



**GREPECAS Programmes and Projects Committee (PPRC) Fourth Virtual Meeting
 (ePPRC/04)
 Online, 21 – 22 April 2022**

Agenda Item 2: Monitoring of the Programs and Projects of the CAR/SAM Regional Planning and Execution Group (GREPECAS)

2.1 Status of the Implementation of Air Navigation Services (ANS) in the CAR/SAM Regions through GREPECAS Programs and Projects (Aerodromes and Ground Aids (AGA), Air Traffic Management (ATM), Aeronautical Information Management (AIM), Communications, Navigation and Surveillance (CNS), Meteorology (MET) and Search and Rescue (SAR))

AIS/AIM PROGRAMME REVIEW

(Presented by Secretariat)

EXECUTIVE SUMMARY

This Working Paper discloses the activities in the area of Aeronautical Information Management (AIM) in the CAR/SAM Regions with reference to the ICAO Roadmap for the Transition from AIS to AIM, as well as the SARPs of Annexes 15 and 4 applicable to the Area, of the PANS AIM (Doc. 10066) and of the Aeronautical Information Services Manual, Doc. 8126, 7th. Ed. In its new version with four parts, not yet published as a final edition to the States.

Action:	What is indicated in 4.1
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Air Navigation Capacity and Efficiency • Safety
<i>References:</i>	<ul style="list-style-type: none"> • Annex 15 – Aeronautical Information Services • Annex 4 – Aeronautical Charts • Doc. 10066 – PANS-AIM • Global Campaign for NOTAM Improvements • Doc 8126–Aeronautical Information Services Manual 7^a. Ed. (2021)/disclaimer • Nineteenth Meeting of GREPECAS (GREPECAS/19) • SAM/AIM/14 Meeting • AIM TF 04 (NACC) Meeting et al

1. Introduction

1.1 The continuous growth of the aviation industry has increased the demands on the capacity of the airspace and the efficiency in the provision of Navigation Services; therefore, the need for equity in airspace access and, in particular, a better access to information and aeronautical data in a timely and meaningful manner to support decision-making, as well as greater autonomy in said decision-making.

1.2 Annex 15—Aeronautical Information Services, in its 40th amendment, introduced the issuance of the SNOWTAM in its new format and the 16th Ed. of this Annex contains the high-level requirements and performance specifications for States. Such requirements are organized in a way that decouples data collection from the definition of aeronautical products and facilitates the modernization of the ATM environment in accordance with the principles of System-Wide Information Management (SWIM).

1.3 ICAO has been working on the restructuring of Doc. 8126 – Aeronautical Information Services Manual (7th Ed.), taking an important step towards the goal of an integrated global air traffic management (ATM) system with response, which is based on the migration from product-centric aeronautical information services (AIS) to data-centric, electronic and digital aeronautical information management (AIM). It provides guidance for the successful implementation of AIM, explains the provisions contained in Annex 15 and the PANS-AIM, provides background information on certain specifications, helps define their meaning, and exemplifies the means by which those specifications can be met. For this reason, the provisions of Annex 15 were restructured and modified jointly, to clarify the scope, role, main functions, products and services of AIM, as well as the associated update processes.

1.4 The GREPECAS/19 Meeting approved Conclusion 19/03 – “**Implementation of digital data sets (DDS), the data catalogue, the standard aeronautical information exchange model and the e-AIP**”, so that, CAR/SAM States, accelerate the implementation of the Digital Data Sets (DDS), the Data Catalogue (PANS AIM, Doc 10066), and the Information Exchange Standard Models, in all their domains, in order to make possible information management in an electronic environment by 2024.

1.5 ICAO, this year, intends to continue with the Global Campaign for NOTAM Improvements, for which it issued recommendations. Considering that it is common for a pre-flight information package (PIB), which supports a long-haul international flight, to contain more than 100 pages of NOTAM information, with approximately 10 to 15 NOTAMs per page, adding up to a considerable number of information that is inefficient and impractical for Users to discriminate which of all those 1000 or more NOTAM are the ones of attention and relevance to their Operation. The findings show that twenty percent of these will be old NOTAMs, which exceed their applicability period of three months or were sometimes not applicable for NOTAM information.

