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|  |  |  |
| Tel.: | +1 514-315-2005 |  |
| Ref.: | AN 10/1.1-24/33 | 19 April 2024 |

|  |
| --- |
| **Subject:** Adoption of Amendment 81 to Annex 3 |
| **Action required:** a) Notify any disapproval before 22 July 2024; b) Notify any differences and compliance before 28 October 2024 c) Consider the use of the Electronic Filing of Differences (EFOD) System for notification of differences and compliance |

Sir/Madam,

1. I have the honour to inform you that Amendment 81 to the *International Standards and Recommended Practices, Meteorological Service for International Air Navigation* (Annex 3 to the Convention on International Civil Aviation) was adopted by the Council at the fifth meeting of its 231st Session on 18 March 2024. Copies of the Amendment and the Resolution of Adoption are available as attachments to the electronic version of this State letter on the ICAO-NET (<http://portal.icao.int>) where you can access all other relevant documentation.
2. When adopting the amendment, the Council prescribed 22 July 2024 as the date on which it will become effective, except for any part concerning which a majority of Contracting States have registered their disapproval before that date. In addition, the Council resolved that Amendment 81, to the extent it becomes effective, will become applicable on 28 November 2024 unless otherwise indicated.
3. Amendment 81 arises from recommendations developed by the second meeting of the Information Management Panel (IMP/2) concerning system-wide information management (SWIM) and information security.
4. The subjects are given in the amendment to the Foreword of Annex 3, a copy of which is in Attachment A.
5. In conformity with the Resolution of Adoption, may I request:
6. that before 22 July 2024 you inform me if there is any part of the adopted Standards and Recommended Practices (SARPs) amendments in Amendment 81 concerning which your Government wishes to register disapproval, using the form in Attachment B for this purpose. Please note that only statements of disapproval need be registered and if you do not reply it will be assumed that you do not disapprove of the amendment;
7. that before 28 October 2024 you inform me of the following, using the Electronic Filing of Differences (EFOD) System or the form in Attachment C for this purpose:
   1. any differences that will exist on 28 November 2024 between the national regulations or practices of your Government and the provisions of the whole of Annex 3, as amended by all amendments up to and including Amendment 81, and thereafter of any further differences that may arise; and
   2. the date or dates by which your Government will have complied with the provisions of the whole of Annex 3, as amended by all amendments up to and including Amendment 81.
8. With reference to the request in paragraph 5 a) above, it should be noted that a registration of disapproval of Amendment 81 or any part of it in accordance with Article 90 of the Convention does not constitute a notification of differences under Article 38 of the Convention. To comply with the latter provision, a separate statement is necessary if any differences do exist, as requested in paragraph 5 b) 1). It is recalled in this respect that international Standards in Annexes have a conditional binding force, to the extent that the State or States concerned have not notified any difference thereto under Article 38 of the Convention.
9. With reference to the request in paragraph 5 b) above, it should be also noted that the ICAO Assembly, at its 39th Session (27 September to 6 October 2016), resolved that Member States should be encouraged to use the EFOD System when notifying differences (Resolution A39-22, refers). The EFOD System is currently available on the Universal Safety Oversight Audit Programme (USOAP) restricted website (<http://www.icao.int/usoap>) which is accessible by all Member States. You are invited to consider using this for notification of compliance and differences.
10. Guidance on the determination and reporting of differences is given in the Note on the Notification of Differences in Attachment D. Please note that a detailed repetition of previously notified differences, if they continue to apply, may be avoided by stating the current validity of such differences.
11. I would appreciate it if you would also send a copy of your notifications, referred to in paragraph 6 b) above, to the ICAO Regional Office accredited to your Government.
12. At the fifth meeting of its 204th Session, the Council requested that States, when being advised of the adoption of an Annex amendment, be provided with information on implementation and available guidance material, as well as an impact assessment. This is presented for your information in Attachments E and F, respectively. An overview of the approval process for Amendment 81 to Annex 3 is also included for your information in Attachment G.
13. As soon as practicable after the amendment becomes effective, on 22 July 2024, a new edition of Annex 3 incorporating Amendment 81 will be forwarded to you.

