



**SAM/AIM/18- AIM/TF/09**

**INTERNATIONAL CIVIL AVIATION ORGANIZATION  
SOUTH AMERICAN REGIONAL OFFICE**

**18TH AIM MULTILATERAL MEETING  
OF THE SAM REGION FOR THE TRANSITION  
FROM AIS TO AIM  
(SAM/AIM/18)**

**Y**

**9TH MEETING OF THE TASK FORCE FOR THE  
IMPLEMENTATION OF THE MANAGEMENT  
OF THE AERONAUTICAL INFORMATION OF THE  
WORKING GROUP FOR NORTH AMERICA, CENTRAL  
AMERICA AND THE CARIBBEAN (NACC/WG)  
(AIM/TF/09)**

**PRELIMINARY REPORT**

**Panama City, Panama, May 18-22, 2026**

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## HISTORY OF THE MEETING

### ii-1 PLACE AND DURATION OF THE MEETING

The Eighteenth AIM Multilateral Workshop/Meeting of the SAM Region for the transition from AIS to AIM (SAM/AIM/18) and the Ninth Meeting of the Task Force for the Implementation of Aeronautical Information Management of the NACC Region (AIM/TF/9), was held in Panama City, Panama, from May 18 to 22, 2026.

### ii-2 OPENING CEREMONY AND OTHER MATTERS

Mr. Jorge Concepción Armoa, Regional Officer for Aeronautical Information Management, Aeronautical Meteorology and Environment, welcomed the participants, delivered the opening remarks, and expressed his appreciation to the Civil Aviation Authority of Panama and to the representatives of the Pan American Higher Education Institute (IFSPA), hosts of this event. He also acknowledged the presence and contribution of industry representatives participating in the meeting. The specialist highlighted the need to address, in a harmonized manner among the NAM/CAR/SAM Regions, the challenges posed by the transition from AIS to AIM and the implementation of SWIM, which he indicated constitutes the main objective of the meeting. The official photo of the participants of the meeting is at the following link: <https://www.icao.int/SAM/meetingdocs?fid=129616#block-icao-page-title>

Mr. Abdel Martínez, Deputy Director of the Civil Aviation Authority (AAC) of Panama, in his remarks during the opening ceremony, welcomed the participants to the Republic of Panama. In his statement, he reiterated Panama's willingness to support training and capacity-building activities, as well as its commitment to serve as a bridge between the NAM/CAR and SAM Regions, recognizing the existence of common aviation-related issues that require coordinated and harmonized action.

He also emphasized that Aeronautical Information Management (AIM) constitutes an essential element for maintaining and enhancing operational safety, underscoring the importance of strengthening regional coordination and integration to address the challenges associated with the digitalization of aeronautical information.

### ii-3 ORGANIZATION, SCHEDULE AND MODALITY OF THE MEETING

The Meeting was chaired by Ms. Olga de Frutos, Secretary of the Information Management Panel, and Mr. Jorge Concepción Armoa, Regional Officer for Aeronautical Information Management, Aeronautical Meteorology and Environment. Ms. Maily Plana Roque, Regional Officer for Aeronautical Information Management of the ICAO NACC Regional Office, acted as Secretary of the Meeting.

The Meeting agreed to conduct its work in person and in sessions from 08:30 to 16:00 hours, with the required break periods.

### ii-4 WORKING LANGUAGES

The working language was Spanish, with simultaneous interpretation into English. The documentation of the Meeting was submitted in both languages.

**ii-5 AGENDA**

The following Agenda was adopted:

Agenda Item 1: Follow-up to:

- a) Conclusions of Previous SAM/AIM Meetings;
- b) NACC AIM TF Conclusions and Recommendations
- c) The implementation of the SNOWTAM

Agenda Item 2: Follow-up to AIS/AIM Area Gaps

Agenda Item 3: Follow-up to:

- a) The implementation of the Quality Management System in the AIM units (QMS/AIM) in the NAM/CAR/SAM Regions;
- b) The implementation of WGS-84, adherence to AIRAC cycle and compliance with ICAO Annex 4 and Annex 15 SARPs

Agenda Item 4: Follow-up to the implementation of Digital Datasets and preparation for SWIM (e-AIP, AIXM, TOD), including the roadmap under the PANS-IM (Doc 10199)

Agenda Item 5: Review of:

- a) NOTAM Contingency Plans;
- b) Volcanic Ash Contingency Plans (ASHTAM)

Agenda Item 6: AIS/AIM Staff Competency Assessment and Training (Doc 8126), including CBTA and AIS→AIM→SWIM Transition Talent Development

Agenda Item 7: Review of ICAO amendments and developments in Information Management: status of implementation of the PANS-IM; PANS-AIM/PANS-IM relationship; results of the IMP Panel; and outcomes of the A42 on SWIM and GREPECAS/23.

Agenda Item 8: Interregional NAM/CAR/SAM coordination and future roadmaps: harmonization of plans, monitoring and reporting mechanisms, and synergies between regions;

Agenda Item 9: Other Matters

**ii-6 SUPPORT**

The Meeting was attended by 47 delegates from 24 States of the NAM/CAR and SAM Regions (Antigua and Barbuda, Bahamas, Barbados, Belize, Bolivia, Brazil, Canada, Chile, Colombia, Costa Rica, Cuba, Curaçao, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Venezuela and the Cayman Islands), including 3 ICAO specialists (SAM Regional Office, NACC Regional Office and ICAO HQ), as well as 3 industry representatives (COCESNA, IFAIMA and NGA).

The list of participants is on page iii-1.

