



International Civil Aviation Organization

**The Second Meeting of the APANPIRG ATM Sub-Group
(ATM /SG/2)**

Hong Kong, China, 04-08 August 2014

Agenda Item 6: AOP, MET, AIM, SAR

AIS - AIM IMPLEMENTATION TASK FORCE (AAITF) OUTCOMES

(Presented by the Secretariat)

SUMMARY

This paper presents information on the Ninth Meeting of the ICAO Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF/9), held in Pattaya, Thailand, from 24 to 27 June 2014.

1. INTRODUCTION

1.1 The meeting was attended by 65 participants from Australia, Bangladesh, Bhutan, Cambodia, China, Macao China, India, Indonesia, Japan, Lao PDR, Malaysia, Mongolia, Myanmar, Nepal, Singapore, Sri Lanka, Thailand, USA and Viet Nam and France.

2. DISCUSSION

50th DGCA Conference

2.1 The meeting was informed of AIS-AIM related discussion and outcomes from the 50th Conference of Directors General of Civil Aviation of the Asia and Pacific Regions, held in Bangkok, Thailand, from 1 to 4 July 2013. The conference had discussed AIS-AIM transition in the Asia/Pacific Region, the critical importance of AIS/AIM, and the Region's poor performance in AIM implementation, noting that Air Navigation Deficiencies would be raised against unimplemented AIS-AIM Transition steps.

ICAO AIS-AIMSG Progress

2.2 A detailed update on the outcomes of the ICAO AIS-AIM Study Group (AIS-AIMSG) was provided by Australia's participant in the Study Group and presented by the Secretariat. AIS-AIMSG had given priority to documents being delivered to the ICAO editorial section for review, in the order:

- AIS Manual Doc 8126;
- Quality Manual Doc 9839;
- Training Manual Doc 9991;
- Aeronautical Chart Manual Doc 8697

2.3 AIS-AIMSG expected that these documents would be delivered in Q2/3 2014. Other documents of significance to AIM transition that were expected in the same timeframe included:

- AIM Concept (new);
- eTOD/AMDB Manual Doc 9881 (update/finalization);
- WGS-84 Manual Doc 9674 (accuracy and heighting update);
- Charting Manual Doc 8697 (update);
- Public Usage of the Internet Doc 9855 (update); and
- PANS-ABC Doc 8400 (update).

2.4 Further work is being conducted on the development of an updated Annex 15 and new PANS-AIM. Both of these are expected to be published in 2016, completing the AIS-AIMSG work programme.

2.5 The full Summaries of Discussions, supporting study notes and information papers for AIS-AIMSG meetings are available on the Study Group's web-page at <http://www.icao.int/safety/ais-aimsg/Lists/Meetings/AllItems.aspx>.

2.6 The Secretariat provided the meeting with a short briefing on ICAO documents supporting AIS and the implementation of AIM. In discussion it became apparent that only approximately 12 percent of meeting participants had access to Annex 15 to the Convention, or to the AIS manual. The meeting agreed to the following Draft Conclusion:

Draft Conclusion AAITF/9-1: Access to ICAO Annexes and Documents

That, States are urged to ensure that all personnel having responsibility for the origination, reception, management and/or distribution of aeronautical information and aeronautical data have full access to the relevant ICAO Annexes and Documents, either in up-to-date hard copy form or by arranging internet access through the ICAO Secure Portal.

2.7 ATM/SG should also consider whether there is a need for this Draft Conclusion to be broadened to cover access to ICAO publications for personnel involved in all ATM-related fields.

NOTAM Proliferation

2.8 AIS-AIMSG/9 had reviewed information relating to NOTAM proliferation, and the approaches used by States to eliminate bad practices contributing to excessive publication of unnecessary or irrelevant NOTAM. Factors contributing to the excessive publication of unnecessary or irrelevant NOTAM included:

- Excessive publication of long - term and permanent NOTAM and the lengthy time taken transfer of such NOTAM into the AIP;
- Insufficient knowledge on the part of originators regarding the circumstances that require a NOTAM, and of the deadlines for publishing this information via amendments to AIP;
- Long cycles for AIP amendment publication lead to increased NOTAM for the “in between Time” and corrections to submitted NOTAM;

- The use of NOTAM to re-notify information already published in AIP, AIC or SUP; and
- The use of several NOTAM to address a single subject matter i.e. multiple closures of taxiways at the same airport.

2.9 Good practices identified included:

- Awareness campaign with originators on strict application of Annex 15 para. 5.1.1.1 - 5.1.1.3 requirements;
- Ensuring adequate oversight of the NOTAM origination and publication process;
- Establishment of a NOTAM Review Group with the objective of ‘conducting a review of national NOTAM in order to enhance the effectiveness of aeronautical information’; and
- Critically looking at NOTAM published for dangerous areas activity time, lanterns, balloons and fireworks and permanent information.

2.1 AIS-AIMSG had noted that the ICAO Air Traffic Management Requirements and Performance Panel (ATMRPP) was agreeing upon a System Wide Information Management (SWIM) Concept document, establishing guidelines for information management enabling ATM service providers to ensure global interoperability. While the standards would permit interoperability, the ICAO SWIM Concept would not prescribe or expect a single global implementation of SWIM.

AIS/AIM Air Navigation Deficiencies

2.10 In reviewing the AIS/AIM related Air Navigation Deficiencies updated by APANPIRG/24 the meeting noted the AIS – AIM Transition Table, maintained by AAITF and available on the ICAO Asia/Pacific Regional Office website at <http://www.icao.int/APAC/Pages/edocs.aspx>. Asia/Pacific Administrations had been informed of the table on a number of occasions, and there were several formal requests by the ICAO Regional Office for updated information. The most recent of these requests were distributed to all Administrations in State Letters AP026/14 (ATM) and AP044/14 (ATM).

2.11 APANPIRG/24 and the 50th DGCA Conf. were informed that Air Navigation Deficiencies would be raised against unimplemented Phase 1 and Phase 2 Transition Steps that were supported by standards in the current Edition of Annex 15 *Aeronautical Information Services* (Thirteenth Edition, incorporating amendments up to Amendment 37, applicable 18 November 2013).

2.12 The Asia/Pacific Seamless ATM Plan includes expectations for implementation of specific performance objectives, including the expectation that AIS-AIM Phase 1 and Phase 2 Transition Steps will be implemented by November 2015.

2.13 Taking the expectations of the Seamless ATM Plan and the current status of global AIM implementation guidance material into consideration, AIS-related Air Navigation Deficiencies will be raised against Phase 1 AIS-AIM Transition Steps only. Those relating to Phase 2 Transition Steps will be considered in 2015 and beyond.

WGS-84 Implementation

2.14 WGS-84 has been included in Annex 15 as the global standard for expression of published geographical coordinates indicating latitude and longitude since 1 January 1998. Since November 2004 the Annex has stated that WGS-84 shall be used as the horizontal reference system for international air navigation. Comprehensive guidance material concerning WGS-84 is contained in the ICAO *World Geodetic System — 1984 (WGS-84) Manual* (Doc 9674). The current version of this document is the Second Edition, published in 2002.

2.15 Four Asia/Pacific States are currently listed in the *APANPIRG Reporting Form on Air Navigation Deficiencies in the ATM Field in the Asia/Pacific* for unimplemented WGS-84. A further fourteen States will be added to the form under this item.

Quality Management System

2.16 The requirement for each Contracting State to take all necessary measures to introduce a properly organized quality system has been included in Annex 15 since 2 November 2000. Global guidance material for Quality Systems is included in the current edition of ICAO Doc 8126 – AIS Manual (Eighth Edition, published in 2003 and last amended in September 2009). Detailed Regional guidance material for Quality Systems is available in the *Guidance Manual for Aeronautical Information Services (AIS) in the Asia/Pacific Region*, last amended on 1 September 2010, and also available on the ICAO Asia/Pacific Regional Office website.

2.17 No States are currently listed in the APANPIRG deficiencies reporting form for unimplemented Quality Management Systems. 27 States will be added to the form under this item, for consideration by ATM/SG/2 and APANPIRG/25.

