



**Fifth GREPECAS–RASG-PA Joint Meeting (GREPECAS-RASG-PA/5) and
Twenty-Third Meeting of the CAR/SAM Regional Planning and Implementation Group
(GREPECAS/23)**

Virtual Phase (Asynchronous, 19 January to 17 February 2026)
In-Person Phase (Mexico City, Mexico, 4 to 6 March 2026)

Agenda Item 8: Implementation of CAR/SAM air navigation

AERONAUTICAL INFORMATION MANAGEMENT (AIM)

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This Working Paper is presented with the progress of activities and projects, as well as priority implementation topics of Aeronautical Information Management (AIM) for the CAR/SAM regions, as part of the 2009 ICAO Roadmap and the introduction of the new ICAO Roadmap towards the 2021 DAIM, carried out by States, Territories and International Organizations in the CAR and SAM Regions.

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| Action: | Suggested actions are presented in Section 4. |
| <i>Objectives Strategic 2026-2050:</i> | <ul style="list-style-type: none"> • Every flight is safe and secure • Aviation is environmentally sustainable • Aviation delivers seamless, accessible, and reliable mobility for all • No country left behind • The International Civil Aviation Convention and Other Treaties, Laws and Regulations Address All Challenges • The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All |
| <i>References:</i> | <ul style="list-style-type: none"> • Twenty-second Meeting of GREPECAS (GREPECAS/22) • SAM/AIM follow-up meeting • Meeting NACC WG AIM/TF/08 • Document 8126 – AIS Manual • Doc 10066 - PANS AIM • Doc. 9839 – Quality Management System Manual for AIS • Doc. 9991 – AIS Staff Training Manual |

1. Introduction

1.1 Aeronautical Information Management (AIM) plays a fundamental role in modern aviation, ensuring the availability, accuracy and updating of aeronautical information for the safety and efficiency of air operations. In a globalized environment, where flights connect multiple regions, it is imperative that AIM systems advance in a coordinated manner, ensuring interoperability and common standards. Only through joint work and regional integration can we respond to the technological and operational challenges demanded by aviation in the 21st century

1.2 The Twenty-Second Meeting of GREPECAS (GREPECAS/22) noted the need for States to establish and monitor the status of implementation of Air Navigation Services – including AIM – through the verification of the Basic Constituent Blocks (BBBs).

1.3 The CAR and SAM Secretariat continues to provide timely follow-up to the implementation of Aeronautical Information Management (AIM) including the Implementation of Digital Data Sets (DSDs) of the Standard Model for the Exchange of Information of the Electronic Aeronautical Information Publication (e-AIP) with special emphasis on the importance of AIM as an enabler of System-wide Information Management (SWIM).

2. Analysis

CAR Region

2.1 During the Eighth Meeting of the Task Force for the Implementation of Aeronautical Information Management (AIM/TF/8), the AIM/TF Work Programme and the Terms of Reference (ToR) for the period 2025-2030 were reviewed and the updated Action Plan to 2026 was presented and TF members were urged to prioritize the remaining tasks. In addition, the status of the Electronic Air Navigation Plan (eANP) Table was monitored by State, the progress of the implementation of AIM by the States.

Curriculum and competencies for AIM training

2.2 Competency-based instruction and assessment (CBTA), especially in the context of AIM, is essential to ensure that staff develop practical skills, technical knowledge, and attitudes critical to ensuring the accuracy, timeliness, and security of shared information. ICAO addresses this approach through Doc. 9991 – Instruction Manual in Aeronautical Information Services, which provides detailed guidance for planning, designing, delivering and evaluating competency-based training within the scope of AIS/AIM.

2.3 The Meeting will recall that, through the GREPECAS 20/06 Conclusion, the Training and Qualification Guide for AIS/AIM personnel of the CAR/SAM regions had been approved based on the document approved by the eCRPP04¹, which was translated into English, version adopted at the eCRPP5 meeting.

Quality Management (QMS) at AIM

2.4 With regard to progress in the establishment of the Quality Management System in AIS/AIM, currently 45% of the CAR States have implemented and certified the Quality System and the rest have an implemented system, but not certified, and are still in the development and implementation

¹ [eCRPP04-Minuta.pdf](#), Appendix E

phase of their quality system. On the subject of QMS and under the advice of the NACC, several projects are being prepared to assist the States, with the aim of completing this important step.

