



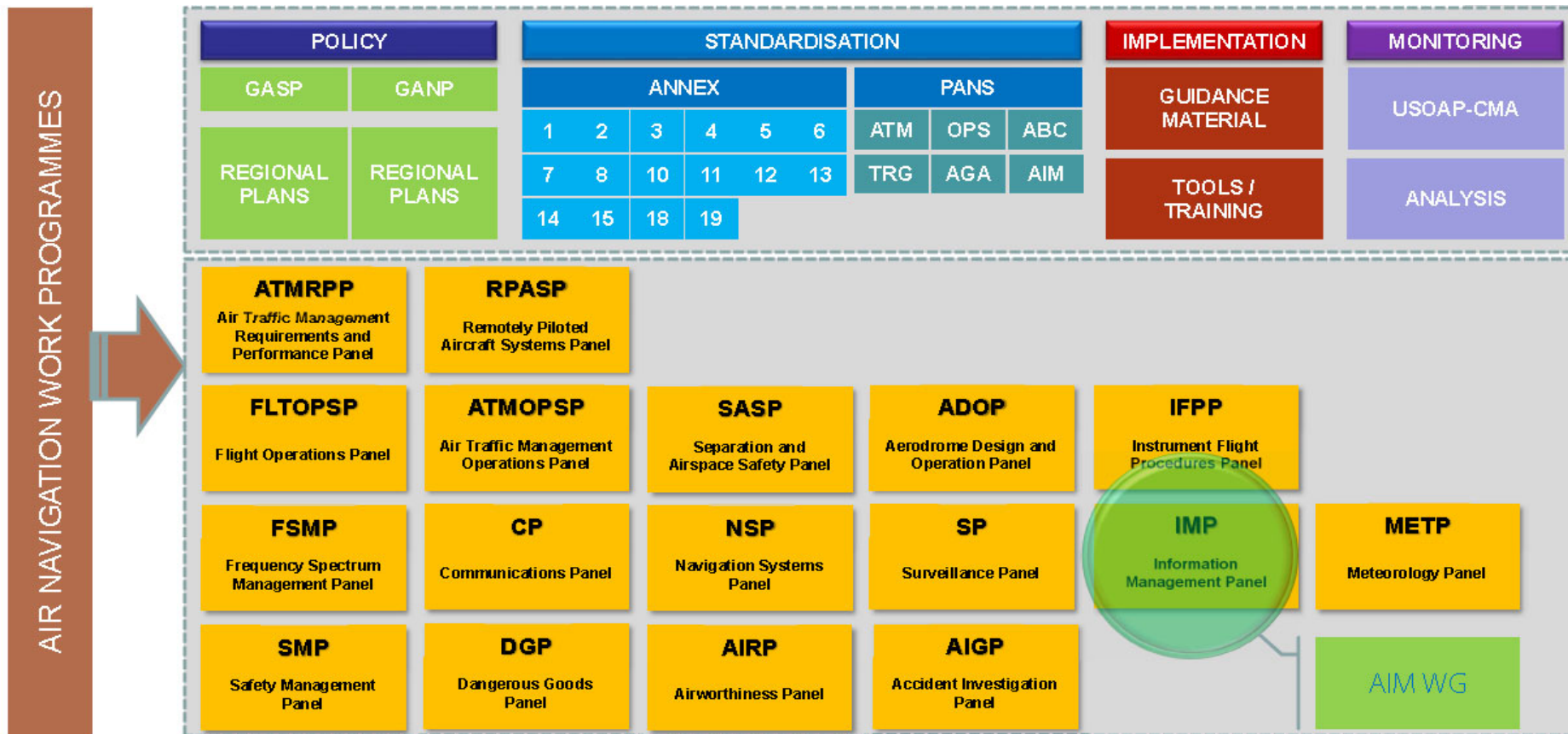
**INTERNATIONAL
CIVIL AVIATION
ORGANIZATION**



The Twelfth Meeting of the AIM Sub-Group (AIM SG/12) (Virtual, 22-23 April 2026)

Agenda Item 3: Global Developments

Global developments related to AIM and SWIM



Global Developments-Outcome of IMP/WG-A/20,21 and 22

- IMP/WG-A/20 was held in London, 7–11 July 2025
- IMP/WG-A/21 was held virtually in two parts (Part 1: 7–9 October 2025; Part 2: 13–15 January 2026).
- IMP/WG-A/22 was held virtually from , 24–26 February 2026.