1.6 The SAM Region has carried out the SAM/AIM/14 Meeting in order to follow up on AIS/AIM implementations, as well as the follow-up of training plans for AIS personnel.

2. Analysis

2.1 The implementation of the **SNOWTAM** had been postponed by ICAO, to November 4, 2021, due to the circumstance of the COVID-19 pandemic, however, Recommendations were generated from the Task Force on Friction of the Design and Operations Panel of Aerodromes (ADOP), related to the use of a **Global Reporting Format (GRF)**, to assess and report runway surface conditions. Additionally, it is important to be clear about the new definition of SNOWTAM, as a special series of NOTAM given in a standard format that provides a surface condition report that notifies the presence or cessation of hazardous conditions due to snow, ice, sleet, frost, standing water on the runway with 3 mm or less, or water on the runway with 4 mm or more or water associated with snow, sleet, ice or frost in the movement area.

2.2 The ePPRC 02 and 3 Meetings had expressed their concern about the delay in the implementation of the elements of the DAIM Module of the GANP, since this delay would have a direct impact on the implementation of the SWIM, and for this reason, the e-CRPP/03 had issued a Conclusion, which was validated by GREPECAS/19 as Conclusion 19/03 (see paragraph 1.4)

2.3 The Global Campaign to improve the NOTAM intends to continue this year, for which a document will soon be circulated to the States with the main recommendations that could help continue reducing the number of OLD and VERY OLD NOTAM in the system.

2.4 Similarly, Doc 8126, in its disclaimer version, highlights the importance of continuous training and education of AIS/AIM personnel, including having a Performance Competency Framework for personnel. Due to the fact that this ICAO Document considers the surveillance of the Competence Framework of the AIS/AIM personnel, both of the Aeronautical Authority and of the Service Provider, this is a point that has been incorporated in the Agenda of topics that must be studied by GREPECAS and RASG-PA in a coordinated manner.

SAM Region

2.5 In the SAM Region, the SAM/AIM/14 Meeting has followed up on the Amendments to Annex 15, amendment to Doc. 10066 PANS-AIM, as well as the implementations of the AIS/AIM area.

2.6 The aforementioned meeting also followed up on the ePPRC 03 Meeting Recommendations as well as the SAM/AIM/13 Conclusions. SAM/AIM/14 followed up on:

- a) Implementation of SNOWTAM
- b) Implementation of the QMS/AIS_AIM
- c) Planning for the implementation of Phase 2 of the Transition Roadmap from AIS to AIM (Elements of Module B1-DAIM)
- d) Planning for the inclusion of B1-DAIM elements in the National Air Navigation Plan
- e) Workshops / Seminars on the importance of AIS/AIM at the national level.

2.7 In **Appendices A,B, C, D** and **E** you can find the follow-up tables for each of the topics mentioned.

2.8 Additionally, in the AIS/AIM area, the Lead Auditor Course of the ISO 9001:2015 Standard has been carried out, with IRCA certification, a course in which 11 meteorologists have been trained as Lead Auditors of the Quality Management System (QMS). The course has been delivered by the company SGS of Peru, between the months of January and March 2022, and the objective was to build capacities, in the States, for the implementation and certification of the QMS in the AIS/AIM processes.

CAR Region

2.9 The GREPECAS ANS Programs and Projects were reviewed for the last time at the GREPECAS/19 Meeting, observing the needs and priorities imposed by COVID-19, as well as the update of the Sixth Edition of the Global Air Navigation Plan (GANP 6th. Ed.)

