

INTERNATIONAL CIVIL AVIATION ORGANIZATION



**REPORT OF THE SEVENTH MEETING OF THE AERONAUTICAL
INFORMATION SERVICES – AERONAUTICAL INFORMATION
MANAGEMENT IMPLEMENTATION TASK FORCE (AAITF/7)**

HANOI, VIET NAM, 13 – 16 MARCH 2012

The views expressed in this Report should be taken as those of the
Meeting and not the Organization

Approved by the Meeting
and published by the ICAO Asia and Pacific Office, Bangkok

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INTRODUCTION

Meeting

1.1 The Seventh Meeting of the Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF/7) and an International Codes and Routes Designators (ICARD) Seminar were held in Hanoi, Viet Nam from 13 to 16 March 2012 at Vietnam Air Traffic Management Corporation (VATM).

1.2 The ICARD Seminar was conducted in order to assist States to manage aeronautical data associated with Five Letter Name Codes (5LNC) and Air Traffic Services (ATS) Routes on 13 March 2012. AAITF/7 was conducted from 14 to 16 March 2012.

Attendance

2.1 The meeting was attended by 81 participants from Australia, Bangladesh, Cambodia, China, Hong Kong China, Macao China, India, Indonesia, Japan, Lao PDR, Malaysia, Mongolia, Myanmar, Philippines, Republic of Korea, Singapore, Solomon Islands, Sri Lanka, Thailand, United States, Viet Nam, Jeppesen, JICA and Comsoft. The list of participants is attached at **Appendix A** to this Report.

Officer and Secretariat

3.1 Mr. Peter Hobson, AIS Manager, Airservices Australia chaired the Task Force meeting.

3.2 Mr. Len Wicks, ICAO Asia and Pacific Office Regional Officer Air Traffic Management (ATM) moderated the ICARD Seminar and was the Secretary for the AAITF/7 meeting. He was assisted by Mr. Shane Sumner, Regional Officer ATM.

Opening of the Meeting

4.1 Mr. Dinh Viet Thang, Deputy Director General, Civil Aviation Authority of Viet Nam, extended a warm welcome to all participants.

4.2 On behalf of Mr. Mokhtar A. Awan, Regional Director of ICAO Asia and Pacific Office, Mr. Len Wicks welcomed all the participants to the meeting.

4.3 Mr. Peter Hobson welcomed participants to the meeting.

Documentation and Working Language

5.1 All discussions were conducted in English. A total of 10 working papers and 12 information papers were considered by the meeting. The list of working and information papers is attached at **Appendix B** to this Report.

Draft Conclusions, Draft Decisions and Decisions – Definition

6.1 AAITF recorded its actions in the form of Draft Conclusions, Draft Decisions and Decisions within the following definitions:

- a) **Draft Conclusions** deal with matters that, according to APANPIRG terms of reference, require the attention of States, or action by the ICAO in accordance with established procedures;
- b) **Draft Decisions** deal with the matters of concern only to APANPIRG and its contributory bodies; and
- c) **Decisions** of AAITF that relate solely to matters dealing with the internal working arrangements of AAITF.

List of Decisions and Draft Conclusions/Decisions

7.1 List of Draft Conclusions

AAITF Draft Conclusion 7/1: Annex 15 Promulgation Requirements Compliance

That, States should be urged to recognise the importance of Annex 15 compliance in respect of aeronautical data affected by major projects, by:

- a) establishing formal coordination between change originators and Aeronautical Information Service (AIS) units to ensure appropriate planning and that promulgation requirements were taken into account; and
- b) empowering AIS personnel to decline requests that did not comply with Annex 15, except for urgent corrections, emergencies, and matters of national security.

AAITF Draft Conclusion 7/2: AIS-AIM Transition State Plan

That, States should develop a basic plan that identified when all the Aeronautical Information Service – Aeronautical Information Management (AIS-AIM) Transition elements in the AIS-AIM Roadmap would be completed, and submit these plans to the Asia/Pacific Regional Office prior to 1 January 2013.

AAITF Draft Conclusion 7/3: Duplication and Amendment of 5LNC

Recognising that with the increasing use of Five Letter Name Codes (5LNC), it was not practical to avoid any duplication of 5LNC worldwide, and that States often used discretion in managing both duplications and minor changes of waypoint position that may not strictly be in accordance with the provisions of Annex 11, Appendix 1, ICAO is requested to consider:

- a) reviewing and updating Annex 11 to ensure its provisions related to 5LNC are appropriate; and
- b) development of standards for Flight Management Systems (FMS) that ensure logic checks of inputted waypoints that are duplicated are highlighted to pilots.

