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Agenda Item 3: Actions for the development of the Air Navigation Plans of the States and the CAR/SAM Plan and progress in regional performance dashboards

AIM IMPLEMENTATION ROADMAP IN THE NAM/CAR REGION REGARDING STATES STATUS: AIS TO AIM TRANSITION STEPS

(Presented by the AIM TF Rapporteur)

EXECUTIVE SUMMARY	
This Information Paper presents the update and follow up to the NAM/CAR States 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.	
<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• AIM TF Action Plan

1. Introduction

1.1 The transition from Aeronautical Information Services (AIS) to Aeronautical Information Management (AIM) is a critical step in enhancing aviation safety and efficiency. This transition, which is being implemented globally, requires a comprehensive approach and involves a series of phases.

1.2 Previous discussions within the AIM Task Force (AIM/TF) have highlighted the importance of a collaborative approach to the AIM transition. The AIM/TF/3 Meeting in 2020, for example, demonstrated that a successful transition requires active participation and input from all States for:

- **Progress Reports:** Member States provided detailed information on their progress in implementing the AIM transition, including data on specific steps taken and an overall status of their implementation.
- **Collaborative Planning:** The AIM transition plan, including the roadmap from AIS to AIM, is intended to be a collaborative effort, working in conjunction with other related tasks and activities.
- **Continuous Review and Improvement:** The AIM transition plan is subject to ongoing review and improvement, with feedback and input from States and stakeholders being incorporated through discussions and meetings.

1.3 Collaborative Planning: The AIM transition plan, including the roadmap from AIS to AIM, is intended to be a collaborative effort, working in conjunction with other related tasks and activities.

1.4 As of the AIM/TF/4 Meeting (2021), and continued during the AIM/TF/5 (2022), AIM/TF/6 (2023) and AIM/TF/07 (2024) meetings, 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 Transition Plan Update: As per the ICAO Roadmap for the transition to AIM, the current plan needs updating to align with Annex 15 and PANS-AIM. This includes incorporating the consolidated guidance material presented during the AIM/TF/03 and AIM/TF/04 meetings.

2.2 AIM Tracking Website: The AIM Task Force (AIM/TF) has developed an excel file to facilitate States in actively updating their progress in transitioning from AIS to AIM. This file provides a comprehensive view of the transition status for each member State.

2.3 Supporting Implementation: This file serves as a vital tool for supporting the regional implementation of AIM. It will accelerate the development and monitor the progress of all transition phases, ensuring "No Country Left Behind." Once activated, the AIM Tracking website will be the platform for States to upload their information according to specified deadlines set by the ICAO NACC AIM TF. States are requested to submit their information to the AIM Task Force Rapporteur, nleonora-belefanti@icaonacc.org, on a yearly basis or whenever a Roadmap step has been implemented.

2.4 SWIM Implementation: A complete picture of the region's progress in transitioning to AIM will provide valuable insights for the implementation of the System Wide Information Management (SWIM) platform. This includes establishing clear implementation deadlines and activating the platform effectively.

2.5 Information Sharing and Data Quality: Standardization is crucial for effective information sharing at all levels: local, regional, and global. This is essential for the success of digitalization efforts. Data quality and accuracy must be assured throughout the information chain, particularly given the numerous data originators and end users involved. States are expected to leverage AIM to exchange digital information with other parties over SWIM, enabling real-time access and facilitating more efficient management of local air traffic.

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

3.1 Overall Progress: While progress has been made in transitioning from AIS to AIM, implementation has been slower than anticipated, due to a combination of factors, including limited feedback from States and the impact of the COVID-19 pandemic.

3.2 Key Challenges: The decrease in flight movements caused by the pandemic has significantly impacted available financial resources, forcing a prioritization of maintaining essential services for safe air navigation. This has led to postponements or cancellations of certain implementation steps.

3.3 Next Steps for Implementation: Given the challenges and the importance of compliance with Annex 15, Doc 10066 (PANS-AIM) and the updated Doc 8126 (Aeronautical Information Services Manual), ICAO NACC should consider revising the ASBU implementation deadlines, both regionally and potentially globally. The AIM Task Force has provided a template for reporting progress, and a comparison of progress reports will be presented during this meeting.

4. NAM/CAR State - AIM Transition Implementation Status – SEPTEMBER 2024

4.1 The table and chart in the Appendix illustrate the progression of each State within the AIS to AIM Transition, measured from the year 2020 up to 2024.

4.2 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.

5. Conclusion

5.1 The AIM transition is underway in the NAMCCAR region, with varying levels of progress among States. While some States have made significant strides, others are lagging behind, and some have not provided updated information. The COVID-19 pandemic and its impact on available resources have contributed to slower implementation in several States. Moving forward, a collaborative approach with shared guidance, resources, and support will be essential to ensure a successful and timely transition for all States.

5.2 The table highlights a wide range of progress in implementing the AIS to AIM transition across the NAMCCAR region. Some States, like the Dominican Republic and the Dutch Caribbean, have achieved significant progress, nearing completion of the transition. Other States, however, are lagging significantly, with some showing no progress since 2020. The lack of updates for many States raises concerns about the overall pace of implementation. It is critical to address the challenges hindering progress, including the impact of the pandemic and a need for more consistent reporting and collaboration. Further engagement and support are needed to ensure a successful and timely transition for all States in the region.

APPENDIX

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%	No update	
Bahamas	42.4%	42.4%	42.4%	42.4%	52.5%	
Barbados	51.3%	51.3%	51.3%	51.3%	No update	
Belize	No update	No update	No update	No update	No update	
Bermuda	No update	No update	No update	74.8%	No update	
Canada	65.7%	65.7%	65.7%	65.7%	71.4%	
Cayman Islands	No update	No update	No update	No update	47.0%	
Costa Rica	47.8%	47.8%	47.8%	87.0%	78.6%	
Cuba	68.7%	68.7%	68.7%	77.2%	No update	
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%	No update	
Grenada	No update	No update	No update	No update	No update	
Guatemala	No update	No update	No update	No update	49.2%	
Haití	No update	No update	No update	No update	No update	
Honduras	55.0%	66.5%	0.0%	66.5%	56.3%	
Jamaica	51.8%	51.8%	51.8%	81.4%	80.4%	
México	49.2%	49.2%	49.2%	49.2%	84.0%	
Nicaragua	No update	No update	No update	No update	88.9%	
St Kitts and Nevis	No update	No update	No update	No update	No update	
St Lucia	No update	No update	No update	No update	No update	
St Vincent and the Grenadines	0.0%	40.0%	0.0%	40.0%	No update	
Trinidad and Tobago	63.9%	63.9%	63.9%	72.2%	82.9%	
United States	84.5%	84.5%	84.5%	84.5%	No update	
COCESNA	0.0%	0.0%	0.0%	74.8%	No update	

