from 5 to 8 May 2026. The report of APSAR/WG/11 is available at https://www.icao.int/APAC/meetingdocs?fid=42347.

2. DISCUSSION

ATM/SG/13

2.1 Outcomes from the 20th Meeting of the ICAO AIS – AIM Implementation Task Force (AAITF/20, 9 to 13 June 2025) were provided to the meeting.

APANPIRG Air Navigation Deficiencies in the AIS/AIM field

2.2 AAITF/20 had reviewed APANPIRG Air Navigation Deficiencies in the AIS/AIM field. No new deficiencies had been identified since APANPIRG/35. Eight APAC States had Deficiencies recorded for non-implementation of World Geodetic System 1984 (WGS-84), one for non-implementation of AIP Format, 18 for non-implementation of AIS Quality Management System (QMS), and one for aeronautical data promulgation within the State's area of responsibility.

Regional Implementation Status of AIM Performance Expectations

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

2.4 Hong Kong China, Japan and Singapore had reported implementation of all Phase I elements. Only Singapore reported implementation of all Phase II elements. **Figures 1** and **2** illustrated overall regional implementation of Phases I and II.

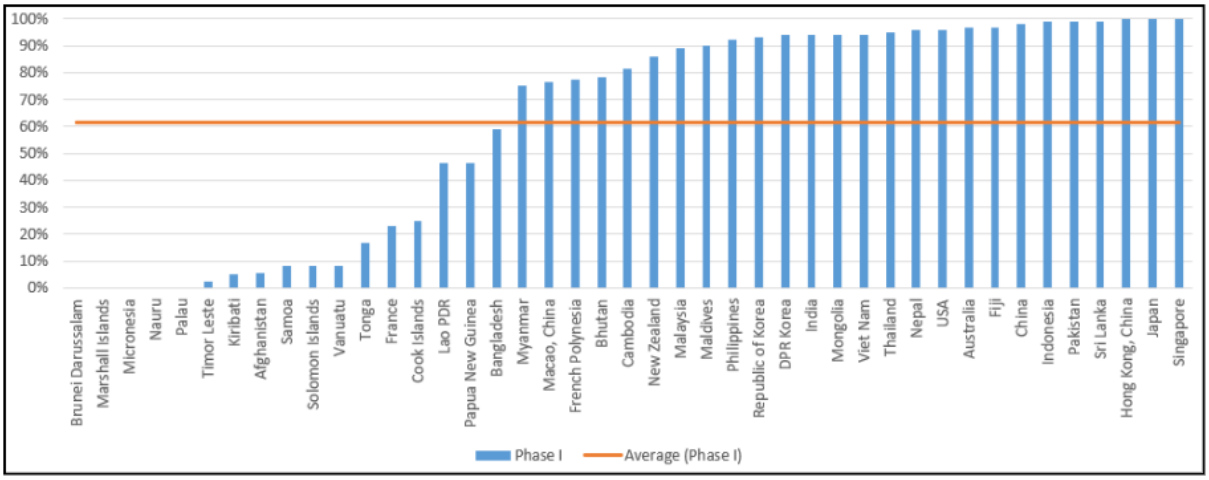

Figure 1: Regional Phase I Implementation Progress (updated 13 June 2025)

