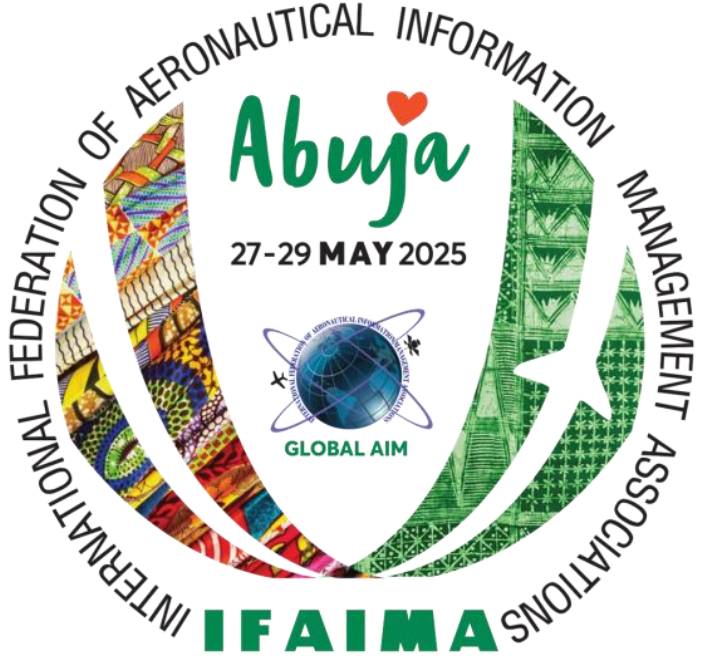
Global AIM 2025 - ABUJA



NIGERIA CIVIL AVIATION AUTHORITY NCAA

NIGERIAN AIRSPACE MANAGEMENT AGENCY NAMA

IFAIMA

ICAO · OACI · ИКАО

FAAN

FEDERAL AIRPORTS AUTHORITY OF NIGERIA

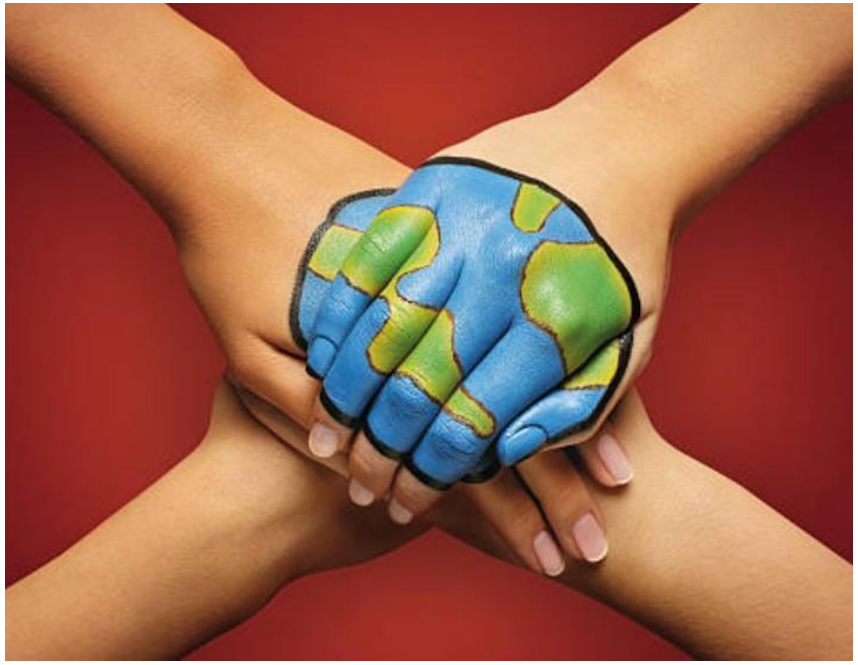
IFAIMA Global AIM 2025 Summary

Global AIM Abuja 2025