- To ensure timely awareness
- Keeps AIM SG informed of global AIM developments
- Covers provisions from Annex 4, Annex 15, and PANS-AIM

- Key Trends of WG-A/20 to WG-A/22
 - Clear shift from legacy, paper-based AIS to digital, service-oriented AIM
 - Progressive move toward making Digital Data Sets (DDS) mandatory
 - Development of provisions for DORIS and the future replacement of NOTAMs



WG-A/20 — Key Outcomes

- **NOTAM & DORIS Coexistence**
 - Dual-mode system (NOTAM + DORIS) expected to persist for an extended period
 - NOTAM sunset date deferred and only viable once sufficient States are ready
 - All communication material to be updated to remove references to sunseting
 - Enabling mechanism to be included in provisions allowing States to transition when ready
- **Regulatory Framework**
 - SARPs, PANS, and guidance material will remain largely unchanged until NOTAM sunseting is formally approved
 - A Proposal for Amendment (PfA) to be drafted to introduce DORIS as a new section in SARPs
- **DORIS Development Priorities**
 - Service Overview and Service Definition — to be delivered by WG-A/22
 - Review of existing validation tools and business rule engines
 - Ensuring tools developed for Digital Data Sets fully support DORIS

WG-A/21 (Part 1)— Key Outcomes

- **NOTAM Replacement — Progress & Challenges**
 - “big-bang” approach: where NOTAM would be used one day and discontinued the next, would be impossible to implement.
 - Concern raised: risk of States remaining indefinitely in dual-mode without a clear sunset date
 - Enabling mechanism to be included in provisions allowing States to transition when ready
- **Escalated Priorities**
 - NOTAM Replacement Job Card escalated to high priority
 - Digital Data Set (DDS) Job Card likewise escalated to high priority
- **Package of Actions — IMP/4 (April)**
 - Development of DDS and DORIS Information Service definitions for inclusion in PANS-AIM
 - Parallel operation of NOTAM and DORIS , enabling early adopters



WG-A/21 (Part 2) — DORIS Phased Approach

- **Why a Three-Phase Approach?**
 - Two-phase "big-bang" approach risked delayed adoption — States may wait until the final deadline
 - Three-phase approach designed to encourage earlier uptake while reducing disruption
- **Phase 1 — Introduction (2028–2032)**
 - DORIS runs in parallel with NOTAM
 - States can provide DORIS without impacting legacy system users
 - Specific DORIS use cases to be identified
- **Phase 2 — Mandated for Selected Scenarios (2032–2038)**
 - DORIS mandatory for a defined set of scenarios
 - Partial discontinuation of NOTAM for those cases
 - Drives data provision, user uptake, and creation of missing digital data sets
- **Phase 3 — Full Mandate (2038 onwards)**
 - DORIS becomes the sole mechanism for short-notice and temporary aeronautical information
 - Complete discontinuation of NOTAM and equivalent products



WG-A/22 — Key Outcomes

- **DORIS Provisions - Continued Progress**

- Updated Working Paper presented — building on feedback from WG-A/21
- Adjustments were minor — focused on:
- Refinement of Annex 15 provisions for DORIS enablers
- Clarification of definitions and rationale

- **Next Step - IMP/4**

- Working Group agreed to formally submit proposals to IMP/4

IMP/4

- The Fourth Meeting of the Information Management Panel (IMP/4), from 20 to 24 April 2026 in ICAO Hq



DIGITAL DATA SETS

- The mandatory provision of the AIP data set as of 2030, with an enhanced data scope, as baseline aeronautical data in support to the introduction of the Digital Operational Reporting Information Service (DORIS);
- Additional corrections and clarifications in Annex 15 and PANS-AIM, related to the provision of digital data sets;
- The free exchange between States of one copy of the AIP and Obstacle data set
- As NOTAM is subject to free exchange between States, it is expected that the system replacing NOTAM will remain subject to free exchange between States.