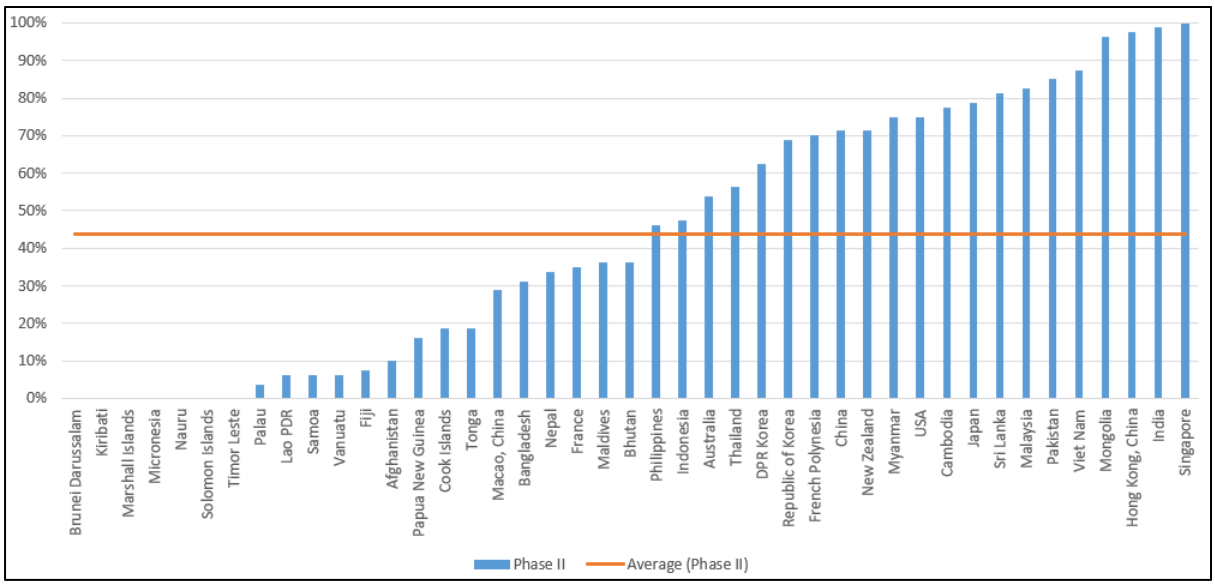

Figure 2: Regional Phase II Implementation Progress (updated 13 June 2025)

2.5 The 2026 regional implementation status update is provided in **AAITF/21 WP/5**.

NOTAM Proliferation Analysis

2.6 IFAIMA had conducted the annual analysis of NOTAMs for AAITF/20, supporting the drive to reduce NOTAM proliferation. **Figures 3** Regional NOTAM analysis since 2021. As of 15

May 2025, a total of 5989 NOTAMs were active in the APAC Region. 356 (6.0%) of these were *old* (i.e. more than three months but less than one year), and 153 (2.5%) were *very old* (one year or more).