Abuja, 27 – 29 May 2025

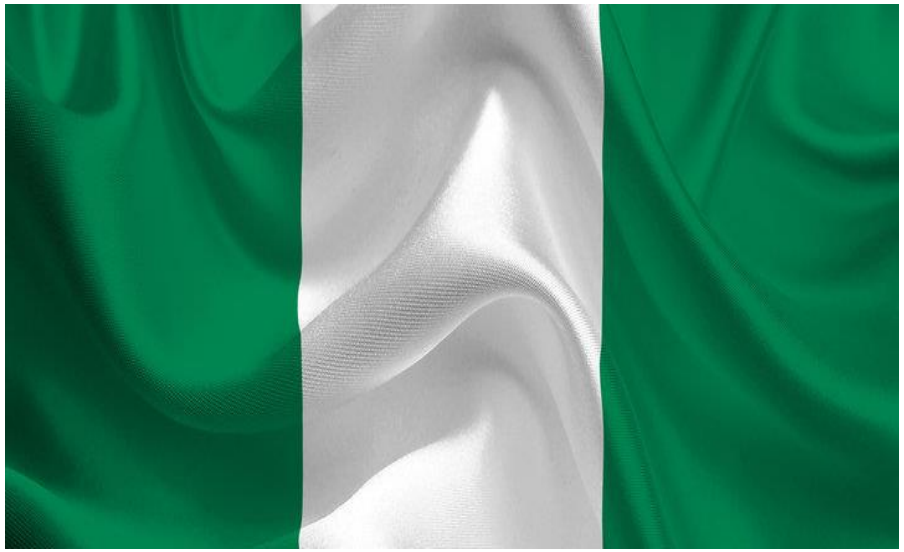
We came to Abuja….

- **Attendance**
  - **200+** registered participants
  - **36** States, **4** Intl ORG
  - **6** Industry Partners
- **Organizing partners**
  - IFAIMA, ICAO, NAMA, NCAA
  - **8** sessions**, 25** presentations, **4** panel discussions



