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

WORKING PAPER

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 3:   **Status of AIM Collaborative Plan implementation**

AIM COLLABORATIVE PLAN

(Presented by AIM/TF Rapporteur)

EXECUTIVE SUMMARY
This Working Paper provides a comprehensive overview of the current status of AIM implementation across the NAM/CAR Region, building on the 2020 and 2022 progress baselines. It reflects the integration of the AIM/TF Action Plan (2023–2034), aligned with ICAO global strategies such as GANP, ASBU, and GREPECAS. The AIM Collaborative Plan continues to serve as a foundational tool to harmonize the transition from AIS to AIM across three implementation phases and 21 steps. The paper includes updated regional implementation metrics, training and competency developments, digitalization progress, and preparations for SWIM readiness.

Action:	States are urged to update their AIM implementation data yearly or upon milestone achievement and submit timely reports through the AIM Tracking Platform (2025) - or directly to the AIM/TF Rapporteur until the Tracking Website is officially launched.
Strategic Objectives:	- Safety - Air Navigation Capacity and Efficiency - Economic Development of Air Transport
References:	- Annex 15 - Doc 10066 – PANS-AIM - Doc 8126

1.   **Introduction**

1.1   During previous AIM/TF meetings (e.g., TF/3 and TF/4), the progression of States in implementing the AIS to AIM transition roadmap was reviewed. The pandemic significantly impacted progress, particularly due to financial constraints.

1.2   The Plan was first introduced as part of a suite of tasks aimed at supporting the structured implementation of the three-phase transition from AIS to AIM, as defined by ICAO.

1.3   Since the presentation of the initial draft AIM Collaborative Plan in 2020, the Region has made measured but progressive steps. By 2022, several States had surpassed the 70% mark in the AIS to AIM transition. However, as of 2025, challenges remain regarding State-level investment, licensing for AIM staff, and full digital readiness. The COVID-19 pandemic slowed progress, but recent developments—including the AIM/TF Action Plan and the soon-to-be-launched AIM Tracking Website— are repositioning the region for renewed momentum

2.   Discussion

2.1   According to the ICAO Roadmap for the transition to AIM the Plan contents should be updated and transferred into the Plan in accordance to Annex 15 and PANS AIM, in particular the consolidated ICAO guidance material presented during the AIM/TF's face-to-face meetings.

2.2   The created excel file by the AIM/TF Rapporteur, guides the State members to (actively) update the required information regarding the status of the transition from AIS to AIM, so that a proper reflection of each member State is represented.

2.3   All TF members are to retrieve the required information and submit this timely, yearly or whenever a step has been implemented, using the tools at hand, and accurately to the AIM/TF Rapporteur. This method is to be carried out until the AIM Tracking Website is launched.

2.4   Key Developments Since 2022:

- AIM implementation in progress across 61% of States in the NACC Region (May 2025)
- Nearly 28% of States have implemented AIM between 80–100%
- Increased inter-State collaboration and training workshops (GRF, Doc 8126)
- Progress in SWIM-readiness evaluations
- English Language Proficiency and AIM training curriculum improvements
- Enhanced TF coordination and reporting tools

2.5   Updated Status (As of May 2025): The tracking tool has been distributed again in early 2025 to gather the most recent data. AIM/TF Rapporteur and RO AIM encourages all States to update their dashboards to reflect the current implementation reality. The Regional AIM Tracking Platform, planned to go live in Q3 2025, will allow real-time data reflection for transparency, accountability, and planning.

3.   AIM Collaborative Plan and Action Plan Synergy

3.1   Further progress in the AIS to AIM Transition Steps and System Wide Information Management (SWIM) Implementation (AIM 2.0) is now a turn to start on the implementation progress.

3.2   The AIM/TF Action Plan (2023–2034) now formally underpins the Collaborative Plan's direction. It focuses on:

- Implementation tracking per State
- AIM staff licensing and training standards
- Structured data exchange aligned with SWIM
- National AIM Contingency Plans
- Milestone-based deadlines

This ensures that the Collaborative Plan is no longer a static document but a living regional strategy

3.3   AIM 2.0 – The Strategic Digital Pillar:

- AIM 2.0 enables enhanced data quality and advanced digital delivery
- It is a prerequisite—not a synonym—for SWIM
- It supports new entrants such as UAS, high-altitude platforms, and urban air mobility
- Implementation still requires full AIM 1.0 completion in several States
- Awareness and investment advocacy at the CAA and governmental levels are critical.

4.   Challenges Identified & Next Steps

4.1   The challenges arising can be summarized as follow:

- Digital infrastructure gaps
- Lack of dedicated AIM personnel and formal licensing
- Inconsistent legislative frameworks across States
- Limited training and funding accessibility
- These gaps were reaffirmed at Global AIM 2025, emphasizing the need for a united regional strategy

4.2   In order to address these challenges, the following can be seen as proper next steps to take:

- Ensure each State uploads data via the AIM Tracking Platform
- Reinforce AIM's operational importance at CAA leadership levels
- Prioritize competency development and ICAO-endorsed training
- Establish or update national AIM Contingency Plans
- Advocate for regional coordination to ensure no State is left behind

5.   Conclusion

5.1   The AIM Collaborative Plan is no longer a concept but an operational and strategic framework, elevated by the AIM/TF Action Plan 2023–2034. As the region prepares for full digital transformation and integration with SWIM, the foundation laid between 2020–2025 must be used as a springboard toward a more harmonized, efficient, and safe air navigation information environment.

6. **Suggested action**

6.1   Due to the above, the Meeting is invited to adopt the following Conclusion to formalize the data updates on AIM:

CONCLUSION AIM/TF/8/C/-	UPDATE STATES´ AIM IMPLEMENTATION DATA	
What: That the States/ territories update their respective AIM implementation data quarterly or upon milestone achievement and submit timely reports through the AIM Tracking Platform (2025) - or directly to the AIM/TF Rapporteur until the Tracking Website is officially launched	**Expected impact:** ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical	
Why: To ensure that AIM implementation in the NAM/CAR Region progresses consistently and compatible with developments with the Global Air Navigation Plan (GANP), the Aviation System Block Improvements framework (ASBU) and the progress reports to GREPECAS.		
When: immediate	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed	
Who: ☒ States ☐ ICAO ☐ Other:		

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