2.18 Including the abovementioned items there are now three AIS/AIM related deficiencies identified in the list.

- WGS-84 not implemented (17 States)
- AIP Format (4 States)
- Quality Management System not implemented (27 States)

2.19 No AIS/AIM related deficiencies recorded against States have been removed from the list since it was last considered by AAITF. The list of AIS-AIM related deficiencies is provided in **Attachment A**. The full list of ANS deficiencies will be presented separately under Working Paper 28.

Regional AIM Transition Progress and Progress Reporting

2.20 The progress of the Asia/Pacific Region's AIS-AIM transition is recorded in the AIM Transition Table (**Attachment B**). Progress is recorded against each of the Transition Steps identified in the ICAO Roadmap for Transition from AIS to AIM. Where a Transition Step is not fully implemented, progress towards full implementation is recorded as a percentage figure.

2.21 The AIM Transition Table was developed as an outcome of AAITF/6 (Bangkok, Thailand, 15 – 17 March 2011), and supported by **APANPIRG Conclusion 22/2 – AIM Transition Table**.

2.22 Since the inception of the AIM Transition Table the following States have provided no information:

Bhutan, Brunei Darussalam, Kiribati, Marshall Islands, Micronesia, Nauru, Samoa, and Tonga.

2.23 In the period since AAITF/8 (May 2013) 15 States reported the implementation status of AIM Transition Steps to the ICAO Regional Office, including significant progress among several States.

2.24 Some States revised-down their previously reported implementation status. This may be due to a number of factors, including project re-assessment as more knowledge was developed, or the correction of information in previous reports that may have been based on inconclusive data.

2.25 The Seamless ATM Reporting Form records AIM Transition Step status only in terms of either completed or not completed. The AIM Transition table provides additional scope for States and Administrations to report their degree of progress towards full implementation of each Transition Step. The AIM Transition Table therefore provides a more detailed illustration of regional implementation progress for evaluation by AAITF, ATM/SG and APANPIRG. The progress recorded in the AIM Transition Table is also currently used for Regional Performance Dashboards and the Global Air Navigation Report, both of which provide publicly available information about Regional and State AIM implementation progress.

2.26 Reporting of AIM transition status has been inconsistent, and in some cases non-existent. While APANPIRG Conclusions and ICAO State Letters have encouraged reporting, there is no established cycle for reporting AIM transition status to AAITF.

2.27 It is in the interests of Asia/Pacific States and Administrations to ensure that progress achieved is accurately reported to AAITF, and in the information available to the public including the AIM Transition Table, Regional Performance Dashboard and Global Air Navigation Report. In order to improve State engagement with AAITF activities and the quality of AIM transition status reporting the following Draft Conclusion is proposed:

Draft Conclusion AAITF/9-2: AIM Transition Reporting

That, considering:

1. the Asia/Pacific Seamless ATM Plan expectation of implementation of Phase 1 and Phase 2 AIS to AIM roadmap transition steps by November 2015;
2. the AAITF Terms of Reference requirement to monitor AIM transition; and
3. the information used for regional and global ATM performance reporting,

States are urged to:

- a. Verify the information currently recorded in the AIM Implementation Table appended at **Attachment B**, and
- b. update the information in the AIM Transition Table at least once annually, by April 30 each year.

State AIM Updates.

2.28 The following State updates and information were provided to the meeting:

- China has implemented Electronic AIP, providing AIP, AIP Amendments, AIP Supplements and AIC. Information is stored and managed in a database, and the Aeronautical Information Concept Model (AICM) and Aeronautical Information Exchange Model (AIXM) were referenced in the database design. XML format is used as the underlying data organization of the system, which can automatically extract relevant data and organize AIP data from the database according to the effective date of the information. The system supports the production of a variety of file formats including PDF, DOC and HTML.
- Cambodia has formed a team to plan and implement transition from AIS to AIM. A benchmarking study was conducted at the Viet Nam Aeronautical Information Service Center (VNAIC) under the cooperation of the Civil Aviation Authority of Viet Nam. AIS specialists from VNAIC were invited to Cambodia to update AIM knowledge of Cambodian AIS specialists, and training would commence in July 2014, covering AIM transition, eAIP, AIXM, AICM Digital NOTAM, Electronic Terrain and Obstacle Data (eTOD). Advanced AIS training at the Singapore Aviation Academy was being planned.
- Australia provided an overview of AIS to AIM transition in respect to Quality Management. The AIM Quality Management System was certified under ISO 9001:2008, and the AIM Quality Manual described quality management procedures for all stages of the data process, including *inter alia* the Initial Check, Prepare, Issue, and Error Management phases, and source traceability. Challenges included limited data validation tools, sourcing data being a “pull” function, sufficient notification from data originators, and surveyors not surveying critical information required for AIM, such as runway thresholds instead of runway ends. A number of Quality Management improvements arising from the introduction of a data-centric system included automation of most data quality and integrity monitoring and the exchange of electronic datasets with other AIS providers.
- USA provided an update of the FAA Service Oriented Architecture (SOA), and working examples of current and near-future System-Wide Information Management (SWIM) applications including SOA Modification and Real Time Applications and Procedures for SWIM. Under SWIM Segment 1 the FAA will deliver 9 business services or capabilities, of which 7 are operational. SWIM Segment 2 will provide common messaging infrastructure for NAS programs to use.
- Fiji provided an update on AIM transition activities, including acquisition of an AIXM version 4.5 static database, obstacle data collection and update, the first-time in-house production of the Fiji Visual Terminal Chart, the creation of a new AIS Manual, and an AIS Quality Manual based on the Quality Manual Template contained in the *AIS Guidance Material for Asia/Pacific*.
- Indonesia provided information highlighting current and planned AIM implementation, within the context of significant organizational changes relating to the separation of air navigation service provision and airport operations, and the establishment of a new, unified air navigation service provider for the Jakarta and Ujung Pandang FIRs.

- LAO PDR informed the meeting of progress in implementing AIM transition steps. The meeting was also informed that an AIS automation system granted by Japan would be installed by the end of 2014 and implemented in early 2015.

List of Valid NOTAM

2.29 Mongolia provided information discussing the need for distribution of a List of Valid NOTAM as specified in Annex 15 Chapter 5, and the similarity between the List of Valid NOTAM and the NOTAM Checklist.

2.30 The distribution of a List of Valid NOTAM results in users receiving out-dated information. The List of Valid NOTAM and NOTAM Checklist have only one significant difference in that the Checklist of AIP SUP must be included in the List of Valid NOTAM. If a List of Valid NOTAM was not provided, users would not receive the checklist of AIP SUP. It was proposed that the List of Valid NOTAM should be discontinued, and the checklist of AIP SUP be included in the Checklist of NOTAM. In this way the necessary information would be provided in only one product instead of two.

2.31 Mongolia's proposal was in line with matters under consideration by the AIS-AIMSG, and would be coordinated with that group for further consideration.

Update on Mongolia's Proposal from AAITF/8 (IP/08)

2.32 During AAITF/8 in May 2013 Mongolia presented information highlighting the need for a dynamic and open source of pre-flight information in the Asia/Pacific Region which could serve as a back-up for PIB preparation and significantly improve the quality and timeliness of pre-flight information. The AAITF/8 meeting had noted that the proposal could provide a good opportunity for States lacking resources.

2.33 Since that time Mongolia had expanded its NOTAM database and sent NOTAM exchange requests to APAC States several times. NOTAM exchange with 22 States had not occurred. During 2014 NOTAM exchange requests were being sent to States in other regions to further expand the NOTAM database. Currently the Mongolian NOTAM database had NOTAM from 21 States. Any State interested in providing their pre-flight information service using Mongolia's database can contact Mongolia on email address: ais@mcaa.gov.mn.

2.34 Mongolia had also offered to host a website for APAC States to share knowledge and information related to the AIS-AIM Transition steps. Mongolia needed a voluntary coordinator for coordinating information and experience between States. Assistance from the ICAO Regional Officer and the small working group was requested as most States did not reply to emails.

Human Resource Development for AIM

2.35 Viet Nam highlighted the Annex 15 standards relating to competencies, training and assessment and associated record keeping, and the lack of AIS and/or AIM training courses in many countries to train staff in the safety impact of aeronautical information, AIS functions/AIM principles, institutional and legal background, key principles of automated AIS, and future developments.