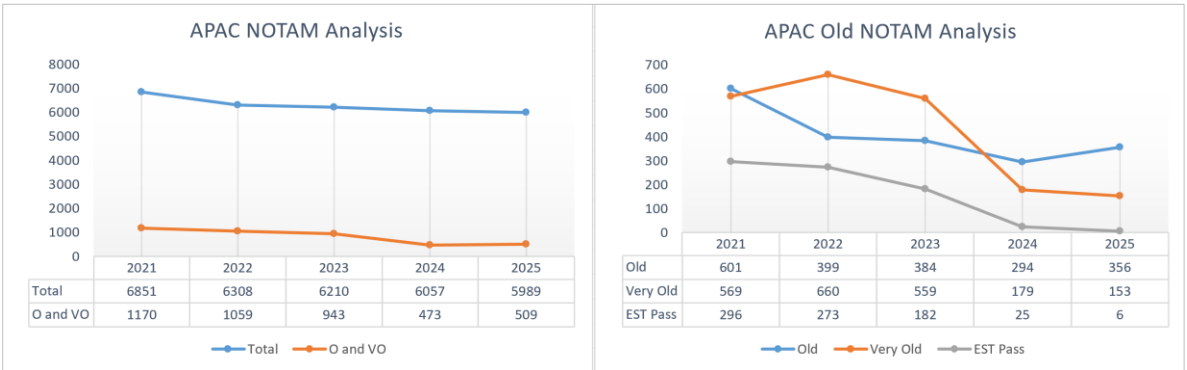

Figure 3: Regional NOTAM analysis

2.7 The 2026 regional NOTAM proliferation analysis if provided in **AAITF/21 WP/7**.

Airline Feedback on NOTAMs

2.8 ATM/SG/13 noted the IATA working paper summarizing airline feedback on NOTAM quality issues in the APAC Region and globally. The paper highlighted continuing concerns regarding the excessive use of long-term NOTAMs instead of timely AIP updates, inconsistent formatting, inappropriate Q-code usage, outdated information, excessive message length, and insufficient standardization of temporary obstacle NOTAMs. Concerns were also raised regarding the high volume of low-relevance NOTAMs, which could reduce the visibility of safety-critical information. The Meeting noted the importance of improving compliance with ICAO provisions and guidance related to NOTAM quality, standardization, and timely incorporation into the AIP.

Airline Feedback on AIM

2.9 ATM/SG/13 noted the IATA feedback from member airlines regarding AIS quality and accessibility in the Asia-Pacific Region. The paper highlighted continuing concerns related to limited accessibility of AIS websites and eAIP platforms, inconsistent AIP formatting, discrepancies between AUPs and NOTAMs, and outdated AIP Supplements that had not been incorporated into the AIP in a timely manner. Airlines also raised concerns regarding aerodrome charting accuracy, frequent minor amendments, and the lack of standardized digital access to AIS information. The Meeting noted the importance of improving AIS usability, standardization, transparency, and timely updating of aeronautical information, while encouraging continued collaboration with airspace users.

Asia/Pacific Region ICARD Status and 5LNC Duplicate Resolution

2.10 ATM/SG/13 noted the Secretariat paper on the ICARD application, including its role as the global system for the reservation and allocation of five-letter name-codes (5LNCs) and ongoing efforts to eliminate duplicate 5LNCs worldwide. The Meeting was reminded that States and ANSPs responsible for assigning 5LNCs for ATS routes and procedures should designate at least one, and preferably two, personnel as ICARD_5LNC_PLANNERs in accordance with Annex 11 requirements. The Meeting further noted guidance provided on the submission of new 5LNC requests, amendments, and deletions to support effective and compliant management of waypoint codes.

2.11 The meeting was presented with the challenges and agreed to the proposed actions as follows:

Challenges

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

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

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

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

e. Available 5LNC in ICARD that may pose pronounceability issues, for example: "SRONO", "TMANG"; and

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

Proposed Actions

a) The practice of reserving blocks of codes for State use was discontinued several years ago, and new blocks are no longer provided. ICAO proposed to release the 5LNCs currently in the block codes to the general pool by 31 December 2025 (AAITF/20 WP/14 Attachment D). It was strongly recommended that ICARD Planners complete the planning and registration of their reserved block codes by 25 December 2025 (Last AIRAC Cycle of 2025). Subsequently, all block codes would be made available for use by all State/Administration;

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

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

d) States were strongly recommended to review and verify the newly identified duplicates (AAITF/20 WP/14 Attachment C) and inform ICAO to resolve the verified duplicates by 28 February 2026. After which, all new duplicated 5LNCs would be combined into one attachment for the AAITF/21 in 2026; and

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

2.12 ATM/SG/13 agreed the following Conclusion originally proposed by AAITF/20.

Conclusion ATM/SG/13-8: Removal of Available (Non-Allocated) 5LNCS Starting with 'X' and Release of Block Codes

5LNC and 5ANNC Seminar

2.13 ATM/SG/13 noted the outcomes of the 5LNC and 5ANNC seminar conducted on 11 June 2025, which included presentations from ICAO, IFAIMA, Australia, Indonesia, Japan, the Republic of Korea, and the United States. The seminar highlighted common challenges associated with the allocation and management of 5LNCs, including difficulties in identifying suitable pronounceable codes and issues related to the ICARD system. The use of 5ANNCs as a means of alleviating 5LNC limitations was also presented, together with associated implementation challenges. The Meeting further noted presentations related to independent verification processes, proximity check criteria, and aeronautical data chain management.