**LISTA DE PARTICIPANTES / LIST OF PARTICIPANTS****ANTIGUA**

1. Natasha Mussington
2. Shekimea Romney

**BOLIVIA**

3. Álvaro Guzmán
4. John Apaza

**BAHAMAS**

5. Joshua Williams

**BARBADOS**

6. Denielle Callender
7. Dimetri Best

**BELICE / BELIZE**

8. Ashaida Brackett
9. Ellis S. Gideon

**BRASIL / BRAZIL**

10. Rómulo Teixeira de Queiroz

**CANADÁ**

11. Sheldon Thomas

**COLOMBIA**

12. Gladys Roa

**COSTA RICA**

13. Bernardita Mora
14. Gerardo Agüero

**CUBA**

15. Laura Valdés
16. Maytte Maciñeira

**CURAZAO**

17. Natash Leonora-Benefanti

**CHILE**

18. Pablo Pérez

**ECUADOR**

19. Patricio Orbe

**EL SALVADOR**

20. José César Balmaceda

**GUATEMALA**

21. Jeaneth Herrera

**HONDURAS**

22. Antonio Locandro

**ISLAS CAYMAN / CAYMAN ISLAND**

23. Franceska Scott
24. Genista Parchman

**JAMAICA**

25. Kevin Miller
26. Merline Richards

**MEXICO**

27. Francisco Rojas

**NICARAGUA**

28. Allan Alfaro

**PANAMÁ**

29. Dalys Rodríguez
30. Gregorio Mesquita
31. Iris González
32. Lesly Guerra
33. Moisés Pérez
34. William Santamaría
35. Yanira Lozano

**PARAGUAY**

36. Eleno Centurión
37. Pedro Díaz

**REPÚBLICA DOMINICANA**

38. Alexander Gabirondo
39. José Ant. Díaz

**VENEZUELA**

40. Carlos González
41. Willy Rojas

**COCESNA**

42. Dennis Mejía

**IFAIMA**

43. Luis Fernando Cruz

**NGA**

44. Krista Zoller

**OACI / ICAO**

45. Jorge Armoa, SAM
46. Maily Plana, NACC
47. Olga de Frutos, HQ

- Agenda Items 1: Follow-up of:**
- a) Conclusions of Previous SAM/AIM Meetings;**
  - b) Conclusions and recommendations of the NACC AIM TF;**
  - c) The implementation of the SNOWTAM**

1.1 Under this agenda item, the meeting considered the following notes:

- NE/02 - *Recommendations of the AIM Virtual Follow-up Meeting*
- NE/03 - *Follow-up to the implementation of SNOWTAM*
- NE/04 - *Report on the Status of AIS Implementation to AIM in NAM/CAR and Follow-up to NACC AIM TF Actions*

1.2 The Meeting reviewed the progress of the conclusions and recommendations of the previous meetings of SAM/AIM and NACC/AIMTF.

1.3 The Secretariat introduced Working Paper WP/02 on the Recommendations of the AIS Follow-up Meeting assessed the progress of the States of the SAM Region in the implementation of Phase 2 of the AIS to AIM Transition Roadmap, highlighting the presentation of national progress, the analysis of the transition to SWIM and the introduction of the DORIS system; in this context, it was recommended to continue the follow-up through new meetings, strengthen the capacity of States through the management of funds and specialized courses, and advance in initiatives such as workshops on digital datasets and the development of a guide for the monitoring of the Basic Building Blocks (BBBs), in order to support the effective implementation of the AIM in the SAM Region.

1.4 On the same point, the Secretariat recalled that it had provided technical support to some States on issues of the AIS. At that point, the Secretariat informed that it manages funds to continue supporting States for training.

1.5 The Secretariat reported on the completion of the Course for Internal Auditors of the Quality Management System, with the support of Project RLA/06/901, which will be delivered in the coming months. Additionally, possible support is being managed to deliver workshops related to Digital Data Sets as enablers for SWIM for 2026 and 2027.

1.6 The Rapporteur of the NACC AIM/TF presented the report on the status of implementation of AIS to AIM in NAM/CAR and follow-up to the actions of the NACC AIM TF with NE/04 highlighting advances in AIM Digital, preparation for SWIM, contingency planning and regional monitoring, as well as the role of AIM/TF in the follow-up of actions and interregional coordination. However, he commented that differences persist in the maturity levels of States, limitations in resources, inconsistencies in reporting, and challenges in governance and coordination, which is why the need to strengthen accountability, updating information, implementation of SWIM roadmaps, training (including AIM-specific ELP) and the use of regional monitoring tools is emphasized. In order to achieve a harmonized and sustainable implementation between the NAM/CAR and SAM Regions.

1.7 The Secretariat was interested in the report of the States on the concrete remains that prevent the States from advancing in these implementations and stressed that it is necessary to identify them in order to direct the work towards reducing the existing gaps, whether they are lack of resources, personnel, training, commitment, or inappropriate or late geopolitical and administrative decisions.

1.8 Some States commented that, on many occasions, senior aviation management is unaware of the importance of these implementations or the timing of their compliance, and therefore the information, planning, and resources do not reach the places where they should be carried out.

1.9 The Secretariat explained that the NACC office had identified the need for information to reach all the necessary levels within the States and it was already common practice in many of the TFs to transmit when necessary the information from meetings, workshops and surveys, among other relevant activities, to all the actors involved. However, he pointed out that some States have also been identified with low or no response to such information, the lack of Contact Points and the null or incomplete information on the progress of the implementations, all of which hinders the progress of the work of the different TFs.

1.10 Jamaica expressed its doubts about DORIS in the sense of not being clear whether it is a system or a standard like NOTAM and about the timeframe by which these developments should be implemented. The delegates also expressed his concern about the validity of agreements between States, such as contingency agreements, which to date have been in many cases difficult to achieve and implement. The meeting mentioned its concern that many Caribbean States have with the low level of financial and technological resources to face the implementation of SWIM.

1.11 The Secretariat clarified that DORIS is a SWIM service that will be provided through the SWIM platform. However, agreements between States and Regions will be required in order to achieve the new changes. Definitions and compositions for each SWIM layer to be implemented by each State will need to be established, depending on geopolitical and financial factors, willingness and availability to share data, infrastructure capabilities, among others. Likewise, the Secretariat emphasized that the proposed applicability date for DORIS is currently being put forward by the Information Management Panel (IMP) for 2032. Therefore, AIM services should already begin preparing for this not-so-distant future by advancing, as of now, in the implementation of data sets, exchange models, and all other required developments.

1.12 The Secretariat explained that the large resource expenditures involved in the implementation of SWIM can be shared by States once the type of implementation has been defined, the technical/operational arrangements that will have to be made in a new way, including the beneficial possibility of establishing regional and interregional agreements, including not only the systems in operation but the backups for all SWIM services. The case of the Asia-Pacific (APAC) Region was mentioned, which has already made progress through regional agreements by defining, for example, 5 or 6 States that provide SWIM services, while another 2 or 3 States act as backup providers..

