



ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office

WORKING PAPER

AIM/TF/7 — WP/09

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**Seventh North American, Central American and Caribbean Working Group (NACC/WG) Aeronautical Information Management Implementation Task Force Meeting**

**(AIM/TF/7)**

(Willemstad, Curaçao, 30 July – 2 August 2024)

**Agenda Item 6:**

**AIM IMPLEMENTATION ROADMAP IN THE CAR REGION AND AIM COLLABORATIVE PLAN**

**States Status: AIS to AIM Transition Steps**

(Presented by Natasha Leonora-Belefanti – AIM TF Rapporteur)

**EXECUTIVE SUMMARY**

This Working Paper presents the update to the previous AIM TF Meeting held in 2022 on this Agenda Item, and acts as a follow up to the data and graphs indicating the advances per State within the Transition from AIS to AIM, throughout the 3 transition Phases and the 21 Interrelated Steps, expressed in percentages in a very objective way.

<b>Action:</b>	States are urged to maintain their information/data up to date each year. Further described in Section 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li><li>• Economic Development of Air Transport</li><li>• Environmental Protection</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Annex 15</li><li>• Doc 10066 – PANS-AIM</li><li>• Doc 8126</li></ul>

## 1. Introduction

- 1.1 During the AIM/TF/3 Meeting (2020) the NAMCCAR State - AIM Transition Implementation Status was presented. Majority of the member States provided both phase-progression data/information for each phase-related step, as well as a total and current to date status of the implemented steps from the Roadmap AIS to AIM Transition.
- 1.2 A draft version of the Plan was considered as part of a suite of NAM/CAR AIM tasks supporting the three phases for the transition from AIS to AIM, thus, it should not be considered in isolation and it was presented to the ANI/WG/05 Meeting for discussion and review.
- 1.3 During the AIM/TF/4 Meeting (2021), AIM/TF/5 (2022) and AIM/TF/6 Meeting (2023) the follow-up on States progress within the NAMCCAR Region was carried out, showing the progress of each State, regarding this transition. States are progressing slowly. Nevertheless, the pandemic's financial impact should not be excluded.

## 2. Discussion

- 2.1 According to the ICAO Roadmap for the transition to AIM the Plan contents should be updated and transferred into the Plan in accordance to Annex 15 and PANS AIM, in particular the consolidated ICAO guidance material presented during the AIM/TF/03 and AIM/TF/04.
- 2.2 The created excel file by the AIM TF Rapporteur, guides the State members to (actively) update the required information regarding the status of the transition from AIS to AIM, so that a proper reflection of each member State is represented.
- 2.3 This file serves as a support to the Regional implementation of AIM and to accelerate and monitor the development for all transition phases. No Country Left Behind.
- 2.4 As soon as the AIM Tracking Website is activated, States are expected to upload information via their dashboard, in accordance with set dates by the ICAO NACC AIM TF.
- 2.5 Upon a complete view of the total progress of the region for the transition to AIM, will the implementation of SWIM become clearer, with regards to implementation deadlines and activation of the platform.
- 2.6 Standardisation is needed for information-sharing to be useful at all levels – local, regional and global, in order for this digitalisation to work. Data quality and accuracy must also be assured when provided. Given the large number of Data Originators and the information end users, assuring quality throughout the entire data chain remains a challenge. States are to use AIM to exchange digital information with other parties over the SWIM, in order to make it possible to use that information in real-time for a much more efficient management of local air traffic.

- 2.7 The transition from AIS to AIM's mainly focuses on ensuring the quality of data with emphasis on QMS. This is key for the integrated information exchange and support to ATM, using the AIXM via SWIM.
- 2.8 All TF members are to retrieve the required information and submit this timely, yearly or whenever a Roadmap step has been implemented, accurately to the AIM TF Rapporteur via [leonora-belefanti@icaonacc.org](mailto:leonora-belefanti@icaonacc.org). Nevertheless, it can be noted that States report less frequently, which may indicate an inaccurate portrayal of the NAMCCAR region's AIS to AIM Status reflection.