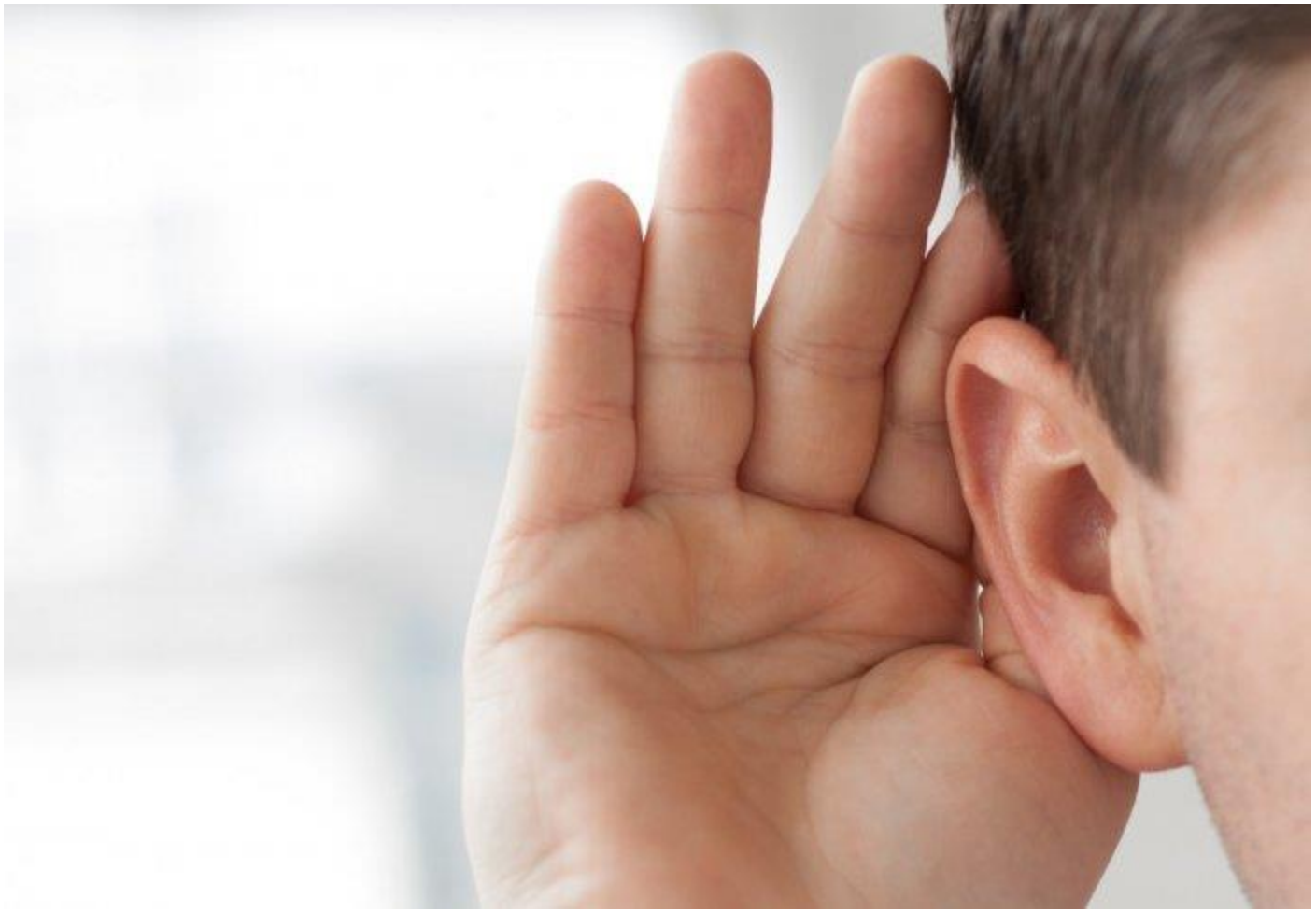
Our Host

- **Nigeria**
  - AIMAN (Nigeria AIM Association)



