Eighth North American, Central American and Caribbean Working Group (NACC/WG) Aeronautical Information Management Implementation Task Force Meeting (AIM/TF/08).
México City, Mexico, 8 to 11 July 2025

Agenda Item 4: **Follow up on the ICAO NACC/WG AIM/TF Action Plan and the Collaboration with the SAM Region and other Task Forces of the NACC/WG**

AIM/TF ACTION PLAN UPDATE 2025-2026

(Presented by AIM/TF Rapporteur)

EXECUTIVE SUMMARY
This Working Paper present an updated version on the AIM Task Force's Action Plan 2025-2026, based on a review by the Subgroup from AIM/TF/7

Action:	Required action: the AIM/TF/8 Meeting is called to update the Action Plan accordingly
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency

1.   Introduction

1.1   During the AIM/TF/6 meeting, based on the set ToRs and the list of activities of the AIM Task Force Action Plan for 2023 to 2025, it was covered all the primary areas within this reviewed Action Plan presented for discussion of the AIM/TF/7 members.

1.2   AIM/TF members of this Subgroup were requested to review and update the Action Plan in the Appendix.

1.3   During the AIM/TF/7, Subgroup F of that meeting updated the Action Plan and presented a WP as a result for a more realistic timeline and task management for the group.

1.4   The AIM/TF of ICAO NACC/WG, executes tasks, workshops and interactions between Contracting States regarding 1.1 and 1.2 above, in order to comply with, implement and maintain the various Key Performance Indicators (KPIs) and Projects within the area of AIM.

1.5   The D-AIM ROADMAP TIMELINE *(Source: NACC/WG/RAP/02 — WP/06)*. This D-AIM roadmap provides a general indication of what the air transport industry may be expecting from States in their implementation of the transition to AIM. The timeline below indicates to States the major milestones that ICAO envisages to support the transition to AIM and the Global Air Traffic Management Operational Concept initiatives related to the management of aeronautical information.

- **December 2008** Phase 1 — Consolidation began with the establishment of the Aeronautical Information Services-Aeronautical Information Management Study Group (AIS-AIM SG). More information on the work and planned actions of the Group may be found on the ICAO website at https://www.icao.int/airnavigation/information-management/Pages/WorkingGroupA.aspx

  The consultation process for Amendment 36 to Annex 15 and Amendment 56 to Annex 4 was initiated in the first quarter of 2009.

  The development of Amendment 2 to the AIS Manual (Doc 8126) and Amendment 30 to the PANS-ABC (Doc 8400) introduced guidance material on best practices already available.

- **November 2009** Phase 2 — Going digital will begin by the development of new, related guidance material (electronic aeronautical information publication/eAIP, aeronautical information conceptual model, training, quality) that will be developed with the support of the AIS-AIMSG which will hold its second meeting at the end of 2009.

- **November 2010** Amendment 36 to Annex 15 and Amendment 56 to Annex 4 will become applicable. The preparation of Amendment 37 to Annex 15 and Amendment 57 to Annex 4 and any consequential amendments required in other annexes will progress with the help of the AIS-AIMSG.

- **October 2011** Phase 3 — Information management will begin with the fourth meeting of the AIS-AIMSG which will finalize the proposals for Amendment 37 to Annex 15 and Amendment 57 to Annex 4. These amendments will set the scene for the future requirements for States to produce data sets. It is not envisaged that new data products will be required for mandatory provision by the future ATM systems by this date, but if States choose to provide the data identified in scope at that time, they will be able to base their development on recommendations, ensuring global harmonization.

  The consultation process of Amendment 37 to Annex 15 and Amendment 57 to Annex 4 will be initiated in the first quarter of 2012.

- **November 2013** Amendment 37 to Annex 15 and Amendment 57 to Annex 4 will become applicable.

  A divisional-type meeting may be held, should a substantial number of subjects of worldwide scope involving meteorological, aeronautical information and supporting communication network fields need to be agreed upon in order to finalize the transition to AIM. This could include a substantial enlargement of the scope of aeronautical information required by Air Traffic Management (ATM) and an obligation to provide the information in the form of digital data.

- **November 2016** Amendment 38 to Annex 15 and Amendment 58 to Annex 4 will become applicable including the recommendations of the divisional meeting.

- **November 2018** Amendment 40 to Annex 15 concerns the restructure of Annex 15 to facilitate the incorporation of AIM requirements. Changes to the technical content of Annex 15 to enable the transition from AIS to AIM and consequential amendments in support of space weather information.