1.13 Regarding the monitoring of the implementation of the SNOWTAM in its new format, it was reported that there was no modification in it. Status information is in Appendix A to this part of the report.

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**Agenda Items 2: Follow-up to the deficiencies of the AIS/AIM area**

2.1 Under this agenda item, the Meeting considered the following notes:

- WP/05 - *Follow-up to the resolution of AIS deficiencies in the GANDD system*

2.2 The Secretariat submitted, through WP/5, a reference to AIS/AIM deficiencies in the SAM Region, indicating that it has continued to monitor them through regional mechanisms and register them in the GANDD database. However, it was reported that the GANDD system is currently out of service due to its incompatibility with the new ICAO platform.

2.3 Despite this, the Secretariat highlighted the need to continue to monitor the deficiencies, which are being addressed in the various study notes. However, it was noted that this follow-up does not specifically include gaps related to the availability of the AIP in the English language.

2.4 On this point, the States present at the meeting provided an update on the status of implementation of the AIP in the English language, which will be reflected in the document on the monitoring of the deficiencies.

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**Agenda Item 3: Monitoring the implementation of:**

- a) **Quality Management System in the AIM Facilities (QMS/AIM) in the NAM/CAR/SAM Regions;**
- b) **WGS-84, adherence to AIRAC cycle and compliance with ICAO Annex 4 and Annex 15 SARPs**

3.1 Under this agenda item, the Meeting considered the following papers:

- WP/06 - *Current Status of Implementation of the Quality Management System in AIS Processes (QMS/AIS)*
- WP/07 - *Monitoring the implementation of SARPs*
- WP/08 - Follow-up to the implementation of the quality management system in the AIM units (QMS/AIM) in the NAM/CAR regions
- WP/15 – *Monitoring of WGS 84 Implementation and Cycle Compliance AIRAC in the NAM/CAR regions*
- P05 - Presentation by Panama on the implementation of the QMS/AIM

***Quality Management System in the AIM Dependencies (QMS/AIM) in the NAM/CAR/SAM Regions***

3.2 WP/08, presented by the Secretariat, examined the status of implementation of the Quality Management System (QMS) in AIS/AIM services in the NAM/CAR Region, noting progressive progress, but with significant differences in the level of maturity, consistency and sustainability among States.

3.3 The working paper highlighted the existence of three implementation scenarios (full, partial and in the initial phase), as well as the risks associated with the lack of an effective QMS for the quality of aeronautical data and the transition to a digital AIM and SWIM environment. The Meeting took note of the information presented, recognizing that the current pace of implementation could compromise the achievement of the regional target of 100% by 2028, and considered necessary coordinated actions at the regional level, including training programs, technical missions and harmonized follow-up mechanisms, in order to close the identified gaps and strengthen the implementation of the QMS as a structural element of the AIM.

3.4 Under WPE/06, the Secretariat presented the implementation status for the SAM region in relation to QMS/AIM. The note highlighted that the State of Bolivia has completed the certification process joining the States of Brazil, Chile, Panama, Paraguay, Peru, and Uruguay.

3.5 At the regional level, it is observed that six (6) States maintain their QMS/AIM implementation processes in "on going" status, reflecting that the implementation and subsequent certification of the system or its full implementation has not yet been completed. The status of implantation can be seen in **Appendix** to this part of the report.

3.6 Panama presented the quality management system applied in AIS/AIM processes. He stressed that the system has just been re-certified.

***Follow-up to the implementation of WGS-84, adherence to AIRAC cycle and compliance with ICAO Annex 4 and Annex 15 SARPs***

3.7 Under WP/15, presented by the Secretariat, the status of implementation of the WGS-84 geodetic system and adherence to the AIRAC cycle in the NAM/CAR Region was presented, highlighting a relatively high level of implementation, although with persistent gaps in compliance verification, data updating and AIRAC discipline in several States.

3.8 It was highlighted that these deficiencies, of a technical and organizational nature, affect the quality, integrity and interoperability of aeronautical information and limit preparation for SWIM.

3.9 The Meeting took note of the progress made, recognizing the importance of these elements as the Building Blocks of the AIM, and urged to strengthen coordination with data originators, integrate these processes within the QMS/AIM, and develop regional supporting initiatives, with the aim of achieving 100% effective and sustainable implementation by 2028.

3.10 Under WP/07, the Secretariat presented the status of implementation of the SARPs contained in ICAO Annexes 4 and 15 in the SAM Region

3.11 With regard to the follow-up to the adhesion of the AIRAC Cycle, it has been observed that the Publications Offices have adopted it, for the most part, although some deficiencies persist in compliance with the dates, and the coordination and synchronization of changes. A persistently detected problem is the proper use of the NOTAM trigger NOTAM.

3.12 In relation to the implementation of WGS 84, although most States have adopted WGS 84, challenges remain in relation to the complete conversion of legacy data, metadata management, and data accuracy and traceability.

3.13 When analyzing compliance with the SARPs contained in Annex 15 – Aeronautical Information Service, it is observed that gaps persist related to the implementation of the quality management system, the verification of compliance with data quality requirements (DQR), the publication of digital data (DDS) and the implementation of PANS AIM

3.14 The Secretariat urged States to complete the processes of implementing the SARPs contained in ICAO Annexes 4 and 15 in order to advance in the digitization of the AIS.

## 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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**Agenda Items 4: Follow-up to the implementation of Digital Datasets and preparation for SWIM (e-AIP, AIXM, TOD), including the roadmap according to the PANS-IM (Doc 10199)**

4.1 Under this agenda item, the Meeting considered the following notes:

- WP/09 - *Implementation of DDS in the SAM Region*
- WP/16 - *Transition from AIS to AIM in the Colombian State*
- WP/17 – *Follow-up to the Implementation of Digital Data Sets (DSDs) in the NAM/CAR Regions*
- P03 – *Presentation of Colombia: Transition from AIS to AIM in the Colombian State.*
- P05 – *Presentation of Jeppessen: Panama Data House – AIXM – SWIM – DORIS*
- P07 - *Presentation of ENAIRE: AIS to AIM Roadmap Experience - Digitalisation*
- P08 – *Secretariat Presentation: Digital Datasets – The First Step Towards SWIM and FF-ICE*
- P09 – *Presentation by the Secretariat: Digital Dataset – Practical Construction.*
- P10 - *Presentation of the IMP: Digital Operational Reporting Information Service – DORIS.*
- P11 – *Secretariat Presentation: Latest developments in AIM – IMP Report.*