7.2

List of Actions

- 1) The USA would advise the AIS-AIMSG Ad Hoc Group that the AAITF meeting considered that:
 - a) the use of danger areas for areas proximate to volcanoes and SIGMET for the variable airspace volume forecast to contain ash cloud were all that was required at present; and
 - b) Location Indicator changes established under Doc 8585 required a 56 day promulgation lead time.
- 2) The Secretariat would discuss with ICAO Headquarters:
 - a) the possible discrepancy between Annex 14 (Aerodromes) and Annex 15 regarding runway wing bars; and
 - b) the need to prioritise the AIM Training Manual.
- 3) The Secretariat would advise relevant ICAO Sections that the AAITF meeting considered that AIS-AIM matters were more appropriately integrated with MET in terms of ICAO Structure.

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REPORT ON AGENDA ITEMS

Agenda Item 1: Adoption of Agenda (WP01)

1.1 The provisional agenda was adopted by the meeting.

Agenda Item 2: Review Outcomes of Related Meetings

Asia/Pacific Meeting Outcomes Related to AIS-AIM (WP03)

2.1 The Secretariat presented information on Asia/Pacific meeting outcomes related to Aeronautical Information Services and Aeronautical Information Management (AIS-AIM), from the:

- a) APANPIRG Air Traffic Management/Aeronautical Information Services/Search and Rescue Sub-Group (ATM/AIS/SAR/SG/21);
- b) Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/22); and
- c) Asia/Pacific Seamless ATM Planning Group (APSAPG/1).

2.2 Regarding short-notice changes in aeronautical data, the APANPIRG/22 Chairman had noted that a small aeronautical data change could have a global effect on other systems, and urged States to comply with appropriate aeronautical promulgation standards.

2.3 The meeting noted that APANPIRG/22 agreed to Conclusion 22/2, regarding the publishing of the AIM Transition Table as an AIM implementation progress monitoring tool. Based on this, ICAO Headquarters was apparently developing a similar tool for other regions to use.

2.4 The AAITF meeting Secretariat drew attention to element P11 (electronic AIP) of the Transition Table. Links to State e-AIP were being inserted in the Table, allowing administrations to cease sending costly and often voluminous amounts of paper AIP updates to the ICAO Regional Office. States were requested to advise when they had an e-AIP for this purpose.

ICAO AIS-AIMSG Progress (IP02)

2.5 The United States provided an extensive paper that detailed results from the AIS-AIMSG/5, held in Montreal in November 2011, the AIS-AIMSG Ad Hoc Group on AIM Development, and the Ad Hoc Group on Aeronautical Charting, which were held in Brussels in February 2012. Key areas of development included, *inter alia*:

- a) clarification of the electronic Terrain Obstacle Database (eTOD) provisions provided in Annex 15, Amendment 36;
- b) Annex 15, Amendment 37, 38, Procedures for Air Navigation (PANS)-AIM;
- c) the AIM Operational Concept;
- d) clarification of the term 'fix formation' in Annex 4 and Annex 15;
- e) guidance material on the Earth Gravitational Model, EGM-96;
- f) updates on Aerodrome Mapping Data in support of Graphical NOTAM;

- g) the Roadmap for the Transition from AIS to AIM¹ update;
- h) progress in coordinating the development of appropriate aerodrome mapping database (AMDB) specifications
- i) promulgation of volcanic ash alerts;
- j) clarification of integrated briefing within a Systems Wide Information Management (SWIM) environment;
- k) matters related to Annex 4, Amendments 57 and 58, particularly related to the data exchange standards (AIXM) in order to support digital charts; and
- l) updates to Chapter 9 of Doc 8126 (AIS Manual); and
- m) ATM staff training guidance.

2.6 After discussion regarding EGM-96 and the later EGM-08 and their relationship to the WGS84 datum, it was clarified that there was no intent to change from WGS-84 in the foreseeable future. It was agreed that any heighting concerns the Asia/Pacific had should be presented to the next meeting of the Study Group, and that the issue should be discussed at future Task Force meetings.

2.7 Volcanic ash advisories were discussed in terms of the best means of presenting such information. It was noted that the United States used airspace terms other than danger areas such as warning areas. The meeting considered that the use of danger areas for areas proximate to volcanoes² and SIGMET for the variable airspace volume forecast to contain ash cloud were all that was required at present. It was agreed that this should be made clear to the AIS-AIMSG Ad Hoc Group.

2.8 The meeting discussed the matter of data integrity quality assurance, and it was clarified that the specific metrics had been removed from the Annex, although it was emphasised that there was still a continuing need to ensure data integrity to an acceptable level.