2.10 The latest Meetings ePPRC/03 and GREPECAS /9 have provided guidance for a review, analysis and adoption of Conclusions/Decisions that ensure the continuity and completion of currently valid projects, in the search for an effective implementation of air navigation in the Region, with the following goals for the year 2022:

INITIAL GOALS TO THE YEAR 2022
Goal 1) Increase the annual percentage of effective implementation of the projects proposed in the Working Groups
Goal 2) Link the needs of the CAR/SAM States, with the implementation projects of the regions, contributing to the regional initiatives, through the training of Human Resources
Goal 3) Establish an effective work methodology that guarantees the continuity of the work and the fulfillment of current and future goals.
Goal 4) Establish a program for the exchange of good practices among States, based on the objectives of the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP) of ICAO, through implementation projects of GREPECAS and the Regional Aviation Safety Group-Pan America (RASG-PA)

2.11 A (virtual) Workshop on AIM Data Sets and eCharts was also held in November 2021, with the participation of the EUROCONTROL EAD Group and with MAIS Learning (FLYGHT7) as speakers on the topics in both fields.

2.12 **Appendices F and G** show the most recent information presented at the last GREPECAS Meeting regarding the status of the AIM CAR Project – AIM Collaborative Plan –. The meeting may wish to note that the 6th. Ed. of the GANP has introduced the following major changes to the DAIM threads/modules

DAM-B1/1 - Provision of quality-assured aeronautical data and information
DAM-B1/2 - Provision of digital Aeronautical Information Publication (AIP) data sets
DAM-B1/3 - Provision of digital terrain data sets
DAM-B1/4 - Provision of digital obstacle data sets
DAM-B1/5 - Provision of digital aerodrome mapping data sets
DAM-B1/6 - Provision of digital instrument flight procedure data sets
DAM-B1/7 - NOTAM improvements

3. Conclusions

3.1 The implementation of Phase 2 of the Roadmap from AIS to AIM is essential to advance Aeronautical Information Management in an electronic environment and for the construction of System-wide Information Management (SWIM).

3.2 GREPECAS Conclusion 19/03 recommends completing the Phase 2 implementation processes by 2024 at the latest, in order not to delay SWIM implementation. The Meeting could once again remind and urge the States not to delay this deadline, in order to complete the AIM implementation processes.

3.3 Additionally, the Meeting may consider and highlight the importance of continuing, if they have already been carried out, or of initiating, the delivery of Awareness Workshops, in the States, with all the interested parties, on the importance of the AIM and the culmination implementation of Phase 2 for SWIM and other processes such as CDM, A-CDM, ATFM, among others.

4. Suggested Action:

4.1 The Meeting is invited to:

- a) take note of the information contained in the Working Paper;
- b) review the Appendices and, if necessary, update them;
- c) urge the States to complete the process of implementing the elements of B1-DAIM; and
- d) consider other actions.

Activities carried out for the implementation of the new SNOWTAM format

<i>N°</i>	<i>States</i>	<i>Action taken</i>	<i>Implementation date</i>	<i>Remarks</i>
1	Argentina	They have formed a working team with all areas involved. They have carried out tests both at airports where snow occurs and airports that may be affected by heavy rainfall.	4 November 2021	There is confusion among some users regarding the issuance of SNOWTAMs at airports that do not have snow events. The new SNOWTAM format should be more disseminated.
2	Brazil	It has worked in coordination with all areas involved and has issued AIC-A 16/21 and has issued an AIC-A 16/21 in relation to the GRF and a regulatory framework on the new SNOWTAM format will be issued.	4 November 2021	
3	Bolivia	No actions reported		
4	Chile	<ul style="list-style-type: none"> ✓ Was included in the field training guidelines that each AD provides annually. ✓ DAP 15 00 regulations were updated and are about to be published, including the new format that will apply from 4 November. ✓ A workshop will be held for all field managers in October and November. It is included in the annual training plan. 	4 November 2021	Attached as evidence: <ul style="list-style-type: none"> ▪ Directives TSV (AIS) of 2020, applied in 2021 due to the pandemic. ▪ Annual training plan for 2020, being implemented in 2021 due to the pandemic.
5	Colombia	Given the geographic location of the State, in Colombia, SNOWTAM information is not published. In compliance with what was agreed in the Virtual Mission with the ICAO Secretariat, the difference will be published in the AIP/COL part GEN-1.7. In the same way, we will be awaiting to coordinate with the MET and ATS providers, the measures that replace or complement the notification of poor braking (if it occurs) due to a flooded track or when its effectiveness is degraded.		Taking into account that the Virtual Mission was received and served recently, no action related to what was agreed and projected has yet been carried out.
6	Ecuador	Recurring NOTAM course prepared pending execution November 2021.	January 2022	This course will include Snowtam topic
7	Guyana	They have updated the system - The Focal point for the GRF is creating an Accountability Table for all parties involved. The AIS has not yet defined a policy in relation to the issuance of SNOWTAM in its new format.	Implementation date not foreseen	