**3. Progress in the AIS to AIM Transition Steps, System Wide Information Management Implementation (AIM 2.0)**

- 3.1 Further progress in the AIS to AIM Transition Steps and System Wide Information Management (SWIM) Implementation (AIM 2.0) has been minor, due to no feedback from the States and the COVID-19 pandemic affecting continuation for many States. Contributing factors have been the decrease in flight movements, and therefore the limited financial resources.
- 3.2 Priority is still given to the major important service continuity for safe Air Navigation Service Provision, until the AIM area can be picked up again. This maintains postponement in- or complete cancelation for certain steps to be implemented.
- 3.3 Given the effort to maintain compliance to Annex 15, Doc 10066 - PANS-AIM and the updated Doc 8126 – Aeronautical Information Services (AIS) Manual in four volumes, it is important for ICAO NACC to reconsider regionally (and probably globally too), the set requested ASBU implementation dates.
- 3.4 The NAMCCAR State - AIM Transition Implementation Status Template file has been sent to all AIM TF members to update / fill out, in order to support 3.3 above.
- 3.5 A comparison for progress report is presented in this AIM/TF/7 meeting.

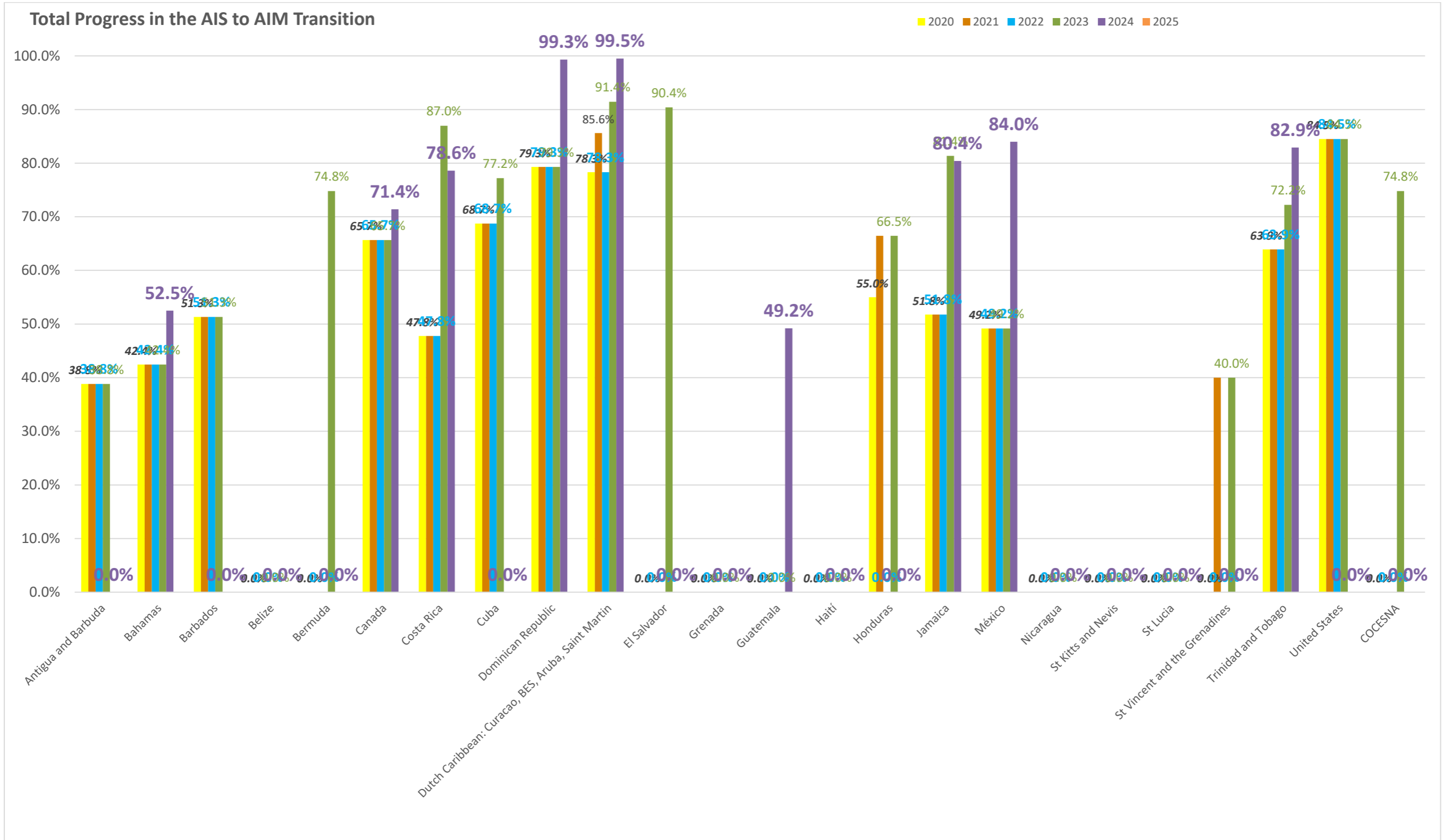
#### 4. NAMCCAR State - AIM Transition Implementation Status – JUL 2024

