



ICAO

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

AIM/TF/4 — WP/04
04/05/21

**Fourth North American, Central American and Caribbean Working Group (NACC/WG) Aeronautical Information Management Implementation Task Force Meeting
(AIM/TF/4)
Online, 11 May 2021**

Agenda Item 4: States Status: Quality Management System (QMS), AIM Transition, Electronic Terrain and Obstacle Data (eTOD) and System Wide Information Management (SWIM) Implementation (AIM 2.0)

STATES STATUS: AIS TO AIM TRANSITION STEPS, SYSTEM WIDE INFORMATION MANAGEMENT (SWIM) IMPLEMENTATION (AIM 2.0)

(Presented by AIM TF Rapporteur)

EXECUTIVE SUMMARY	
This Working Paper presents important data and graphs indicating the advances per State, throughout the three Phases (21 steps) within the transition from AIS to AIM, expressed in percentages in a very objective way.	
Action:	States were urged to maintain their information/data updated each year. Further described in Section 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Economic Development of Air Transport• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• Annex 15• Doc 10066 – PANS-AIM• Doc 8126

1. Introduction

1.1 During the Third Meeting of the NAM/CAR Air Navigation Implementation Working Group (ANI/WG) Aeronautical Information Management (AIM) Implementation Task Force Meeting (AIM/TF/3), held in Mexico City, Mexico, from 25 to 28 February 2021, the NAM/CAR States - 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.

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 – *Aeronautical Information Services* and PANS AIM, in particular the consolidated ICAO guidance material presented during the AIM/TF/03 Meeting.

2.2 An excel file was created by the AIM TF Rapporteur, whereby all State members are required to actively participate in updating their information regarding the status of the transition from AIS to AIM, so that a proper reflection of each member State is represented. All TF members are to retrieve the required information and submit this timely and accurately to the TF Rapporteur each year. States have to submit and/or update their information yearly or whenever a step has been implemented.

2.3 These files serves as a support to the Regional implementation of AIM and to accelerate and monitor the development for all transition phases.

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 NAM/CAR Regions for the transition to AIM, will the implementation of SWIM become more clear, with regards to implementation deadlines and activation of the platform.

2.6 Getting from AIS TO AIM: The required journey towards SWIM. 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 Standardisation is needed for information-sharing to be useful at all levels – local, regional and global, in order for this digitalisation to work. Nonetheless, quality and accuracy must also be assured by all data provided. Given the large number of Data Originators and the information end users, assuring quality throughout the entire data chain remains a challenge.

2.8 The transition from AIS to AIM's main focus remains primarily on ensuring the quality of data with emphasis on Quality Management System (QMS). This is key for the integrated information exchange and support to ATM, using the Aeronautical Information Exchange Model (AIXM) via SWIM.

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 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 given to the major important service continuity for safe Air Navigation Service Provision. This brings postponement of 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 Manual* in four volumes, it is important for ICAO NACC Regional Office to reconsider regionally (and probably globally too), the set requested Aviation System Block Upgrade (ASBU) implementation dates.

3.4 The NAM/CAR State - AIM Transition Implementation Status file has been sent to all AIM TF members to update/fill out, in order to support 3.3 above.

4. Suggested Actions

4.1 The Meeting is invited to:

- a) note the information contained in this Working Paper;
- b) propose the adoption of the regional set implementation dates for the completion of the AIS to AIM Transition;
- c) update (AIM TF) the NAMCCAR State - AIM Transition Implementation Status and present this; and
- d) discuss any relevant matters as appropriate.