2.36 The meeting was informed that the AIM Training Development Manual mentioned in Annex 15 was in the late stages of preparation, and was expected to be finalized in 2014. It was also noted that CANSO and the International Federation of Aeronautical Information Management Associations (IFAIMA¹) had done some work on competencies for AIM officers.

Results of the Survey of OPADD Differences

2.37 Japan provided the results of the AAITF survey of differences between States' NOTAM operations and those described in the Asia/Pacific Region Operating Procedures for AIS Dynamic Data (OPADD). The meeting noted that the EUROCONTROL OPADD, upon which the Asia/Pacific OPADD was based, would be reviewed in November 2014.

2.38 Thirteen APAC administrations responded to the AAITF survey:

Australia, Bangladesh, Fiji, Hong Kong China, Macao China, Japan, Democratic People's Republic of Korea (DPRK), Republic of Korea, Malaysia, Mongolia, Pakistan, Singapore, Thailand.

2.39 The results of the survey are summarized in **Attachment C**. Red indicates not compliant and yellow meant partially compliant. Hong Kong China and Macao China's regional characteristics were not included.

2.40 Many administrations had operational differences from the articles in OPADD, including:

2.3 Detailed procedure for NOTAM – differences in 6 of the 13 respondent administrations

3.13 Procedures for the creation of NOTAM series 'T' – 9 administrations did not conform with OPADD, and several did not have the processing ability;

3.19 NOTAM items – 5 administrations had operational differences;

5 Procedures for SNOWTAM, ASHTAM and special conditions - Several administrations issued NOTAM instead of SNOWTAM and/or ASHTAM. Thailand has the ability to handle BIRDTAM.

2.41 NOTAM series 'T', SNOWTAM, ASHTAM and BIRDTAM were not commonly used in the APAC Region.

2.42 A number of differences with OPADD articles that could require action by States are detailed in **Attachment D**.

2.43 A number of changes to the Asia/Pacific Region OPADD were recommended. The meeting agreed that, rather than making immediate amendments to the Asia/Pacific Region OPADD, the recommended changes (**Attachment E**) would be forwarded to EUROCONTROL for consideration in their OPADD review. The subsequently updated EUROCONTROL OPADD would then be proposed for adoption as the new Asia/Pacific Region OPADD, subject to the agreement of EUROCONTROL and assessment of its suitability by AAITF.

¹ In late 2013 IFAIMA submitted a request for ICAO recognition (List of international organizations that may be invited to attend suitable ICAO meetings). The request has been processed through the Secretariat and is expected to be considered by Council in late 2014.

Establishment of the Information Management Panel

2.44 The Secretariat presented information on the establishment of the Information Management Panel (IMP) by the ICAO Air Navigation Commission. The IMP would undertake tasks relating to the global transition from AIS to AIM, based upon Recommendations 3/1, 3/2, 3/3 and 3/9 of the Twelfth Air Navigation Conference in 2012 (AN-Conf/12).

2.45 The following Asia/Pacific States had been invited to nominate for membership on the IMP:

Australia, China, India, Japan, Singapore.

2.46 The terms of reference of the IMP and additional information relating to panels are provided in **Attachment F**.

ICARD Update

2.47 The Secretariat presented an update on the International Codes and Route Designators (ICARD) application and participation by Asia/Pacific States, including discussion of procedural issues related to the allocation of waypoint names in flight procedures and ATS routes, and duplicated waypoint names in dangerous proximity.

2.48 The most effective initial response to air traffic demand exceeding capacity is to increase capacity, which often involves ATS route re-design and implementation of new routes, requiring the efficient and Annex 11-compliant allocation of waypoint names. There is also an increasing demand for waypoint names for implementation of new and revised RNAV and RNP flight procedures.

2.49 The ICARD application is the method by which States notified the ICAO Regional Office of their requirements for five-letter name-codes (5LNC) for waypoint naming, ensuring the allocation waypoint names complies with Annex 11 requirements. All requests for new 5LNC, or changes or deletions of existing 5LNC, are assessed for approval by a Regional Office ICARD_5LNC_MANAGER.

2.50 ICARD_5LNC_PLANNERS are State nominated individuals responsible for sourcing waypoints for each state from the blocks of codes allocated in ICARD to the State by the ICARD_5LNC_MANAGER. In all cases where 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), a minimum of 2 individuals should be registered as ICARD_5LNC_PLANNER for each administration.

2.51 Several Asia/Pacific Region administrations do not have any registered ICARD_5LNC_PLANNER. If these States or administrations allocate waypoint names outside the ICARD system they are not compliant with the requirements of Annex 11. **Table 1** provides a list of registered Asia/Pacific Region 5LNC_PLANNERS at May 2013 and June 2014.

State/Administration	5LNC_PLANNER	
	May 2013	June 2014
Afghanistan	1	1
Australia	2	5
Bangladesh	1	1
Bhutan		
Brunei Darussalam		1
Cambodia	1	1

State/Administration	5LNC_PLANNER	
	May 2013	June 2014
China	1	1
Hong Kong, China	2	2
Macao, China		
Cook Islands		
DPR Korea		
Fiji	1	1
India	2	2
Indonesia	1	1
Japan	2	2
Kiribati		1
Lao PDR	1	1
Malaysia	1	1
Maldives		
Marshall Islands		
Micronesia		
Mongolia		
Myanmar		
Nauru		
Nepal		
New Caledonia	1	1
New Zealand		1
Pakistan	1	1
Palau		
Papua New Guinea	1	1
Philippines	1	1
Polynesie Francaise	2	2
Republic of Korea	1	1
Samoa		
Singapore	2	2
Solomon Islands		
Sri Lanka	2	2
Thailand	1	1
Tonga		
Timor-Leste		1
Vanuatu		
Viet Nam	1	2

Table 2: Asia/Pacific Region Registered ICARD_5LNC_PLANNERS

2.52 **APANPIRG Conclusion C21/7** urged States to register ICARD_5LNC_PLANNERS. 16 Administrations have failed to do so.

2.53 When submitting a selected 5LNC Planners are required to conduct a proximity check for like-sounding 5LNC within 250NM for TMA waypoints or 500NM for En-route waypoints. If the proximity check indicates that any radiotelephony confusion between any existing waypoints and the proposed waypoint could occur, a different waypoint name must be selected from the block of available codes. The ICARD 5LNC_MANAGER independently conducts proximity checks during the approval process. Any proposed waypoint found to have potential radiotelephony confusion with another waypoint will be rejected, resulting in wasted effort by both the State and the Regional Office.

2.54 There have been a significant number of instances cases where requests for 5LNC include indication that the proximity check has been completed, but a check by the 5LNC_MANAGER revealed like-sounding waypoints in proximity to the requested location. Recognizing that assessment of “like-sounding” should include consideration of the complex aviation communications environment, and the widely varied language background of pilots and air traffic controllers, it is recommended that personnel with appropriate levels of experience in operational air-ground-air communications are utilized to ensure to the maximum extent possible that selected 5LNC could not be confused with other, proximate like-sounding waypoints.

2.55 Recent occurrences suggested that States are allocating 5LNC for use in flight procedure design before the flight procedure has been validated. This results in follow-up requests to input corrected coordinates for the 5LNC that had already been approved in the ICARD system. The ICARD guidelines do not permit changes to the coordinates of allocated 5LNC. The process for designing and implementing ATS routes and flight procedures should ensure that the final location of the waypoint was fully validated before then requesting the 5LNC in ICARD.

2.56 ICAO has been working to progressively eliminate duplicated 5LNC globally. States could become aware that a duplicate code exists either by airspace user reports through the safety reporting system, or by email from the 5LNC Manager. Duplicate codes are required to be replaced. Replacement of a duplicate code with a new code was required to be in accordance with Annex 15 change notification requirements.

2.57 In collaboration with industry partners ICAO Headquarters has identified a number of duplicates that are considered by industry to be dangerously proximate. ICAO Regional Office has been tasked with coordinating the elimination of these duplicates. The identified dangerous-proximity duplicated 5LNC for the Asia/Pacific Region are provided in tabular and graphical representation at **Attachment G**.

2.58 ICARD_5LNC_PLANNERS for States identified in **Attachment G** should in the first instance work directly with other relevant States to agree on replacing duplicates with other 5LNC selected by ICARD. ICAO Regional Office will coordinate with States where required.

