



**Agenda Item 1: Follow-up on conclusions and recommendations from the AIM/TF**

**NAM/CAR AIS TO AIM IMPLEMENTATION STATUS REPORT AND FOLLOW-UP TO  
 NACC/WG/10 ACTIONS**

(Presented by AIM/TF Rapporteur)

<b>EXECUTIVE SUMMARY</b>	
<p>This Working Paper provides an updated overview of AIM implementation across the NAM/CAR Region and recent follow-up actions arising from the Tenth North American, Central American and Caribbean Working Group Meeting (NACC/WG/10) and the Fourth Meeting of Rapporteurs of the NACC/WG (NACC/WG/RAP/04).</p> <p>It highlights progress in the AIS to AIM transition, including Digital AIM, SWIM readiness, State reporting, contingency planning, and regional coordination. It also addresses outstanding AIM/TF responsibilities related to training, AIM-specific English Language Proficiency (ELP), the AIM Monitoring Website, coordination with other Task Forces, and the Flight Plan (FPL) eligibility survey.</p> <p>The objective is to support harmonized implementation and strengthen regional alignment between the NAM/CAR and SAM Regions.</p>	
<b>Action:</b>	Suggested actions are included in Section 4
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> <li>• Every Flight is Safe and Secure</li> <li>• Aviation Delivers Seamless, Accessible, and Reliable Mobility for All</li> <li>• No Country Left Behind</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• ICAO Annex 15</li> <li>• Doc 10066 – PANS-AIM</li> <li>• Doc 8126</li> <li>• Global Air Navigation Plan (GANP)</li> <li>• NACC/WG/10 Conclusions and Decisions</li> <li>• GREPECAS/23 Conclusions and Decisions</li> <li>• NACC/WG/RAP/04 – WP/02</li> <li>• NACC/WG/RAP/04 – IP/02</li> </ul>

**1. Introduction**

1.1 The transition from Aeronautical Information Services (AIS) to Aeronautical Information Management (AIM) remains a strategic objective within the NAM/CAR Region, in alignment with ICAO provisions, Annex 15, procedures for air navigation services (PANS)-AIM, the Global Air Navigation Plan (GANP), the Basic Building Block (BBB) Framework, and the CAR/SAM Regional Air Navigation Plan.

1.2 Since the introduction of the AIM Collaborative Plan in 2020, the Region has made progressive advancements in implementation. The plan was established to support the structured three-

phase transition from AIS to AIM, including Digital AIM (D-AIM), Digital NOTAM, and future System-Wide Information Management (SWIM) readiness.

1.3 During AIM/TF/08 and subsequent NACC/WG/10 discussions, States reported progress in implementation; however, significant differences remain regarding State maturity levels, digital readiness, contingency planning, training, and reporting consistency. These implementation gaps were further reflected in GREPECAS/23 Conclusions and Decisions, which reinforced the need for stronger governance, realistic implementation timelines, and closer interregional coordination.

1.4 In parallel, the AIM/TF Action Plan (2023–2034) continues to serve as the regional implementation mechanism supporting States through monitoring, coordination, and follow-up of regional deliverables, while aligning with GREPECAS priorities and NACC/WG strategic objectives.

1.5 This Working Paper provides an updated regional implementation status, integrating recent developments from GREPECAS/23, NACC/WG/10, and RAP/04. It emphasizes the need for strengthened follow-up, accountability, and harmonized coordination between the NAM/CAR and SAM Regions in preparation for AIM/TF/09.

## **2. Discussion**

### **2.1 AIS to AIM Transition Status Overview**

2.1.1 The transition from AIS to AIM continues to progress across the Region, with varying levels of implementation among States. While some States have advanced significantly toward Digital AIM implementation, including eAIP, digital data sets, Digital NOTAM and initial SWIM readiness, others continue facing operational, technical, staffing, and financial limitations.