2.9 The following key milestones for AIS-AIM development were targeted as follows:

- Q1/2012: Secretariat review of TOD Manual, AIS Manual V3;
- Q2/2012: Secretariat review of the AIM Training Manual, Quality Manual, and Manual on Public Usage of the Internet;
- Q3/4 2012: Charting Manual update, WGS-84 Manual (accuracy & heighting);
- November 2013: Annex 15 Amendment 37 applicable;
- November 2014: Finalised Amendment 38; and
- November 2016: Annex 15 Amendment 38 applicable & PANS-AIM introduced, Completion of AIS-AIMSG work program.

¹ Based on the AIS-AIM Operational Concept, evolving to align the Aviation System Block Upgrades (ASBUs).

² It was noted that New Zealand had developed Volcanic Hazard Zones (VHZ) for the purpose of containing hazardous airspace near volcanoes, which acted like danger areas except at night and Instrument Meteorological Conditions (IMC), so that the danger from volcanic ballistic ejecta may be visible.

Agenda Item 3: Review of Air Navigation Deficiencies in the AIS Field

Timeliness, Accuracy & Quality of AIS Promulgation Including Consideration of Impact on Global Databases (WP02)

3.1 IATA presented information on issues associated with the promulgation of AIS changes that required update of the various aviation global databases critical to safe operations. IATA stated that changes and their promulgation must be made in a timely manner to ensure current accurate information is available to all aviation stakeholders.

3.2 The meeting noted that ICAO guidance was available, which stated that promulgation via the Aeronautical Information Regulation and Control (AIRAC) cycle was preferred unless extenuating circumstances existed. This guidance included the following references:

- a) **Annex 15, Appendix 4** – holding and approach procedures, arrival and departure procedures, noise abatement procedures and any other pertinent ATS procedures the following information must be notified by AIRAC;
- b) **Doc 8126/ Aeronautical Information Services Manual, paragraph 2.6.3** – implementation dates other than AIRAC effective dates must not be used for pre-planned, operationally significant changes requiring cartographic work and/or updating of navigation databases;
- c) **Doc 7910/ Location Indicators Para E3** – Location Indicators once assigned should only be amended after paying due regard to the worldwide repercussions of such changes upon all users of the communication services, should be promulgated by NOTAM or AIP as far in advance of the effective date as practicable.

3.3 IATA reflected on several recent regional examples of non - adherence to ICAO standards and recommended procedures and/or quality and accuracy of information in respect of location indicator and ATS routes, noting the adverse effect this had on aviation systems.

3.4 The meeting had extensive discussion on this matter. Jeppesen advised that the 7 day time frame required in the ICAO guidance at the end of the supply chain was fixed as an absolute minimum, as it was required to allow the aircraft operators to deploy the data changes. The meeting noted that ICAO Standards and Recommended Practices state that aeronautical information should be published 28 days before the effective date for normal changes, but in the case of major changes such as airspace or airport changes, the lead time should be 56 days.

3.5 It was revealed that Annex 15 did not specify lead times for promulgation of Doc 7910 Location Indicator changes. The Study Group representatives present agreed to convey the need for Location Indicator changes to be considered for 56 day promulgation lead time.

AIRAC Adherence (WP09)

3.6 WP09 reviewed discussion on the timeliness of AIS promulgation, especially regarding change procedures in the assignment of location indicators established in Doc7910. Japan noted that the purpose of Aeronautical Information Regulation and Control (AIRAC) was to assure enough lead time so that all stakeholders could update their databases, including Flight Management Systems (FMS) and relevant manuals prior to the change taking effect.

3.7 The meeting discussed the possible reasons for the systemic issues noted in WP02 and WP09. The Chair and the Secretariat noted that project planning that took into account AIM issues should be an automatic part of a State's responsibilities under their Safety Management System (SMS) requirements. The main reasons for the failure of some administrations to adhere to Annex 15 lead times appeared to be:

- Poor planning and coordination between change originators such as Air Traffic Management (ATM), resulting in AIS units receiving information for promulgation less than the required time before its effective date; and
- AIS units not being empowered to decline to promulgate information not complying with the Annex 15 requirements.

3.8 Acknowledging the serious and systemic nature of this problem, the meeting agreed to the following Draft Conclusion for the ATM/AIS/SAR Sub-Group's endorsement and APANPIRG's approval:

AAITF Draft Conclusion 7/1: Annex 15 Promulgation Requirements Compliance

That, States should be urged to recognise the importance of Annex 15 compliance in respect of aeronautical data affected by major projects, by:

- a) establishing formal coordination between change originators and Aeronautical Information Service (AIS) units to ensure appropriate planning and that promulgation requirements were taken into account; and
- b) empowering AIS personnel to decline requests that did not comply with Annex 15, except for urgent corrections, emergencies, and matters of national security.