Interrelationship of AIM with TMJ

2.5 With the coordination of experts from the Information Management Implementation Task Force (AIM/TF) and the Airspace Management and Capability Balancing Working Group (AMCB/TF), a sub-working group has been established with the aim of investigating and mitigating duplication, inconsistencies and sources of errors in flight plans (FPL) and associated messages.

2.6 The Meeting should consider expanding the work of the subgroup to include, in particular, the adjacent Flight Information Regions (FIRs) of the CAR/SAM Regions, as well as promoting the exchange of lessons learned, with the aim of determining regional requirements for the transition to FPL 2034

Development of the roadmap for the implementation of SWIM in the NAM/CAR Regions

2.7 The AIM/TF provided an overview of the fundamental prerequisites for enabling SWIM through a mature AIM framework, developing the SWIM Implementation Roadmap and technical integration through the AIM Checklist for SWIM Implementation. The checklist is included in NE8.10 – System-wide Information Management.

SAM Region

2.7 The SAM Region has supported capacity building for AIM. Through the support of a special implementation project (SIP), approximately 80 AIS technicians from the NAM/CAR/SAM Regions have been trained in courses given by Global Aviation Training related to:

- ✓ Aeronautical Information Quality Management (AIQM EN);
- ✓ Data-Centric Aeronautical Information System Operations (AIS OPS)

2.8 In relation to the implementation of the quality management system implemented in AIS/AIM processes, the States of the SAM Region maintain an implementation of 85% with certified systems of 46%.

2.9 In relation to the implementation of the digital sets (DDS), no progress has been shown since the last report presented to GREPECAS/22. However, Peru will complete the process in 2026 to have an eAIP, which joins the States of Argentina, Brazil, Colombia, Paraguay and Venezuela.

2.10 The SAM Region, together with the NACC Region, plans the preparation of an Evaluation Guide for the monitoring of the implementation of the Basic Constituent Blocks (BBB) and their subsequent socialization, by 2026.

AIM Goals through 2028

2.11 The 42nd session of the ICAO Assembly approved the Organization's budget, including implementation assistance, for the next three years. In order to monitor progress and ensure effective implementation, the following targets are proposed for 2028.

| Objective | Indicator | Goal (2028) |
|--|---|----------------|
| Phase 1 - AIS Consolidation | | |
| Compliance with Annex 15 and Annex 4 | Number of States with differences from Annexes 4 and 15 | Zero States |
| AIRAC Compliance | Percentage of States with AIRAC timetable | 100% of States |
| QMS | Percentage of States with ISO 9001:2015 Certification | 100% of States |
| WGS-84 Deployed | Percentage of States Using WGS-84 | 100% of States |
| Phase 2 – AIS to AIM Transition | | |
| Publishing Terrain Dataset | Percentage of States with published field datasets | 50% of States |
| Publishing the Obstacles dataset | Percentage of States with published obstacle datasets | 50% of States |
| Publication of AIP dataset | Percentage of States with published IPA datasets | 50% of States |
| Data Quality and Integrity Monitoring | Percentage of States with procedures for monitoring the integrity and quality of the data implemented | 50% of States |
| Aerodrome Cartographic Database (AMDB) | Percentage of States with AMDB | 50% of States |

2.12 To achieve these objectives, it is proposed that the AIM/TF and SAM/AIM working groups develop an implementation support plan for the next three years, based on the needs of States.

3. Conclusions

3.1 The Secretariat accompanies the implementation of Phase 2 of the AIS Roadmap to the AIM in order to implement Aeronautical Information Management in an electronic environment and to prepare the enablers, in the AIM area, for System-wide Information Management (SWIM), with the goals set out in 2.11.

3.2 In addition, the Meeting can consider and highlight the importance of betting on the creation of capacities to manage all aeronautical information in an electronic environment. The training and skills of the staff is one of the fundamental pillars to implement all the steps of the Roadmap for the Transition from AIS to AIM, and thus, finally, implement SWIM.

4. Suggested actions:

4.1 The GREPECAS meeting is invited to:

- a) Take note of the contents of this document;
- b) consolidate the work between both CAR and SAM regions on issues of error reduction in FPLs;
- c) approve the targets set out in 2.11 and urge the AIM/TF and SAM/AIM to develop an implementation plan based on the needs of States to achieve these targets;
- d) urge States in the NAM/CAR/SAM Regions to implement the AIS/AIM Training and Training Guide;
- e) urge States to complete the process of implementing the Phase 2 Steps and continue with Phase 3 of the Roadmap for the transition to AIM; and
- f) design other actions that are considered pertinent to the issue