4.2 Under WP/17, the Secretariat reviewed the status of implementation of Digital Data Sets (DDS) in the NAM/CAR Region, highlighting their role as a key element in the transition to a digital-data-driven AIM environment. The note evidenced partial progress in the adoption of models such as AIXM and in the implementation of terrain and obstacle datasets, as well as a low level of development in aerodrome data and eAIP, also identifying significant gaps in data quality management. The Meeting took note of these advances and limitations, recognizing that such gaps directly affect interoperability and readiness for SWIM, and urged States to accelerate the implementation of AIP datasets, strengthen technical capacities and improve regional monitoring mechanisms, with a view to achieving harmonized and sustainable implementation in support of the evolution towards digital AIM

4.3 The Secretariat, through the presentation Latest developments in AIM, reported on the status of progress in the transition to digital management of aeronautical information, in line with PANS-AIM (Doc 10066) and PANS-IM (Doc 10199), highlighting the role of the Information Management Panel (IMP) in the preparation of amendments to Annexes 4 and 15 and associated procedures. The evolution from traditional AIS products to digital datasets (AIP, terrain, obstacles, AMDB and IFP) and their provision through interoperable information services according to the SWIM concept was highlighted, while maintaining fundamental principles such as the AIRAC cycle, quality assurance and the use of WGS-84. The roadmap for implementation was also presented, which includes the mandatory provision of the expanded AIP dataset towards 2031, the progressive introduction of digital services such as DORIS for the replacement of NOTAM, and the development of SWIM capacities. The results of the IMP/4 were also highlighted, including advances in data modeling, standardization of information services and governance, as well as implementation support programs with regional targets for the adoption of digital datasets and the preparation of the SWIM infrastructure, in line with ICAO's global guidance.

4.4 The Rapporteur commented on the need for the implementation of DORIS to include an operational training guide on how to achieve the competencies and capacities of personnel to assume all the changes that DORIS implies. The Secretariat replied that future changes would depend on the development of the implementation of DORIS at the global level and that the fact that DORIS as an information service would require changes in the functions and roles of the AIM, where there would increasingly be a need for AIM staff who knew how to code/program and understand the technical part of the exchange models. XML files, and other issues involved not only in this information service but also in those of other domains.

4.5 IFAIMA, for its part, supported the paradigm shift in the AIS specialty, which entails an update of the AIS staff profiles, and therefore requested ICAO to prepare/include these modified profiles in the ICAO documentation. This documentation, being of a more official nature, can be of support to the AIMS to show senior management and make the importance of this activity more visible.

4.6 The Secretariat called on States to present the challenges that prevent it from advancing at the national and regional levels in the transition to the AIM and the implementation of SWIM, in order to provide advice and support in order to obtain a balanced level of implementation among the States.

4.7 The Secretariat made the presentation on Digital Datasets as a precursor to SWIM where it examined the concept of Digital Datasets (DDS) as a fundamental basis for the transition to System-wide Information Management (SWIM) and Flight and Flow Information for a Collaborative Environment (FF-ICE), highlighting the need to evolve from traditional document-based processes and manual information management to a structured and automated digital environment.

4.8 The Secretariat highlighted that current constraints, such as duplication of information, reliance on human interpretation, and low interoperability, restrict operational efficiency and automation capacity, while the adoption of digital data allows for automatic exchange, real-time updates, and better coordination among ATM actors.

4.9 In the same presentation, it was explained that SWIM acts as the mechanism for sharing information, while the DDS constitute the essential input for its operation, and that FF-ICE represents an evolution towards the collaborative exchange of more detailed and dynamic operational information. Barbados commented that this presentation can be used to present the directors of the States and the Air Navigation Directorates to be able to explain these concepts with the intention of obtaining the relevant support to advance in a scalable way towards a fully digital and interoperable environment.

4.10 With WP/09, the Secretariat reported the progress of the SAM Region in the implementation of obstacle and terrain data (eTOD), the States reported the following progress:

- Brazil finished it completely,
- Colombia reported that the measurement of obstacles is controlled by ATM, the commitment will be to submit the plan to this specialty.
- Ecuador is implementing the work with Drones and they are working on a Bank project and that is why it was moved to 2027
- Panama reported that Tocumén and two other airports of the Plan have already been implemented.
- Paraguay has the database of obstacles and through the connection with the data originators a complete database has been reached, but they do not yet have the eTOD module for the management of these obstacles. But this is postponed by other AIS priorities such as eAIP and PANS OPS before the obstacle module.

- Venezuela will finalize the evaluation with drones in the initial phase at six airports and will report

4.11 The Secretariat would be grateful to States for reporting on the progress of implementation and the action plan of States on TOD, e-AIP, DDS, Information Exchange Models and Data Catalogs.

4.12 The Secretariat also recognized the support provided by Brazil and Colombia in the sharing of experience and technical advice to other States in the region.

4.13 Through WP/16, Colombia reported on the progress in the transition from AIS to AIM, highlighting the implementation of an automated Integrated System SIA/AIM that manages static and dynamic aeronautical information, improving data quality, efficiency and interoperability.

4.14 Likewise, Colombia reported that it has structured the transition in accordance with the ICAO roadmap in three phases (Consolidation, Digitalization and Information Management), incorporating e-AIP, integrated databases, data quality and preparation for SWIM environments.

4.15 In addition, specific advances such as the operation of the e-AIP, automation of aeronautical publications, integration of modules (NOTAM, PIB, MET, FPL, eTOD) and strengthening of digital data management from its origin have also been reported.

4.16 Finally, Colombia highlighted that, despite progress, challenges and next steps remain, such as completing system functionalities, updating regulations, strengthening training, and moving towards regional integration and interoperability (SWIM).

