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Fort-de-France, Martinique, 15 to 17 July 2026

Agenda Item 4: Follow-up of the activities of the E/CAR/CATG
4.2 Progress report of the Aeronautical Information Management (AIM) Committee

MINIMUM AIM SERVICE LEVELS AND IMPLEMENTATION PRIORITIES FOR THE EASTERN CARIBBEAN IN SUPPORT OF DIGITAL AIM AND FUTURE SWIM READINESS
(Presented by Secretariat)

EXECUTIVE SUMMARY	
This Information Paper presents a proposed set of basic AIM requirements and minimum service levels for the Eastern Caribbean, based on the implementation status reported by the participating States and Territories, the outcomes of the recent AIM/TF and GREPECAS meetings, and the strategic objective of supporting a harmonized transition towards Digital AIM. The paper also identifies common implementation challenges and proposes priority actions at both national and subregional levels, with particular focus on AIM QMS implementation and AIP publication modernization.	
<i>Strategic Objectives:</i>	• Every Flight is Safe and Secure • Aviation is Environmentally Sustainable • Aviation Delivers Seamless, Accessible, and Reliable Mobility for All • No Country Left Behind
<i>References:</i>	• SAM/AIM/18 – NACC/WG/AIM/TF/09 Final Report (Panama, May 2026) • SAM/AIM/18 – AIM/TF/9 WP/04 – AIS to AIM Implementation Status Report • GREPECAS/23 Outcomes related to AIM and SWIM • NAM/CAR AIM Transition Roadmap Status Reports (May 2026)

1. Introduction

- 1.1 The transition from Aeronautical Information Services (AIS) to Aeronautical Information Management (AIM) remains a strategic objective of ICAO and the NAM/CAR Region, aligned with ICAO Annex 15, the Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066), the Global Air Navigation Plan (GANP), and the regional AIM implementation framework.
- 1.2 Recent discussions held during the SAM/AIM/18 and NACC/WG/AIM/TF/09 meetings reaffirmed that the transition to Digital AIM is essential to support future concepts such

as System-Wide Information Management (SWIM), Flight and Flow Information for a Collaborative Environment (FF-ICE), and data-driven ATM operations.

- 1.3 GREPECAS/23 further emphasized that the digitalization of aeronautical information, including eAIP implementation, structured data models, digital datasets, and interoperable information exchange mechanisms, is a prerequisite for future SWIM implementation and the evolution of the regional ATM system. Consequently, strengthening AIM capabilities in the Eastern Caribbean is not only necessary to meet current operational requirements but also to ensure that the subregion is prepared for the future ICAO information management framework.

2. Key Discussion Topics

- 2.1 The AIM/TF reviewed the AIM implementation status reported by the Eastern Caribbean States and Territories (Appendix A). The assessment shows that most States have achieved or substantially implemented the traditional AIS requirements such as AIRAC adherence and WGS-84 implementation. However, the transition toward data-centric AIM services remains uneven, particularly in the areas of:

- AIM Quality Management Systems;
- Aeronautical data quality and integrity monitoring;
- Electronic AIP production;
- Aeronautical data exchange;
- Digital NOTAM capabilities;
- Agreements with data originators; and
- AIM personnel competency development.

2.2 AIM Quality Management Systems

- 2.2.1 The regional objective endorsed by the AIM/TF is the achievement of **effective AIM QMS implementation by 2028**. The subregion presents significant disparities in QMS maturity. While some administrations are operating fully implemented systems, several States are still in the initial stages or have not yet reported implementation progress. This situation creates differences in aeronautical data assurance capabilities and represents a constraint for future digital information exchange.

2.3 Foundational AIM Requirements: WGS-84 and AIRAC Compliance

- 2.3.1 WGS-84 implementation and AIRAC compliance are essential AIM Building Blocks and prerequisites for digitalization, interoperability and SWIM readiness. The AIM/TF highlighted that deficiencies are increasingly linked to governance, verification processes, data originator coordination and quality assurance rather than purely technical limitations.

2.4 AIP Publication Issues

- 2.4.1 The Trinidad and Tobago ANSP as the AIM Publication Department for the Eastern Caribbean present challenges regarding the timely processing and incorporation of AIP amendments. In some cases, information is being maintained through extended validity

AIP Supplements (SUP), which may result in duplication of information, reduced traceability, and potential inconsistencies between published products. This situation highlights the need to review and modernize the publication processes and supporting arrangements.

2.5 Letters of Agreement

2.5.1 The formal arrangements established between data originators and the aeronautical information service are important because they create a legally and operationally defined framework that ensures aeronautical data are accurate, timely, traceable, complete, and compliant with ICAO requirements. ICAO considers these arrangements one of the key enablers of the transition from AIS to AIM and a prerequisite for Digital AIM and SWIM implementation.

2.5.2 In several Eastern Caribbean States and Territories, the formal arrangements established between aeronautical data originators and AIM service providers remain outdated, limited in scope, or have not been fully formalized. As a result, challenges persist in ensuring effective data governance, data traceability, timely information exchange, and compliance with aeronautical data quality requirements throughout the aeronautical information data chain. Strengthening these arrangements is essential to support QMS implementation, AIRAC compliance, and the transition towards a digital and data-centric AIM environment.

2.5.3 Of particular importance to the Eastern Caribbean subregion is the existing Letter of Agreement between the Eastern Caribbean States and the Trinidad and Tobago Civil Aviation Authority regarding the provision of Aeronautical Information Services. In light of current ICAO Annex 15 and PANS-AIM requirements, the agreement should be reviewed and updated to clearly define responsibilities, service levels, timelines, escalation procedures, data quality obligations, coordination mechanisms with data originators, and periodic review processes. Such enhancements would contribute to greater harmonization, accountability, and resilience in the provision of AIM services across the subregion.