AIM GLOBAL IMPLEMENTATION SUPPORT

AIS → AIM → SWIM Roadmap — Key Developments

Context & Alignment

- AIM and MET roadmap approaches are closely aligned and MET Panel's structured methodology recommended as a model
- MET roadmap already endorsed at ICAO level referencing it can ease acceptance of AIM roadmap

Current Roadmap Status

- Existing AIS→AIM roadmap is partly obsolete and does not reflect digital data sets, data catalogue, or service-oriented architectures
- Agreement reached: roadmap must be updated and work on AIM→SWIM roadmap must not be delayed

Two Options Debated

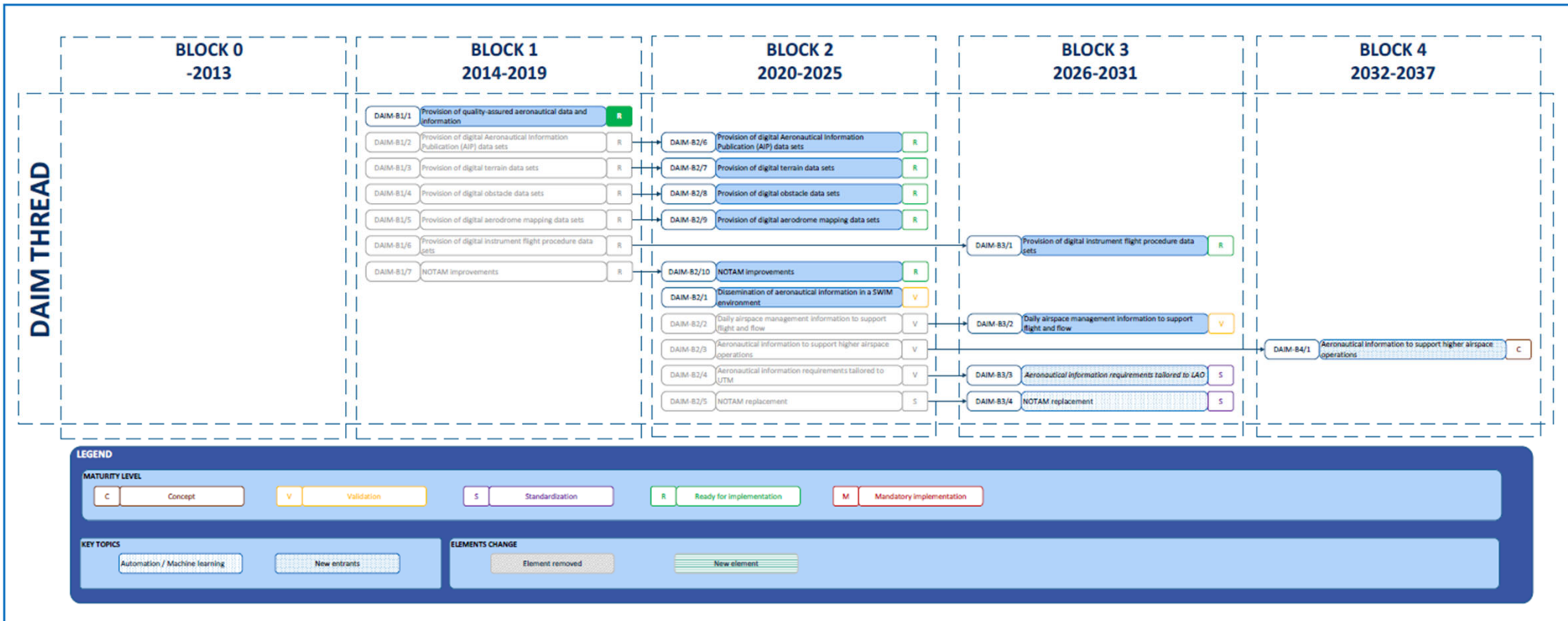
- Option 1-Two separate roadmaps : Each transition is distinct , merging risks confusion
- Option 2- Single integrated roadmap : Unified view for States avoids parallel documents

WG-A/22 Outcome

- Option 2 concept presented : logical step-by-step sequence linked to ASBUs, BBBs, and SWIM



GANP 8th Edition



GANP 8th Edition

Reverse-colored Element ID → Element changed Block/ID

Italicized Element name → Element name has changed

- 1st Enablers with no changes
- 2nd Enablers added
- 3rd Enablers removed
- 4th Enablers updated/changed (total)
- 5th Enablers with delayed availability dates (included in col. 4)
- 6th Enablers with added/updated/removed references (included in col. 4)



DAIM THREAD						
DAIM-B1/1	Provision of quality-assured aeronautical data and information	6				
DAIM-B2/1	Dissemination of aeronautical information in a SWIM environment	3			2	2
DAIM-B2/6	Provision of digital Aeronautical Information Publication (AIP) data sets				6	6 1
DAIM-B2/7	Provision of digital terrain data sets				5	5
DAIM-B2/8	Provision of digital obstacle data sets				6	6 1
DAIM-B2/9	Provision of digital aerodrome mapping data sets				6	6 1
DAIM-B2/10	NOTAM improvements				6	6 1
DAIM-B3/1	Provision of digital instrument flight procedure data sets				6	6 1
DAIM-B3/2	Daily airspace management information to support flight and flow				4	4 1
DAIM-B3/3	<i>Aeronautical information requirements tailored to LAO</i>				5	5 2
DAIM-B3/4	NOTAM replacement				5	5
DAIM-B4/1	Aeronautical information to support higher airspace operations				4	4 2

