



**Agenda Item 3:           Monitoring the implementation of the Quality Management System in AIM units (QMS/AIM) in the NAM/CAR/SAM regions.  
Monitoring the implementation of WGS-84, adherence to the AIRAC cycle and compliance with ICAO SARPs Annex 4 and Annex 15.**

**MONITORING THE IMPLEMENTATION OF WGS 84 AND COMPLIANCE WITH THE AIRAC CYCLE IN THE NAM/CAR REGIONS**

(Presented by the Secretariat)

**EXECUTIVE SUMMARY**

This Working Paper reports on the status of implementation of the World Geodetic System – 1984 (WGS-84) and adherence to the AIRAC cycle (Aeronautical Information Regulation and Control) in the States of the NAM/CAR Region, based on information reported to the ICAO NACC Regional Office. The analysis shows a high level of implementation in the region, but with persistent gaps in several States, particularly in the areas of AIRAC, compliance verification and AIP updating, as well as in the complete conversion of data to WGS-84. These gaps have a direct impact on the most critical Basic Constituent Blocks (BCBs) of the AIM, limiting the quality, interoperability and availability of aeronautical information.

The report concludes by proposing a package of regional support projects and activities aimed at achieving the target of 100% implementation by 2028.

<b>Action:</b>	Set out in paragraph 4
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Every flight is safe and secure</li><li>• Aviation provides seamless, accessible and reliable travel for All</li><li>• No country is left behind</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Annex 15 – Aeronautical Information Services</li><li>• Annex 4 – Aeronautical Charts</li><li>• Doc 8126 – AIS/AIM Manual</li><li>• Global Air Navigation Plan (GANP) and AIM Basic Building Blocks (BBB)</li><li>• Checklist for the implementation of the AIS to AIM roadmap by States</li></ul>

**1. Introduction**

1.1           The implementation of the World Geodetic System – 1984 (WGS-84) and adherence to the AIRAC cycle (Aeronautical Information Regulation and Control) are requirements set out in Annex 15 – Aeronautical Information Services and constitute fundamental pillars for the transition from Aeronautical Information Service (AIS) to Aeronautical Information Management (AIM).

1.2 These elements form part of the AIM BBBs, enabling:

- the integrity and accuracy of aeronautical data;
- regional and global interoperability;
- the transition to digital AIM and SWIM.

1.3 The implementation of WGS-84 ensures the uniformity, accuracy and global interoperability of aeronautical geospatial data, and is essential for operational safety and the integration of performance-based navigation systems.

1.4 Adherence to the AIRAC cycle ensures that aeronautical information is published and updated in a synchronised, timely and controlled manner, enabling safe and efficient operations at national, regional and global levels.

1.5 Tracking its implementation is therefore an essential component of regional monitoring within the eANP, the NACC/WG and the AIM/TF.

1.6 At regional level (NAM/CAR Region), monitoring the effective implementation of WGS-84 and adherence to AIRAC forms part of the monitoring of the BBBs, the eANP and the coordination work of the Task Force for the Implementation of Aeronautical Information Management (AIM/TF). Based on an analysis of the information reported by States to the ICAO NACC Regional Office, inconsistency in compliance with this BBB has been identified as a priority gap (*see appendix*).

## **2. Status of WGS-84 and AIRAC implementation in the NAM/CAR Region**

2.1 Based on information reported to the NACC Regional Office (May 2026), the following observations can be made:

- Approximately 75–80% of States/Territories report having implemented WGS-84.
- Around 70–75% report compliance with the AIRAC cycle, albeit at varying levels of maturity.
- There is a significant information gap in several Caribbean territories, where no up-to-date or verifiable data is available.

2.2 The main shortcomings identified are:

- WGS-84: Limited coordination with data providers (aerodromes, CNS providers, etc.) and a lack of validation of accuracy and integrity
- AIRAC: Absence of formal mechanisms for verifying AIRAC compliance, publications outside the cycle or lacking regional synchronisation, and manual processes that affect timeliness.

2.3 These gaps have a direct impact on the implementation of the AIM Building Blocks (BBBs), particularly on data quality, interoperability and readiness for SWIM.

### 3. Conclusions

3.1 The NAM/CAR Region has made significant progress, but this is not yet consistent or sustainable enough to achieve the regional target of 100% by 2028. WGS-84 and AIRAC constitute one of the most important BBBs of the AIM, being an essential prerequisite for:

- the digitization of aeronautical information;
- regional interoperability;
- the implementation of SWIM and data-driven services.

3.2 The persistence of gaps highlights the need for a structured, coordinated and performance-based regional approach. The NAM/CAR Region has made significant progress in the effective implementation of WGS-84 and adherence to AIRAC, but gaps remain that are not only technical, but also organisational, procedural and governance-related. To achieve 100% effective implementation of WGS-84 and AIRAC adherence by 2028, it is proposed to develop a Regional AIM Support Programme that includes:

- a) Regional workshops on AIRAC cycle verification and WGS-84 data management, focusing on those States/Territories where implementation has not been complete.
- b) Guiding States to strengthen coordination with data originators and to integrate these elements into the QMS/AIM.

### 4. Suggested actions

4.1 It is recommended that the Meeting:

- a) Take note of the progress made and the gaps identified;
- b) Endorse the regional target of **100% implementation of WGS-84 and adherence to AIRAC in AIM by 2028**;
- c) Approve the development of regional support projects described in this Note;
- d) Instruct States to strengthen reporting and verification of compliance

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## APPENDIX

## IMPLEMENTATION OF WGS-84 AND AIRAC IN THE NAM/CAR REGION

State / Territory	WGS-84	AIRAC	Date	Observations
Antigua and Barbuda	Yes	Yes	May/2026	
Anguilla	-	-	-	
Aruba	-		-	
Bahamas	Yes	Yes	May/2026	(WGS-84) Lack of coordination with data providers and failure to update AIP (AIRAC) Compliance is not verified
Barbados	Yes	No	May/2026	(WGS-84) There is a lack of coordination with originators
Belize	Yes	Yes	May/2026	(AIRAC) Compliance is not verified
Bermuda	-		-	
British Virgin Islands	-		-	
Canada	Yes	Yes	May/2026	
Cayman Islands	Yes	Yes	2024	
Costa Rica	Yes	Yes	May/2026	
Cuba	Yes	Yes	May/2026	
Curaçao (Aruba, Bonaire, Sint Maarten, Saba, St. Eustatius)	Yes	Yes	May/2026	
Dominica	-	-	-	
Dominican Republic	Yes	Yes	May/2026	
El Salvador	Yes	Yes	2024	
French Antilles (Guadeloupe, Martinique, Saint Barthélemy, Saint Martin, Pierre et Miquelon)	-		-	
Grenada	No	No	May/2026	Both are partially complete
Guatemala	Yes	Yes		
Haiti	No	No	May/2026	Both are partially complete
Honduras	Yes	Yes	May/2026	
Jamaica	Yes	Yes	May/2026	
México	Yes	Yes	May/2026	
Montserrat	-	-	-	
Nicaragua	Yes	Yes	May/2026	
St. Kitts and Nevis	-		-	
St. Lucia	-		-	
St. Vincent	Yes	Yes	2024	
Trinidad and Tobago	Yes	Yes	May/2026	
Turks and Caicos Islands	-		-	
United States	Yes	Yes	2025	

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