Promulgation of ATS Route Designators (WP08)

3.9 The Secretariat provided information on appropriate procedures and associated policy for promulgating ATS route designators. It had earlier been brought to ICAO's attention that two Asia/Pacific States had designated domestic ATS routes using an inappropriate alphanumeric code that included a zero ('0') as the first number (V001-V029 and V10-V021).

3.10 Given the problems that a leading zero before any one or two digit number presented to automated systems, the Regional Office had implemented policy that three route numbers should be used, not one or two, and that the use of a zero ('0') should not be used as the first number.

Transition to WGS-84 in China (IP03)

3.11 The Civil Aviation Administration of China (CAAC) announced with the publishing of AIP China Amendment Nr.13/11 effective 15 December 2011 that China had completed implementation of WGS-84. The Chair congratulated China for this achievement. The Secretariat stated that this would allow the closure of the APANPIRG deficiency related to this matter, and that the AIS-AIM Transition Table had been updated accordingly.

Asia/Pacific AIS-AIM Air Navigation Deficiencies (WP04)

3.12 The APANPIRG list of Asia/Pacific AIS-AIM Air Navigation Deficiencies was presented by the Secretariat. Apart from the closure of the Chinese Deficiency regarding WGS84, the Solomon Islands advised that their transition to WGS84 had been completed on 31 January 2011.

Agenda Item 4: AIS-AIM Updates

Asia/Pacific AIM Implementation Survey (WP05)

4.1 The Secretariat presented a paper detailing the responses and an analysis of the AIM Implementation Survey conducted in 2011. It was recognised by the meeting that the survey had been a valuable exercise at the time. Notwithstanding this, the Chair suggested that with the AIS-AIM Transition Table now providing a good overview of progress, there was no need to conduct a survey in 2012. The Secretariat agreed with this position, noting that the survey required a large amount of workload for little tangible feedback, given that not all States responded and some of the information was now being out-of-date.

4.2 The meeting requested that the Secretariat add the AIM implementation timelines to the Transition Table (**Appendix C**). The Secretariat asked the meeting to consider the progress of implementation to date, noting that the table and the survey indicated that implementation had been inconsistent among States, and that many administrations had not progressed beyond Phase 1, despite this being expected several years ago.

4.3 Australia commented that according to the AIS-AIM Roadmap, Phase 1 was intended to be complete by November 2010 (Phase 2 by November 2013 and Phase 3 November 2016). Of the 43 administrations indicated, only 10 had achieved the four Phase 1 elements, and only eight had indicated implementation of eight of the 21 elements (Australia, Fiji, India, Japan, Mongolia, New Zealand, Singapore, and the USA).

4.4 Given the slow progress in many States thus far, it was suggested that the Task Force place a much greater emphasis on individual State planning to achieve AIM transition as soon as practicable. The meeting agreed to the following Draft Conclusion for the ATM/AIS/SAR Sub-Group's endorsement and APANPIRG's approval:

AAITF Draft Conclusion 7/2: AIS-AIM Transition State Plan

That, States should develop a basic plan that identified when all the Aeronautical Information Service – Aeronautical Information Management (AIS-AIM) Transition elements in the AIS-AIM Roadmap would be completed, and submit these plans to the Asia/Pacific Regional Office prior to 1 January 2013.

Digital NOTAM in the United States (IP04)

4.5 IP04 presented a summary of the current progress of digital NOTAM development in the United States. NOTAM policy updates had occurred in multiple increments over time so to avoid confusion by stakeholders. Formal notification of ICAO compliant NOTAM format was planned for the end of 2012, and it was estimated that implementation of new NOTAM policy would become effective in 2014, allowing a full year for stakeholder notification.

Airport Mapping in Support of Graphical NOTAM (IP05)

4.6 IP05 provided information regarding the development of airport mapping in support of graphical NOTAM in the United States. The United States was developing capabilities for automating NOTAM origination that ensured higher quality NOTAM; and eliminated time-consuming third party review. The capability included the potential to display in ICAO and plain language formats with graphical display of images.

4.7 As of January 2012, digital NOTAM entry capability had been deployed at 50 aerodromes across the USA. In the near future, digital NOTAM entry capability as planned to be deployed at all FAA 30 core aerodromes and metroplex areas (large urban multiple aerodrome centres).

4.8 Despite these advances, a textual description of aerodrome movement area construction was difficult to interpret without a visual display. To create a graphical display of the airport movement area construction NOTAM, the FAA had created airport mapping data in support of this effort.

eTOD in the United States (IP06)

4.9 IP06 provided information regarding the development of electronic terrain and obstacle data sets in the United States, in accordance with Amendment 33 to ICAO Annex 15. When used in combination with aeronautical data and information these data sets were designed to support various aeronautical applications.