LEGEND		
ENABLERS CHANGE		
No changes	Enabler(s) removed	Enabler(s) added
Enabler(s) updated	Enabler(s) delayed	Reference(s) updates

Adoption of Amendment of Annexes

- Adoption of Amendment 45 to Annex 15 : Area navigation definition and PBN
- Adoption of Amendment 45 to Annex 15 : Area navigation definition and PBN
- Adoption of Amendment 95 to Annex 10, Volume II : Data link initiation capability (DLIC) and on the publication of information concerning the logon address and procedures



International Civil Aviation Organization Organisation de l'aviation civile internationale Organización de Aviación Civil Internacional Международная организация гражданской авиации منظمة الطيران المدني الدولي 国际民用航空组织

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Ref: AN 7/63.2.6-26/16

10 April 2026

Subject: Adoption of Amendment 95 to Annex 10, Volume II

Action required: a) Notify any disapproval before 3 August 2026; b) Notify any differences and compliance before 26 October 2026; c) Consider the use of the Electronic Filing of Differences (EFOD) System for notification of differences and compliance

Sir/Madam,

1. I have the honour to inform you that Amendment 95 to the *International Standards and Recommended Practices, Aeronautical Telecommunications—Communication Procedures* including those with PANS status (Annex 10, Volume II, to the Convention on International Civil Aviation) was adopted by the Council at the third meeting of its 237th Session on 25 March 2026. Copies of the Amendment and the Resolution of Adoption are available as attachments to the electronic version of this State letter on the ICAO-NET (<http://netal.icao.int>) where you can access all other relevant documentation.

2. When adopting the amendment, the Council prescribed 3 August 2026 as the date on which it will become effective, except for any part concerning which a majority of Contracting States have registered their disapproval before that date. In addition, the Council resolved that Amendment 95, to the extent it becomes effective, will become applicable on 26 November 2026 unless otherwise indicated.

3. Amendment 95 arises from proposals of the eleventh meeting of the Communications Panel — Operational Data Link Specific Working Group (CP-OPDLWG/11) concerning an amendment to air-ground data link operations.

4. Divergent solutions and operational procedures impact global technical interoperability and seamless operations. The amendment aims to align with current technical capabilities and to standardize associated operational procedures. Additionally, the amendment intends to ensure that the provisions in Annex 10, Volume II remain current and aligned with the relevant industry standards, and consistent with the updated provisions of the *Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444)* and the enhanced guidance in the second edition of the *Global Operational Data Link (GOLD) Manual (Doc 10037)* (forthcoming).

5. The amendment improves provisions regarding data link initiation, failure and forwarding, controller-pilot data link communications (CPDLC) connection establishment and transfer. Furthermore,

Doc 10204, Manual on Aviation Information Security

The first edition (2025) of ICAO Doc 10204 Manual on Aviation Information Security is available on ICAO-NET portal.

The goal of the first edition of the Manual on Aviation Information Security is to build trust between stakeholders exchanging information by ensuring a common understanding of the level of protection of that information in terms of confidentiality, integrity and availability. This manual provides an approach to address risks in an interconnected manner and to determine the level of confidentiality, integrity and the availability of protection required for information.



Approved by and published under the authority of the Secretary General

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Regional Events on AIM/SWIM and related matters

Joint ACAO/ICAO Air Navigation Services (ANS) Safety Oversight Workshop (Rabat, Morocco, 18 – 22 May 2026)

The objectives of the Workshop are

- Establish and strengthen an effective State safety oversight system for ANS in line with ICAO SARPs and Critical Elements
- Enhance understanding of USOAP-CMA and related programme management guidance
- Target ANS inspectors/regulators and ANSP personnel
- Build practical skills in implementing regulatory frameworks
- Improve planning and conduct of oversight activities
- Strengthen management of compliance evidence, corrective actions, and follow-up