IFAIMA GLOBAL AIM – 2025

What we heard…



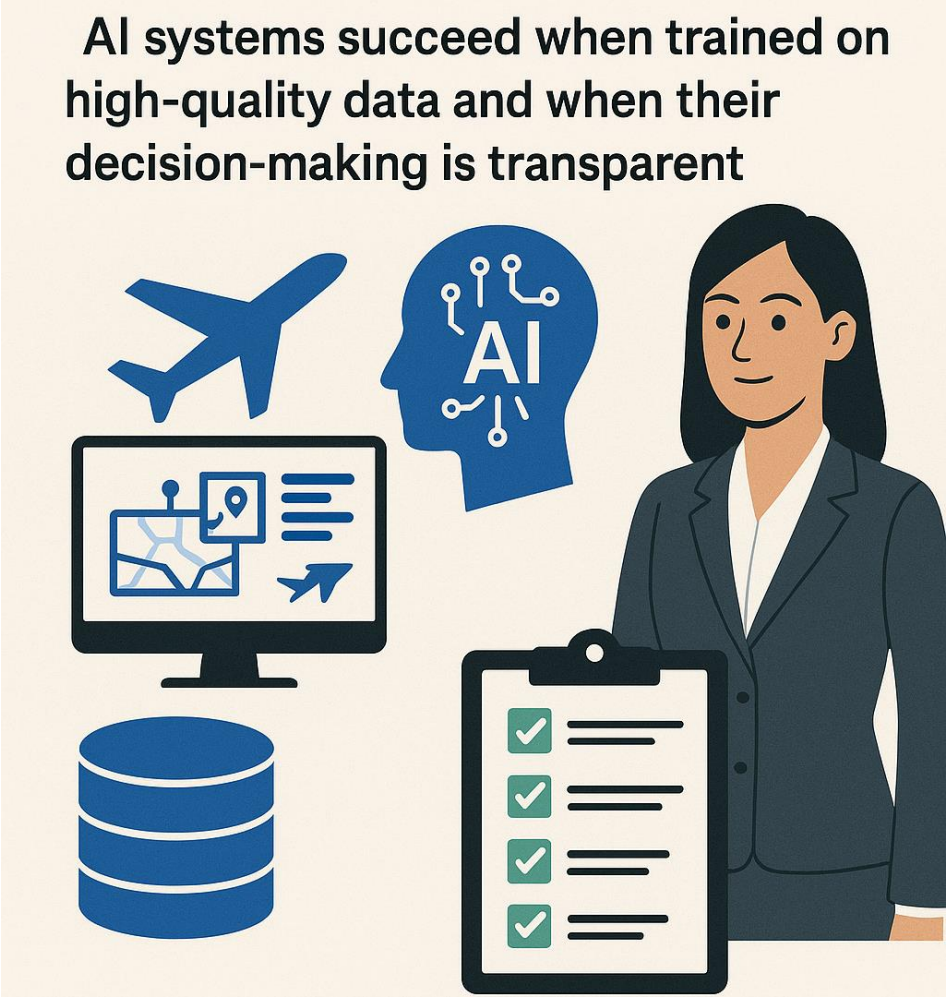
Recommendations

Recommendations

- AI systems succeed when trained on **high-quality data** and when **their decision-making** is transparent.
- To ensure AI brings safe and meaningful benefits to aviation — especially in Aeronautical Information Management (AIM), States should:

Focus on Data Readiness

Assess, improve, and manage national data. Reliable AI starts with clean, structured, and trustworthy data.



Recommendations

Promote Explainability and Awareness

Organize workshops and events to raise understanding of how AI works, focusing on transparency, ethics, and responsible use.

Support Real-World AIM Projects

Launch pilot projects to showcase smart automation in AIM. These serve as proof of concept and help build trust in AI solutions

Recommendations

- **Train Personnel in Data Literacy**: Equip AIM and AIS staff with knowledge of data preprocessing, modelling, and evaluation techniques, especially regarding interpretability and transparency of AI models.

- **Engage Regulators Early**: Maintain continuous dialogue with ICAO and national CAA authorities to align AI projects with evolving regulatory frameworks.

Recommendations

- Regional consistency starts with national commitment — States must take ownership to move AIM implementation forward.

- Collaboration isn’t optional; it’s the engine behind every milestone.

Recommendations

- Respect the AIRAC-related provisions and timelines.

- Communicate actively and openly with all involved stakeholders starting from DO, through AIS, DAT, and ending on users.

- Set the timelines, requirements, and quality systems.

Recommendations

- There are tools available to aid with data quality

- Reframe QMS as an operational tool to promote safer and more efficient operations.

- Break the silos and engage all staff because QMS is everyone's responsibility.

Recommendations

- The fundamental need of digital qualified and reliable aeronautical information is as critical as having the right operators, the right qualification and the right level of cooperation between industry and ANSPs to ensure suitability of use and efficiency of the AIM system embedding hardware, software, operators and data !

Recommendations

- Close collaboration between all aeronautical data chain stakeholders is very important in order to ensure safe flights and will enable a successful transition from AIS to AIM.

- Let’s focus on exploring the various communication styles and strengthen the global collaboration.

- Let’s work together reducing the ‘black hole communication phenomenon‘. Timely communication and data provision will improve data quality.

Recommendations

- Empowering Data Originators means fewer errors, stronger validation, and safer skies — everyone wins.
- AIM professionals are already performing at operational level — it's time certification or licensing caught up to reality.
- CAAs...Don't wait for global policy to act locally — States can lead the way in professionalizing AIM through structured competency frameworks.

Recommendations

- Establish early involvement of AIM units in aerodrome projects by integrating them into the planning phase and applying standardized communication protocols to ensure timely and accurate data publication.