4.10 The U.S. Code of Federal Regulations provided for the mandatory reporting of any proposed construction, anywhere in the United States where the ultimate height above ground level will exceed 200 ft (61m) or affect aerodrome Obstacle Identification Surfaces (OIS). The reported construction data was used by the FAA to determine any adverse effect upon the navigable airspace. However, reported data was generally not of high quality in terms of horizontal and vertical accuracy as it did not meet the accuracy requirement of Annex 15.

4.11 To rectify the adverse effects on the design of PBN procedures the FAA has begun to resurvey existing recorded obstacles to improve the accuracy of information over a wide area, using survey methods that included airborne Light Detection And Ranging (LIDAR).

4.12 It was noted that many Asia/Pacific States did not have the resources to engage in this level of technology, or the regulations requiring construction reporting. In these cases the primary means of ensuring the provision of relevant construction activity information was considered to be the development of strong relationships between airports and the local planning and construction authorities.

AIS-AIM in Indonesia (IP07)

4.13 IP07 presented recent activities in the transition from AIS to AIM. Automated AIS will be rolled out to all aerodrome AIS units to enable users to access PIB via the internet.

4.14 Under manual AIS provision, pre-flight information services at Soekarno-Hatta (Jakarta) required provision of about 1,500 copies of paper Pre-Flight Information Bulletin (PIB) per day. Integrated Aeronautical Information System (IAIS) and Electronic Charting were installed at the Soekarno-Hatta AIS Unit on 1 February 2012. The paper confirmed that the Unit was ready to comply with the new flight plan format (Doc 4444 Amendment 1), and both the IAIS and Charting systems were ready for connection to the internet.

Transition from AIS to AIM in Viet Nam (IP08)

4.15 IP08 provided information on Viet Nam's progress towards AIM implementation, confirming a commitment to comply with ICAO Standards and Recommended Practices (SARPs). Programs being implemented to support AIS-AIM transition included:

- AICM/AIXM implementation;
- international standard data exchange protocols;
- eAIP;
- quality agreements with data originators and neighbouring states;
- staff training;
- AIM Quality Management;
- eTOD; and
- WGS84.

4.16 Thailand stated that there was confusion about the terms digital and electronic in defining e-AIPs. The meeting noted that digital in the AIP context meant information extracted from a database. Jeppesen advised that the AISAIMSG was looking at whether SARPS needed to be amended to clarify the difference between eAIP and digital AIP. Australia stated that the Study Group must consider that AIP has two purposes: aeronautical data, and the promulgation of legal requirements.

4.17 The meeting had a discussion as to whether an eAIP could be created using AIXM. Comsoft provided an update that the EUROCONTROL eAIP specification was based on XML, and the complete AIP could be extracted using XML, which was not the same as AIXM.

Indian Transition from AIS to AIM (IP09)

4.18 India presented IP09, providing information on India's implementation of automated AIS. Implementation of the following programs had been completed:

- monitoring and reporting Annex 4 and Annex 15 differences;
- WGS84;
- Quality Management compliant with ISO9001;
- Data Integrity monitoring (currently manual);
- AICM/AIXM (Version 4.5);
- e-AIP (evaluation version); and
- Automated self-briefing Aeronautical Information Briefing.

AIS to AIM in Japan (IP10)

4.19 Japan provided extensive information on their transition from AIS to AIM, in support of the Collaborative Actions for Renovation of Air Traffic Systems (CARATS) programme. Detailed information on the effect of e-TOD changes from Amendment 33 to 36 was also provided, including cost differentials. The paper noted that a GIS database would be used to introduce eTOD.

4.20 Japan was addressing some issues such as legislation and cost recovery to implement eTOD, eCHART, CHAIN, and digital NOTAM. Comsoft noted that the goal for digital NOTAM in Europe was transmission using ATS Message Handling System (AMHS) links between countries that enabled the exchange of digital data under the SWIM program.

AIM Implementation Progress in Mongolia (IP11)

4.21 IP11 explained the significant progress that had been made by Mongolia in the transition towards AIM guided by the AIM Implementation Plan of Mongolia. The paper advised that in preparation for the implementation of Doc 4444 Amendment 1, software changes to the eAIS system which managed and processed flight plan and ATS message data at Chinggis Khaan International Airport (ZMUB) would be implemented in 2012.