2.6 Key Regional Findings

2.6.1 The implementation status reports suggest the following regional observations:

- Phase I activities (AIRAC, WGS-84 and basic compliance requirements) have generally achieved a satisfactory level of implementation.
- Significant gaps remain throughout Phase II activities associated with data quality management, AIXM implementation, eAIP development and terrain/obstacle data management.
- Phase III activities remain the least mature implementation area, particularly:
 - Digital NOTAM;
 - Electronic charting;
 - Data exchange capabilities;
 - Aeronautical information briefing modernization; and
 - AIM-MET interoperability.

- Training continues to be the most frequently reported enabling requirement for successful AIM implementation.

2.7 Regional AIM Maturity

2.7.1 The information reported to ICAO demonstrates a heterogeneous level of AIM implementation within the Eastern Caribbean subregion.

2.7.2 Three groups can be identified:

- ✓ *Group A – Advanced Implementation:* These administrations have already implemented most Phase I requirements and have demonstrated progress in QMS, data quality management, electronic publications and digital AIM enablers. (Trinidad and Tobago, Sint Maarten / Saba / Sint Eustatius (Dutch Caribbean))
- ✓ *Group B – Transition Stage:* These States have begun implementation of AIM transition elements but require additional support to mature QMS, digital datasets and publication processes. (Barbados, Antigua and Barbuda, Saint Vincent and the Grenadines, British Virgin Islands, Saint Lucia, Dominica)
- ✓ *Group C – Limited Information / Early Development:* Limited implementation information has been reported, making it difficult to accurately assess AIM maturity and establish implementation baselines. (Grenada, Montserrat, Saint Kitts and Nevis, Anguilla)

3. Proposed Eastern Caribbean AIM Priorities (2026–2028)

3.1 The implementation priorities identified in this paper are intended not only to improve current AIM service provision, but also to establish the foundational capabilities required for the future implementation of Digital AIM, SWIM-enabled services, and other ICAO information management initiatives currently under development.

3.2 Based on the current implementation status, the following priorities are proposed for the Eastern Caribbean.

Priority 1 – AIM QMS Implementation: Effective implementation in all Eastern Caribbean States by 2028

- Conduct regional gap analyses.
- Establish QMS focal points in each administration.
- Standardize documentation templates.
- Promote internal auditor training.
- Develop a regional support framework.

Priority 2 – AIP and eAIP Development: Ensure full AIRAC discipline and sustainable WGS-84 compliance and improve AIP quality and progressively migrate toward eAIP capability

- Standardize publication processes.
- Improve AIP maintenance practices.
- Promote electronic publication platforms.
- Facilitate regional sharing of tools and expertise.

Priority 3 – Data Quality and Data Origination: Establish formal agreements with aeronautical data originators and develop regional AIM contingency arrangements and NOTAM backup mechanisms using successful Caribbean models already in operation

- Strengthen agreements with data originators.
- Improve data traceability.
- Establish data validation procedures.
- Standardize quality monitoring methodologies.

Priority 4 – AIM Personnel Competency: Implement competency-based AIM training frameworks and strengthen AIM personnel development programmes

- Expand participation in ICAO AIM courses.
- Implement refresher training programmes.
- Promote competency-based training methodologies.
- Increase regional instructor capacity.

Priority 5 – Digital AIM Capabilities: Prepare the subregion for Digital AIM, structured datasets, AIXM implementation and future SWIM participation

- Support progressive implementation of:
- eAIP;
- AIXM-based processes;
- Digital NOTAM;
- Electronic charts; and
- Aeronautical data exchange mechanisms.

4. Conclusion

4.1 The review of AIM implementation activities in the Eastern Caribbean indicates that most States and Territories have established the foundational elements required for the provision of aeronautical information services. However, important differences remain in the maturity of AIM implementation, particularly in the areas of Quality Management Systems (QMS), AIP publication processes, data governance arrangements, personnel competencies, and the implementation of digital AIM capabilities. These gaps may affect regional harmonization, data quality assurance, and readiness for future Digital AIM and SWIM initiatives.

4.2 To support a common level of AIM service provision across the Eastern Caribbean, priority should be given to strengthening QMS implementation, modernizing publication processes, establishing and updating formal agreements with data originators and service providers, enhancing AIM training programmes, and progressively implementing digital AIM enablers. A coordinated regional approach will help improve consistency, interoperability, and resilience while supporting the long-term transition towards a data-centric AIM environment aligned with ICAO objectives and regional implementation plans.

5. The Meeting is invited to take note of the information presented in this paper and discuss the proposed AIM implementation priorities for the Eastern Caribbean subregion.

APPENDIX
AIM Implementation reported to AIM/TF

AIM Quality Management Systems

State/Territory	Reported QMS Status
Trinidad and Tobago	100%
Curaçao/Sint Maarten/BES	100%
St Vincent and the Grenadines	60%
Antigua and Barbuda	48%
Barbados	18%
Dominica	0%
Grenada	0% (in progress)

Foundational AIM Requirements: WGS-84 and AIRAC Compliance

- Antigua and Barbuda reports implementation of both WGS-84 and AIRAC processes.
- Trinidad and Tobago reports full implementation.
- Saint Vincent and the Grenadines reports implementation.
- Barbados reports WGS-84 implementation but continued AIRAC compliance challenges.
- Grenada reports partial implementation of both elements

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