2.59 AAITF agreed to the following Draft Conclusion:

Draft Conclusion AAITF/9-3: Duplicated 5LNC in Dangerous Proximity

That States take coordinated action to replace duplicated 5LNC identified to be in dangerous proximity as detailed in **Attachment G**.

2.60 States are required to notify the ICAO Regional Office of any request for ATS Route designators. A database of available route designators for the Asia/Pacific Region is maintained by the Regional Office, and manually updated with each request. The process is also dependent on the parallel activity of progressing proposals for amendment (PfA) to the ATS Routes table in the Regional Air Navigation Plan. The process is laborious and time-consuming for States and the Regional Office, and potentially induces handling errors. Given the expected increase in requests for new ATS route designators to facilitate necessary airspace capacity and efficiency outcomes, a more appropriate and up-to-date method is needed. The ICARD ATS Route Designators allocation function is not available to this Region.

2.61 The meeting agreed to the following Draft Conclusion:

Draft Conclusion AAITF 9/4: Access to ICARD ATS Route Designators Function

That, taking into consideration the rising demand for ATS route designators resulting from airspace capacity and efficiency changes and implementation of PBN routes and airspace, ICAO takes steps to provide Asia/Pacific ICARD_5LNC MANAGERS and ICARD_5LNC_PLANNERS with access to the ATS Route Designators function of the ICARD application

AIM Transition Guidance Material

2.62 It was apparent during the meeting discussions that lack of AIM transition guidance material was causing significant concern. There had been delays in the production of global ICAO guidance material, the most significant being the updated Doc 8126 AIS Manual, the new Doc 9839 Quality Manual and Doc 9991 Training Manual.

2.63 Regional AIM transition guidance material had not been produced by the AAITF. It was noted that any independently developed regional guidance material could risk encouraging States to implement AIM in ways that were either not supported by or running counter to the global guidance that was previously expected in 2013, but was now anticipated in the 2nd or 3rd Quarter 2014.

2.64 The meeting agreed to continue work on AIM transition guidance material. 4 priority AIM transition steps were identified: P-17 – *Quality*, P-16 – *Training*, P18 – *Agreements with data originators*, and P-11 *Electronic AIP*.

2.65 The meeting commenced preparing guidance material in the form of a checklist of considerations, together with brief explanatory material, for each of the four identified steps. Contributions were provided by Australia, India, Japan, Malaysia, Singapore and Thailand. Further work will continue offline, including a comparative assessment against the global guidance material as and when it becomes available.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) review the AIS-AIM transition progress of the Asia/Pacific Region
- c) note the list of AIS/AIM related Air Navigation Deficiencies
- d) examine and address as required any OPADD differences that may require attention of States;
- e) note the proposed OPADD amendments and agree to the proposed amendment process;
- f) note the increasing need for allocation of waypoint names, and encourage all Asia/Pacific administrations to register at least 1 and preferably 2 ICARD_5LNC_PLANNERS;
- g) discuss and agree to the 4 Draft Conclusions proposed by AAITF/9; and
- h) discuss any relevant matters as appropriate.

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REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM FIELD IN THE ASIA/PACIFIC REGION (EXTRACT)

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action
WGS-84	Afghanistan	Requirements of Paragraph 3.7.1 of Annex 15 WGS-84 - Not implemented	24/6/2014			Afghanistan	TBD	A
	Bangladesh	Requirements of Paragraph 3.7.1 of Annex 15 WGS-84 - Not implemented	24/6/2014			Bangladesh	TBD	A
	Bhutan	Requirements of Paragraph 3.7.1 of Annex 15 WGS-84 - Not implemented	2/7/1999	Data conversion completed, but not published		Bhutan	TBD	A
	Brunei Darussalam	Requirements of Paragraph 3.7.1 of Annex 15 WGS-84 - Not implemented	24/6/2014			Brunei Darussalam	TBD	A
	Cook Islands	Requirements of Paragraph 3.7.1 of Annex 15 WGS-84 - Not implemented	24/6/2014			Cook Islands	TBD	A

ATM/SG/2 – WP/22
Attachment A

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action
WGS-84	Kiribati	Requirements of Paragraph 3.7.1 of Annex 15 WGS-84 - Not implemented				Kiribati	TBD	A
	Lao PDR	Requirements of Paragraph 3.7.1 of Annex 15 WGS-84 - Not implemented	24/6/2014			Lao PDR	TBD	A
	Maldives	Requirements of Paragraph 3.7.1 of Annex 15 WGS-84 - Not implemented	24/6/2014			Maldives	TBD	A
	Marshall Islands	Requirements of Paragraph 3.7.1 of Annex 15 WGS-84 - Not implemented	24/6/2014			Marshall Islands	TBD	A
	Micronesia	Requirements of Paragraph 3.7.1 of Annex 15 WGS-84 - Not implemented	24/6/2014			Micronesia	TBD	A

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action
WGS-84	Nauru	Requirements of Paragraph 3.7.1 of Annex 15 WGS-84 - Not implemented		Conferring with consultant		Nauru	TBD	A
	Palau	Requirements of Paragraph 3.7.1 of Annex 15 WGS-84 - Not implemented	24/6/2014			Palau	TBD	A
	Philippines	Requirements of Paragraph 3.7.1 of Annex 15 WGS-84 - Not implemented	24/6/2014			Philippines	TBD	A
	Samoa	Requirements of Paragraph 3.7.1 of Annex 15 WGS-84 - Not implemented	24/6/2014			Samoa	TBD	A
	Sri Lanka	Requirements of Paragraph 3.7.1 of Annex 15 WGS-84 - Not implemented	24/6/2014			Sri Lanka	TBD	A

ATM/SG/2 – WP/22
Attachment A

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action
WGS-84	Thailand	Requirements of Paragraph 3.7.1 of Annex 15 WGS-84 - Not implemented	24/6/2014			Thailand	TBD	A
	Tonga	Requirements of Paragraph 3.7.1 of Annex 15 WGS-84 - Not implemented	24/6/2014			Tonga	TBD	A
	Vanuatu	WGS-84 - Implemented at main airports	2/7/1999			Vanuatu	1999	A
AIP Format	Cook Islands	Requirements of Chapter 4 of Annex 15 AIP Format - not implemented	7/7/99			Cook Islands	ATM/AIS/SAR/G/16 (June 2006) updated - AIP COOK ISLANDS in new format in progress with assistance of New Zealand	A
	Kiribati	Requirements of Chapter 4 of Annex 15 AIP Format - not implemented	7/7/99			Kiribati	ATM/AIS/SAR/SG/18 (June 2009) was advised AIP in draft stage	A
	Nauru	Requirements of Chapter 4 of Annex 15 AIP Format - not implemented	7/7/99			Nauru	ATM/AIS/SAR/SG/18 (June 2008) was advised work soon to start	A

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action
	Papua New Guinea	Requirements of Chapter 4 of Annex 15 AIP Format - not implemented	7/7/99			Papua New Guinea	TBA	A
Aeronautical Information Service Quality Management System	Afghanistan	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Afghanistan	TBD	A
	Bangladesh	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Bangladesh	TBD	A
	Bhutan	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Bhutan	TBD	A
	Brunei Darussalam	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Brunei Darussalam	TBD	A

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action
Aeronautical Information Service Quality Management System	Cambodia	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Cambodia	TBD	A
	Cook Islands	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Cook Islands	TBD	A
	DPR Korea	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			DPR Korea	TBD	A
	Indonesia	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Indonesia	TBD	A
	Kiribati	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Kiribati	TBD	A

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action
Aeronautical Information Service Quality Management System		implemented						
	Lao PDR	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Lao PDR	TBD	A
	Maldives	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Maldives	TBD	A
	Marshall Islands	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Marshall Islands	TBD	A
	Micronesia	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Micronesia	TBD	A

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action
Aeronautical Information Service Quality Management System	Nauru	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Nauru	TBD	A
	Nepal	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Nepal	TBD	A
	Pakistan	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Pakistan	TBD	A
	Palau	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Palau	TBD	A
	Papua New Guinea	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Papua New Guinea	TBD	A

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action
Aeronautical Information Service Quality Management System		implemented						
	Philippines	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Philippines	TBD	A
	Samoa	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Samoa	TBD	A
	Solomon Islands	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Solomon Islands	TBD	A
	Sri Lanka	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Sri Lanka	TBD	A
	Thailand	Requirements of Paragraph	24/6/2014			Thailand	TBD	A