Accept, Sir/Madam, the assurances of my highest consideration.

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| --- | --- | --- | --- |
|  | | | Juan Carlos Salazar  Secretary General |
| **Enclosures:** | |
|  | 1. Amendment to the Foreword of Annex 3 2. Form on notification of disapproval of all or part of Amendment 81 to Annex 3 3. Form on notification of compliance with or differences from Annex 3, Amendment 81 4. Note on the Notification of Differences 5. Implementation task list and outline of guidance material in relation to Amendment 81to Annex 3 |
|  | 1. Impact assessment in relation to Amendment 81 to Annex 3 2. Overview of approval process for Amendment 81 to Annex 3 |

**ATTACHMENT** **A** to State letter AN 10/1.1-24/33

AMENDMENT TO THE FOREWORD OF ANNEX 3

*Add* the following at the end of Table A:

|  |  |  |  |
| --- | --- | --- | --- |
| ***Amendment*** | ***Source(s)*** | ***Subject*** | ***Adopted/Approved***  ***Effective***  ***Applicable*** |
| 81 | Second Meeting of the Information Management Panel (IMP/2). | System-wide information management (SWIM) and information security. | 18 March 2024  22 July 2024  28 November 2024 |

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**ATTACHMENT B** to State letter AN 10/1.1-24/33

NOTIFICATION OF DISAPPROVAL OF ALL OR PART OF AMENDMENT 81 TO ANNEX 3

To: The Secretary General

International Civil Aviation Organization

999 Robert-Bourassa Boulevard

Montreal, Quebec

Canada  H3C 5H7

**(State)** \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ hereby wishes to disapprove the following parts of Amendment 81 to Annex 3:

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| --- |
|  |

Signature \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

*NOTES*

1) If you wish to disapprove all or part of Amendment 81 to Annex 3, please dispatch this notification of disapproval to reach ICAO Headquarters by 22 July 2024. If it has not been received by that date it will be assumed that you do not disapprove of the amendment. **If you approve of all parts of Amendment 81, it is not necessary to return this notification of disapproval.**

2) This notification should not be considered a notification of compliance with or differences from Annex 3. Separate notifications on this are necessary. (See Attachment C.)

3) Please use extra sheets as required.

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**ATTACHMENT C** to State letter AN 10/1.1-24/33

**NOTIFICATION OF COMPLIANCE WITH OR DIFFERENCES FROM ANNEX 3**

**(including all amendments up to and including Amendment 81)**

To: The Secretary General

International Civil Aviation Organization

999 Robert-Bourassa Boulevard

Montreal, Quebec

Canada H3C 5H7

1. No differences will exist on \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ between the national regulations and/or practices of **(State)** \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ and the provisions of Annex 3, including all amendments up to and including Amendment 81.

2. The following differences will exist on \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ between the regulations and/or practices of **(State)** \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ and the provisions of Annex 3, including Amendment 81 (Please see Note 2) below.)

|  |  |  |
| --- | --- | --- |
| 1. **Annex Provision**   (Please give exact paragraph reference) | 1. **Details of Difference**   (Please describe the difference clearly and concisely) | **c) Remarks**  (Please indicate reasons for the difference) |

|  |  |  |
| --- | --- | --- |
| (Please use extra sheets as required) |  |  |

3. By the dates indicated below, **(State)** \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ will have complied with the provisions of Annex 3, including all amendments up to and including Amendment 81 for which differences have been notified in 2 above.

|  |  |  |
| --- | --- | --- |
| **a) Annex Provision** | **b) Date** | **c) Comments** |
| (Please give exact paragraph reference) |  |  |

(Please use extra sheets as required)

Signature \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

*NOTES*

1) If paragraph 1 above is applicable to your State, please complete paragraph 1 and return this form to ICAO Headquarters. If paragraph 2 is applicable to you, please complete paragraphs 2 and 3 and return the form to ICAO Headquarters.