- **January 2019** The 2019 Edition of The ICAO Global Air Navigation Plan (GANP) will assess the status of all Modules based on the level of deployment and the updates availability of the technology and standards. ICAO will continue to develop guidance material for the implementation of Aviation System Block Upgrade (ASBU) and more material will be available for the 2019 update of the GANP.

- **September 2020** Develop Training Manual content in line with Annex 15 amendment 40 and PANS-AIM edition 1. Use of Competency-Based Training and Assessment (CBTA) methodology of the PANS TRG as the context for AIS/AIM training and competency guidance. Consider what training and competency content should be placed in the Training Manual, and the AIS Manual (Doc. 8126).

- **May 2021** Ratification of ICAO PANS-AIM.

- **January 2022** Illustrate links between ASBU Modules and KPIs, exchange of experience and best practices at regional and subregional levels. Update of performance relates ICAO Manuals (Doc. 9883 and Doc 9161) and development of additional guidance material on data collection, data analysis, etc. Define a global performance baseline, based on States performance monitoring and reporting, against which future progress will be measured.

- **2022** -Beyond Standardization of performance data and enhanced data exchanges to automate and reduce the cost of performance data collection and processing. This work could benefit from existing work on exchange models.

- **November 2024** Applicability date for future proposals for amendments to ICAO Annex 15, ICAO Annex 4 and PANS-AIM.

- **January 2025** Flight and Flow Information for a Collaborative Environment (FF-ICE) – full implementation.

  The adjustment of dates for the Blocks in the most visible change (B0 = 2013 – 2028, B1 = 2019 – 2024, B2 = 2025 – 2030, B3 = 2031 onward). This will allow better synchronization with the ICAO Assembly and amendment cycles.

1.6 Previous meetings informed about the preliminary material being developed by ICAO for System-wide Information Management (SWIM) provisions and AIM, which will be included in:

- New Procedures for Air Navigation Services – Information Management (PANS-IM)
- Volume II of the SWIM Manual (Doc 10039)

  Additionally, during the 2022 World Conference of the International Federation of Aeronautical Information Management Associations (IFAIMA), the following key recommendations were made regarding the evolution of AIM:

- AIM 2.0 represents the next level of information management — delivering higher data quality, better-qualified personnel, and full digital integration of aeronautical information to support SWIM-based environments.
- AIM 2.0 is not the same as implementing SWIM; instead, it lays the essential groundwork. As a core data domain within SWIM, AIM must evolve first to enable meaningful SWIM deployment.
- AIM 2.0 empowers States and ANSPs to deliver services more efficiently and opens the door to flexible choices for system providers and integrators, based on operational priorities.
- AIM 2.0 is vital to support the safe integration of emerging airspace users like drones (Unmanned Aircraft Systems/UAS), high-altitude operations, and urban air mobility platforms.
- However, a strong foundation in AIM 1.0 must be ensured before advancing. Many States are still catching up due to limited resources. Awareness at the policymaking level is critical to secure the investments needed and to position AIM as a key enabler of digital aviation.

1.7   At this AIM/TF/8 Agenda Item 7.d) is addressed to review and update as presented in Appendix to this WP.

2.   Discussion

2.1   At the global technical level, the Building Blocks Baseline (BBB) framework establishes the foundational elements necessary for a robust air navigation system. It identifies the essential services that must be provided for international civil aviation in compliance with ICAO Standards and Recommended Practices (SARPs). These services are defined within Aeronautical Information Management (AIM) and other Air Navigation Services (ANS) domains, ensuring a structured and harmonized approach to service delivery. The BBB framework also identifies the end users of these services and outlines the necessary Communication, Navigation, and Surveillance (CNS) infrastructure assets required to support their provision.

2.2   The BBBs are a reference for AIS/AIM as the BBB framework provide two key reference structures for Aeronautical Information Services (AIS) and the transition to Aeronautical Information Management (AIM), namely:

- AIS [AIM] Basic Modules and Elements – This outlines the core components of AIS/AIM, with direct references to ICAO provisions, such as Annex 15 (Aeronautical Information Services) and Doc 10066 (PANS-AIM). It defines the minimum requirements for aeronautical data quality, integrity, and digital transformation.
- AIS [AIM] Supports and End Users – This framework focuses on the stakeholders and users of AIS/AIM services, including Air Traffic Management (ATM), flight operations, airport authorities, and other aviation partners. It emphasizes the role of AIM in ensuring data accuracy,

interoperability, and timely information exchange to support safe and efficient airspace operations.

2.3   The ASBU framework, outlined in the ICAO Global Air Navigation Plan (GANP) 7th Edition, provides a structured approach to improving air navigation services through technological and operational advancements. The following table highlights the evolution of the ASBU framework in the GANP 7th Edition compared to its previous versions: https://www4.icao.int/ganpportal .