Identification		Deficiencies			Corrective Action			
Requirement	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action
Aeronautical Information Service Quality Management System		3.2.1 of Annex 15 Quality Management System - Not implemented						
	Timor Leste	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Timor Leste	TBD	A
	Tonga	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Tonga	TBD	A
	Vanuatu	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Vanuatu	TBD	A
	Viet Nam	Requirements of Paragraph 3.2.1 of Annex 15 Quality Management System - Not implemented	24/6/2014			Viet Nam	TBD	A

State AIS AIM Transition Table

Phase 1

- P-03 — AIRAC adherence monitoring
- P-04 — Monitoring of States' differences to Annex 4 and Annex 15
- P-05 — WGS-84 implementation
- P-17 — Quality

Phase 2

- P-01 — Data quality monitoring
- P-02 — Data integrity monitoring
- P-06 — Integrated aeronautical information database
- P-07 — Unique identifiers
- P-08 — Aeronautical information conceptual model
- P-11 — Electronic AIP
- P-13 — Terrain
- P-14 — Obstacles
- P-15 — Aerodrome mapping

Phase 3

- P-09 — Aeronautical data exchange
- P-10 — Communication networks
- P-12 — Aeronautical information briefing
- P-16 — Training
- P-18 — Agreements with data originators
- P-19 — Interoperability with meteorological products
- P-20 — Electronic aeronautical charts
- P-21 — Digital NOTAM

AIS – AIM transition progress reported since AAITF/8 (May 2013)

State Name = No reports since AAITF/8

√ = Completion previously reported

√ = completion reported

xx% = partial progress reported

= revised progress reported

Part = AIP Book, but no AIP SUP or AIC

Date Last Amended: 15 July 2014

	Phase 1 Consolidation (Am. 36 November 2010)				Phase 2 Going Digital (Amendment 37 November 2013)									Phase 3 Information Management (Amendment 38 November 2016)							
	P-03	P-04	P-05	P-17	P-01	P-02	P-06	P-07	P-08	P-11	P-13	P-14	P-15	P-09	P-10	P-12	P-16	P-18	P-19	P-20	P-21
Afghanistan										part											
Australia	√	√	√	√	80%	√	√	√	60%	Link	√	75%				10%	60%			90%	5%
Bangladesh	√	√	25%		60%	60%	70%	√		Part		60%			20%				20%		
Bhutan																					
Brunei Darussalam																					
Cambodia	√	√	√	10%						Part					70%		40%				
China	√	√	√	√						Link							√	√		√	
Hong Kong, China	√	√	√	√	√	√				Link	√	√				40%	√	√			
Macao, China	√	√	√	√						Link								√			
Cook Islands																	√				
DPR Korea			√																		
Fiji	√	√	√	√			√	√	√			√			√	√	√				
India	√	√	√	√	√	√	√	√	√	Link		√									
Indonesia	√	√	√		50%	50%	20%			Link					80%		60%	20%	10%	20%	
Japan	√	√	√	√	√	√	√	√	√	Link	80%	50%		80%	20%	60%	√	√		20%	20%
Kiribati																					
Lao PDR	√	√	25%																		
Malaysia	√	√	√	√	10%	10%	10%	100%	10%	Link	10%	10%		10%	15%	50%	10%			10%	
Maldives										Link											
Marshall Islands																					
Micronesia																					
Mongolia	√	√	√	√	√	√	√	80%	√	Link	65%	28%	5%	20%	10%	√	90%	√		√	
Myanmar	√	√	√	√	√	√	20%	20%	20%	Link	√	√	20%	20%	50%	50%	80%	80%	80%	80%	20%
Nauru																					
Nepal	√	√	√												30%	30%					
New Zealand	√	√	√	√	√	√	√	√	75%	Link	√	80%	15%	80%							
Niue (NZ)																					
Pakistan	√	√	√									√		√	√	√		√			√
Palau										part											
Papua New Guinea	√	√	√	90%				√								10%					
Philippines	√	√	60%	50%	√	50%	√	√	√	50%											
Republic of Korea	√	√	√	√	√			√	√								√	√		40%	90%
Samoa																					
Singapore	√	√	√	√	√	√	50%	√		Link	40%	40%	25%	√	√	√	√	√			
Solomon Islands			√																		
Sri Lanka	√	√	√	90%			10%			Link					25%	25%	15%	25%			
Thailand	√	√	80%	40%	40%	30%				Link	25%	25%		10%	5%						
Timor Leste			√																		
Tonga																					
Vanuatu																					
Viet Nam	√	75%	√	25%	50%	50%	50%		√	Link				√	√			70%	50%		
USA ¹	√	√	20%	√	√	√	25%	√	50%	part	√	√	√	√	√		70%	√	25%	√	√
France ²	√	√	√	√	√	√		√		Link											

¹ Includes American Samoa, Guam, Johnston, Kingman, Midway, Mariana, Palmyra, Wake

² Includes French Polynesia, New Caledonia, Wallis and Futuna Islands



International Civil Aviation Organization

**The Second Meeting of the APANPIRG ATM Sub-Group
(ATM /SG/2)**

Hong Kong, China, 04-08 August 2014

Survey of OPADD Differences: Items that may require action by States

2.3.18-21 Item D)

- Bangladesh, Hong Kong China and Singapore follow Annex 15, using free text instead of syntaxes specified in the OPADD. Australia and Japan do not fully comply with the OPADD.
- There may be no need to strictly specify the syntax of item D). It was necessary to consider the computer-friendly item D) or abolishment of it before the advent of the SWIM environment.

2.3.23 Item F) and G):

- Australia included the fields for FIR OBST (QO), but the OPADD restricts the fields to QR and QW. Japan also does not restrict the use of the fields only to QR and QW.
- *Comment: In Doc. 8126, the fields were normally applicable to QR and QW, but could be used for any other applicable subjects. The reason the OPADD imposed such restriction was not described in the OPADD. If there was no significant reason applicable to the APAC region, the restriction should be lifted.*

2.3.7 Qualifier 'TRAFFIC'

- In the example of article 2.3.7.3, the NOTAM Code for 'VFR REPORTING POINT ID CHANGED' was 'QAPCI' and the given NSC 'Traffic' Qualifier for 'QAPCI' was 'IV'. However, the subject was VFR reporting point, so this example described the use of 'V' instead of 'IV'.
- Macao China follows NSC in Doc. 8126, so the NOTAM Code would be 'QAPXX' because NSC expects no exception.

Comment: Macao China requested ICAO to clarify this.

The OPADD was guidance, so this kind of usage of the codes should be described in NSC in Doc. 8126. Another option was to make changes to the example in the OPADD to strictly comply with NSC. That means, for 2.3.7.3, the code for 'VFR REPORTING POINT ID CHANGED' was 'QAPXX'.

2.4.3 Specific procedure related to NOTAMC creation

- In 2.4.3.4, 'CN' and 'HV' for 4th and 5th letters of NOTAM Code are not present.

Comment: They should be included in the next version of the OPADD.

2.7 Trigger NOTAM

- Hong Kong China issued non-AIRAC AIP AMDT only. AIRAC information was issued as AIRAC AIP SUP.
- Singapore issued AIRAC information as AIRAC AIP SUP and incorporated it in AIP AMDT after the implementation date.
- In Australia, Trigger NOTAM remained in force until SUP was cancelled. Trigger NOTAM for AIC was also issued.
- Japan sets the end of SUP in item C) when the period was longer than 14 days.

Comment: There was a diverse range of usage about Trigger NOTAM. In the SWIM environment and the use of AIXM 5.1 or higher, Trigger NOTAM would not be needed.

2.8 NIL Notification

- This article was not applicable to Hong Kong China.
- The 14 days period was the same as article 2.7, but item C) of the example in 2.8.3 (...2359) was different from that in 2.7.2.4 (...0000).
- Macao China used 2359 for Trigger NOTAM and NIL Notification.

Comment: The duration was the same as the Trigger NOTAM, so the item C) in both examples should be identical, 0000 or 2359.

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Proposed changes to the Asia/Pacific Region Operating Procedures for AIS Dynamic Data (OPADD), as agreed at the 9th Meeting of the Asia/Pacific Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF/9).

