



International Civil Aviation Organization

**MIDANPIRG/23 & RASG-MID/13 Meetings**

*(Cairo, Egypt, 14 – 18 June 2026)*

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**Agenda Item 5.3:** AIM

**CLARIFICATION OF ROLES IN PRE-FLIGHT INFORMATION SERVICES IN THE AIM ENVIRONMENT – UAE PRE-FLIGHT SERVICE PROVISION PRACTICE**

*(Presented by the United Arab Emirates)*

**SUMMARY**

This paper presents a proposal for clarification of the respective roles and responsibilities of States, Aeronautical Information Services (AIS), aircraft operators, and other stakeholders in the provision of pre-flight information services within the modern digital AIM environment. The paper notes that current operational practices have evolved significantly from traditional centralized AIS briefing office models; in many States and regions, aircraft operators now maintain dedicated operational control centres and dispatch systems through which flight crews obtain pre-flight information and operational briefings. This paper clarifies the distinction between State obligations under ICAO Annex 15 and evolving operational practices within digital AIM environments.

Action by the meeting is at paragraph 9.

**REFERENCE**

- ANNEX 15, DOC 10066, DOC 8126

**1. INTRODUCTION**

**1.1 Evolution of AIS and Pre-Flight Information Services**

1.1.1 Historically, AIS units provided direct pilot briefing services through centralized offices at aerodromes. Pre-flight preparation relied on paper-based processes, with flight crews obtaining NOTAM summaries, meteorological data, aeronautical charts, and operational briefing packages directly from AIS personnel. The primary AIS function was the manual collection, publication, and distribution of aeronautical information necessary for the safety, regularity, and efficiency of air navigation.

1.1.2 Over time, technological advancements led to significant modernization of AIS and airline operational environments. Computerized flight planning systems, satellite communications, centralized operational control centres, and electronic data exchange progressively reduced reliance on paper-based briefing. Integrated dispatch systems and network-based platforms transformed pre-flight information services into predominantly digital and automated processes, with flight crews now receiving operational briefings electronically through operator-managed systems integrating aeronautical, meteorological, operational, and performance data into a unified digital workflow.

1.1.3 This evolution is consistent with ICAO Annex 15 provisions supporting the transition

from AIS to AIM, emphasizing digital data exchange, interoperability, and system integration. Consequently, the role of State AIS providers has shifted from direct briefing office operations toward ensuring the integrity, quality, availability, and digital interoperability of aeronautical information throughout the supply chain, while aircraft operators and authorized service providers have assumed greater responsibility for integrating such information into operational flight preparation, dispatch, and crew briefing systems.

## 1.2 Transition from AIS to AIM

1.2.1 ICAO Annex 15 provisions have evolved significantly. Earlier editions were oriented toward product-based, paper publication processes including printed AIPs, paper charts, and centralized briefing offices. Subsequent amendments reflected the transition from traditional AIS toward Aeronautical Information Management (AIM), emphasizing data-centric information management, digital data sets, information quality management, interoperability, digital NOTAM, and System Wide Information Management (SWIM) concepts. With the widespread implementation of EFBs, flight planning systems, integrated airline operational control centres, and commercial briefing platforms, the operational model for pre-flight information services has substantially evolved.

1.2.2 Under such arrangements, States shall ensure that accurate, timely, and validated aeronautical information is made available in accordance with ICAO Annex 15, while allowing flexibility in the means of service delivery. State AIS providers principally ensure accurate and timely aeronautical information; dissemination in accordance with ICAO provisions; AIRAC management; data quality and integrity; and information availability through approved channels, including official weblinks for AIP and related aeronautical products.

## 2. DISCUSSION

### 2.1 ICAO Annex 15

2.1.1 International Civil Aviation Organization Annex 15 establishes requirements for States regarding origination; collection; processing; quality management; publication and dissemination of aeronautical information.

2.1.2 Annex 15, paragraph 5.5, requires that a pre-flight information service be available at any aerodrome or heliport regularly used for international air operations. However, Annex 15 does not explicitly define the operational model through which such services must be provided, nor does it mandate that individualized pilot briefings be conducted directly by State AIS providers in all circumstances, thereby allowing flexibility in implementation.

### 2.2 ICAO Doc 10066 (PANS-AIM)

2.2.1 ICAO Doc 10066 (PANS-AIM), Chapter 5, supports the transition from traditional product-oriented AIS toward a data-centric, system-wide information management environment, emphasizing the availability, accessibility, quality, timeliness, and digital exchange of aeronautical information. This reflects modern operational environments where users obtain aeronautical information through integrated platforms rather than exclusively through State-operated briefing offices.

2.2.2 While Doc 10066 establishes requirements for the provision and availability of pre-flight information services, it does not explicitly prescribe that individualized pilot briefings must be conducted directly by State AIS organizations in all circumstances. The provisions allow flexibility in implementation models, provided that accurate, timely, validated, and current aeronautical information is available to users in accordance with ICAO requirement.

## 2.3 ICAO Doc 8126

2.3.1 ICAO Doc 8126 (Aeronautical Information Services Manual) provides guidance on AIS service delivery, including pre-flight information services. Paragraph 2.3.4.1 establishes that States are responsible for requirements within the AIS provider's service portfolio for distribution services, including:

- aeronautical data and aeronautical information distribution services;
- pre-flight information services, including automated pre-flight information service; and
- post-flight information services.

