



ICAO

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

WORKING PAPER

NACC/WG/7 — WP/23 REV.  
29/08/22

**Seventh North American, Central American and Caribbean Working Group Meeting (NACC/WG/7)**  
ICAO NACC Regional Office, Mexico City, 30 August - 1 September 2022

**Agenda Item 4: NACC/WG Work Programme Update to 2024**

4.3 Implementation of mechanisms for measuring the performance of air navigation services

**AIM REGIONAL GUIDANCE AND PLANNING - AIM COLLABORATIVE PLAN (CAR) - AIM TRACKING WEBSITE**

(Presented by the Secretariat)

**EXECUTIVE SUMMARY**

The AIM Plan includes basic information and general guidance, analysis of the current status of AIS and AIM implementation in the CAR Region, and a performance improvement plan. The plan also provides a central repository of information and procedures related to aeronautical information elements coordinated between States and ICAO, which in the future will include the Proposals that States request to be presented in the Plan and the AIM tracking website.

<b>Action:</b>	Suggested actions are presented in Section 4
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• AIM Collaborative Plan for the CAR Region</li></ul>

**1. Introduction**

1.1 As indicated and presented in previous Air Navigation Meetings, including GREPECAS, but especially at the CAR regional level, this CAR document, the Collaborative Plan for AIM (the AIM Plan), in **Appendix A**, to this Note, in its revised version by the State of Costa Rica, making important improvements, and aims to provide information, guidance and regional performance objectives that support AIS improvement and the transition to AIM.

1.2 It is important to note that the AIM Plan's commencement dates are planning targets, and should not be treated as 'hard' implementation dates. However, States should consider the impact of not achieving target implementation dates on the required improvement in the safety and efficiency of international aviation in the Region

1.3 The AIM TF noted the adoption by the Council of ICAO of Amendment 40 and 41 to Annex 15 – Aeronautical Information Services, the approval of Doc 10066 – PANS-AIM and the approval new version of Doc 8126 AIS Manual, all applicable until now, and the work plan of the AIM TF that considers

the development and updating of global guidance material. It was determined that in this fluid environment the Plan would require regular updating to keep current with aviation system changes, in particular with the Global Air Navigation Plan (GANP), that is arriving its new 7<sup>th</sup>. Ed. During the following ICAO 41<sup>st</sup>.Assembly

## 2. Analysis

2.1 Noting that the GANP, along with its Aviation System Block Upgrades (ASBUs), are reviewed every three years, including 2022, It is therefore intended that AIM TF will conduct a full review of the Plan in 2024 and, at thereafter, every three years, in line with the GANP update cycle. Reviews should include review of new or amended Annexes 15 and 4, PANS AIM, Doc 8126 AIS Manual and related ICAO AIM guidance material to ensure minimization of duplication and alignment with the direction global.

### 2.2 Structure of the Performance Improvement Plan

2.3 The performance objectives of the CAR AIM Collaborative Plan are organized in aligned Regional AIM Capability phases, presented in an Excel form in the **Appendix B** to be observed by CAR States, when feasible, with ATM implementation as follows:

- **Phase I** Regional AIM Capability, expected to be implemented immediately;
- **Phase II** Regional AIM Capability, which is expected to be implemented at the end of 2023; and
- **Phase III** Regional AIM Capability, which is expected to be implemented at the end of 2025 (to be developed)

2.4 Performance expectations are presented under the following general structure for each Regional AIM Capability phase, where relevant:

- Legislation, Policy and Regulation;
- Human Performance and Human Factors;
- Quality Management;
- AIM Systems and Processes;

### 2.5 Regional AIM Capability **Phase I**, expected to be implemented immediately

- Legislation, Policy and Regulations

2.6 States should develop policy, and enact primary legislation and supporting regulations for Annex 4 and Annex 15 SARPS and PANS-AIM Procedures including:

- a) Establishment of an organizational structure for the safety oversight of aeronautical information service providers;
- b) Requirements for monitoring of differences from Annex 4 and Annex 15 SARPS;
- c) Requirements for aeronautical information/data originators;
- d) Requirement for AIS quality management systems (QMS) and processes to be established by all entities in the end-to-end AIS/AIM data chain.

### **3. Conclusions**

3.1 AIS/AIM should be established either as a separate entity within or, ideally, separated from the civil aviation administration in accordance with the guidance provided in ICAO Doc 8126 – AIS Manual correspondent Chapter for Human Performance and Human Factors.

3.2 Competency requirements for AIS/AIM personnel should be developed, including English language proficiency requirements, supported by a program of regular performance assessment.

3.3 Regular programs of engagement with all stakeholders should be established, including education on:

- a) State, organization and individual obligations under the Chicago Convention;
- b) State Legislation and State Regulations;
- c) AIM-related ICAO Annexes to the Chicago Convention, Procedures for Air Navigation Services (PANS) and guidance material.
- d) Quality Management

3.4 Quality management processes for aeronautical information services, as are required to be established under the SARPS in Annex 15, should include processes for:

1. Data quality monitoring;
2. AIRAC adherence monitoring; and
3. Quality checking

3.5 Regarding the development of the Website for AIM Follow-up, the meeting is informed that all the initial Administrative processes have been satisfactorily passed and that a responsible company is being appointed for this purpose under the protocols defined by the ICAO in terms of Technical Cooperation for the development and allocation of projects.

**4. Suggested actions**

4.1 The Meeting is invited to:

- a) take note of the content of this working paper;
- b) to review **Appendix A** and fill the Excel Form of Appendix B, in order to send it to ICAO NACC Office; and
- c) consider other actions deemed necessary

-----