2) A detailed repetition of previously notified differences, if they continue to apply, may be avoided by stating the current validity of such differences.

3) Guidance on the notification of differences is provided in the Note on the Notification of Differences and in the *Manual on Notification and Publication of Differences* (Doc 10055).

4) Please send a copy of this notification to the ICAO Regional Office accredited to your Government.

**ATTACHMENT D** to State letter AN 10/1.1-24/33

**NOTE ON THE NOTIFICATION OF DIFFERENCES**

(*Prepared and issued in accordance with instructions of the Council)*

1. *Introduction*

1.1 Article 38 of the *Convention on International Civil Aviation* (“Convention”) requires that a Contracting State notify ICAO any time it does not comply with a Standard in all respects, it does not bring its regulations or practices into full accord with any Standard, or it adopts regulations or practices differing in any particular respect from the Standard.

1.2 The Assembly and the Council, when reviewing the notification of differences by Contracting States in compliance with Article 38 of the Convention, have repeatedly noted that the timeliness and currency of such notifications is not entirely satisfactory. Therefore, this note is issued to reiterate the primary purpose of Article 38 of the Convention and to facilitate the determination and notification of differences.

1.3 The primary purpose of the notification of differences is to promote safety, regularity and efficiency in air navigation by ensuring that governmental and other agencies, including operators and service providers, concerned with international civil aviation are made aware of all national regulations and practices in so far as they differ from those prescribed in the Standards contained in Annexes to the Convention.

1.4 Contracting States are, therefore, requested to give particular attention to the notification of differences with respect to Standards in all Annexes, as described in paragraph 4 b) 1) of the Resolution of Adoption.

1.5 Although differences from Recommended Practicesare not notifiable under Article 38 of the Convention, the Assembly has urged Contracting States to extend the above considerations to Recommended Practices contained in Annexes to the Convention, as well.

2. *Notification of differences from Standards and Recommended Practices (SARPs)*

2.1 Guidance to Contracting States in the notification of differences to Standards and Recommended Practices (SARPs) can only be given in very general terms. Contracting States are further reminded that compliance with SARPs generally extends beyond the issuance of national regulations and requires establishment of practical arrangements for implementation, such as the provision of facilities, personnel and equipment and effective enforcement mechanisms. Contracting States should take those elements into account when determining their compliance and differences. The following categories of differences are provided as a guide in determining whether a notifiable difference exists:

1. ***A Contracting State’s requirement is******more exacting or exceeds a SARP (Category A)****.* This category applies when the national regulation and practices are more demandingthan the corresponding SARP, or impose an obligation within the scope of the Annex which is not covered by the SARP. This is of particular importance where a Contracting State requires a higher standard which affects the operation of aircraft of other Contracting States in and above its territory;
2. ***A Contracting State’s requirement is******different in character or the Contracting State has established other means of compliance (Category B)*[[1]](#footnote-2)\****.* This category applies, in particular, when the national regulation and practices are different in character from the corresponding SARP, or when the national regulation and practices differ in principle, type or system from the corresponding SARP, without necessarily imposing an additional obligation; and
3. ***A Contracting State’s requirement is******less protective, partially implemented or not implemented (Category C)***. This category applies when the national regulation and practices are less protective than the corresponding SARP; when no national regulation has been promulgated to address the corresponding SARP, in whole or in part; or when the Contracting State has not brought its practices into full accord with the corresponding SARP.

These categories do not apply to Not Applicable SARP. Please see the paragraph below.

2.2 **Not Applicable SARP.** When a Contracting State deems a SARP concerning aircraft, operations, equipment, personnel, or air navigation facilities or services to be not applicable to the existing aviation activities of the State, notification of a difference is not required. For example, a Contracting State that is not a State of Design or Manufacture and that does not have any national regulations on the subject, would not be required to notify differences from Annex 8 provisions related to the design and construction of an aircraft.

2.3 **Differences from appendices, tables and figures.** The material comprising a SARP includes not only the SARP itself, but also the appendices, tables and figures associated with the SARP. Therefore, differences from appendices, tables and figures are notifiable under Article 38. In order to file a difference against an appendix, table or figure, States should file a difference against the SARP that makes reference to the appendix, table or figure.