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**Agenda Item 5:           Review of:**  
**a)       NOTAM Contingency Plans**  
**b)       Volcanic Ash Contingency Plans (ASHTAM)**

5.1           Under this Agenda Item, the Meeting considered the following note:

- NE/10 - NOTAM Contingency Plan
- NE/11 – Volcanic Ash Contingency Plan
- NI/03 – *Jamaica's experience - NOTAM Contingency LOA with Curacao (only available in english)*
- P04 - *Presentation of Jamaica - Jamaica's experience - NOTAM Contingency LOA with Curacao (only available in english)*
- P11 – NACC presentation. AIM/TF – Evolution of the Validity Tracker

5.2           The Secretariat presented the progress in the implementation of the NOTAM contingency plans through NE/10, which includes the list of contingency contacts planned between the States of the SAM Region and specified that these contingencies are only activated in the event of technical contingencies.

5.3           The Secretariat reported that the State of Venezuela has begun the process to complete the signing of the letter of agreement for the State of Peru to be the backup of Venezuela in the NOTAM Contingency Plan.

5.4           Jamaica presented its experience in the implementation of the NOTAM Contingency Agreement (LOA) established with Curaçao, which constitutes an effective mechanism to ensure the continuity of aeronautical information services within the Kingston FIR, including the Cayman Islands, in the event of system interruptions or communications failures. The agreement, in force since March 2020, establishes complementary procedures to ICAO's SARPs (Annex 15 and associated documents), defining the temporary transfer of the provision of NOTAMs, roles and responsibilities, activation and deactivation protocols, as well as the use of alternative communication channels. The operational experience, validated through multiple real-world activations—including system failures and severe weather events—demonstrated its effectiveness in ensuring the timely dissemination of safety-critical information, highlighting key elements such as standardization of procedures, bilateral coordination, operational redundancy, and continuous staff preparation. Likewise, the last four occasions that the contingency was activated and the agreement was applied were presented.

5.5           Curaçao, as a counterpart in this agreement, expressed that operational challenges and lessons learned were identified that have led to improvements in processes, training and strengthening of protocols, consolidating this model as a replicable good practice to strengthen regional resilience in the management of NOTAM contingencies. As an example of good practice, they proposed the use of WhatsApp as an alternative means of communication applied in situations of total loss of telephone and email communication, always complying with the provisions of the contingency agreement and using for this purpose a dedicated mobile phone line and the respective corresponding permits for the personnel authorized for the contingency activity.

5.6           In response to questions from the audience, Curaçao and Jamaica clarified that the process of communicating the contingency activation to users and the NOTAMs transmitted during it is carried out by Curaçao on behalf of Jamaica, specifying this information in box E) of the NOTAM issued as if it were Jamaica itself.

5.7 The AIM/TF Rapporteur showed the NOTAM Validity Monitoring system, a tool developed by Curaçao where the monitoring of NOTAMs is maintained, specifically aimed at controlling the duration of publication of NOTAMs, alerting users of the system about the proximity of expiration of NOTAMs and especially those NOTAMs that exceed the regulatory three-month validity period of NOTAMs. He explained that this system allows monitoring to be carried out by the originators as well. The Rapporteur shared the process of migrating the monitoring from an Excel file to the presented web system, showing the evident advantages of this system in supporting situational awareness and improving the quality of the NOTAM service. Additionally, he commented that this tool can be shared with other States in both regions, following a request from Jamaica and the Cayman Islands

5.8 The Secretariat also reported that the Contingency Plan has been activated this year between Chile and Ecuador, Panama and Peru, and Peru and Bolivia.

5.9 The Secretariat presented with NE/11 the progress of the SAM Region on the coordination between MET, AIS and the monitoring of volcanic ash for the corresponding contingency.

5.10 The Secretariat recognized that Ecuador has a volcanic ash monitoring center and efficiently carries out continuous coordination with all stakeholders involved.

5.11 The Secretariat reported on the results of Exercise VOLCEX 24/01, where very important progress has been observed in the implementation of coordination between the MET/AIS/ATS/VAAC/Volcanological Observatories services.

5.12 The Secretariat recalled that the VOLCEX exercises should be carried out every two years but by 2026 there is uncertainty regarding their implementation due to a situation that affects the VAAC-Buenos Aires. The Secretariat will inform in due course whether the exercise would be carried out or postponed to 2027.

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**Agenda Item 6: AIS/AIM Staff Competency Assessment and Training (Doc 8126), including CBTA and AIS→AIM→SWIM Transition Talent Development**

6.1 Under this Agenda Item, the Meeting considered the following documents:

- NE/12 - *AIS/AIM Staff Assessment and Training with a Competency-Based Approach*
- P01 - *Presentation by the Secretariat: Competency-Based AIS/AIM Staff Training and Assessment (CBTA)*.

6.2 The Secretariat introduced WP/12 in which it shared ICAO's guidelines for competency-based AIS/AIM (CBTA) training and assessment, highlighting its importance in ensuring the quality, integrity and traceability of aeronautical data, as well as in supporting the transition to a digital AIM environment and integration with QMS/AIM.

6.3 The WP describes the applicable regulatory framework (Annex 15, Doc 9991, Doc 9868, Doc 10066, among others) and details the implementation processes of the CBTA through the ADDIE model (analysis, design, development, implementation and evaluation), emphasizing the need for continuous evaluations based on observable performance and measurable criteria.

6.4 The Secretariat also highlighted that the CBTA approach is a fundamental requirement of ICAO and a key enabler for the safety and modernization of AIS/AIM services.

6.5 The Secretariat also introduced **Appendix A**, which contains a model of AIM competencies for the NAM/CAR/SAM Regions, including technical, operational, data management, quality and cross-cutting competencies, aimed at facilitating the harmonized implementation of the CBTA approach. In addition, **Appendix B** was presented, which contains a template for monitoring the implementation of the CBTA.

6.6 In this context, it is indicated that the Secretariat will circulate Appendix B to States in order to follow up on the implementation of the CBTA approach.

6.7 The Secretariat accompanied the Working Paper with a presentation on the implementation processes of the CBTA, with the purpose of facilitating its understanding and adoption by States.

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## APPENDIX A

### AIM COMPETENCY MODEL FOR NAM/CAR/SAM REGIONS (CBTA-ICAO BASED)

#### A.1 Introduction

This AIM competency model is based on the ICAO framework set out in **Doc 9991 (AIS/AIM Training Manual)** and **Doc 9868 (PANSTRG)**, adapted for application in the States of the SAM Region.

The model defines the competencies needed for AIS/AIM staff, considering the transition to a data-driven digital environment, the implementation of QMS/AIM, and the requirements of Annex 15.