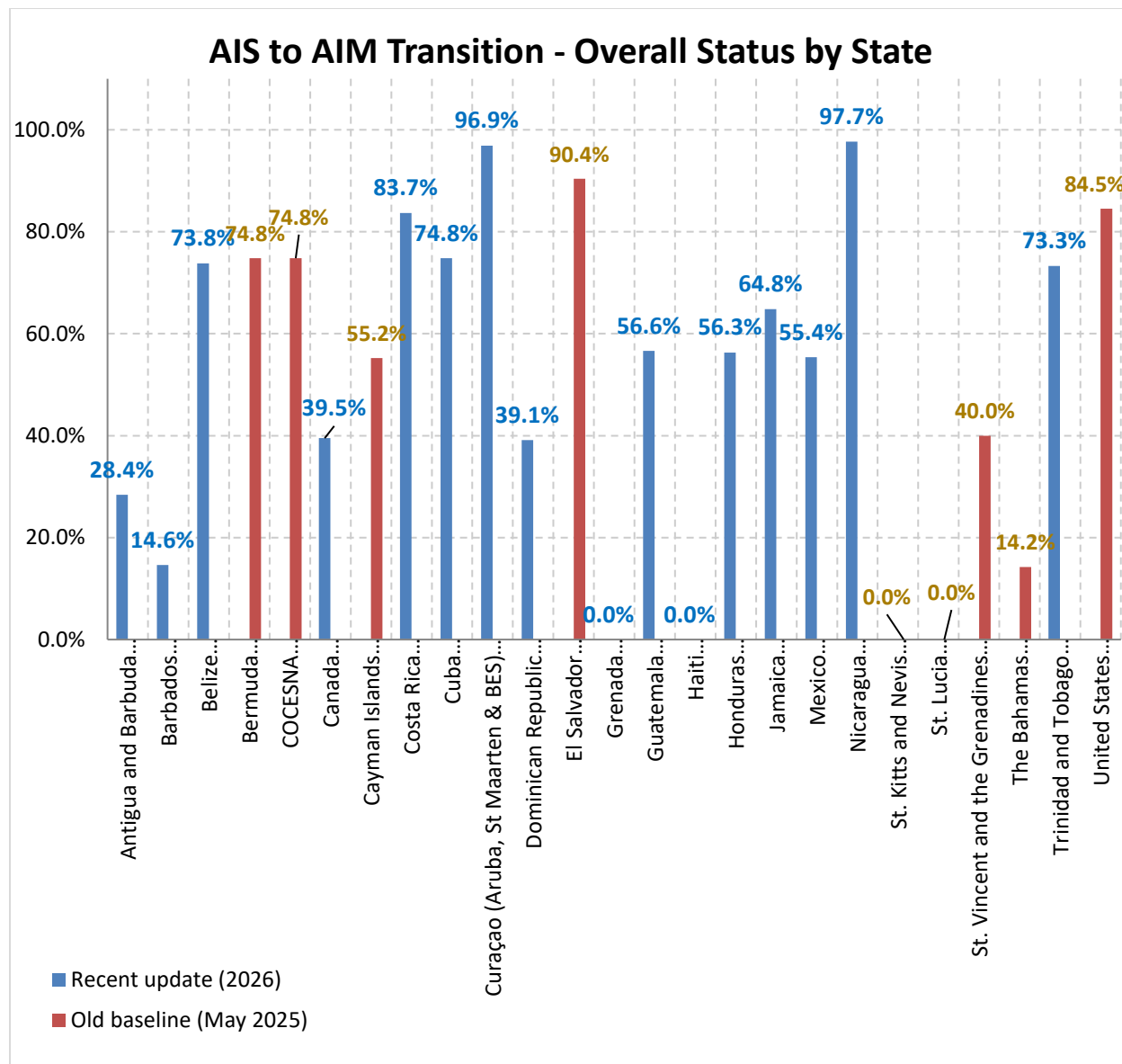
2.1.2 Updated State reporting remains essential to accurately assess regional progress, identify implementation restraints, and support harmonized planning under the AIM Collaborative Plan, BBB Framework, and GREPECAS regional objectives.

2.1.3 GREPECAS/23 reinforced the importance of maintaining updated implementation data, contingency planning, and regional coordination mechanisms to ensure alignment with the Regional Air Navigation Plan and common implementation targets.

2.1.4 Regional implementation status will be presented in the AIM Tracking Table and a graph showing each State's AIS-to-AIM transition progress, as previously shared in NACC/WG/RAP/04 IP/02. The graph below compares the May 2025 baseline with the updated implementation percentages reported in 2026 to support monitoring, gap analysis, and follow-up actions.

2.1.5 A value of 0% does not necessarily mean there has been no implementation; it often indicates that no updated data were reported.