Article	2.3.4 NOTAM Qualification Item Q) – General Rules
Proposed change	Delete 2.3.4.3 and associated examples in paragraphs 2.3.6.6-2.3.6.8, 2.3.7.3, 2.3.9.4 and 2.8.3. Describe above deviations in NSC as variants of operations.
Rationale	The examples in the above paragraphs are compensations for the flaws of NSC. The flaws are clearly identified and there are measures that should be treated as variants of operations. Hence, the measures described above should be transferred to NSC.

Note to AAITF:

This proposal intends to make changes to not only the OPADD, but also NSC in Doc. 8126. Even if this proposal is accepted, the timings of the revisions of Doc. 8126 and the OPADD is crucial (same time?).

Article	2.3.23 Items F) and G) – Lower and Upper Limit
Proposed change	Delete “only” from 2.3.23.1
Rationale	The word “only” indicates that items F) and G) are used only for “QW” and “QR”. This is different from the description of Annex 15 and Doc. 8126.

Note to AAITF:

The deletion of “only” will change the meaning of the sentence. It will have the meaning that items F) and G) are mandatory for “QW” and “QR” and optional for other codes.

Article	2.4.3 Specific procedure related to NOTAMC creation
Proposed change	Incorporate “CN” and “HV” into the “Condition “ of 2.4.3.4
Rationale	These letters have been incorporated in the 35 th edition of Annex 15.

Article	2.7.2 Trigger NOTAM – General Rules
Proposed change	Change the time of item C) of the example in 2.7.2.4 to “C) ...2359”. The same applies to the examples in 2.7.2.11, 2.7.2.12, 2.7.2.14, 2.7.3.3 and Example 2 of 2.7.4.5.
Rationale	The item C) of the example for “2.8 NIL Notification” in 2.8.3 is “C) ...2359”. The concept of 14 days should be the same throughout the document. The “2359” conforms with the concept because it includes the whole day of 14 th day.

Note to AAITF:

The “0000” might also be applicable. The concept is to simply add 14 days.

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ATTACHMENT A to State letter SP 68/1-IND/14/7

**TERMS OF REFERENCE
INFORMATION MANAGEMENT PANEL (IMP)**

<p>Background</p>	<p>The Information Management Panel (IMP) is to be established to develop a global and harmonized interoperable approach and elaborate on necessary concepts in order to ensure effective management of information, including identifying the need for new information exchange formats, on a system-wide basis within the air navigation system.</p> <p>A global approach on information management (IM) is essential to ensure global interoperability and standardization across all data domains and to support activities such as flight and flow - information for a collaborative environment (FF-ICE), the evolution of meteorological services towards digital information exchange and a NOTAM system review.</p>
<p>Scope</p>	<p>The Information Management Panel (IMP) will investigate and develop solutions supporting the planning framework on information management contained in the global air navigation plan (GANP), including further development of system-wide information management (SWIM) using as a basis the SWIM concept as elaborated by the Air Traffic Management Requirements and Performance Panel (ATMRPP).</p> <p>The IMP will develop a global interoperability framework for international air navigation. Its components (for example, technical resources such as information models and associated exchange formats, service models, governance functions and structure) will be worked upon as they are identified and agreed during the course of the IMP proceedings.</p>
<p>Required Expertise</p>	<p>The panel shall be preferably composed of experts involved in:</p> <ul style="list-style-type: none"> a) cross data domain information management processes in the field of air traffic management (ATM); b) the transition of State data domain specific systems (flight operations, meteorological services, airport services or aeronautical information service (AIS)) to a cross data domain IM system; and c) the operational use of information supplied.
<p>Objective(s)</p>	<ol style="list-style-type: none"> 1. Define the Global Interoperability Framework (including a minimum set of global use cases, models, processes and requirements) describing the functions, architectures and system design requirements which should include the items further described hereafter. 2. Define and elaborate on the ATM information management concepts, functions and processes required, including a business model to provide accredited, quality-assured and timely information required by actors within the air navigation system and used to support operations (including full FF-ICE, digital MET information exchange and NOTAM system review) on a system-wide basis, including avionics. 3. Identify the quality of service requirements necessary to maintain ATM information security, integrity, confidentiality and availability, and to mitigate the risks of

	<p>intentional disruption and/or changes to safety-critical ATM information.</p> <ol style="list-style-type: none"> 4. Develop an ATM information service architecture. 5. Identify the requirements for SARPs and changes to existing SARPs that will provide an interoperable environment to support the information requirements of all air navigation services (ANS) stakeholders in accordance with the blocks and operational improvements outlined in the Global Air Navigation Plan and: <ol style="list-style-type: none"> a) develop those SARPs necessary to enable SWIM in accordance with the roadmap outlined in the Global Air Navigation Plan; b) provide suitable objectives and requirements to serve as the basis for SARP development by other groups where appropriate; and c) update and maintain the information management roadmap. 6. Develop transition strategies and guidance necessary for the implementation of global SWIM and new information exchange formats, including future avionic requirements. 7. Identify and plan for anticipated data and information flows in relation to future ATM requirements and capabilities and assess the capacity of appropriate facilities to support them.
<p>Specific Working Arrangements</p>	<p>It is anticipated that the panel will be supported by working groups, each dealing with a specific area. Precise details and meeting frequency/locations will be provided once the group has been established and determines its tasks.</p> <p>It is expected that data domain specific elements would be handled in coordination with domain specific expert groups, for example, an envisaged future MET Panel.</p> <p>For AIS to AIM, the existing Aeronautical Information Services-Aeronautical Information Management Study Group (AIS-AIMSG) will be maintained until completion of current work on the amendment of Annex 15 — <i>Aeronautical Information Services</i> and PANS-AIM. The further evolution and work on AIM towards cross domain information management will then fall under the remit of the IMP.</p>