8	Panama	A workshop on SNOWTAM was conducted in October 2019 for NOTAM personnel. Have participated in webinar on runway status.	No implementation date available for this year; possible the first quarter of year 2022.	Will participate in training activities developed by AGA. Will participate in workshops to be developed by air navigation services involved in the subject.
9	Paraguay	Paraguay has worked together with the service provider in the regulatory area. The new SNOWTAM format has been included in State regulations.	4 November 2021	Technicians by the Aerodrome operator, AGA and AIM waiting for participation in the GRF course
10	Peru	No differences were recorded in the Peruvian regulations. The form was included in the amendment of RAP 315.	IV quarter 2021	Was included in the new edition of RAP 315 amendment 2, prepublication approved, pending publication
11	Suriname	No actions reported	No date defined	
12	Uruguay	A work committee was established with all the areas involved.	Implementation date not defined yet	A working committee was established with all areas involved.
13	Venezuela	No actions reported	No date defined	

Follow up to Quality Management Implementation in the AIS AIM Process (QMS/AIS-AIM)

<i>N°</i>	<i>States</i>	<i>Status of implementation of AIM/QMS</i>	<i>Date of certification</i>	<i>Follow-up audit</i>	<i>Expected date of recertification</i>
1	Argentina	Workshops on version 2015 have started and the Quality Manual will be reviewed.	Not certified. No certification date has been established. Project not approved yet. ANSP has just started the process.		
2	Brazil	Was recertified in 2021.	Certified	March 2021	2024
3	Bolivia	The latest inspections of the service provider by the DGCA show 60% progress achieved in certification. Certification audits are not yet foreseen, but second party audits are envisioned.	Not certified	No	No
4	Chile	The recertification process took place in June 2021	Certified	June 2022	August 2024
5	Colombia	The Colombian AIS service is ready for certification. It depends on senior management. Could certify by mid-2022. Resources would be available by mid-2022.	Not certified		
6	Ecuador	Working with the planning area to finalise the implementation process for the AIM, MET and ETAC areas. A first stage had been defined, but cannot specify dates or current status due to the pandemic.	Not certified. No date specified		
7	Guyana	Still working on the documentation but have not yet finalised the implementation.	Not certified. No date specified		
8	Panama	Due to the pandemic, internal audits and recertification audits could not be carried out, but maintained all QMS standards applied to AIS/AIM processes.	Opportunity for improvement in certification		December 2021
9	Paraguay	Paraguay was recertified in December 2020.	Recertified	ANSP scheduled for Nov and recertification of regulatory	December 2023

				area for Dec 2021	
10	Peru	It has a ISO 9001:2015 quality system in the aeronautical information service, recertified since 2019 and valid until 30/05/2022. Training is ongoing.	Certified	Report	Mid-2022
11	Suriname	NIL	Not certified		
12	Uruguay	Uruguay was audited for recertification in July 2021.	Recertified	July 2022	July 2024
13	Venezuela	Veneuela has made progress in the review of documentation and procedures, as well as in alignment with the requirements of version 2015 of ISO 9001. The reported progress is 85%.	Not certified. Opting for certification in July 2022.		