2.4 **Differences from definitions.** Contracting States should notify differences from definitions. The definition of a term used in a SARP does not have independent status but is an essential part of each SARP in which the term is used. Therefore, a difference from the definition of the term may result in there being a difference from any SARP in which the term is used. To this end, Contracting States should take into consideration differences from definitions when determining compliance or differences to SARPs in which the terms are used.

2.5 The notification of differences should be not only to the latest amendment but to the whole Annex, including the amendment. In other words, Contracting States that have already notified differences are requested to provide regular updates of the differences previously notified until the difference no longer exists.

2.6 Further guidance on the identification and notification of differences, examples of well‑defined differences and examples of model processes and procedures for management of the notification of differences can be found in the *Manual on Notification and Publication of Differences* (Doc 10055).

3. *Form of notification of differences*

* 1. Differences can be notified:

a) by sending to ICAO Headquarters a form on notification of compliance or differences; or

b) through the Electronic Filing of Differences (EFOD) System at [www.icao.int/usoap](http://www.icao.int/usoap).

* 1. When notifying differences, the following information should be provided:

1. the number of the paragraph or subparagraph which contains the SARP to which the difference relates**[[2]](#footnote-3)\***;
2. the reasons why the State does not comply with the SARP, or considers it necessary to adopt different regulations or practices;
3. a clear and concise description of the difference; and
4. intentions for future compliance and any date by which your Government plans to confirm compliance with and remove its difference from the SARP for which the difference has been notified.

3.3 The differences notified will be made available to other Contracting States, normally in the terms used by the Contracting State when making the notification. In the interest of making the information as useful as possible, Contracting States are requested to ensure that:

1. statements be as clear and concise as possible and be confined to essential points;
2. the provision of extracts from national regulations not be considered as sufficient to satisfy the obligation to notify differences; and
3. general comments, unclear acronyms and references be avoided.

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**ATTACHMENT E** to State letter AN 10/1.1-24/33

IMPLEMENTATION TASK LIST AND OUTLINE OF GUIDANCE MATERIAL IN RELATION TO AMENDMENT 81 TO ANNEX 3

1. implementation task list
   1. Essential steps to be followed by a State in order to implement Amendment 81 to Annex 3:
2. identification of the rule-making process necessary to transpose the new and modified ICAO provisions into national regulations, where necessary;
3. establishment of a national implementation plan that takes into account the new and modified ICAO provisions;
4. conducting of a gap analysis between the new ICAO provisions and national regulatory framework;
5. drafting of the necessary modification(s) to the national regulations and means of compliance;
6. official adoption of the national regulations and means of compliance;
7. modification of the oversight framework according to the new national regulations;
8. filing of State differences with ICAO, if necessary;
9. publication of significant differences in the Aeronautical Information Publication (AIP);
10. implementation of the new national regulations by the relevant stakeholders; and
11. oversight by the State on the implementation of regulations.
12. standardization process
    1. Effective date: 22 July 2024
    2. Applicability date: 28 November 2024
    3. Embedded applicability date(s): N/A
13. supporting documentation
    1. ICAO documentation

|  |  |  |
| --- | --- | --- |
| **Title** | **Type (PANS/TI/Manual/Circ)** | **Planned publication date** |
| *Procedures for Air Navigation Services – Information Management (PANS-IM, Doc 10199)* | PANS | First edition  Q2 2024 |
| *Manual on System-wide Information Management (SWIM) Concept* (Doc 10039) | Manual | First edition  Q1 2024 |
| *Manual on System-wide Information Management Implementation* (Doc 10203) | Manual | First edition  Q3 2024 |
| *Manual on Information Security* (Doc 10204) | Manual | First edition  Q3 2024 |

* 1. External documentation

|  |  |  |
| --- | --- | --- |
| **Title** | **External Organization** | **Publication date** |
| Nil |  |  |

1. implementation assistance tasks

|  |  |  |
| --- | --- | --- |
| **Type** | **Global** | **Regional** |
| Training | Online training packages and courses | Workshops |

1. UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME (USOAP)
   1. Existing Protocol Questions (PQs) may need amendment or new PQs may be required. This will be assessed during the next amendment cycle of the protocol questions.

