



ICAO

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INFORMATION PAPER

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Eighth North American, Central American and Caribbean Working Group (NACC/WG) Aeronautical Information Management Implementation Task Force Meeting (AIM/TF/8)
México City, Mexico, 8 to 11 July 2025

Agenda Item 5: AIM future: IFAIMA GLOBAL AIM 2025 results, conclusions and recommendations

ENHANCING AIM IMPLEMENTATION THROUGH REGIONAL HARMONIZATION, DATA ORIGINATOR ENGAGEMENT, AND COMPETENCY CERTIFICATION

(Presented by AIM/TF Rapporteur)

EXECUTIVE SUMMARY

This Information Paper summarizes key points presented by the AIM Task Force Rapporteur at IFAIMA Global AIM 2025 in Abuja. It addresses: 1) regional AIM implementation progress and challenges in the NAM/CAR Regions; 2) the critical role of Data Originators (DOs) in ensuring data integrity; and 3) the need for standardized competency certification for AIM personnel.

It emphasizes regional tools like the AIM Tracking Dashboard, the importance of legal recognition for DOs, and proposes a practical certification framework, urging ICAO-level recognition of AIM as an operational profession on par with Air Traffic Controls (ATC) and Flight Dispatchers.

Strategic Objectives:

- Safety
- Air Navigation Capacity and Efficiency
- Security & Facilitation
- Economic Development of Air Transport

References:

- ICAO Annex 15, PANS-AIM, Doc 8126
- GANP 7th Edition, ASBU, GREPECAS/22
- IFAIMA Global AIM 2025 – Presentations by AIM/TF Rapporteur

1. Introduction

1.1 This Information Paper summarizes the key topics presented by the AIM Task Force Rapporteur during IFAIMA Global AIM 2025 in Abuja, Nigeria, based on three presentations:

- Regional AIM Developments & Challenges (ICAO NACC perspective)
- Roles and Responsibilities of Data Originators
- Enhancing Competency and Certification in AIM

2. Presentations held at the IFAIMA Global AIM

2.1. Regional Developments and Challenges

2.1.1. The ICAO NAM/CAR Regions continue advancing AIM transition activities aligned with the Global Air Navigation Plan (GANP) and Aviation System Block Upgrade (ASBU) framework. However, common challenges persist:

- Digital infrastructure gaps
- Inconsistent national legislations
- Lack of dedicated and trained AIM personnel
- Limited funding and uneven access to training opportunities

2.1.2. The AIM/TF Action Plan and AIM Implementation Tracking Website were highlighted as essential regional tools for harmonization, providing a practical framework for progress monitoring per State.

2.2. Roles and Responsibilities of Data Originators

2.2.1. Data Originators (DOs) play a critical role in the aeronautical data chain. The ICAO is promoting proactive collaboration between DOs and AIM to improve the quality, timeliness, and coordination of data submissions.

2.2.2. The presentation emphasized:

- The regulatory duties of DOs per Annex 15 and Doc 8126
- Key data categories that DOs must control (e.g., airspace, obstacles, navaids, runway data)
- The importance of having data signed, verified, and delivered through authorized channels

2.2.3. Member States were reminded of the importance of formal training, awareness, and national legislation recognizing DO responsibilities in the AIM context.

2.3. Enhancing Competency and Certification – Let’s Talk Competency for Real

2.3.1. Competency in AIM is more than knowing how to issue a Notice to Airmen (NOTAM). It indicates and merges:

- Knowledge: Regulations, procedures, and systems
- Skills: Precision, coding, validation, digital tools
- Language: ICAO-compliant English proficiency

2.3.2. A structured “K + S + L” (Knowledge + Skills + Language) framework was proposed, including real examples across products such as:

- Aeronautical information Publication (AIP) and Supplements
- NOTAMs
- Charts
- Digital Data Sets
- Aerodrome Mapping
- Instrument Flight Procedures

2.3.3. Current gaps in AIM competency and certification arise from the absence of standardized reference frameworks. Many AIM professionals operate without formal evaluation.

2.3.4. What AIM Certification Could Look Like

A practical, tiered certification model was introduced:

- Type 1: ARO (Air traffic services reporting office)
- Type 2: NOF (International NOTAM office)
- Type 3: AIS Specialist
- Type 4: Integrated AIM Officer

2.3.5. The certification structure would include:

- Full name, issuing authority, role, specialty
- Validity period (e.g., 3 years)
- Competency areas covered (AIM data, digital systems, operational English, QA)
- Renewal based on refresher training, language checks, medical reviews, and OJT validation

2.3.6 This Information Paper advocates on behalf of IFAMA Global for ICAO-level recognition of AIM licensing, comparable to ATC or Flight Dispatcher roles — recognizing AIM’s operational contribution to safety, efficiency, and coordination.

3. Conclusion

3.1. These three presentations converge into one message: AIM is not support — it is operational.

3.2. The ICAO NACC AIM/TF continues to promote:

- Harmonization
- Accountability of DOs
- Professionalization of AIM personnel

3.3. Certification is not about recognition — it is about responsibility, trust, and aviation safety