Planning for the implementation of Phase 2 of the AIS to AIM Transition Roadmap (Elements of Module B1-DAIM)

- **Argentina:** EANA, the service provider, was in the process of acquiring an integrated eFPL system, NOTAM bank, MET bank, GDP, from IDS, which had been delayed due to the effects of the SARS-CoV-2 pandemic. Likewise, for quality oversight, traceability control procedures were being implemented with data initiators. The authority, which managed the publication, was in the process of hiring maintenance and training services for the AeroDB system purchased from IDS;
- **Brazil:** Regarding all the elements contemplated in this part of the report, Brazil had made very efficient progress in the implementation. The e-AIP was 70% implemented, while the DDS and the data catalogue were 100% implemented;
- **Chile:** The technical and administrative specifications for the procurement of the database and the e-AIP module, had already been prepared;
- **Colombia:** The integrated aeronautical information management system had already been acquired. They were currently in the process of data loading and providing on-the-job training for the system. They planned to have the e-AIP in place by mid-2022;
- **Paraguay:** The integrated aeronautical information management system had already been acquired. They were currently in the process of data loading and providing on-the-job training for the system. They planned to have the e-AIP in place by mid-2022;
- **Panama:** They already had the automated aeronautical information management system operating in AIXM 4.5. They already had the ability to generate several products;
- **Peru:** They were in the process of installing the integrated system, to be completed by the end of 2021. Data uploading and staff training was planned by the third quarter of 2022, and commissioning for the end of 2022;
- **Venezuela:** Reported that the integrated information management system had been completed and implementation was planned for 2022.
- Bolivia, Ecuador, Guyana, Suriname, and Uruguay had opportunities for improvement in the implementation of SDD and eAIP.

Follow-up of the National AIM Implementation Plan based on GANP/6 modules and elements

<i>N°</i>	<i>States</i>	<i>National Plan</i>	<i>Modules</i>	<i>Elements</i>
1	Argentina	Under development and in coordination with the ANSP, but without informing ICAO		
2	Brazil	The SIRIUS Programme is Brazil's tool for the evolution of the Brazilian Airspace Control System. Available on the DECEA website: https://sirius.decea.mil.br/	B1-DAIM	All the elements of the Module
3	Bolivia	The NANP has been approved in the AIS area in accordance with the ASBU approach.	B1- DAIM	Not defined yet
4	Chile	Review and update of the National Air Navigation plan	To be informed in due course when the update of the NANP is completed.	
5	Colombia	Review and update of items associated with the AIM within the National Air Navigation Plan, given the recent process of acquisition, implementation and training of the new SIA / AIM - IDS System.	D-AIM in process of implementation	Phase 2 ongoing
6	Ecuador	At the moment there is no National Plan NA, a work team has been formed to prepare it.		
7	Guyana	No. They are in consultation with the ANSP for the development of the National Plan. This month, training is going to be provided to improve the quality of staff and will move towards implementation. Going paperless in order to use databases.		
8	Panama	It has been handed over to air navigation to proceed.		Elements of the D-AIM module
9	Paraguay	<ul style="list-style-type: none"> • The PNNA was updated and it reflects the progress made to Phase 2 of the roadmap transition from AIS to AIM. • The Amendments to Annexes 4 and 15 have been adopted, in addition to ICAO Doc. 10.066. • An AIXM 5.1 System has been acquired. • The ANSP is in the process of implementing the e-AIP. 	D-AIM	Elements of the D-AIM Module
10	Peru	The NANP of Peru was approved and	D-AIM	Nine ASBU

		published in October 2020. It consists of 3 volumes, fully aligned with the Global Air Navigation Plan, with the six-step method recommended by ICAO. It contains AIS improvements. SAFETY, Capability and Efficiency. It contains guidance to develop each ASBU element of DAIM. The ANSP has already started the e-AIP implementation process for the optimisation of the provision of digital aeronautical data and information.		elements
11	Suriname	They are working on the drafting of the National Air Navigation Plan.		
12	Uruguay	The national plan is not yet in place. They are making modifications.	In the process of developing the National Plan	Elements of the D-AIM module
13	Venezuela	The NANP is already approved	B1-DAIM	Elements of the D-AIM module

Follow-up to the conduction of national awareness workshops on the implementation of AIM