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**ATTACHMENT F** to State letter AN 10/1.1-24/33

IMPACT ASSESSMENT IN RELATION TO

AMENDMENT 81 TO ANNEX 3

1. INTRODUCTION
   1. Amendment 81 to Annex 3 — *Meteorological Service for International Air Navigation* introduces system-wide information management (SWIM) and information security arising from the second meeting of the Information Management Panel*.*
2. IMPACT ASSESSMENT
   1. *Safety impact*: Positive.Modern information exchange capabilities support collaborative decision making and improve situation awareness thus supporting safety.
   2. *Financial impact:* An increase in the overall cost is expected for States and industry. The provision of digital data sets via information services is not mandatory; however, States are encouraged to do so following the introduction of system-wide information management (SWIM). If a State decides to provide digital data sets via information services, rulemaking may be required depending on the existing regulatory framework for information sharing. Training of staff tasked with the oversight of the procedures would most likely be required. The implementation of information services requires the use of IP-based technologies; therefore, rulemaking may be required by States depending on the existing regulatory framework for information security. Training of staff tasked with the oversight of the procedures on information security would most likely be required. For industry, there will be an investment cost for information service providers and consumers. These investments, however, are limited in comparison to the cost associated with maintaining the legacy technologies and systems, thus reducing costs and making it more cost effective in the long term. There will also be a cost for information service providers and consumers associated to the implementation of the information security provisions. However, these investments are necessary to trust the information being exchanged and to ensure information security interoperability. Moreover, they are marginal in comparison to the cost associated with an information security breach that may result in an accident.
   3. *Security impact*: Positive. The introduction of internet-based technologies for exchanging information could increase the threat but relying on an information security framework appropriate for critical infrastructures will ensure trusted and managed information exchanges, thus improving the overall security level.
   4. *Environmental impact*: Positive. Improved information exchanges do not directly contribute to environment, but better and more timely information allow trajectory optimization that reduces fuel burn.
   5. *Efficiency impact*: Positive. Compliance with PANS-IM ensures interoperability of diverse system implementations. In addition, the reliance on service-oriented principles simplifies the introduction of new information into the aviation systems. New information supports better decision making which in turns creates a more efficient ATM system.
   6. *Expected implementation time*: One to two years for States since they will require to regulate, provide oversight, authorize, develop and enforce national and/or regional policies. Two to five years for industry since information service providers will need to define and provide information service(s) and information service consumers will need to identify and consume information services that meet their needs.

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**ATTACHMENT G** to State letter AN 10/1.1-24/33

**OVERVIEW OF APPROVAL PROCESS FOR**

**AMENDMENT 81 TO ANNEX 3**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Amendment concerning** | **Source(s)** | **Preliminary review by the ANC** | **State letter**  **and date** | **Final review by the ANC** | **No. of replies at final review** | **Adopted**  **Effective**  **Applicable** |
| System-wide information management (SWIM) and information security | Second Meeting of the Information Management Panel (IMP/2) | 29 November 2022  (ANC 221-6)  AN-WP/9573, DP No. 1  and  AN-WP/9573.PDP | AN 2/36-23/6  and Corr. No. 1  13 February 2023 | 2 November 2023  (ANC 224-6)  AN-WP/9690, and DP No. 1 | 71 Contracting States  4 international organizations  Total: 75 replies | 18 March 2024  22 July 2024  28 November 2024 |

— END —

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| The amendment to Annex 3 contained in this document was adopted by the Council of ICAO on **18 March 2024**. Such parts of this amendment as have not been disapproved by more than half of the total number of Contracting States on or before **22 July 2024** will become effective on that date and will become applicable on **28 November 2024** as specified in the Resolution of Adoption. (State letter AN 10/1.1-24/33 refers.)  **March 2024**  **INTERNATIONAL CIVIL AVIATION ORGANIZATION** |