- Provide regular AIM-focused training for operational staff to strengthen understanding of data requirements and publication processes.

Recommendations

- QMS and data quality were shown over and over as an important step to prevent “garbage in-garbage out”, and encourage “Quality in – Quality out” which enables efficiency in future systems (like FF-ICE).

Recommendations

- States should utilize the available guidance materials from ICAO like:
  - the Manual on System Wide Information Management (SWIM) concept (DOC 10039),
  - Manual on the System-wide Information (Doc 10203),
  - the Global Air Navigation Plan (DOC 9750) and
  - ASBU framework to build capacity to implement SWIM.

Recommendations

- Aviation training institutions should develop SWIM specific training programs to support States in building capacity to implement SWIM.

- States are encouraged to collaborate in form of peer learning, benchmarks, and mentorships to share knowledge and experiences in the implementation of SWIM.

Recommendations

- AIS should plan for SWIM in 3 steps: implement the collection of digital data from originators; produce the 5 ICAO aeronautical datasets; distribute datasets via SWIM interfaces, leveraging on existing platforms and software.

Recommendations

- We encourage **CBTA implementation** in more regions as it is quickly paying off and enabling strong enhancement of staff

- CAA, ANSP, Data Originators need to engage and communicate

- Don’t ADOPT But ADAPT Technology

Recommendations

- **Ensure Cross-Border Harmonization**: Work with neighboring CAAs, ANSPs and regional bodies to ensure datasets are consistent and interoperable.

- Secure Political and Financial Support: Advocate to aviation authorities and funding agencies for dedicated resources to close the AIM implementation gap.

Recommendations

- States can address this challenge by raising the strategic importance of AIS/AIM within national aviation and governmental frameworks. This includes presenting a strong business case that clearly demonstrates how investments in AIM enhance operational safety, increase airspace efficiency, and contribute to broader economic development.

Recommendations

- Establish structured peer learning and mentorship initiatives across AIS/AIM units to support capacity-building, promote knowledge transfer, and accelerate the adoption of best practices. These initiatives should leverage regional and international collaboration to enhance technical expertise, harmonize procedures, and foster professional growth in line with the objectives of Digital AIM and the GANP.

Recommendations

- Organize cost-effective, targeted training programs tailored to the evolving needs of AIS/AIM personnel. These programs should focus on practical skills, emerging technologies, and regulatory developments to ensure a competent workforce capable of supporting the Digital AIM transition and aligning with the GANP's strategic objectives.

Recommendatios

- Foster collaboration between AIM units, IT departments, CNS/ATM experts, and external stakeholders to align technical capabilities with operational needs.
- Establish joint working groups to manage the evolution toward system-wide information management and ensure cohesive service delivery.

Recommendatios

- Invest in upskilling AIM professionals with focused training on SWIM architecture, data modeling standards, and service design.

- Emphasize the importance of data quality, interoperability, and system integration as critical competencies for the future of air navigation services.

Recommendatios

- **Centralized AIS Databases:**
- Collaboration among AIS units in the AFI region aligns with the expectations of international aviation stakeholders such as ICAO, IATA and airspace users.
- Operational Regional AFI-CADs are seen as valuable for enhancing aeronautical information sharing.

Recommendatios

- One proposed concept to support regional collaboration is Dunya.aero, developed by Nilacandi, which aims to centralize AFI AIS systems while respecting States' data sovereignty. Nilacandi welcomes engagement from States and international organisations interested in exploring Dunya through further discussions and collaboration.

Recommendatios

- Security by design culture should be adopted for AIM system architecture, design and operations.

- The need for cyber security awareness, capacity building and practice within the global Aviation environment and particularly for AIM.

Conclusion

- In conclusion,
- Collaborate and Communicate more with all stakeholders.
- True QMS success lies not in ticking boxes, but in embedding quality into the culture, ownership, and clarity of our daily operations. Quality is never an accident; it is always the results of intelligent effort.