<i>N°</i>	<i>States</i>	<i>Workshop</i>	<i>Date</i>	<i>Participants</i>
1	Argentina	Not completed because of the pandemic		
2	Brazil	Planning a national meeting with originators and providers of data and information for AIS in Brazil.	November 2021	Originators and providers of data and information for AIS - Brazil
3	Bolivia	Planned for the first quarter of 2022.	March 2022	<ul style="list-style-type: none"> • ANSP top management • Information originators
4	Chile	<p>Meeting with the planning department to explain the need to acquire a DB and AIP module.</p> <p>Meeting with the new director to present the eTod project.</p> <p>AIS efficiency and AIM implementation module - ARO continuing efficiency course.</p>	<p>April 2021</p> <p>July 2021</p> <p>August 2021</p>	<p>Planning/AIS personnel (virtual)</p> <p>AGA/AIS_MAP Director/personnel (virtual)</p> <p>Heads of AIS at the AD (virtual)</p>
5	Colombia	Progress is achieved on the subject, with the signing of Service Level Agreements-SLA, the socialization and publication of the Data Catalogs among the information/data providers and finally, the State acquired the SIA/AIM System for the management and incorporation of aeronautical information into an integrated Database in response to Phase 2 of the AIS Roadmap towards AIM.		
6	Ecuador	Contact with suppliers but not in a workshop. There were changes of authorities.		
7	Guyana	Some progress has been made, including the generation of letters of agreement for the main airports. Discussions underway with the training school. For the main airport, the AIRAC cycle has been complied with, and the next amendment will		

		contain a significant amount of information on the airport.		
8	Panama	A workshop will be held next month with AGA to explain the importance of e-TOD. Recurrent with ATCO on AIS-to-AIM awareness. Constant meetings are held with the authorities on the importance of AIM.	-Workshop with AGA - September/November 2021 ATCO from October to February 2022	Airport personnel and regulators Air controllers and CNV personnel
9	Paraguay	The process has been started. Close work between the regulatory and provider sides. Authorities were involved in the awareness raising process.	24/08/2021	18 Specialist AIM - ANSP 2 Specialist AIM - AAC 1 Air Traffic Manager 2 Deputy Director of Aeronautical Services.
10	Peru	Awareness-raising meetings were held at the level of State authorities and directors, resulting in the approval and publication of the National Air Navigation Plan, which contains guidelines for a quality, safe and efficient AIM in a digital environment. At the ANSP level, awareness-raising meetings were held with directors and officials, supporting the need to implement the NANP in order to have a solid and secure AIM, to optimise the provision of digital aeronautical data and information. The result was the signing of the contract for the acquisition of the e-AIP by CORPAC. Two awareness-raising workshops are planned for AIM personnel and internal and external users. Workshop 1 scheduled for the fourth quarter of the current year 2021 and Workshop 2 planned for the beginning of 2022.	Workshop 1 (IV quarter of 2021) Workshop 2 (I quarter 2022)	20 20
11	Suriname	Basically, they are working on it but they will duly respond to the Secretariat.		

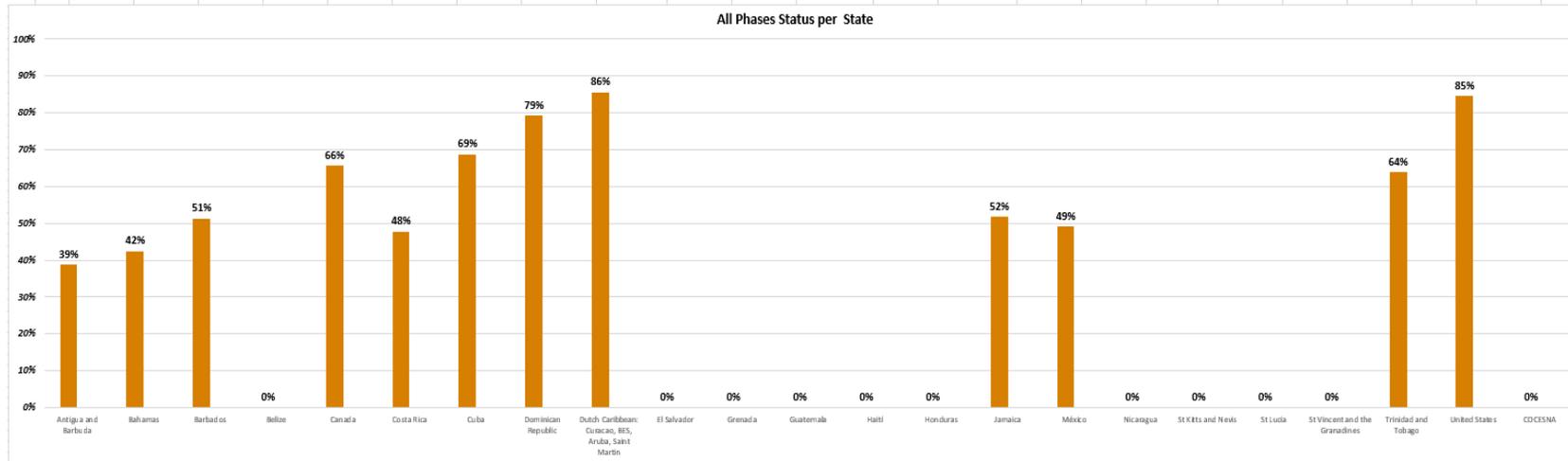
12	Uruguay	Prior to the pandemic, a SWIM workshop was held with the authority. Following the SAM/AIM/13, meetings were held last year with senior management on the importance of the transition from AIS to AIM.	October 2018	Director DINACIA- Director DGAC- Director DGIA – Director DSO- Director Electronics
13	Venezuela	Workshops are planned for the last quarter of this year.		