2.4   System-Wide Information Management (SWIM) is an enabler of the digital transformation in air navigation, consisting out of three fundamental components, namely:

- Standards – Define the common formats, protocols, and rules for aeronautical information exchange.
- Infrastructure – Provides the digital platforms and networks that enable real-time, secure, and reliable information sharing.
- Governance – Establishes policies, responsibilities, and best practices for managing aeronautical data and ensuring interoperability between stakeholders.

SWIM therefore facilitates the exchange of aeronautical, meteorological, and flight data across various aviation domains through interoperable services, ensuring seamless information flow between different air navigation system users.

The AIM/TF will need to work on a Roadmap and/or checklist to facilitate the SWIM implementation.

2.5   The ICAO NACC WG AIM Task Force Work Programme and Regional Implementation Updates are as follow:

The AIM Task Force (AIM/TF) meeting reviewed the AIM Work Programme, addressing cybersecurity, data integrity, SWIM implementation, and AIM personnel competency requirements. Key discussions included:

- AIM Implementation & Digital Transition: Reviewing the AIM Collaborative Plan and progress towards Digital AIM (D-AIM), Digital NOTAM, and dataset publication.
- AIM Roadmap in NAM/CAR Regions: Updating State-level AIM transition plans based on the Roadmap for the Transition to Digital AIM (2021).

2.6   The AIM Task Force highlighted the critical need for defining English Language Proficiency (ELP) standards for AIM personnel. Discussions focused on:

- Establishing a formal ICAO requirement for AIM experts handling international aeronautical data exchange.
- Identifying the impact of limited English proficiency on AIM service quality and NOTAM accuracy.
- Developing a standardized ELP assessment framework for AIM specialists in the region.

2.7   With reference to AIM Standardized Training, Competency, and Future Digital Capability to support AIM 2.0 and future SWIM-based operations, the Task Force emphasized the importance of:

- Expanding AIM training curricula to cover digital aeronautical data management, cybersecurity, and automation tools.
- Defining AIM personnel competency requirements aligned with ASBU Block 1 and Block 2 digital transition needs.
- Promoting collaboration with international AIM organizations (IFAIMA, NAV Canada, NGA) to share lessons learned in managing aeronautical information digitally.

2.8   The AIM Task Force created Subgroups to carry out the various Action Plan tasks, for a more efficient approach to multiple tasks execution and implementation strategy. These were held in Plenary Session and the outcomes were presented in the AIM/TF/07 meeting. The applicable Subgroups shall continue in AIM/TF 08 Meeting.

During the plenary sessions of AIM/TF/7, six subgroups tackled specific AIM transition challenges, resulting in key recommendations:

- Subgroup A: AIM ELP → Urging ICAO to define minimum English proficiency requirements for AIM personnel.
- Subgroup B: Airspace Optimization & AIP Centralization → Advocating for a regional centralized AIP to enhance data consistency.
- Subgroup C: eCharts & PANS-OPS → Encouraging States to accelerate electronic charting implementation.
- Subgroup D: Aerospace Operations NOTAM → Improving NOTAM structure for high-altitude and space operations.
- Subgroup E: AIM Training & Competency → Standardizing regional AIM training programs.
- Subgroup F: AIM Collaborative Plan & Tracking Website → Developing a regional AIM status monitoring platform.

2.9   These tasks reinforce the importance of harmonizing AIM services, accelerating digital transformation, and enhancing personnel competencies across the NACC region, maintaining the BBBs Roadmap Timeline into account

3.   Suggested actions

3.1.   The ICAO NACC AIM/TF State members are invited to:

a)   discuss the actions that maintain the table information up-to-date and approve the 2025-2026 Action Plan by the end of the AIM/TF/8 meeting. (Attached).
b)   take the necessary actions to comply with the AIM Action Plan during the period 2025-2026.
c)   promptly submit the requested information to the AIM Rapporteur on a quarterly basis