2.3.2 While the principles of Doc 8126 remain fully relevant, practical implementation in many States has evolved toward operator-managed, electronically integrated pre-flight briefing environments supported by State-provided AIM data services, automated pre-flight information systems, flight planning platforms, and EFB applications. Accordingly, the role of State AIS providers increasingly focuses on ensuring availability, integrity, quality management, and timely dissemination of aeronautical information, while operators and authorized service providers integrate such information into operational flight preparation and briefing systems.

## 2.4 ICAO USOAP PQ's

2.4.1 ICAO USOAP Protocol Question (PQ) 7.288 requires States to establish an appropriate authority or mechanism for the provision of AIS, including pre-flight information services and briefing functions. However, the PQ does not explicitly prescribe the operational model through which services must be delivered, nor require that individualized pilot briefings be performed directly by a State AIS organization in all circumstances. It may therefore be satisfied through implementation models consistent with modern AIM and SWIM-enabled environments, where aeronautical information is distributed digitally and integrated directly into operator flight planning and dispatch systems.

## 3. CURRENT OPERATIONAL ENVIRONMENT

3.1 Many aircraft operators now maintain operational control centres; flight dispatch services; integrated NOTAM filtering systems; route briefing tools; EFB connectivity; and automated flight documentation generation systems.

3.2 Under this model:

- State AIS units provide validated aeronautical information;
- operators integrate such information into operational decision-making processes;
- and flight crews receive operational briefings through operator-approved systems.

3.3 This operational model is consistent with:

- the transition from product-centric AIS to data-centric AIM;
- SWIM implementation concepts and increasing digital interoperability within ATM environments.

## 4. NEED FOR CLARIFICATION

4.1 Some ambiguity remains in existing guidance regarding whether State AIS units are expected to directly provide individualized pilot briefing services, or whether their primary role is to ensure the availability and integrity of aeronautical information. In practice, AIS units often cannot accurately determine the specific operational area, route applicability, aircraft-specific relevance, or dynamic flight planning context for individual operator flights.

4.2 State AIS personnel typically lack full visibility of operators' internal operational

models, dispatch procedures, fleet configurations, and company-specific requirements, and may therefore not be able to provide briefings equivalent to those from operator-managed systems. A clearer distinction of responsibilities would support AIM modernization, avoid duplication, reduce costs, reflect current airline practices, and facilitate harmonized implementation among States.

## **5. PROPOSED CLARIFICATION OF ROLES**

### **5.1 State AIS Responsibilities**

5.1.1 State AIS units shall ensure, in accordance with ICAO Annex 15, the origination and collection of aeronautical information; verification and validation; quality management; AIRAC compliance; timely dissemination; digital data availability and information integrity.

### **5.2 Aircraft Operator Responsibilities**

5.2.1 Aircraft operators retain primary responsibility for operational flight briefing processes; integration of aeronautical information into dispatch systems; flight planning; operational filtering and presentation of information and ensuring that flight crews receive appropriate operational briefings.

### **5.3 Other Stakeholders**

5.3.1 Commercial service providers and system integrators may support information distribution; briefing system interfaces; EFB applications and operational data integration, subject to applicable State oversight and operator approval processes.

## **6. CONTINGENCY MEASURES**

6.1 While aircraft operators are primarily responsible for operational flight briefing processes, States shall ensure that a basic level of pre-flight information service remains available to all operators, including those without sophisticated digital dispatch systems (e.g., general aviation, small commercial operators, foreign operators without local system access). Contingency arrangements shall provide continued access to aeronautical information in the event of operator dispatch or flight planning system failures, cyber incidents, network outages, or other extraordinary circumstances.

6.2 The State retains the responsibility to define, in its national regulations, the minimum level of contingency service to be provided, taking into account the volume and complexity of traffic within its airspace.

## **7. RESPONSIBILITY FOR CORRECT USE OF INFORMATION**

7.1 Aircraft operators and flight crews remain primarily responsible for the correct integration of State-provided aeronautical information into their operational systems, the accurate filtering, interpretation, and presentation of such information, and the operational decisions taken based on the information received. State AIS units are not responsible for the operational use, interpretation, or system-level processing of aeronautical information once it has been correctly originated and disseminated by the State.

## **8. CONCLUSION**

8.1 The evolution from traditional AIS toward modern AIM has transformed pre-flight information service delivery. Aircraft operators and authorized service providers now perform the operational briefing function through integrated dispatch, flight planning, and electronic briefing systems, while State AIS providers ensure the provision of accurate, timely, validated, and interoperable

aeronautical information in accordance with ICAO provisions, including the AIRAC system and AIM data quality requirements.

8.2 Clarifying the respective responsibilities of States, AIS units, aircraft operators, and other stakeholders would reflect contemporary operational realities, support AIM modernization, avoid duplication, and reduce costs. Modernizing pre-flight information services must ensure no user is excluded from access to required aeronautical information, with proportionate State contingency arrangements in place.

## **9. ACTION BY THE MEETING**

9.1 The meeting is invited to:

- a) note the evolution of pre-flight information service provision within AIM environments;
- b) reaffirm that States shall ensure the availability of pre-flight information services in accordance with ICAO Annex 15;
- c) acknowledge that aircraft operators retain primary responsibility for operational flight briefing;
- d) task the MIDANPIRG AIM Sub-Group to develop harmonized regional guidance on roles and responsibilities for pre-flight information services within AIM environments;
- e) invite ICAO to consider further clarification of relevant provisions and guidance material