AIM Status -- CAR

Steps Phase 1	Antigua and Barbuda	Bahamas	Barbados	Belize	Canada	Costa Rica	Cuba	Dominican Republic	Dutch Caribbean: Curacao, BES, Aruba, Saint Martin	El Salvador	Grenada	Guatemala	Haiti	Honduras	Jamaica	México	Nicaragua	St Kitts and Nevis	St Lucia	St Vincent and the Granadines	Trinidad and Tobago	United States	COCESNA
AIRAC adherence	100%	100%	100%		75%	100%	100%	100%	100%						100%	100%					100%	100%	
Monitoring of Annex differences	100%	100%	100%		100%	100%	100%	100%	100%						100%	100%					0%	100%	
WGS-84 implementation	100%	75%	100%		50%	100%	100%	100%	100%						100%	100%					100%	25%	
QMS	50%	0%	50%		100%	100%	SCHED	100%	75%						0%	100%					100%	100%	
TOTAL Status	88%	63%	88%	0%	81%	100%	75%	100%	94%	0%	0%	0%	0%	0%	75%	100%	0%	0%	0%	0%	75%	81%	0%
	FINAL	ADV	FINAL	NO START	FINAL	COMPL	ADV	COMPL	FINAL	NO START	NO START	NO START	NO START	NO START	ADV	COMPL	NO START	NO START	NO START	NO START	ADV	FINAL	NO START
Steps Phase 2																							
Data Quality Monitoring	100%	50%	25%		93%	100%	100%	100%	93%						0%	50%					100%	100%	
Data Integrity Monitoring	100%	50%	25%		75%	100%	100%	50%	93%						0%	50%					75%	100%	
AIXM	NO INPUT	0%	25%		100%	50%	100%	50%	100%						0%	100%					100%	100%	
Unique identifiers	NO INPUT	50%	0%		25%	50%	100%	50%	100%						0%	100%					100%	25%	
Aeronautical information conceptual model	NO INPUT	0%	0%		93%	50%	100%	50%	100%						0%	100%					NO INPUT	100%	
eAIP	NO INPUT	0%	75%		75%	50%	75%	50%	100%						0%	75%					75%	50%	
Terrain A-1	0%	50%	50%		100%	75%	100%	50%	93%						93%	0%					100%	100%	
Obstacle A-1	0%	50%	50%		100%	25%	100%	50%	93%						93%	0%					75%	100%	
Terrain A-4	0%	50%	50%		100%	N/A	NO INPUT	50%	93%						N/A	0%					50%	100%	
Obstacle A-4	0%	50%	50%		100%	N/A	NO INPUT	50%	93%						N/A	0%					50%	50%	
Terrain A-2[1]	0%	50%	50%		75%	75%	93%	50%	93%						93%	0%					100%	100%	
Obstacle A-2[2]	0%	50%	50%		75%	25%	100%	50%	93%						93%	0%					75%	50%	
Terrain A-3	0%	50%	50%		75%	50%	93%	50%	93%						93%	0%					50%	100%	
Obstacle A-3	0%	50%	50%		75%	0%	100%	50%	93%						93%	0%					50%	50%	
Aerodrome Mapping	0%	0%	25%		0%	0%	0%	100%	25%						93%	50%					50%	100%	
TOTAL Status	13%	37%	38%	0%	78%	43%	78%	57%	94%	0%	0%	0%	0%	0%	46%	35%	0%	0%	0%	0%	70%	82%	0%
	INITIAL	DEVLP	DEVLP	NO START	FINAL	DEVLP	FINAL	ADV	FINAL	NO START	NO START	NO START	NO START	NO START	DEVLP	DEVLP	NO START	NO START	NO START	NO START	ADV	FINAL	NO START
StepsPhase 3																							
Aeronautical data exchange	NO INPUT	0%	0%		50%	NO INPUT	25%	100%	0%						93%	50%					100%	100%	
Communication networks	NO INPUT	50%	0%		50%	NO INPUT	93%	100%	100%						93%	0%					100%	100%	
Aeronautical information briefing	NO INPUT	50%	50%		100%	NO INPUT	100%	100%	75%						25%	0%					NO INPUT	100%	
Training	75%	25%	75%		50%	NO INPUT	100%	100%	75%						50%	50%					25%	100%	
Agreement with data originators	50%	50%	50%		50%	NO INPUT	100%	100%	75%						0%	0%					93%	100%	
Interoperability with meteorological products	NO INPUT	0%	25%		0%	NO INPUT	0%	100%	75%						0%	0%					NO INPUT	25%	
Electronic aeronautical charts	0%	0%	25%		0%	NO INPUT	0%	25%	75%						0%	0%					50%	100%	
Digital NOTAM	NO INPUT	0%	0%		0%	NO INPUT	0%	25%	75%						0%	0%					NO INPUT	100%	
TOTAL Status	16%	22%	28%	0%	38%	0%	53%	81%	69%	0%	0%	0%	0%	0%	34%	13%	0%	0%	0%	0%	47%	91%	0%
	INITIAL	INITIAL	DEVLP	NO START	DEVLP	NO START	ADV	FINAL	ADV	NO START	NO START	NO START	NO START	NO START	DEVLP	INITIAL	NO START	NO START	NO START	NO START	DEVLP	FINAL	NO START