**AMENDMENT No. 81**

**TO THE**

**INTERNATIONAL STANDARDS**

**AND RECOMMENDED PRACTICES**

**METEOROLOGICAL SERVICE FOR**

**INTERNATIONAL AIR NAVIGATION**

**ANNEX 3**

**TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION**

**AMENDMENT 81 TO THE INTERNATIONAL STANDARDS AND**

**RECOMMENDED PRACTICES**

**ANNEX 3 — *METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION***

**RESOLUTION OF ADOPTION**

*The Council*

Acting in accordance with the Convention on International Civil Aviation, and particularly with the provisions of Articles 37, 54 and 90 thereof,

1. *Hereby adopts* on 18 March 2024 Amendment 81 to the International Standards and Recommended Practices contained in the document entitled *International Standards and Recommended Practices, Meteorological Service for International Air Navigation* which for convenience is designated Annex 3 to the Convention;

2. *Prescribes* 22 July 2024 as the date upon which the said amendment shall become effective, except for any part thereof in respect of which a majority of the Contracting States have registered their disapproval with the council before that date;

3. *Resolves* that the said amendment or such parts thereof as have become effective shall become applicable on 28 November 2024;

4. *Requests the Secretary General*:

a) to notify each Contracting State immediately of the above action and immediately after 22 July 2024 of those parts of the amendment which have become effective;

b) to request each Contracting State:

1) to notify the Organization (in accordance with the obligation imposed by Article 38 of the Convention) of the differences that will exist on 28 November 2024 between its national regulations or practices and the provisions of the Standards in the Annex as hereby amended, such notification to be made before 28 October 2024, and thereafter to notify the Organization of any further differences that arise;

2) to notify the Organization before 28 October 2024 of the date or dates by which it will have complied with the provisions of the Standards in the Annex as hereby amended;

c) to invite each Contracting State to notify additionally any differences between its own practices and those established by the Recommended Practices, when the notification of such differences is important for the safety of air navigation, following the procedure specified in subparagraph b) above with respect to differences from Standards.

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**NOTES ON THE PRESENTATION OF**

**AMENDMENT 81 TO ANNEX 3**

1. The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

|  |  |
| --- | --- |
|  | |
| 1. ~~Text to be deleted is shown with a line through it.~~ | text to be deleted |
| 1. New text to be inserted is highlighted with grey shading. | new text to be inserted |
| 1. ~~Text to be deleted is shown with a line through it~~ followed by the replacement text which is highlighted with grey shading. | new text to replace existing text |

1. The source of the amendment to Annex 3 arises from the second meeting of the Information Management Panel (IMP/2).

TEXT OF AMENDMENT 81

TO THE

INTERNATIONAL STANDARDS

AND RECOMMENDED PRACTICES

**METEOROLOGICAL SERVICE**

FOR INTERNATIONAL AIR NAVIGATION

ANNEX 3

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

**CHAPTER 2.    GENERAL PROVISIONS**

**. . .**

**2.2    Supply, use, quality management and interpretation   
of meteorological information**

**. . .**

2.2.10    **Recommendation.⸻** *Contracting States should ensure that the meteorological information supplied to the users listed in 2.1.2 is provided through information services*.

*Note 1.— In the context of system-wide information management (SWIM), the notion of information service addresses machine-to-machine interaction in a service-oriented architecture.*

*Note 2.— Procedures on information services are contained in the* Procedures for Air Navigation Services *⸻* Information Management *(PANS-IM, Doc 10199).*

*Note 3.— Guidance material on information services can be found in the* Manual on System-wide Information Management Implementation *(Doc 10203).*

**. . .**

— END —

1. \* The expression “different in character or other means of compliance” in b) would be applied to a national regulation and practice which achieve, by other means, the same objective as that of the corresponding SARPs or for other substantive reasons so cannot be classified under a) or c). [↑](#footnote-ref-2)
2. \* This applies only when the notification is made under 3.1 a). [↑](#footnote-ref-3)