#### A.2 Structure of the Competency Model

The competencies are grouped into the following categories:

1. **AIS/AIM technical competences**
2. **Information and data management competencies**
3. **Quality Competencies (QMS/AIM)**
4. **Operational competencies (NOTAM, AIP, etc.)**
5. **Transversal competences**

#### A.3 AIM Competence Matrix (SAM Reference Model)

Code	Competition	Description	Observable Elements (Examples)
AIM-01	Aeronautical Data Management	Apply processes for the collection, validation, storage and distribution of aeronautical data	- Verify data consistency- Enforce integrity requirements- Use AIM databases
AIM-02	Production and management of the AIP	Prepare and maintain the Aeronautical Information Publication (AIP and e-AIP)	- Publishes in AIRAC cycle- Ensures consistency between products- Manages amendments and supplements
AIM-03	NOTAM Management	Process, validate, and issue NOTAM compliant with SARPs	- Issues correct and timely NOTAMs- Applies coding criteria- Coordinates with ATS dependencies

AIM-04	Digital Data Management (AIM)	Implement digital datasets (AIXM, eTOD, etc.)	- Manages data models- Ensures interoperability- Manages digital datasets
AIM-05	Quality Assurance (QMS/AIM)	Applying Quality Processes at AIM	- Applies documented procedures- Registers non-conformities- Implements corrective actions
AIM-06	Information management in a digital environment	Operate AIM systems (eAIP, databases, automation)	- Uses AIM systems - Ensures traceability - Handles digital information flows
AIM-07	Security and risk management	Identify risks associated with aeronautical information	- Evaluate the impact of errors- Apply mitigations- Report incidents
AIM-08	Communication and coordination	Coordinate with users and entities (ATS, MET, operators)	- Communicates critical information- Coordinates operational changes- Manages queries
AIM-09	Regulatory Compliance	Implement ICAO SARPs and national regulations	- Complies with Annex 15 - PANS-AIM applies - Maintains updated documentation
AIM-10	Digital and technological skills	Use of technological tools and interoperable systems	- Manages automated systems- Understands SWIM (basic level)- Uses ICT tools
AIM-11	Troubleshooting	Analyze and resolve operational situations	- Identifies deviations- Applies effective solutions- Makes timely decisions
AIM-12	Ethics and responsibility	Ensure information integrity and reliability	- Handles critical data responsibly- Complies with procedures- Acts professionally

#### A.4 Performance Levels (Reference)

Each competency can be assessed at progressive levels:

- **Level 1 – Basic:** theoretical and supervised knowledge
- **Level 2 – Operational:** autonomous performance in assigned tasks
- **Level 3 – Advanced:** decision-making and resolution of complex situations

- **Level 4 – Expert:** Technical Leadership and Process Improvement
- 

### **A.5 Evidence and Evaluation**

Competencies should be assessed by:

- Direct observation of performance
- Operational simulations
- Theoretical / practical evaluations
- Product Review (AIP, NOTAM, Datasets)

The evaluation process must:

- Be documented
- be part of the QMS
- Include initial and periodic evaluation

### **A.6 Considerations for Regional Implementation**

States in the SAM Region should:

- Adapt this model to your organizational structure
- define profiles by position (AIS, AIM, NOF, supervisors)
- integrate competency management into QMS/AIM
- align the model with the AIS → AIM and SWIM transition

### **A.7 Conclusion of the Appendix**

This AIM competency model provides a harmonized basis for the SAM Region, facilitating:

- the implementation of the CBTA approach
- improving the quality of AIS/AIM services
- the transition to an AIM digital environment

**APPENDIX B****Follow-up to the training of AIS/AIM technical personnel with a competency-based approach and evaluation of personnel competence, in the SAM Region**

<b>N°</b>	<b>States</b>	<b><i>Is the AIS/AIM technician training program prepared with a competency-based approach?</i></b>	<b><i>Does this program meet the requirements of ICAO Annex 15, PANS-AIM, Doc 8126, Doc 9868 and Doc 9991?</i></b>	<b><i>Do you have a competency-based AIS/AIM staff assessment procedure?</i></b>	<b><i>Does this evaluation procedure take into account the requirements of Annex 15, PANS-AIM, ICAO Doc 8126, Doc 9868 and Doc 9991?</i></b>
1	Argentina				
2	Brazil				
3	Bolivia				
4	Chile				
5	Colombia				
6	Ecuador				
7	Guyana				
8	Panama				
9	Paraguay				
10	Peru				
11	Suriname				
12	Uruguay				
13	Venezuela				

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**Agenda Item 7: Review of ICAO amendments and developments in Information Management: status of implementation of the PANS-IM; PANS-AIM/PANS-IM ratio; results of the IMP Panel; and outcomes of the A42 on SWIM and GREPECAS/23**

7.1 Under this Agenda Item, the Meeting considered the following documents:

- NE/12 - *Impact on AIS/AIM Services of the Recent Amendments to Annexes 4, 15 and PANS-AIM Doc 10066*
- P02 – *Presentation by the Secretariat: Outcome of the A42 related to SWIM*
- P05 – Presentation of Jeppesen: Panama Data House – AIXM – SWIM – DORIS
- P07 - Presentation of ENAIRE: AIS to AIM Roadmap Experience - Digitalisation
- P10 - Presentation of the IMP: Digital Operational Reporting Information Service – DORIS.
- P11 – Secretariat Presentation: Latest developments in AIM – IMP Report

**Amendments approved for Annexes 4 and 15, and to Doc.10066 – PANS-AIM**

7.2 The Secretariat reported on the approval of the amendments to Annexes 4, 15 and the PANS-AIM. When analyzing the impact of these policies, the Secretariat observes that they are mainly aimed at the harmonization of definitions related to performance-based navigation (PBN).

7.3 These amendments involve adjustments to aeronautical data management, AIS publications (AIP, charts, NOTAM) and national regulatory frameworks, in order to ensure global coherence and interoperability. They also require coordinated actions by States in terms of regulation, updating of databases and AIM processes, including quality and traceability.

7.4 Together, these updates support the transition to a digital AIM environment, more integrated and aligned with ICAO international standards.

7.5 The Secretariat urged States to review their regulations, update them according to the context of the State and proceed to communicate differences through the EFOD system if they established them, in relation to these amendments.