AIM Transition - CAR Status

Information last updated by AIM ITC Haiti Friday, October 5, 2021



Conclusion: 11
 out of the 23 (47.8%) member States have not provided information on (or did not start yet with the) transition of AIS to AIM.
 Of the 53.2% which have provided information, it can be concluded that: 33.3% are in a development stage. 41.7% are in Advanced stage. And 25% are in Final stage of completing the whole transition. From the detailed information provided, most are stuck at phase two and three of this transition. Although informed that QMS is in place for the majority of the States, as ICAO has not required a proof of certification, this cannot be proven.

All Phases	Antigua and Barbuda	Bahamas	Barbados	Belize	Canada	Costa Rica	Cuba	Dominican Republic	Dutch Caribbean: Curacao, BES, Aruba, Sint Martin	El Salvador	Grenada	Guatemala	Haiti	Honduras	Jamaica	Mexico	Nicaragua	St Kitts and Nevis	St Lucia	St Vincent and the Grenadines	Trinidad and Tobago	United States	COCESNA
TOTAL Status Complete Transition per State	39%	42%	51%	0%	66%	48%	69%	79%	78%	0%	0%	0%	0%	0%	52%	49%	0%	0%	0%	0%	64%	85%	0%
	DEVL	DEVL	ADV	NO START/NO INFO PROVIDED	ADV	DEVL	ADV	FINAL	FINAL	NO START/NO INFO PROVIDED	ADV	DEVL	NO START/NO INFO PROVIDED	ADV	FINAL	NO START/NO INFO PROVIDED							