4.22 Mongolia planned to establish an electronic terrain and obstacle database to be used as the data source for development of flight procedures, obstacle limitation in aerodrome area and production of aeronautical charts. Other key areas of progress included:

- an update of aeronautical charts using ESRI ArcGIS Aeronautical Solution 10;
- migration of the existing AIXM 3.3 based data to AIXM 5.1;
- Data Interface to enable import of world-wide static data into eAIS and eAIP systems from external sources;
- web-based software to receive raw data from data originators; and
- Internet access to static and dynamic data (NOTAM, PIB and FPL) using an AIS website and a GIS viewer.

Automation of AIS of Viet Nam (IP12)

4.23 IP12 provided detailed and comprehensive information on the former and current structure of the Viet Nam AIS organization, an overview of the Automated System architecture and its products, and a description of the data flows including database architecture, NOTAM and FPL handling and MAP /Charting and AIP production.

4.24 Information was provided on the AIS-AIM transition activities, including implementation of a centralized aeronautical database, compatibility and data exchange with other databases, the automation of main functions for the production of the elements of an integrated aeronautical information package, and the facilitation of interoperability with meteorological products and the flight plan management system.

Agenda Item 5: Any Other Business

ICARD Seminar

5.1 An ICARD Seminar was conducted by Mrs Nikki Goldschmid, Senior ICARD Data Manager of the ICAO EUR/NAT Regional Office, on Tuesday, 13 March 2012, prior to AAITF/7 meeting. The objective of the Seminar was to give APAC States the opportunity to optimally utilise the ICARD system to support ATS route development and implementation of Performance-Based Navigation (PBN).

5.2 The ICARD Seminar presentation covered subjects as follows:

- a) relevant ICAO provisions, particularly from Annex 11;
- b) evolution of the 5LNC and the ICARD system, from hard copy system to web-based;
- c) functions of the ICARD system;
- d) roles of data managers and support.
- e) access to public sites of the online system and available functions;
- f) access for route planners and registration process;
- g) procedures for 5LNC allocation and follow up;
- h) requirement for sound like proximity check before approval
- i) updating the ICAO global database (recorded data versus AIPs); and
- j) duplicate issues.

5.3 The ICARD Seminar provided direct assistance to numerous Asia/Pacific States present, and as a result, eight administrations successfully registered for 5LNC Planner status, bringing the total number of Asia/Pacific users to 22. These administrations were: Cambodia, India, Indonesia, Macao China, the Philippines, Sri Lanka, the Solomon Islands and Viet Nam.

Annex 11 Issues Related to Designation of Waypoint Codes (Flimsy 1)

5.4 During the ICARD Seminar there was considerable discussion regarding duplicated 5LNCs and procedures for amendment of waypoints. It had been clarified that Annex 11 required that each code had to be unique. Notwithstanding this, the United States advised that there were many duplicated codes within their system and worldwide, so a logic check were written into their software to ensure there were no safety issues and to bring the pilot into the decision-making process. The Seminar noted that there was worldwide pressure on the number of waypoint codes available, especially with the implementation of new Performance-Based Navigation (PBN) procedures.

5.5 In response to a question about Flight Management Systems (FMS) functionality, Jeppesen advised that some FMS had logic which enabled identification of duplicated codes, but this was not universal. Jeppesen also noted that accidents had occurred in the past because of duplicated waypoint confusion. Moreover, the meeting acknowledged that ATM systems should have the same logic assessment.

5.6 In addition, Seminar delegates noted that the strict requirement to change a code even if, for example, the amendment was only a very minor nature en-route was not how many States interpreted this requirement. Jeppesen confirmed that the key issue for organizations that processed aeronautical data was not the change in waypoint coordinates, but that any change should occur on an AIRAC cycle date.

5.7 The Seminar clarified that when an ATS route designation was amended, this should not affect the 5LNCs unless the route was amended in terms of its geographical position.

5.8 The meeting agreed to the following Draft Conclusion for the ATM/AIS/SAR Sub-Group's endorsement and APANPIRG's approval:

AAITF Draft Conclusion 7/3: Duplication and Amendment of 5LNC

Recognising that with the increasing use of Five Letter Name Codes (5LNC), it was not practical to avoid any duplication of 5LNC worldwide, and that States often used discretion in managing both duplications and minor changes of waypoint position that may not strictly be in accordance with the provisions of Annex 11, Appendix 1, ICAO is requested to consider:

- a) reviewing and updating Annex 11 to ensure its provisions related to 5LNC are appropriate; and
- b) development of standards for Flight Management Systems (FMS) that ensure logic checks of inputted waypoints that are duplicated are highlighted to pilots.

