



# ICAO

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

WORKING PAPER

AIM/TF/6 — WP/09  
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## Sixth North American, Central American and Caribbean Working Group (NACC/WG) Aeronautical Information Management Implementation Task Force Meeting (AIM/TF/6)

Mexico City, Mexico, and on-line, 21 – 24 August 2023

**Agenda Item 2:** Follow-up on GREPECAS/20 Conclusions and Decisions relevant to AIM, electronic Air Navigation Plan (eANP) Table Status per State, and Assistance requests within the AIM Transition from States

### ASSISTANCE TO AIM TRANSITION FOR STATES

(Presented by the Secretariat)

#### EXECUTIVE SUMMARY

This Working Paper presents to the Meeting some elements for AIM Planning and Implementation in the CAR Region that have been developed to harmonize the transition from AIS to AIM in the CAR Region and to address Global and Regional issues related to the planning and implementation of Aeronautical Information Management. This Regional AIM information explains the concept and operational elements of AIM; outlines the Regional and National AIM advances; and provides orientation and refer tools for their implementation at the Regional and National level.

<b>Action:</b>	Suggested action is presented in Section 5.
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<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Strategic Objective 1 – Safety</li><li>• Strategic Objective 2 – Air Navigation Capacity and Efficiency</li></ul>
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## 1. Introduction

1.1 During the Eleventh Air Navigation Conference (AN-Conf/11) held in Montréal, 22 September to 3 October 2003, endorsed the Global ATM Operational Concept (Doc 9854) and recognized that, in the global air traffic management (ATM) system environment envisioned by the operational concept, Aeronautical Information Service (**AIS**) would become one of the most valuable and important enabling services.

1.2 The global ATM system foreseen in the operational concept was based on a collaborative decision-making environment, the timely availability of high-quality and reliable electronic aeronautical, meteorological, airspace and **flow management** information and Data would be necessary, that is why some recommendations of the mentioned Conference addressed the importance of aeronautical information.

1.3 Aeronautical Information Management (**AIM**) during its evolution has been defined as the provision of the right Aeronautical Data and Information (quality assured -QMS), at the right place (through digital exchange -AIXM), and at the right time (timeliness). Furthermore, ICAO Annex 15, Doc 8126 and PANS AIM defines AIM as the dynamic, integrated management of aeronautical information and Data through the provision and exchange of quality-assured digital aeronautical Data in collaboration with all parties.

1.4 Information management is identified in the ICAO Global Air Traffic Management Operational Concept (Doc 9854) as the fundamental enabler allowing the future ATM system to achieve its full operational potential. The Information Management Panel (IMP) has thus been formed to further elaborate on the concepts, the means, the practices, the procedures, and the technologies needed to provide accredited, quality- assured information on a timely basis across the spectrum of ATM community operations. Materials related to the IMP including the meetings' Working/Information Papers and Reports are available on the ICAO AIM portal at:

<http://www.icao.int/airnavigation/IMP/Pages/default.aspx>

1.5 For reference only, five (5) working groups have been established to carry out the tasks of the Panel:

- Information Services Working Group
- Architecture working Group
- Awareness Working Group
- Governance Working Group
- AIM Working Group

## 2. Discussion

2.1 ICAO introduced the Aviation System Block Upgrades (**ASBU**) methodology in the fourth edition of the Doc 9750 (Global Air Navigation Plan), endorsed by the ICAO Assembly in 2013 (further revised by Assembly 39 (A39) in 2016 and in the recent A41 in 2022), as a systemic manner to achieve a harmonized implementation of the air navigation services. An ASBU designates a set of improvements that can be implemented globally from a defined point in time to enhance the performance of the ATM system: [ASBU Threads - ICAO GANP Portal](#)

2.2 The Global Air Navigation Plan (**GANP**) represents a rolling, 15-year strategic methodology, which leverages existing technologies and anticipates future developments based on State/industry agreed operational objectives. The Block Upgrades are organized in six-year time increments starting in 2013 and continuing through 2031 and beyond.