— END —

AIM TF ICAO NACC Action Plan

	Last Update:	30-Jun-25

#	Task	Responsible	2025–2030 (Q1–Q4)	DEADLINE 1	DEADLINE 2	To collaborate with SAM Region?	Remarks
	AIM COLLaBORATIVE PLAN						
1	Update the NAMCCAR State - AIM Transition Implementation Status every 2 quarters	All TF members		30-Jun-23	31-Dec-26	√	
2	NAMCCAR State - GRF Implementation Status	All TF members		N/A	31-Dec-26	√	
3	eANP Tables (GREPECAS22) fill out & follow up	All TF members		24-Apr-23	CP	√	
	Aeronautical Charts						
4	Implementation of digital data sets on charts (DDS)	All TF members		30-Nov-23	31-Dec-28	√	
5	Status of eChart implementation	All TF members		30-Nov-23	31-Dec-28	√	
6	Flight Procedures Program FPP - NAMCCAR States (COCESNA). Elaborate/Develop regulations -based op n ICAO Doc 2026	All TF members			31-Dec-26		
	AIM TRAINING - CURRICULUM OFFICIALIZE						
7	Training Curriculum Submission process preparation within AIM TF	All TF Members		15-Dec-23	31-Dec-24	√	
8	Training Curriculum Submission to TRAINAIR PLUS	AIM TF Rapporteur		15-Mar-24	31-Dec-25		
9	Coordinated activities between RASG-PA and GREPECAS for the assessment of skills of the Aeronautical Information Management (AIM) personnel - WP24 of the NACC/WG/RAP/02			15-Dec-24	31-Dec-25	√	
	AIM TRACKING WEBSITE						
10	Provide website status and input request to AIM TF Rapp	Regional Officer		31-Oct-23	TBD		Needs update
11	Provide feedback on Website structural setup proposal with TF	AIM Rapp		29-Feb-24	Completed		
12	**Launch AIM Tacking Website to AIM TF members**	AIM Rapp & Regional Officer		30-Jun-24	31-Dec-25		
13	AIM TF State members to submit required (pending) data.	All TF members		1-Apr-24	CP		
14	AIM Tracking Website Official Launch.	Regional Officer		1-Apr-24	30-Jun-26		
15	AIP centralized accessibility of each State (redirect)	AIM Rapp, All TF members & Regional Officer		1-Oct-23	30-Jun-26		
	CONTINGENCY PLANS						
16	States to submit their AIM Contingency Plan to the NACC Regional Office.	All TF members		1-Jul-24	30-Jun-25	√	
17	Review of states AIM Contingency Plans by AIM TF sub groups	All TF members			30-Jun-26	√	
18	Implement a contingency with one or more States in the region	All TF members		1-Jul-25	31-Dec-27	√	
	SWIM Implementation						
18	Provide SWIM status of implementation progress to AIM TF Rapp	All TF members		30-Sep-24	CP		
19	SWIM data exchange testing with other regional AIM Units	All TF members		31-Mar-25	30-Jun-26	√	Needs update
20	Provide feedback on SWIM interoperability tests	All TF members		1-Jan-25	31-Dec-26	√	Needs update
21	Compliant with requirements for SWIM	All TF members		1-Aug-25	30-Jun-28		
	Global Air Navigation Plan (GANP), Seventh Edition - Aviation System Block Upgrades (ASBU)						
22	Analyse the information presented in WP03, the GANP and the ASBU Portal of NACC/WG/RAP/02	All TF members		31-Oct-23	Completed		Needs update
23	Integrate the evaluation of the ASBU elements according to the ASBU thread.	All TF members		31-Oct-23	In progress (Dec 2024)		Needs update
24	Review of the AIM related KPAs and KPIs presented in WP04 of NACC/WG/RAP/02	All TF members		31-Oct-23	In progress		Needs update
25	Establish and indicate status on regional KPA and KPI	All TF members		31-Oct-23	31-Dec-25	√	Needs update
26	Establish the regional implementation status through the BBBs (see Doc 8126 Part 1 App 2.)	All TF members		31-Oct-23	31-Dec-24		Needs update
	Airspace Optimization: AIM products and Costs						
27	eTOD data and publication	AIM Rapp & Regional Officer		1-Feb-24	TBD	√	
28	AIP centralized accessibility: to provide direct links to AIM unit and eAIP	All TF members		31-Dec-24	31-Aug-25		AIM Tracking Website pending
31	Publication of Free Routes: Standardization method (SUP) in coordination with ATM	All TF members		31-Dec-24	TBD		Needs update
32	Publication of electronic Flight Procedures	All TF members		31-Dec-24	CP		
33	FPL Reject standard formats publication.	All TF members		31-Dec-24	TBD	√	Needs update
34	FF-ICE (AIDC TF) implementation/update by States	All TF members		31-Dec-24	31-Dec-34		
	Other Misc. Tasks						
35	Dissemination of Part I of Doc 8126 – AIS manual	All TF members		31-Dec-23	Completed		
36	Standardize and define AIM (AIS / ARO / FPL) personnel required minimum skills and educational background	All TF members, AIM Rapp & Regional Officer		30/09/2023	Completed		
37	Work along side with other TF Rapps on AIM related aspects	AIM Rapp		31-Dec-23	CP		
	Air Navigation Commission (ANC) NOTAM for Aerospace Operations draft			31-Jul-24	TBD		Needs update