ATTACHMENT B to State letter SP 68/1-IND/14/7

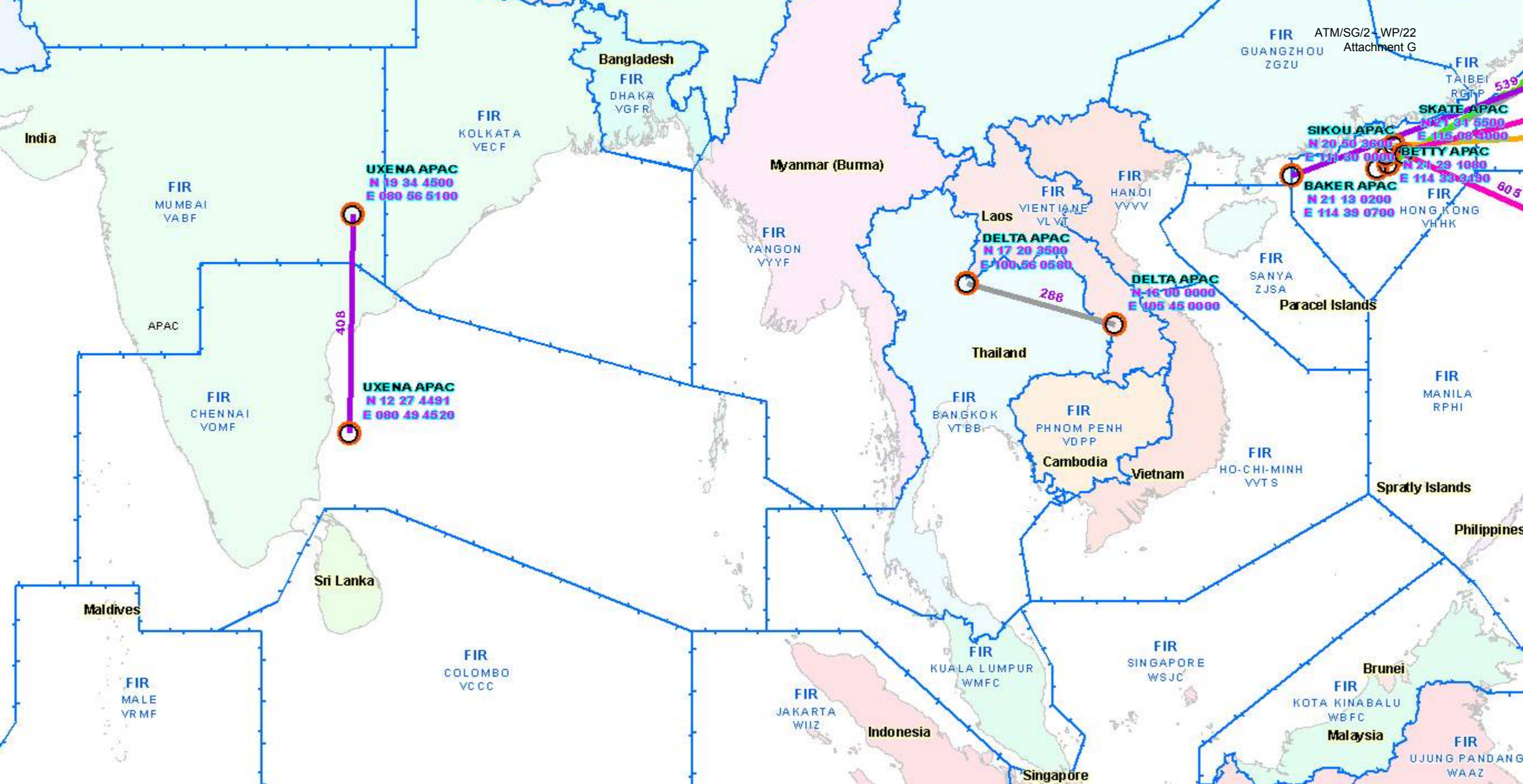
ADDITIONAL INFORMATION RELATING TO PANELS

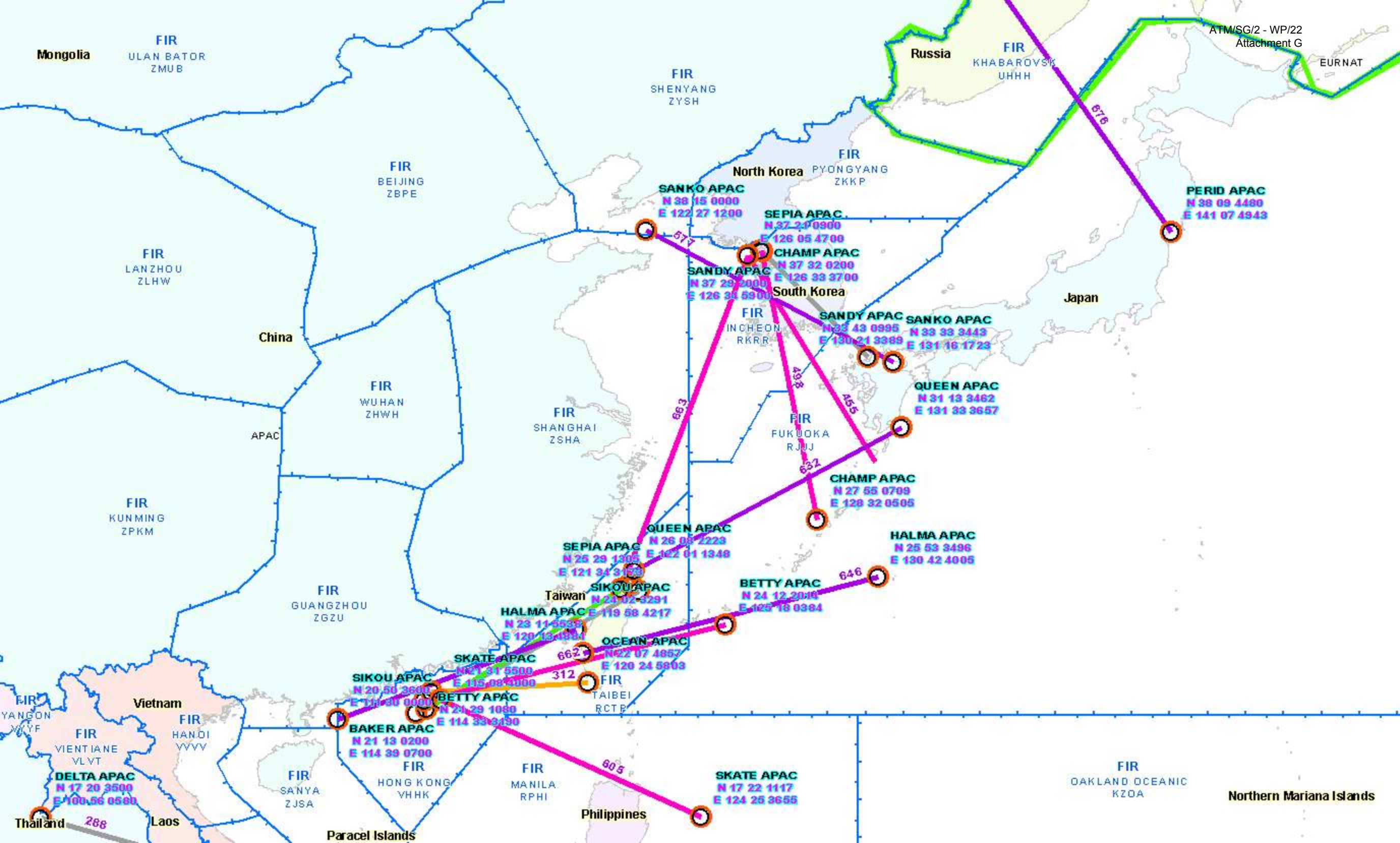
1. The fifth edition of the *Directives for Panels of the Air Navigation Commission* (Doc 7984/5) contains guidance intended to assist States in determining their ability to contribute to a panel's work by making an expert available, in choosing the appropriate expert, and in providing instructions on the duties and responsibilities of the experts. Any expenses resulting from the participation of members in the work of the panels are borne by the States or organizations which have made them available.
2. The panel will conduct its work through correspondence and meetings. Panel meetings are normally held at ICAO Headquarters, in Montréal. Some of the panel's work is usually conducted through working groups that may require additional meetings, often held outside of Montréal. In order that panel members may contribute freely and effectively to the panel's work, it is important that they have available the necessary resources and are able to attend panel and working group meetings.
3. Resolving Clause 3 of Appendix B of Assembly Resolution A38-12 states that a panel will be allowed to continue in existence only if its continuation is considered justified by the Air Navigation Commission.