Issue of Runway End Wing Bars Description in ICAO Annex 14 And 15 (WP06)

5.9 China described a possible discrepancy between Annex 14 (Aerodromes) and Annex 15 regarding runway wing bars. According to ICAO Annex 15 and Doc 8126, wing bars were installed with runway end lights (Annex 15 Appendix 1, Part 3, AD 2.14 and Doc 8126 Chapter 5 Appendix, Part 3, AD 2.14). However, according to Annex 14 and in actual runway lighting configurations, China stated that wing bars were only applicable to runway thresholds and no wing bars are required for runway ends. The Secretariat undertook to discuss this matter with ICAO Headquarters.

Proposals Regarding the Transition from AIS to AIM (WP10)

5.10 WP10 discussed some of the areas that are causing difficulty for Viet Nam in terms of AIM transition. Noting that climatologic data and statistics had an increasing relevance to ATM and digital exchange of information SWIM/CDM (Collaborative Decision-Making) concepts, Viet Nam suggested that it was more appropriate if AIS-AIM matters were integrated with MET, and in this respect the ICAO structure should reflect this. The Secretariat took note of this and would pass this view to relevant ICAO Sections.

5.11 Viet Nam emphasised that the new ICAO AIM Training Development Manual was important as it would reflect the new AIM competencies required, which were distinct from the traditional provision of AIS.

5.12 Viet Nam also described the constructive bilateral arrangement with Cambodia for development of AIM and suggested there may be a need for a common bilateral agreement form.

Comsoft Presentation

5.13 Comsoft provided a presentation on ‘Enhancing Aeronautical Data Quality’, noting that the following factors contributed to improving data quality:

- integration of data originators;
- automatic and manual consistency checks and business rules;
- visual validation; and
- standardized exchange format (AIXM 5).

Agenda Item 6: Review of the Task List (WP07)

6.1 The meeting agreed that the updated task list included as **Appendix D** to this report.

Agenda Item 7: Date and Venue for the Next Meeting

7.1 The meeting agreed tentatively that the next meeting of the Task Force would be held in early 2013.

Closing of the Meeting

8.1 The Chairman thanked the meeting participants for their contributions.

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LIST OF WORKING PAPERS (WPs) and INFORMATION PAPERS (IPs)

WORKING PAPERS

NUMBER	AGENDA	WORKING PAPERS	PRESENTED BY
WP/1	1	Provisional Agenda	Secretariat
WP/2	3	Timeliness, Accuracy & Quality of AIS Promulgation including Consideration of Impact on Global Databases	IATA
WP/3	2	Asia/Pacific Meeting Outcomes related to AIS-AIM	Secretariat
WP/4	3	Asia/Pacific AIS-AIM Air Navigation Deficiencies	Secretariat
WP/5	4	Asia/Pacific AIM Implementation Survey	Secretariat
WP/6	5	Issue of Runway End Wing Bars Description in ICAO Annex 14 and 15	China
WP/7	6	Review of the Task List	Secretariat
WP/8	3	Promulgation of ATS Route Designators	Secretariat
WP/9	3	AIRAC Adherence	Japan
WP/10	5	Proposals regarding the Transition from AIS to AIM	Viet Nam

INFORMATION PAPERS

NUMBER	AGENDA	INFORMATION PAPERS	PRESENTED BY
IP/1	-	List of Working Papers (WPs) and Information Papers (IPs)	Secretariat
IP/2	2	ICAO AIS-AIMSG Progress	United States
IP/3	3	CAAC has accomplished transition to WGS-84	China
IP/4	4	Digital NOTAMs in the United States	United States
IP/5	4	Airport Mapping in Support of Graphical NOTAMs	United States
IP/6	4	eTOD in the United States	United States
IP/7	4	Aeronautical Information Service – Aeronautical Information Management in Indonesia	Indonesia
IP/8	4	Transition from AIS to AIM in Viet Nam	Viet Nam
IP/9	4	Transition from AIS to AIM	India
IP/10	4	AIS to AIM in Japan	Japan
IP/11	4	AIM Implementation Process in Mongolia	Mongolia
IP/12	4	Introduction of AIS Automation System of Viet Nam	Viet Nam

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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