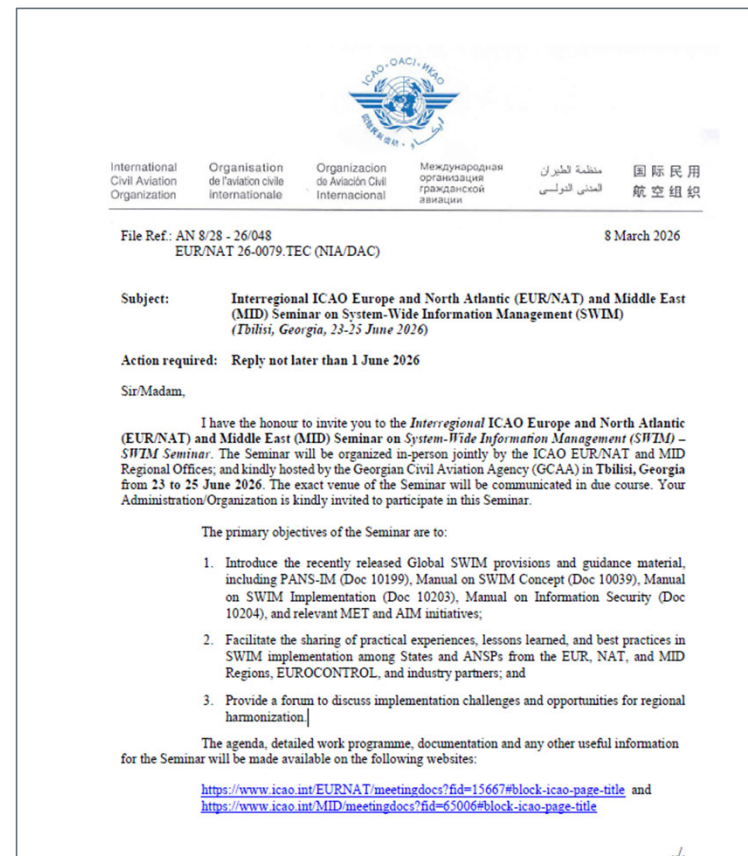
Regional Events on AIM/SWIM and related matters

Interregional ICAO Europe and North Atlantic (EUR/NAT) and Middle East (MID) Seminar on System-Wide Information Management (SWIM)

(Tbilisi, Georgia, 23-25 June 2026)

The primary objectives of the Seminar are to:

1. Introduce the recently released Global SWIM provisions and guidance material, including PANS-IM (Doc 10199), Manual on SWIM Concept (Doc 10039), Manual on SWIM Implementation (Doc 10203), Manual on Information Security (Doc 10204), and relevant MET and AIM initiatives;
2. Facilitate the sharing of practical experiences, lessons learned, and best practices in SWIM implementation among States and ANSPs from the EUR, NAT, and MID Regions, EUROCONTROL, and industry partners; and
3. Provide a forum to discuss implementation challenges and opportunities for regional harmonization.



Regional Events on AIM/SWIM and related matters

ICAO/IATA/Boeing Joint AIM-ing for Excellence Workshop (Cairo, Egypt, Q3/4 2026)

This event will give participants hands-on experience in defining AIS/AIM requirements, applying ICAO standards and best practices, and establishing the governance and quality-assurance frameworks needed to improve the accuracy, timeliness and visibility of aeronautical information across the MID Region.



Save the Date AIMing for Excellence Workshop Q3/Q4 2026

Calling Aeronautical Information Professionals and Managers across the global data chain



IATA, Jeppesen ForeFlight, and ICAO MID, bring you a 5 day AIMing for Excellence Workshop to be held in the Africa, Middle East Region.

The fundamentals

- ICAO SARPs.
- Addressing AIM Deficiencies.
- Regulatory frameworks.
- Aeronautical information data chain.
- Aeronautical information publications and products.
- ICAO USOAP CMA and AIM oversight.

The forensics

- Transition from upstream to downstream data flow.
- Moving from a product centric to data centric environment.
- The why's and lessons learned from AIM.
- The overview of ARINC424.
- OEMs perspective and limitations.

- Airline systems and tools.

The flows

- Data house requirements.
- Source Liaison process.
- Data house processes and workflows.
- Current and future data house products.

The fun stuff

- Data user perspective.
- Aeronautical Information Provider best practices.
- Case studies – a deep dive and round table discussions.

The finalization

- Open mic session.
- Key takeaways.

Action by the meeting

The meeting is invited to :

- a) follow-up and keep abreast of the Global / Regional developments related to AIM/SWIM;
- b) Encourage States to participate in the ANS oversight, SWIM, AIM-ing for excellence events; and
- c) discuss any relevant matters as appropriate.

Thank You