**Outcomes of the A42 and GREPECAS/23 related to SWIM**

7.6 The Secretariat reported to the meeting on the main outcomes of the 42nd ICAO Assembly (A42) in relation to Systematic-Wide Information Management (SWIM), highlighting its consolidation as a central enabler of the digital ATM system and a key element for the global interoperability of aeronautical, meteorological and operational data.

7.7 The Secretariat reported that the Assembly considered a number of working papers highlighting the need to move towards a globally interoperable exchange of aeronautical information, as well as the development of ICAO guidelines for the implementation of SWIM, including mechanisms for evaluation and self-assessment by States.

7.8 The Secretariat highlighted that A42 placed emphasis on moving from a conceptual approach to measurable implementation, based on indicators, performance evaluation and integration with initiatives such as FF-ICE, digital AIM and MET services.

7.9 In conclusion, the Secretariat underlined that the outcomes of A42 confirm that SWIM is no longer optional, but a fundamental infrastructure for the digital transformation of aviation, requiring coordinated efforts among States to achieve a harmonized and fully operational ecosystem.

7.10 In relation to the outcomes of GRPECAS/23, related to SWIM, the secretariat reported on the GREPECAS/23/07 Conclusion, which aims to promote the implementation of SWIM at the regional level in line with the studies of A42 and the initiatives of the Headquarters.

7.11 Industry representatives made presentations in the same framework, including Jeppesen presenting the state of evolution towards digital management of aeronautical information, highlighting the interrelationship between PANS-AIM and PANS-IM as complementary frameworks that underpin the transition from a product-based AIS environment to a data-driven AIM ecosystem, interoperable and supported by SWIM.

7.12 This presentation highlighted the role of standards such as AIXM in structuring and sharing aeronautical data in digital format, as well as the need to ensure the quality, governance and standardization of datasets in accordance with ICAO guidelines.

7.13 In this context, the SWIM concept was presented as a key enabler for information exchange through interoperable services, in line with the initiatives of the Information Management Panel (IMP) and the guidance derived from ICAO Assembly 42 and GREPECAS/23.

7.14 Likewise, the DORIS service was introduced as an operational evolution based on SWIM, aimed at progressively replacing traditional NOTAM and AIP supplements with structured, event-coded and machine-readable digital information, which will significantly improve the accessibility, automation, timeliness and security of aeronautical information in the ATM environment. This was presented through a technical presentation.

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**Agenda Item 8: Interregional NAM/CAR/SAM coordination and future roadmaps: harmonization of plans, monitoring and reporting mechanisms, and synergies between regions**

8.1 Under this Agenda Item, the Meeting considered the following proposal:

➤ *Draft Roadmap for the Implementation of SWIM in the NAM/CAR/SAM Regions*

8.2 The document presents a proposed roadmap for the implementation of SWIM in the NAM/CAR/SAM regions, which aims to achieve progressive, interoperable and coordinated adoption, strengthening the digital transformation of the ATM and aligning with the GANP and ICAO's global initiatives. The document in question is found as **Appendix A** to this part of the report.

8.3 The proposal is prepared in line with international mandates and guidelines, in particular:

- a) the 42nd ICAO Assembly (A42);
- b) Conclusion GREPECAS/23/07; and
- c) the development of a global SWIM roadmap by ICAO, in addition to the principles of interoperability, Service-Oriented Architecture (SOA) principles and ASBU modules related to SWIM.

8.4 The meeting noted that, as part of the implementation, it is proposed to:

- a) Develop a regional roadmap based on gap analysis, identification of use cases and definition of phases and milestones.
- b) Create a SWIM/Task-Force (TF) to technically coordinate implementation at the regional level.
- c) Establish an Operational Assistance Team (OAT) to support States in adopting data models, SWIM services and capacity building.

8.5 The meeting, in analyzing the roadmap, highlighted that it proposes an implementation in three phases: preparation (diagnosis and planning), development (implementation of services, pilots and training) and consolidation (complete interoperability and integration of domains), with a regional governance scheme led by GREPECAS, with the support of ICAO and the States.

8.6 The Secretariat indicated that the proposal seeks to strengthen regional coordination, interoperability and technical capacities, positioning the NAM/CAR/SAM regions in the harmonized implementation of SWIM and their integration into the global environment.

8.7 Overall, the roadmap presented to the meeting proposes a progressive, interoperable and coordinated implementation at the regional level, supported by mechanisms such as the SWIM/Task-Force and Operational Assistance Teams (OATs), which will strengthen capacities, close gaps and move towards the complete integration of information domains in the SWIM environment.

8.8 After analyzing the proposed regional roadmap SWIM NAM/CAR/SAM, the meeting proposed to structure the work in two main lines:

- a) one aimed at the implementation of aeronautical information domains in interoperable formats and standardized exchange models (AIXM, FIXM, IWXXM, etc.), in accordance with ICAO Annexes and documents such as PANS AIM, PANS IM, PANS MET, Doc 10039 and Doc 10203; and
- b) another line focused on the technical aspects of SWIM implementation, including architecture, services and infrastructure.

8.9 The meeting stressed that regional guidelines for the implementation of SWIM should be developed, taking as reference experiences from other regions (such as APAC), in order to provide practical guidance to States in progressive and harmonized adoption.

8.10 The Meeting noted that a task-force for the implementation of SWIM at the regional level should involve representatives from the areas of, in the first instance, CNS, MET, and ATM, both at the State level and at the ICAO and industry levels.

