E/CAR/CATG/7 — WP/19
07/25/23

Seventh Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/7) Meeting
Miami, United States, 26-28 July 2023

Agenda Item 4:	**Follow-up of the Activities of the NACC/WG Task Forces**
	4.1 **Progress reports of the AIM, AGA, ATM, CNS, MET and SAR Committees**

AIM TASK FORCE PROGRESS REPORT

(Presented by Secretariat)

EXECUTIVE SUMMARY	
This Working Paper refers to activities in the Area of Aeronautical Information Management (AIM)	
Action:	Suggested actions are presented in Section 5.
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency
References:	• Annex 15 – Aeronautical information services • Doc 10066 – PANS AIM • Doc 8126 – AIS Manual (7th Ed. 2021) • Report of the Fifth Meeting of the Aeronautical Information Management Implementation Task Force (AIM/TF/5) of the North American, Central American and Caribbean Working Group (NACC/WG), Online, 11 May 2021

1.   Introduction

1.1   The objective of completing the implementation of the ICAO Roadmap for the transition from AIS to AIM, as well as the application of Amendment 41 to ICAO Annex 15, and the following (42) provides the reference framework of this Area.

1.2   On the other hand, ICAO has made available to the AIS/AIM community both the PANS-AIM (Doc. 10066), which indicates the methodology and procedure that must be applied to implement the AIM and manage the information in the electronic and digital environment of the Data Sets, as well as the new version of the Aeronautical Information Services Manual (Doc. 8126 – in 4 Sections), which has the purpose of reinforcing the AIM processes and procedures, aligned with the World Plan of Air Navigation (GANP) 7th Ed., in a disclaimer version.

1.3   Most of the States of the NACC Region have provided information on the progress in the three Phases of the Roadmap, in each of the 21 steps, as well as the current implementation status of said steps for the transition to AIM, being compiled in Excel tables for registration and analysis to evaluate the assistance requirements to the States, by the Regional Office

2.   Analysis

2.1   Additionally, the AIM Collaborative Plan for the CAR Region, provides guidelines to the States for the implementation of the 21 steps of the Roadmap, as well as the related requirements from Annex 15 and the PANS – AIM, which will be represented in the monitoring website (under development), through tables and graphs that express the progress of each State.

2.2   States that have not yet provided their information are encouraged to do so as soon as possible, since the active participation of all States, which may or may not be reflected in all States of the Region, through the Website AIM coming soon.

2.3   ICAO is in the process of releasing and publishing the guides that complement some of the most important steps for the transition to AIM.

Manual Name	Availability
Quality management, incorporating the existing draft Guidance Manual Doc. 9839 (including Step-17 and Step-18)	Now available in draft version
AIM Training, incorporating the existing draft Orientation Manual Doc. 9991 (including Step-16)	
Aeronautical Information Exchange Model (including Step-08, Step -09, Step 10 and Step -19)	Pending by IM Panel
Electronic AIP, (including Step -11, which incorporates Step -15 and Step -20)	
SWIM Manual, Doc. 10039 - Draft, no Edited	Now available in draft version
Doc 9881 eTOD Manual has been canceled. Waiting for a new TOD Manual	Pending by IM Panel

2.4   As soon as the AIM Tracking Website is activated, States are expected to actively participate and share their information to the AIM TF and the ICAO Secretariat. This site will also contain guides to support the transition to AIM. It is estimated that a preview of the CAR AIM Tracking Website will be presented during the GREPECAS/21 Meeting, Santo Domingo, Dominican Republic.

3.   Progress in the AIS to AIM Transition Steps, System Wide Information Management Implementation (AIM 2.0)

3.1   Further progress in the AIS to AIM Transition Steps and System Wide Information Management (SWIM) Implementation (AIM 2.0) has been minor, due to no feedback from the States and the COVID-19 pandemic affecting continuation for many States. Contributing factors have been the decrease in flight movements, and therefore the limited financial resources.

3.2   Priority is still given to the major important service continuity for safe Air Navigation Service Provision, until the AIM area can be picked up again. This maintains postponement in or complete cancelation for certain steps to be implemented.

3.3   Given the effort to maintain compliance to Annex 15, Doc 10066 - PANS-AIM and the updated Doc 8126 – Aeronautical Information Services (AIS) Manual in four volumes, it is important for ICAO NACC to reconsider regionally (and probably globally too), the set requested ASBUs and BBBs implementation dates.

3.4   The NAM/CAR States - AIM Transition Implementation Status Template file has been sent to all AIM TF members to update / fill out, to support 3.3 above.