2.3 The Sixth and Seventh Editions of the GANP (ICAO DOC 7950) endorsed by the ICAO Assembly 40 and 41 respectively, introduced the Multilayer Structure for the Global Air Navigation Planning:

<ul style="list-style-type: none"> <li>• <b>Global Strategic Level:</b> includes Global Air Traffic Management (ATM) Operational Concept (<b>GATMOC</b>, Doc 9854) vision, Global performance ambitious and the conceptual roadmap.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Global Technical Level:</b> includes the <b>BBBs, ASBUs</b> and the performance-based decision-making method</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Regional Level:</b> addresses regional and subregional performance and operational needs, differences, constraints and opportunities through the ICAO regional air navigation plans and other regional initiatives aligned with the global levels.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>National Level:</b> focuses on State National Plans and their deployment in coordination with relevant stakeholders and in alignment with regional and global plans</li> </ul>

2.4 In addition, the Basic Building Block (**BBBs**) framework outlines the foundation of any robust air navigation system. It is nothing new but the identification of the essential services to be provided for international civil aviation in accordance with ICAO Standards. These essential services are defined in the areas of aeronautical information management, aerodromes, air traffic management, search and rescue, and meteorology.

2.5 BBB is considered an independent framework and not a block of the ASBU framework as they represent a baseline rather than an evolutionary step. This baseline is defined by essential services recognized by ICAO Member States as necessary for international civil aviation to develop in a safe and orderly manner. Once these essential services are provided, they constitute the baseline for any operational improvement. BBBs provide two-baseline framework for the Aeronautical Information Services:

- AIM/AIS basic modules and elements
- AIM/AIS support & end users

### 3. Identify and inform of AIM Deficiencies

3.1 The ICAO NACC Office will monitor the implementation by the States of their corrective actions plans and report to NACC Office. States shall implement their action plans and submit relevant evidence for consideration to the ICAO NACC Regional Office by email to [icaonacc@icao.int](mailto:icaonacc@icao.int), and it is expected that States inform about their AIM Deficiencies to be included on Data base for Monitoring and follow-up.

3.2 The NACC Regional Officers should assess on the regular basis the implementation of the States action plans until their completion. Once the implementation completed, a documented report, comprising evidence should be submitted the NACC Office for their review by the Regional Officers and the Deputy Regional Director. The review report is submitted to the NACC meetings for appropriate action.

3.3 Once validated and confirmed by the GREPECAS meeting to be an existing deficiency based on provided evidence, a command is run in the system to remove the resolved (proposed for deletion) deficiencies from the Database (GAND) by the Regional Office.

### 4. Working Arrangements

4.1 The AIM TF Rapporteur, in close co-operation with the Secretary, shall make all necessary arrangements for the most efficient working of the Task Force (TF) group. The group shall always conduct its activities in the most efficient manner possible with a minimum of formality and paperwork (paperless meetings). Permanent contact shall be maintained between the Rapporteur, Secretary and Members of the TF to advance the work. Best advantage should be taken of modern communications facilities, particularly videoconferencing (Virtual Meetings), e-mails and Face-to-face meetings.

4.2 In order to meet the Work Plan, Terms of Reference (ToRs) and the Action Plan the AIM TF shall:

a)	monitor the status of implementation of the required AIM facilities, products, and services in the CAR Region;
<b>b)</b>	<b>assist States in the development of National AIM Plans/Roadmaps through the development and continuous update of the Regional AIM Roadmap identifying the priorities and timelines for implementation, for the implementation of Digital Datasets;</b>
c)	assess and provide progress reports on the transition from AIS to AIM in the CAR Region;
<b>d)</b>	<b>provide necessary assistance and guidance to States to ensure harmonization and interoperability in line with the GANP, the CAR ANP and ASBU framework;</b>
e)	provide necessary inputs to the CAR Region Air Navigation Strategy through the monitoring of the agreed Key Performance Indicators related to AIM;
<b>f)</b>	<b>identify and review those specific deficiencies and problems that constitute major obstacles to the provision of efficient AIM services, and recommend necessary remedial actions by ICAO NACC;</b>
g)	keep under review the adequacy of ICAO SARPs requirements in AIM, considering, inter alia, changes in user requirements, the evolution of operational requirements and technological developments;
h)	develop proposals for the updating of relevant ICAO documentation related to AIM, including the amendment of relevant parts of the CAR/SAM eANP, as deemed necessary;
i)	monitor and review technical and operating developments in AIM and foster their implementation in the CAR Region in a harmonized manner;

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| j) foster the integrated improvement of AIM services through proper training and qualification of the AIM personnel; and |
| k) Coordinate with relevant GREPECAS and RASG-PA Subsidiary bodies' issues with common interests                         |

**5. Suggested actions**

5.1 The Meeting is invited to:

- a) take note of the content of this working paper;
- b) maintain an estimated date to complete the implementation of the Transition to AIM no later than the end of 2025; and
- c) consider other actions deemed necessary.