Review the AAITF TOR

2.14 ATM/SG/13 reviewed the AAITF Terms of Reference (TOR) and a minor change was proposed to amend the reference to the ICAO Doc 10203 – Manual on the System-Wide Information Management (SWIM) Implementation, as well as PANS-IM (Doc 10199). Accordingly, the meeting agreed on the following Draft Decision, to be considered by ATM/SG:

Draft Decision ATM/SG/13-12: Update AAITF Terms of Reference (TOR)

APANPIRG/36

2.15 In addition to being informed of the AAITF/20 outcomes as reported to ATM/SG/13, APANPIRG/36 agreed to the ATM and Airspace Safety Deficiencies List, including the following changes:

a) Designation of Restricted Areas – deletion for Australia;

b) Height Keeping Monitoring Requirement – deletion for the Philippines;

c) Data Link Performance Monitoring and Analysis requirement – deletion for India.

2.16 Current Deficiencies in the AIS field are provided for review of AAITF in **AAITF/21 WP/4**.

APSAR/WG/11

Emergency Locator Transmitter (ELT)

2.17 ICAO Annex 6 *Operations of Aircraft*, defines ELT as a generic term describing equipment which broadcast distinctive signals on designated frequencies and, depending on application, may be automatically activated by impact or be manually activated. An ELT may be any of the following:

a) automatic fixed ELT [ELT(AF)]: an automatically activated ELT which is permanently attached to an aircraft.

b) automatic portable ELT [ELT(AP)]: an automatically activated ELT which is rigidly attached to an aircraft but readily removable from the aircraft.

c) automatic deployable ELT [ELT(AD)]: an ELT which is rigidly attached to an aircraft, and which is automatically deployed and activated by impact, and, in some cases, also by hydrostatic sensors. Manual deployment is also provided.

d) survival ELT [ELT(S)]: an ELT which is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by survivors.

2.18 ELTs provide a reliable solution for swiftly notifying Search and Rescue (SAR) authorities during distress situations, ensuring rapid support when it matters most. Aircraft ELT devices offer automatic or manual signal activation, durable construction, and seamless integration with critical safety systems.

2.19 Below are excerpts from ICAO Annex 6 Part I:

6.17 EMERGENCY LOCATOR TRANSMITTER (ELT)

6.17.1 **Recommendation.**— *All aeroplanes should carry an automatic ELT.*

6.17.2 Except as provided for in 6.17.3, all aeroplanes authorized to carry more than 19 passengers shall be equipped with at least one automatic ELT or two ELTs of any type.

6.17.3 All aeroplanes authorized to carry more than 19 passengers for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with either:

a) at least two ELTs, one of which shall be automatic; or

b) at least one ELT and a capability that meets the requirements of 6.18.

Note.— In the case where the requirements for 6.18 are met by another system no automatic ELT is required.

6.17.4 Except as provided for in 6.17.5, all aeroplanes authorized to carry 19 passengers or less shall be equipped with at least one ELT of any type.

6.17.5 All aeroplanes authorized to carry 19 passengers or less for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with at least one automatic ELT.

6.17.6 ELT equipment carried to satisfy the requirements of 6.17.1, 6.17.2, 6.17.3, 6.17.4 and 6.17.5 shall operate in accordance with the relevant provisions of Annex 10, Volume III.

Note.— The judicious choice of numbers of ELTs, their type and placement on aircraft and associated floatable life support systems will ensure the greatest chance of ELT activation in the event of an accident for aircraft operating over water or land, including areas especially difficult for search and rescue. Placement of transmitter units is a vital factor in ensuring optimal crash and fire protection. The placement of the control and switching devices (activation monitors) of automatic fixed ELTs and their associated operational procedures will also take into consideration the need for rapid detection of inadvertent activation and convenient manual switching by crew members.

Distress Alert Detection

2.20 The Cospas-Sarsat Programme is a satellite-based SAR distress alert detection and information distribution system which detect and locate emergency beacons activated by aircraft, ships and hikers in distress. In the aviation domain, the ELT serves as the primary distress beacon, specifically designed and constructed for aircraft operations.

