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 4:   Follow up on the ICAO NACC WG AIM TF Action Plan and the Collaboration with SAM region and other Task Forces of the NACC WG (meeting NACC/WG/RAP/03).

ACTIONS TO MITIGATE FLIGHT PLAN DUPLICATION AND IMPROVE AIP CONSISTENCY IN OCEANIC AIRSPACE THROUGH AMCB/TF AND AIM/TF COLLABORATION

(Presented by the Secretariat)

EXECUTIVE SUMMARY
This Working Paper combines two documents presented in the previous AIM/TF/7 meeting (2024): WP/17 "Duplicate flight plans affect the efficient coordination of oceanic flights between PIARCO area control centre and New York Air Route Traffic Control Centre (ARTCC)" and WP/13 "Airspace Optimization Task Force (AO/TF) and aeronautical information publication consistency" along with the benchmarking update from IP/02 "Status on AIM Implementation - Transition from AIS to AIM for Trinidad and Tobago" also presented in the AIM/TF/7, into a unified regional action framework. It proposes a structured collaboration between the AIM Task Force, Airspace Management and Capacity Balancing Task Force AMCB/TF, former AO/TF, and other stakeholders to tackle systemic inefficiencies impacting operational safety and regional harmonization.
The working paper further proposes the scheduling of an inaugural inter-task force meeting for July/August 2025 and ensure tangible follow-up on these issues.

Action:	For more details, see Section 4 of this document.
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency • Environmental Protection

References:	• WP/13 – Airspace Optimization Task Force (AO/TF) and aeronautical information publication consistency (AIM/TF/7)
	• WP/17 – Duplicate flight plans affect the efficient coordination of oceanic flights between PIARCO area control centre and New York Air Route Traffic Control Centre (ARTCC) (AIM/TF/7)
	• IP/02 – Status on AIM Implementation - Transition from AIS to AIM for Trinidad and Tobago (AIM/TF/7)
	• ICAO Doc 8126 – Aeronautical Information Services Manual.
	• ICAO Doc 9971 – Manual on Coordination Between Air Traffic Services, Aeronautical Information Services and Aeronautical Meteorological Services.
	• ICAO Doc 9750 - Global Air Navigation Plan (GANP)
	• ICAO NACC Regional Office Guidance and Tools – including NACC website AIP access portal and AIS/AIM support materials.

1.   Introduction

1.1   The Caribbean region continues to face interconnected challenges that negatively impact safe, efficient, and harmonized air navigation services. Two persistent issues—duplicate flight plans in oceanic airspace and inconsistencies in Aeronautical Information Publications (AIPs)—require urgent attention and coordinated, cross-functional efforts. These matters are central to regional performance goals under the Aviation System Block Upgrade (ASBU) framework and the ICAO Global Air Navigation Plan (GANP).

2.   Discussion

2.1   Duplicate   Flight   Plans   and   Oceanic   Coordination   (WP/17) Trinidad and Tobago and the Federal Aviation Administration/FAA (New York ARTCC) report continued inefficiencies caused by duplicate flight plans in the Piarco and New York Oceanic West (KZWY) flight information regions (FIRs). These discrepancies introduce safety risks, delay Oceanic clearances, and create workload burdens. Mitigating these issues will require:

- Enhanced use of Air Traffic Services Inter-facility Data Communication (AIDC) and controller-pilot data link communication (CPDLC) as VHF (very high frequency/30 to 300 MHz) alternatives
- Cross-border alignment on flight plan processing procedures
- Shared best practices and technological upgrades between the Air navigation services providers (ANSPs).

2.2   AIP inconsistency and Airspace Optimization (WP/13). The region exhibits wide variance in AIP availability, access policies, and publication timelines. These disparities hinder route optimization, introduce ambiguity for operators, and negatively affect Air traffic management (ATM) modernization efforts. Urgent areas of focus include:

- Establishing a harmonized AIP publication protocol.
- Advocating for open or reduced-cost access to regional AIPs.
- Creating a central AIP repository or ICAO NACC-hosted portal.
- Ongoing maintenance of AIP links on the NACC website.

2.3   Benchmarking Example: Trinidad and Tobago's AIM Transition (from IP/02). The TTCAA's progress along the AIS-to-AIM roadmap demonstrates a valuable regional model. With over 70% of Phase II completed and multiple Phase III elements slated for 2025, Trinidad and Tobago sets a useful standard for data-driven AIM modernization.

2.   Proposed Actions

3.1   To holistically address these interdependent issues, the following is proposed:

3.1.1   Establishment of Inter-Task Force Coordination

- Endorse the formal launch of a joint effort between the AMCB TF, AIM TF, and related stakeholders (e.g., TTCAA, FAA, and IATA).
- Schedule the inaugural AIM and AMCB Task Forces coordination meeting for late September 2025 (virtual, 1-hour, followed by quarterly meetings).

3.1.2   Oceanic Coordination Improvement

- Urge affected States/ANSPs to:
  - Share mitigation strategies to eliminate duplicate flight plans.
  - Increase implementation of AIDC/CPDLC for Oceanic clearances.
  - Identify technological or procedural blockers to timely coordination.

3.1.3   AIP Harmonization and Modernization

- Develop a regional AIP publication template and circulation calendar.
- Propose a pilot project for a central AIP repository or ICAO NACC-linked access portal.

- Review current AIP access costs and promote feasible waivers or reductions.
- Task ICAO NACC to update and maintain the AIP links site wide.

3.1.4   Monitoring and Benchmarking

- Use the TTCAA roadmap progress as a voluntary reference framework.
- Invite States to submit quarterly progress updates on AIS-to-AIM milestones.
- Include AIP readiness and data availability in regional AIM maturity dashboards.

3.   Suggested Action

4.1   The AIM/TF/8 is invited to approve a decision that considers the coordination between the AIM/TF and the AMCB/TF

a) approve the scheduling of the inaugural AMCB/TF coordination meeting (September 2025).
b) support harmonized actions to mitigate duplication of flight plans and ocean inefficiencies monitored with quarterly follow-up meetings.
c) promote the harmonization of the AIP through collaborative efforts and platform development; and
d) recognize the progress of Trinidad and Tobago's transition as an example of regional reference.

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