State (last update: yyy-mm-dd)	Recent update (2026)	Old baseline (May 2025)
Antigua and Barbuda → 2026-04-16	28.4%	
Barbados → 2026-04-17	14.6%	
Belize → 2026 (exact date n/a)	73.8%	
Bermuda → 2025-05		74.8%
COCESNA → 2025-05		74.8%
Canada → 2026 (exact date n/a)	39.5%	
Cayman Islands → 2025-05		55.2%
Costa Rica → 2026-04-15	83.7%	
Cuba → 2026-04-16	74.8%	
Curaçao (Aruba, Sint Maarten & BES) → 2026-04-01	96.9%	
Dominican Republic → 2026-04-16	39.1%	
El Salvador → 2025-05		90.4%
Grenada → 2026-04-17	0.0%	
Guatemala → 2026-04-17	56.6%	
Haiti → 2026-04-17	0.0%	
Honduras → 2026-04-20	56.3%	
Jamaica → 2026-03-31	64.8%	
Mexico → 2026-04-16	55.4%	
Nicaragua → 2026-04-10	97.7%	
St. Kitts and Nevis → 2025-05		0.0%
St. Lucia → 2025-05		0.0%
St. Vincent and the Grenadines → 2025-05		40.0%
The Bahamas → 2025-06-04		14.2%
Trinidad and Tobago → 2026-04-13	73.3%	
United States → 2025-05		84.5%



2.2 Current Status of AIM TF Action Plan

2.2.1 The AIM/TF Action Plan (2023–2034) continues to guide regional implementation efforts, focusing on implementation tracking per State, AIM competency development, structured data exchange, contingency planning, SWIM readiness, and milestone-based implementation.

2.2.2 Progress has been made in maintaining follow-up actions related to GREPECAS Conclusions and Decisions, while States continue providing updates related to AIS to AIM transition status, SWIM readiness, and Digital AIM developments.

2.2.3 The AIM Tracking Website structure has been completed; however, final implementation remains pending standardization and alignment with ICAO requirements for official deployment.

2.3 Outstanding Activities and Challenges

2.3.1 Several key activities remain pending or require strengthened follow-up, particularly the submission of updated AIS to AIM transition status by States, coordination of AIM contingency plans, reporting on SWIM implementation, BBB monitoring, and continued progress on AIM-specific ELP.

2.3.2 Additional challenges include limited State participation, inconsistent data quality and governance practices, weak inter-Task Force integration, delayed reporting, and the lack of centralized Key Performance Indicators (KPI) monitoring.

2.3.3 GREPECAS/23 and NACC/WG/RAP/04 both highlighted the need for stronger governance, realistic implementation timelines, and improved coordination between the ICAO NACC Regional Office, Rapporteurs, and States to support sustainable implementation.

## 2.4 Key Developments Since 2022

2.4.1 Since the presentation of the initial AIM Collaborative Plan in 2020 and the subsequent AIM/TF meetings, the Region has shown measurable progress in the transition from AIS to AIM. The following key developments are highlighted:

- AIM implementation in progress across approximately 61% of States in the NACC Region (baseline May 2025, updated through April 2026 reporting);
- Nearly 28% of States reached an implementation level between 80% and 100% by May 2025, with additional progress reported during the 2026 update cycle;
- Increased inter-State collaboration and technical workshops, including implementation support related to Global Reporting Format for Runway Surface Conditions (GRF), Doc 8126, AIM contingency planning, and regional coordination activities during 2024–2026;
- Progress in SWIM readiness evaluations and initial development of national and regional SWIM implementation strategies, particularly strengthened during 2025 and reviewed again during NACC/WG/RAP/04 in May 2026;
- Continued development of AIM-specific ELP descriptors and the AIM Training Curriculum, reinforced by AIM/TF/08 Decision 8 and NACC/WG/10 Conclusion 10/08 during 2025–2026;
- Enhanced Task Force coordination, reporting tools, and development of the AIM Tracking Website, including structural completion in 2025 and alignment for official deployment in 2026.

## 2.5 Follow-up to NACC/WG/10 Conclusions and AIM TF Responsibilities

2.5.1 The AIM/TF continues to address assigned actions under NACC/WG/10.

2.5.2 These include training implementation, ELP development, AIM monitoring tools, coordination with other Task Forces, and the FPL eligibility survey.