3.5   A comparison for progress report was presented in the AIM/TF/5 meeting, last year.

3.6   The following table and chart illustrate the progression of each State within the AIS to AIM Transition, measured from the year 2020, 2021 and 2022

Total Progress in the AIS to AIM Transition			
States	**2020**	**2021**	**2022**
Antigua and Barbuda	39%	39%	39%
Bahamas	42%	42%	42%
Barbados	51%	51%	51%
Belize	0%	0%	0%
Bermuda	0%	0%	75%
Canada	66%	66%	66%
Costa Rica	48%	48%	79%
Cuba	69%	69%	69%
Dominican Republic	79%	79%	79%
Dutch Caribbean: Curacao, BES, Aruba, Saint Martin	78%	86%	91%
El Salvador	0%	0%	0%
Grenada	0%	0%	0%
Guatemala	0%	0%	0%
Haiti	0%	0%	0%
Honduras	55%	64%	64%
Jamaica	52%	52%	52%
México	49%	49%	49%
Nicaragua	0%	0%	0%
St Kitts and Nevis	0%	0%	0%
St Lucia	0%	0%	0%
St Vincent and the Grenadines	0%	40%	40%
Trinidad and Tobago	64%	64%	77%
United States	85%	85%	85%
COCESNA	0%	0%	75%
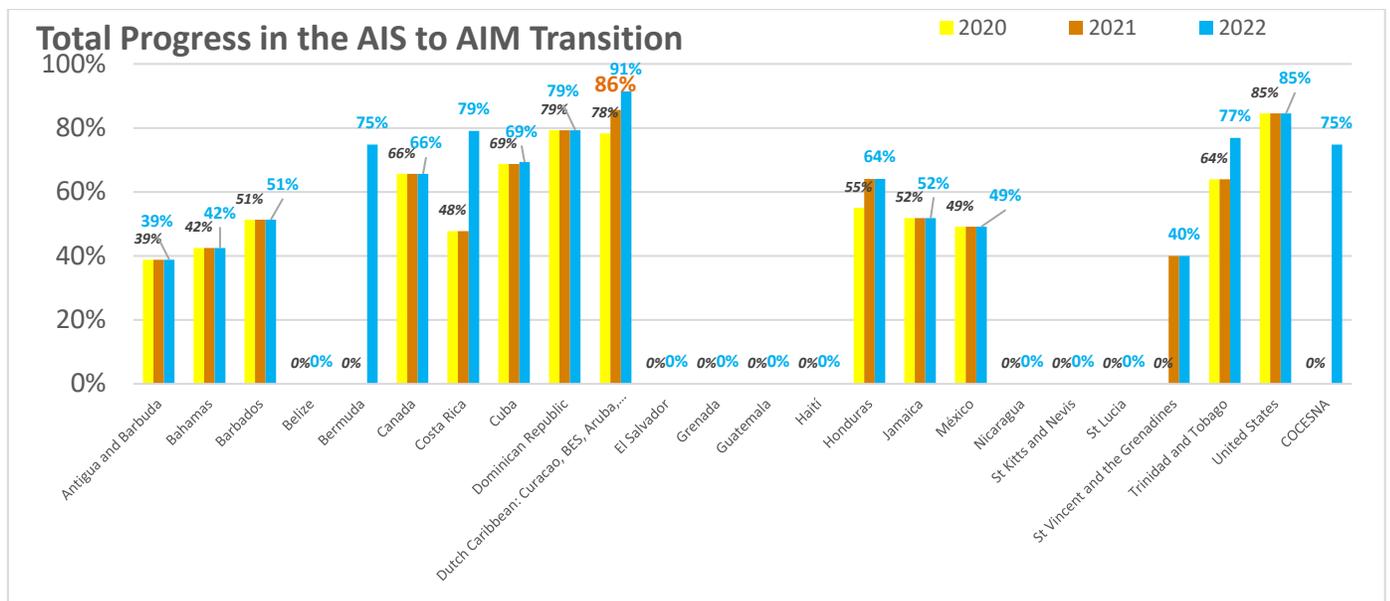
4. **Conclusion**

4.1 The urgent demand for the implementation of the Digital Data Sets (Digital Data Sets), the Data Catalog and the Aeronautical Information Exchange Standard Model (AIXM) should be accelerated to achieve information management in an electronic format that is essential to build a SWIM environment.

4.2 The Secretariat once again urges the States to complete the Phases of the Roadmap, specifically the implementation and certification of the QMS/AIM, for those that have not yet completed it. Also, to support and actively participate in the AIM Collaborative Plan for the CAR Region. Additionally, the Workshop on Data Sets and Electronic Aeronautical Charts was carried out. Finally, inform the Meeting regarding the development of the project for the AIM Tracking Website for the States of the CAR Region still in Progress now under development by ICAO HQs.

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

4.4 All TF members are invited to retrieve the required information and submit this timely, yearly or whenever a step has been implemented, and accurately to the AIM TF Rapporteur via email to: nleonora-belefanti@icaonacc.org.

4.5 Considering that the delay in the implementation of phase 2 of the Roadmap from AIS to AIM has a direct impact on the implementation of SWIM, the Secretariat considers keeping the **Conclusion** valid: **NACC WG 06/06** "IMPLEMENTATION OF DIGITAL DATA SETS (Digital Data Sets - DDS), THE e-AIP AERONAUTICAL DATA AND INFORMATION EXCHANGE MODEL (PANS AIM)", with an estimated date for the implementation of the Transition to AIM no later than the end of 2025.

5. **Suggested actions**

5.1 The Meeting is invited to:

a) take note of the content of this working paper;

b) consider valid the Conclusion: **NACC WG 06/06**; and

c) consider other actions deemed necessary.

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