Conclusion

- The foundation of AIM must be in place.

- The implementation of DORIS cannot be dissociated from technology. Prioritize purchasing over developing.

Conclusion

- Implement EFFECTIVE Quality Management Systems (QMS): Ensure continuous review and improvement of aeronautical information management.
- Enforce Robust AIM Regulations: Supporting and enabling the origination, production, supply, and access to high-quality aeronautical data.
- Standardize Templates and Formats: Adopt globally harmonized standards, templates and formats for aeronautical information products and services.

Conclusion

- Investing in initial and recurrent staff training is essential, and must be carried out at ICAO recognized centers, coupled with On-the-Job Training (OJT) of adequate duration, so that staff can obtain their certification and credentials, if not a license.

- States and AN/AISP's should prioritize investment in AIM technology as well as personnel to ensure the effective implementation of standardised, harmonised AIM and SWIM to meet the modern and future air navigation system as described in the GANP.

Conclusion

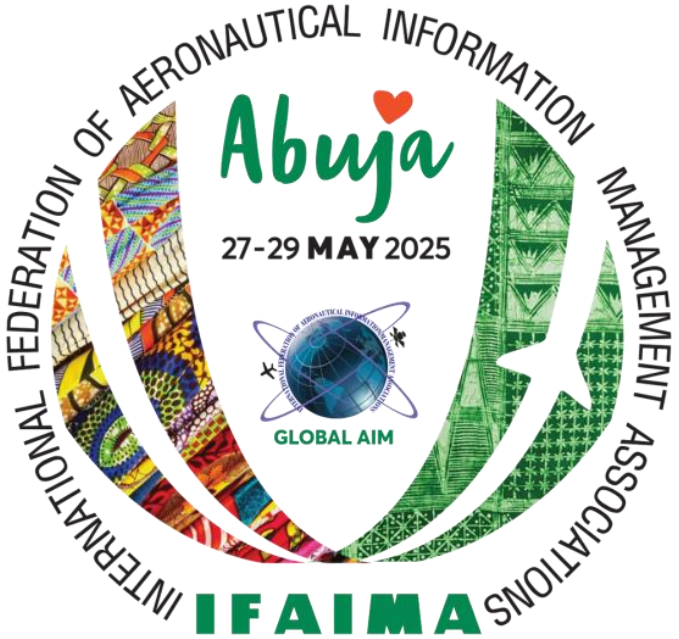
- AIM isn't the future of AIS: it is its present. SWIM is the (near) future of AIS.
- AIM is evolving from being product-centric, to being data-centric (datasets) and now to being information service-oriented.
- SWIM may be prioritised over eAIP and eCharting as a fast track to meeting airspace users' needs.

Conclusion

- Finally,

- Let’s AIM together for excellence in aeronautical information management –
- Quality in = Quality out.

Thank You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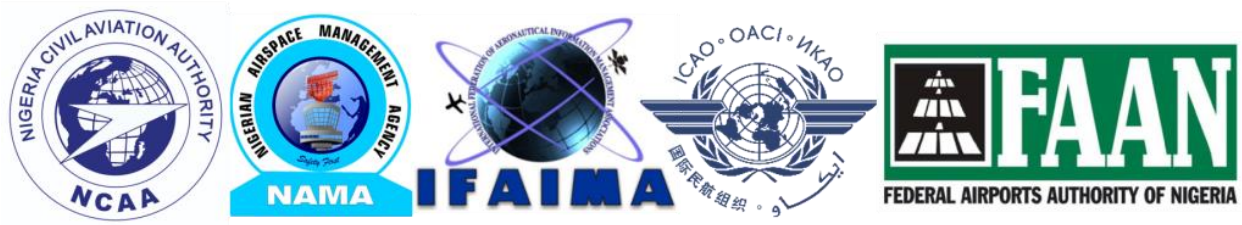
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