2.21 Cospas-Sarsat Medium-altitude Earth Orbit Satellite System (MEOSAR) provides transmission of the distress message and independent location of the beacon, with near-real time worldwide coverage. This system has the capability of faster and higher probability of detection even on the first burst from a 406 MHz beacon. While these improvements enhance SAR effectiveness, they also present challenges for the Cospas-Sarsat community and SAR service providers in managing increased alert volumes.

2.22 It is also important to note that the ELT (Distress Tracking) or ELT(DT), an advanced device of the ELT with Autonomous Distress Tracking (ADT) capabilities, generates a notably higher number of bursts per activation as compared to regular ELTs or other beacon types. Due to the high rate of transmission of an ELT(DT), which transmits its first burst within five seconds after activation, unintended activations must be avoided at all costs, not only to prevent considerable additional processing load on Cospas-Sarsat Mission Control Centres (MCCs) responsible for handling and validating alerts, but also to reduce the flow of unnecessary distress messages received by which could disrupt normal SAR and air traffic control activities. Coordination between States, aircraft manufacturers, civil aviation authorities and aircraft operators is required to support mitigation efforts.

False Alerts

2.23 Given the high incidence of false alerts from ELTs, the APSAR/WG continues engaging APAC States/Administrations to implement measures that could reduce such alerts and preserve the effectiveness, efficiency, and integrity of the global SAR system. States/Administrations are also encouraged to share best practices and report on the effectiveness of their false alert education programmes at APSAR/WG meetings.

2.24 At APSAR/WG/11, a set of recommendations was presented to assist aircraft operators and maintenance personnel in minimizing false alerts (APSAR/WG/11 IP/05 refers). These measures aim to prevent unnecessary distress messages that can disrupt SAR and air traffic control activities and waste SAR resources through needless mobilization of assets and personnel. Recommended measures include:

a) **Self-test Mode**: this is the recommended method for regular checks or maintenance for the ELT to ensure that the internal electronics and battery are working. Activating the self-test function will prevent live distress signals from being sent to the satellites;

b) **Operational/Live Testing**: if there is requirement for aircraft maintenance companies to conduct ELT test by activating the equipment on board as part of the maintenance programme, provide details of the test and seek approval from local Rescue Coordination Centre (RCC) or authority before commencement of the live testing;

c) **Inadvertent Activation**: notify your local RCC or authority immediately to cancel the alert. Failure to notify authority can lead to unnecessary deployments of SAR assets;

d) **Proper Registration**: register the ELT with national authority or RCC to allow for quick identification and verification;

e) **Proper Disposal**: aircraft operators to have proper disposal procedure for old or expired ELTs. ELTs are built to be impact-resistant, often remaining intact even if the aircraft is destroyed; and

f) **Education Process**: conduct briefings to airlines/aircraft operators/aircraft maintenance companies on the correct process for ELT testing and emphasize the impact of non-distress activation on the Cospas-Sarsat system and providers of SAR services.

Publication of Information in National AIP

2.25 In order for aircraft operators to be aware of these recommendations, including the need to register 406 MHz beacons, it was suggested at the APSAR/WG/11 that States/Administrations consider publishing this information in their AIP.

2.26 ICAO Secretariat reviewed several APAC States/Administrations' AIPs and found that some have incorporated portions of the recommendations (see paragraph 2.8 above), primarily the 406 MHz beacon registration information, within the GEN 3.6 *Search and Rescue* section.

2.27 To ensure consistency, it is recommended that AAITF review the relevance and appropriateness of including this information in national AIPs and determine the most suitable AIP section for its placement.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the information contained in this paper;

b) note the need for concentrated efforts to reduce unnecessary distress messages (false alerts) and to preserve the effectiveness, efficiency and integrity of the global SAR system;

c) discuss the appropriate AIP section for inclusion of the information pertaining to the measures recommended in paragraph 2.24; and

d) discuss any relevant matters as appropriate.

— END —