The following table and chart illustrates the progression of each State within the AIS to AIM Transition, measured from the year 2020 up to 2024.

States which have not submitted their information to be updated (timely), appear as ‘*No update*’ in the table below. On the next page, the progress for each State can be viewed as well.

### Total Progress in the AIS to AIM Transition

States	2020	2021	2022	2023	2024	2025
Antigua and Barbuda	38.8%	38.8%	38.8%	38.8%	<i>No update</i>	
Bahamas	42.4%	42.4%	42.4%	42.4%	52.5%	
Barbados	51.3%	51.3%	51.3%	51.3%	<i>No update</i>	
Belize	0.0%	0.0%	0.0%	0.0%	<i>No update</i>	
Bermuda	0.0%	0.0%	0.0%	74.8%	<i>No update</i>	
Canada	65.7%	65.7%	65.7%	65.7%	71.4%	
Costa Rica	47.8%	47.8%	47.8%	87.0%	78.6%	
Cuba	68.7%	68.7%	68.7%	77.2%	<i>No update</i>	
Dominican Republic	79.3%	79.3%	79.3%	79.3%	99.3%	
Dutch Caribbean: Curacao, BES, Aruba, Saint Martin	78.3%	85.6%	78.3%	91.4%	99.5%	
El Salvador	0.0%	0.0%	0.0%	90.4%	<i>No update</i>	
Grenada	0.0%	0.0%	0.0%	0.0%	<i>No update</i>	
Guatemala	0.0%	0.0%	0.0%	0.0%	49.2%	
Haïti	0.0%	0.0%	0.0%	0.0%	<i>No update</i>	
Honduras	55.0%	66.5%	0.0%	66.5%	<i>No update</i>	
Jamaica	51.8%	51.8%	51.8%	81.4%	80.4%	
México	49.2%	49.2%	49.2%	49.2%	84.0%	
Nicaragua	0.0%	0.0%	0.0%	0.0%	<i>No update</i>	
St Kitts and Nevis	0.0%	0.0%	0.0%	0.0%	<i>No update</i>	
St Lucia	0.0%	0.0%	0.0%	0.0%	<i>No update</i>	
St Vincent and the Grenadines	0.0%	40.0%	0.0%	40.0%	<i>No update</i>	
Trinidad and Tobago	63.9%	63.9%	63.9%	72.2%	82.9%	
United States	84.5%	84.5%	84.5%	84.5%	<i>No update</i>	
COCESNA	0.0%	0.0%	0.0%	74.8%	<i>No update</i>	



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