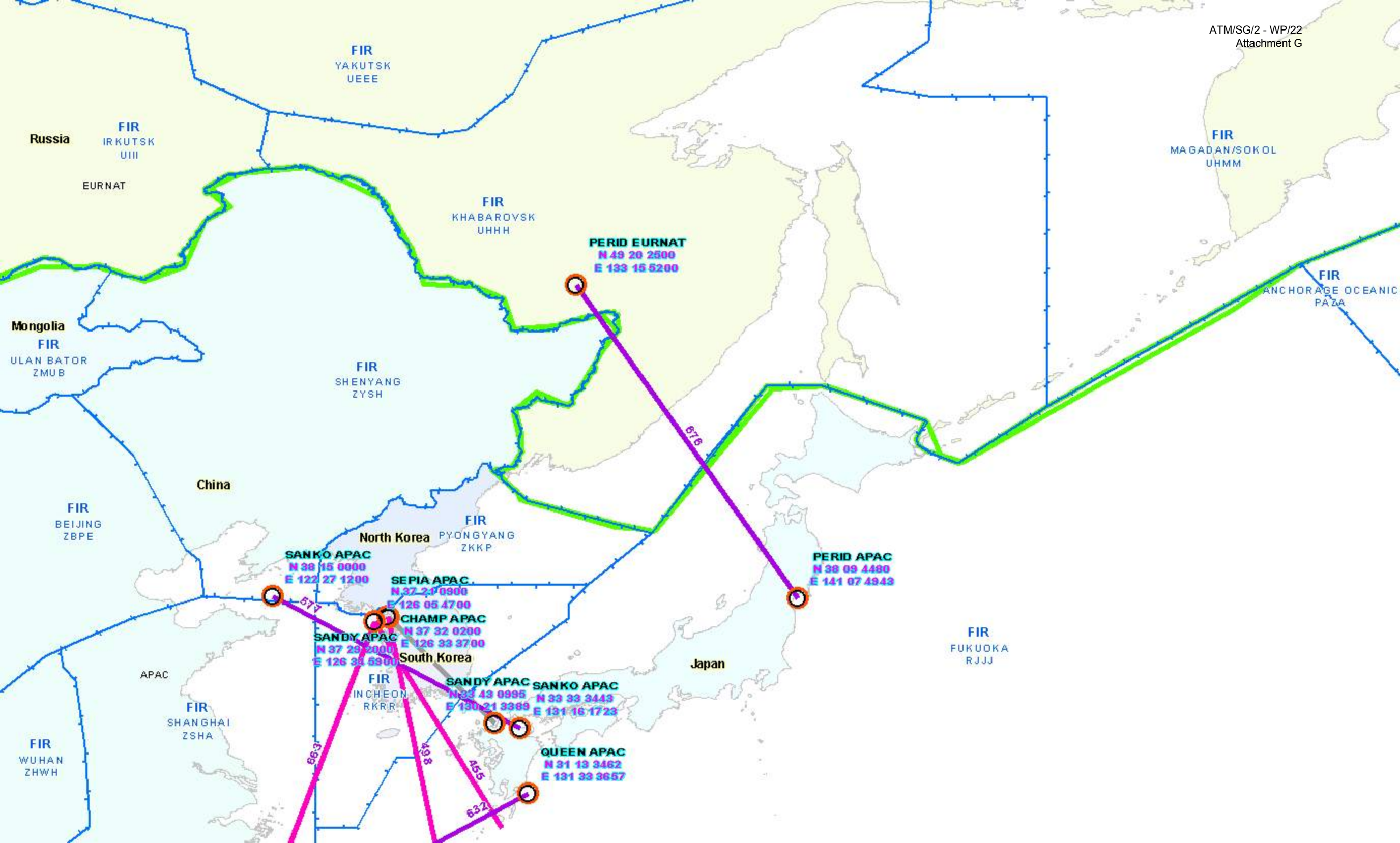
— END —

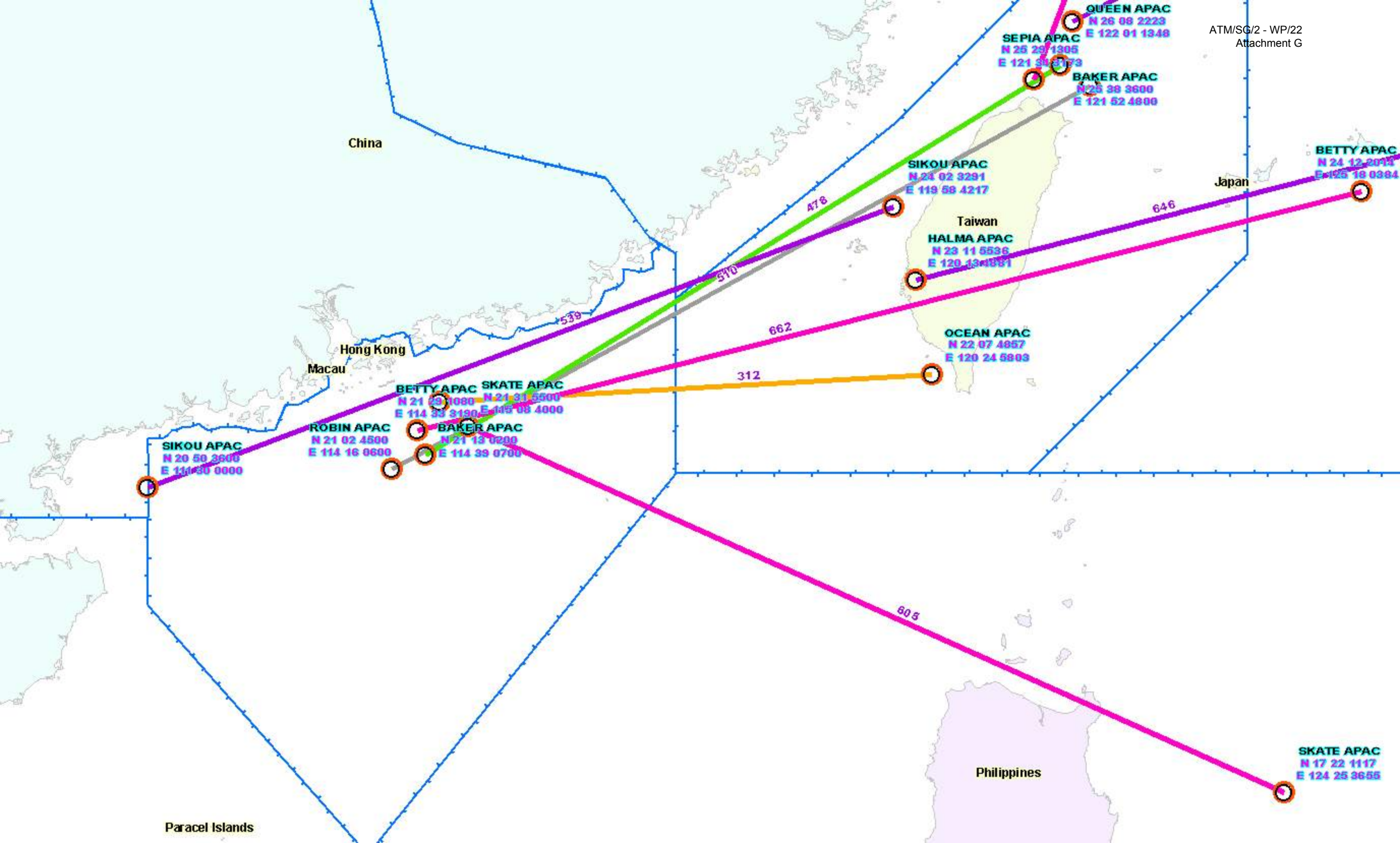
Asia/Pacific Region Dangerous Proximity 5LNC Duplicates

DANGEROUS PROXIMITY 5LNC DUPLICATES ASIA/PACIFIC			
5LNC	FIR	LATITUDE	LONGITUDE
DELTA	VIENTIANE	N 16 00 0000	E 105 45 0000
DELTA	BANGKOK	N 17 20 3500	E 100 56 0580
ROBIN	HONG KONG	N 21 02 4500	E 114 16 0600
ROBIN	TAIBEI	N 25 25 0900	E 122 12 2800
SANDY	FUKUOKA	N 33 43 0995	E 130 21 3389
SANDY	INCHEON	N 37 29 2000	E 126 34 5900
BAKER	HONG KONG	N 21 13 0200	E 114 39 0700
BAKER	TAIBEI	N 25 38 3600	E 121 52 4800
OCEAN	HONG KONG	N 21 48 4300	E 114 48 4800
OCEAN	TAIBEI	N 22 07 4857	E 120 24 5803
BETTY	HONG KONG	N 21 29 1080	E 114 33 3190
BETTY	FUKUOKA	N 24 12 2014	E 125 18 0384
CHAMP	FUKUOKA	N 27 55 0709	E 128 32 0505
CHAMP	INCHEON	N 37 32 0200	E 126 33 3700
SEPIA	INCHEON	N 37 21 0900	E 126 05 4700
SEPIA	TAIBEI	N 25 29 1305	E 121 34 3173
SKATE	HONG KONG	N 21 31 5500	E 115 08 4000
SKATE	MANILA	N 17 22 1117	E 124 25 3655
HALMA	FUKUOKA	N 25 53 3496	E 130 42 4005
HALMA	TAIBEI	N 23 11 5536	E 120 13 4881
PERID	FUKUOKA	N 38 09 4480	E 141 07 4943
PERID	KHABAROVSK	N 49 20 2500	E 141 07 4943
QUEEN	FUKUOKA	N 31 13 3462	E 131 33 3657
QUEEN	FUKUOKA	N 26 08 2223	E 122 01 1348
SANKO	SHENYANG	N 38 15 0000	E 122 27 1200
SANKO	FUKUOKA	N 33 33 3443	E 131 16 1723
SIKOU	HONG KONG	N 20 50 3600	E 111 30 0000
SIKOU	TAIBEI	N 24 02 3291	E 119 58 4217
UXENA	CHENNAI	N 12 27 4491	E 080 49 4520
UXENA	MUMBAI	N 19 34 4500	E 080 56 5100









Paracel Islands