Date Last Amended: 19 March 2012

	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										Link											
Australia	√	√	√	90%	80%	√	√	√	60%	Link	√	75%				10%	60%			90%	5%
Bangladesh	√	√	25%							Link											
Bhutan										Link											
Brunei Darussalam																					
Cambodia	√	√	√																		
China	√	√	√	√													√			√	
Hong Kong, China	√	√	√	√	√	√				Link	10%	10%				20%					
Macao, China	√	√	√	√						Link											
Cook Islands																					
DPR Korea																					
Fiji	√	√	√				√	√		Link		√	√		√	√	√				
India	√	√	√	√	√	√	√	√	√	Link		√									
Indonesia	√	√	√		50%	50%	20%			50%				80%		60%	20%	10%	20%		
Japan	√	√	√	√	80%	80%	√	√		Link	20%	20%		20%	20%	60%	80%	√		20%	20%
Kiribati																					
Lao PDR	√	√	25%																		
Malaysia	√	√	√	10%						Link											
Maldives										Link											
Marshall Islands																					
Micronesia																					
Mongolia	√	√	√	√	80%	80%	30%	√	√	Link	10%	10%		60%	10%	50%	90%	√			
Myanmar	√	√	√				20%			Link	20%	20%				10%				25%	
Nauru																					
Nepal																					
New Zealand	√	√	√	√	√	√	√	√	75%	Link	√	80%	15%	80%							
Niue (NZ)																					
Pakistan	√	√	√							Link		√		√	√	√		√			√
Palau										Link											
Papua New Guinea	√	√	√	90%				√							10%						
Philippines	√	√	40%	√	√	√	√	√	√	Link											
Republic of Korea	√	√	√	√	80%					Link										40%	90%
Samoa										Link											
Singapore	√	√	√	√	√	√	√	√		Link				√	√	√	√	√		√	
Solomon Islands			√																		
Sri Lanka	√	√	90%	90%						Link					10%	25%	15%	25%			
Thailand	√	√	80%	10%																	
Timor Leste										Link											
Tonga										Link											
Vanuatu										Link											
Viet Nam	√	√	√	25%	50%	50%	50%		√					√	√		70%	50%			
USA ¹	√			√	√		√	√	√	Link	√	√	√	√	√					√	√
France ²										Link											

% means the percentage progress towards achievement of the element

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

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

E-AIP Internet Addresses

Afghanistan	http://www.motca.gov.af/
Australia	http://www.airservicesaustralia.com/
Bangladesh	http://www.caab.gov.bd/adinfo/adinfo0.html
Bhutan	http://www.dca.gov.bt/aip
Brunei Darussalam	
Cambodia	
China	
Hong Kong, China	http://www.hkatc.gov.hk
Macao, China	http://www.aacm.gov.mo
Cook Islands	
DPR Korea	
Fiji	
India	http://www.aai.aero/public_notices/AIP_INDIA_MAIN.jsp
Indonesia	
Japan	https://aisjapan.mlit.go.jp
Kiribati	
Lao PDR	
Malaysia	http://aip.dca.gov.my/
Maldives	http://www.aviainfo.gov.mv
Marshall Islands	
Micronesia	
Mongolia	
Myanmar	http://www.ais.gov.mm
Nauru	
Nepal	
New Zealand	http://www.aip.net.nz/
Niue (NZ)	
Pakistan	
Palau	http://www.faa.gov/air_traffic/publications/atpubs/AIP/aip.pdf
Papua New Guinea	
Philippines	http://ats.caap.gov.ph
Republic of Korea	E-AIP Republic of Korea http://ais.casa.go.kr/eAIPRoot/Operations/history-en-GB.html
Samoa	
Singapore	http://www.caas.gov.sg/caas/en/Regulations/Aeronautical_Information/AIP/index.html
Solomon Islands	
Sri Lanka	http://www.airport.lk/AIS/AIP%20frameset.htm
Thailand	
Timor Leste	http://www.gov.east-timor.org/CAA/index.html
Tonga	
Vanuatu	http://www.airports.vu/Pilots%20&%20Aircraft%20Operators/aip.htm
Viet Nam	
USA	http://www.faa.gov/air_traffic/publications/atpubs/AIP/aip.pdf
France (Wallis et Futuna, Iles) (French Polynesia)	E-AIP France

AAITF TASK LIST

(Last updated 16 March 2011)

	ACTION ITEM	TIME FRAME	RESPONSIBLE PARTY	Status	REMARKS
1.	Report on the outcome of the AIS-AIM Study Group	AAITF/7	Australia/China/Japan/United States	Ongoing	Raised at AAITF/4
2.	Update Roadmap implementation plan status	AAITF/7	All States	Ongoing	Raised at AAITF/6
3.	Review draft Amendment 37 to Annex 15	AAITF/7	All States, United States	Ongoing	Raised at AAITF/6
4.	Review draft Amendment 38 to Annex 15	AAITF/7	All States, United States	Ongoing	Raised at AAITF/6
5.	Review draft amendment to AIS Manual (Doc 8126)	AAITF/7	All States	Ongoing	Raised at AAITF/6
6.	Review draft amendment to Aeronautical Chart Manual (Doc 8697)	AAITF/7	All States	Ongoing	Raised at AAITF/6
7.	Review draft AIM Quality Manual	AAITF/7	All States	Ongoing	Raised at AAITF/6
8.	Review draft AIM Training Manual	AAITF/7	All States	Ongoing	Raised at AAITF/6