2.5.3 Particular attention is given to NOTAM contingency coordination, including bilateral Letters of Agreement (LOAs) established to ensure continuity of International NOTAM Office (NOF) services during Aeronautical message handling system (AMHS) outages, communication failures, severe weather events, or operational disruptions.

2.5.4 The Jamaica–Curaçao NOTAM Contingency LOA, effective since 26 March 2020, has demonstrated successful operational resilience for the Kingston FIR, including the Cayman Islands, and serves as a practical regional best practice for continuity planning.

## 2.6 Interregional Coordination (NAM/CAR/SAM)

2.6.1 Enhanced coordination between NAM/CAR and SAM Regions remains essential to ensure harmonized implementation.

## 2.7 Next Steps

2.7.1 Priority actions include completion of the FPL survey (NACC/WG/10 Decision 10/16), final deployment of the AIM Tracking Website, strengthening State reporting, advancing SWIM roadmap development, and reinforcing coordination across Task Forces.

2.7.2 In line with AIM/TF/08 subgroup outputs and RAP/04 follow-up, priority attention shall remain on the development of national and regional SWIM implementation strategies and roadmaps, including readiness indicators, interoperability planning, AIM/MET/SWIM data exchange testing, and alignment with future PANS-IM implementation requirements. This includes the continued work of the SWIM Roadmap Development Ad-hoc Group and checklist validation initiated during AIM/TF/08.

2.7.3 Additional follow-up actions include strengthening NOTAM contingency coordination between States, including review and expansion of bilateral contingency LOAs, supporting AIM-specific English Language Proficiency (ELP) implementation, monitoring BBB status, and ensuring regular updates of State implementation progress through the AIM Tracking Website and regional dashboards. The importance of continuous State reporting remains critical, particularly for States currently reflected at 0%, which often indicates missing reporting rather than absence of implementation progress.

### **3. Conclusion**

3.1 AIM TF continues to play a central role in supporting the transition from AIS to AIM across the NAM/CAR Region, aligned with ICAO strategic objectives, GREPECAS Conclusions and Decisions, and the NACC/WG implementation framework.

3.2 Progress has been achieved in Digital AIM implementation, SWIM readiness, contingency planning, and regional monitoring. However, important differences remain in State maturity levels, reporting consistency, resource availability, and implementation timelines.

3.3 GREPECAS/23, NACC/WG/10, and RAP/04 reinforced the need for stronger governance, realistic implementation planning, and improved accountability mechanisms, particularly for State reporting, SWIM roadmap development, FPL compliance, AIM-specific ELP, and NOTAM contingency resilience.

3.4 Operational experience, including bilateral NOTAM contingency LOAs such as the Jamaica–Curaçao model, confirms the importance of practical cooperation mechanisms to ensure continuity of safety-critical aeronautical information services.

3.5 AIM/TF/09 provides an important opportunity to align NAM/CAR and SAM priorities, validate implementation progress, and define coordinated actions for harmonized and sustainable AIM modernization across the Regions.

### **4. Proposed Actions**

4.1 The Meeting is invited to consider the following actions:

- a) Note and validate the updated status of AIS to AIM implementation in the NAM/CAR Region, including the AIM Tracking Table and graphical progress analysis by State
- b) Review the progress and outstanding actions assigned to the AIM/TF under NACC/WG/10 Conclusions and Decisions, including FPL eligibility compliance, AIM Training Curriculum implementation, and AIM-specific ELP
- c) Encourage States to provide timely and continuous updates on AIM implementation status, SWIM readiness, contingency planning, and BBB implementation to support accurate regional monitoring and decision-making
- d) Support the final operational deployment and active use of the AIM Tracking Website as the official regional monitoring tool for AIS to AIM transition progress

- e) Reinforce the development of national and regional SWIM implementation roadmaps, including readiness indicators, interoperability planning, and AIM/MET/SWIM data exchange coordination
- f) Strengthen NOTAM contingency coordination between States, including the review, maintenance, and possible expansion of bilateral contingency LOAs to ensure operational continuity and regional resilience;
- g) Support stronger coordination between NAM/CAR and SAM Regions, as well as with other ICAO Task Forces and Working Groups, to ensure harmonized implementation priorities and realistic timelines; and
- h) Provide guidance on priority actions to be addressed by the AIM/TF for the next reporting cycle.

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