8.11 The meeting agreed to promote the creation of a regional Task-Force to promote the Roadmap for the regional SWIM, based on the proposed document and the feedback provided during its analysis, for which it issued the following conclusion:

<b>Conclusion 01 - SAM/AIM/18 – NACC-AIM/TF/9</b>	<b>Promoting the implementation of SWIM in the NAM/CAR/SAM Regions</b>	
<p><b>What:</b></p> <p>1) States of the NAM/CAR/SAM Regions, with the assistance of the Secretariat, Headquarters and industry:</p> <ul style="list-style-type: none"> <li>a) Establish a TF to drive the implementation of SWIM;</li> <li>b) Align work with global SWIM implementation initiatives;</li> </ul> <p>2) The Secretariat is working on mechanisms to support States in adopting data models, building SWIM enablers in all domains of aeronautical information, SWIM services and capacity building, in line with the strategic objective of "No country left behind".</p>	<p><b>Expected impact:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Political / Global</li> <li><input checked="" type="checkbox"/> Interregional</li> <li><input type="checkbox"/> Economical</li> <li><input type="checkbox"/> Environmental</li> <li><input checked="" type="checkbox"/> Technical / Operational</li> </ul>	
<p><b>Why:</b> Aligned with the outcomes of the ICAO 42nd Assembly, related to SWIM, to Conclusion GREPECAS/23/7 and ICAO documents related to SWIM to ensure harmonization and interoperability.</p>		
<p><b>When:</b></p> <ul style="list-style-type: none"> <li>a) As soon as possible.</li> <li>b) Report progress to GREPECAS/24 and to the AIM meetings in both regions</li> </ul>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Invalidated / <input type="checkbox"/> Completed</p>	
<p><b>Who:</b> <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> Other: Organizations and Service Providers</p>		

## APPENDIX

### Draft Roadmap for the Implementation of SWIM in the NAM/CAR/SAM Regions

#### 1. Background and Context

System Wide Information Management (SWIM) constitutes a fundamental element for the digital transformation of the global ATM system. In this context:

- The **42nd ICAO Assembly (A42)** emphasized the importance of accelerating SWIM implementation as a cross-cutting enabler of the GANP.
- **GREPECAS Conclusion 23/07 (March 2026)** established the need to strengthen regional coordination for SWIM adoption.
- **ICAO Headquarters** has planned the development of a global/regional SWIM roadmap by **July 2026**, which requires concrete inputs from the regions.
- There is consensus on the need to establish regional technical coordination mechanisms.

#### 2. General Objective

To develop and implement a **Regional SWIM Roadmap for NAM/CAR/SAM**, aligned with the GANP and ICAO guidance, enabling a progressive, interoperable and coordinated implementation among States and organizations.

#### 3. Specific Objectives

- Define the current status of SWIM implementation in the regions.
- Establish regional phases, milestones and priorities.
- Promote interoperability among domains (AIM, MET, CNS, AGA and other areas).
- Facilitate integration with global SWIM initiatives.
- Strengthen technical and governance capabilities.

#### 4. Strategic Approach

The roadmap will be developed under the following principles:

- **Regional and global interoperability**
- **Service-Oriented Architecture (SOA) approach**
- **Progressive and phased implementation**
- **Multisectoral collaboration (AIM, CNS, MET, AGA and other areas)**
- **Alignment with the GANP and ASBUs (particularly B1/B2 SWIM)**

#### 5. Project Components

##### 5.1 Development of the Roadmap (May – July 2026)

###### Key activities:

- Collection of information on the implementation status in States.
- Gap analysis against the ICAO SWIM framework.
- Identification of priority use cases (AIM, MET, flight information, AGA, FF-ICE, etc.).
- Preparation of the draft regional roadmap.

**Deliverable:**

- Draft NAM/CAR/SAM SWIM Roadmap (July 2026).

**5.2 Establishment of the SWIM Task Force (June 2026)**

**Purpose:** To technically coordinate SWIM implementation in the regions.

**Actions:**

- Formal establishment of the NAM/CAR/SAM SWIM Task Force.
- Designation of focal points by State and technical area.
- Organization of a virtual meeting during the last week of June 2026.

**Participants:**

- Experts from AIM, CNS, MET, AGA, flight planning areas, etc.
- NACC and SAM Regional Offices
- Relevant international organizations

**Expected Results:**

- Terms of Reference (ToR) of the TF.
- Initial work plan.
- Contributions to the regional roadmap.

**5.3 Alignment with ICAO Headquarters (July 2026)****Actions:**

- Consolidation of regional inputs for the global roadmap.
- Participation in activities coordinated by Headquarters.
- Validation of the regional approach.

**Result:**

- Integration of NAM/CAR/SAM into the global SWIM roadmap.

**5.4 Creation of an Operational Assistance Team (OAT) for AIM****Objective:**

To support States in the transition towards interoperable digital services (AIM → SWIM).

**Scope:**

- Implementation of data models (AIXM, FIXM, IWXXM, aerodrome information model)
- Publication of SWIM services
- Data quality management

**Activities:**

- Technical assistance missions (virtual/on-site).
- Regional training.
- Development of practical guidance material.

**6. Implementation Phases****Phase 1: Preparation (2026)**

- Establishment of the TF
- Regional assessment
- Definition of the roadmap

**Phase 2: Development (2027–2029)**

- Implementation of initial SWIM services
- Technical training
- Pilot projects

**Phase 3: Consolidation (2030 onwards)**

- Full interoperability
- Integration of domains
- Optimization of services

**7. Governance**

- **GREPECAS:** Strategic oversight
- **NAM/CAR/SAM SWIM TF:** Technical coordination
- **ICAO Regional Offices:** Facilitation and follow-up
- **States:** National implementation

**8. Summary Schedule**

<b>Actividad</b>	<b>Fecha</b>
Establishment of the SWIM TF	June 2026
First virtual TF meeting	Last week of June 2026
Development of the draft roadmap	June – July 2026
Submission to ICAO Headquarters	July 2026
Launch of the AIM OAT	Second half of 2026

**9. Expected Results**

- Regional roadmap aligned with the GANP and a Global SWIM Implementation Plan to be defined by ICAO.
- Greater coordination among NAM/CAR/SAM Regions
- Progressive implementation of SWIM.

- Improved ATM interoperability and efficiency.
- Strengthened regional capabilities.

## **10. Final Considerations**

This project will allow the NAM/CAR/SAM Regions to position themselves proactively in the digital transformation of global ATM, ensuring consistency with ICAO Assembly decisions, GREPECAS conclusions and Headquarters initiatives.

**Agenda Item 9: Other matters**

9.1 Under this Agenda Item, the Meeting was informed by the IFAIMA delegate about the upcoming Global IFAIMA 2026 Meeting, which will take place from 8 to 10 September 2026 in Aruba.

9.2 IFAIMA highlighted the importance of the participation of AIM representatives from as many States of the region as possible, since this is a global-level event where highly relevant topics such as the transition to digitalization, quality management, and the evolution towards SWIM will be addressed. High-level technical discussions are expected, as well as exchanges among States aimed at addressing activities related to regional integration.

9.3 The Secretariat reaffirmed the importance of participation in this global meeting.

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