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INFORMATION PAPER

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Fourth Meeting of Rapporteurs of the North American, Central American, and Caribbean Working Group (NACC/WG/RAP/04)
Online, 6-7 May 2026

Agenda Item 3: Status of the different Task Force Action Plans, with discussion of outstanding activities, challenges, and next steps.

AERONAUTICAL INFORMATION MANAGEMENT TASK FORCE (AIM/TF) ACTION PLANS, WITH DISCUSSION OF OUTSTANDING ACTIVITIES, CHALLENGES, AND NEXT STEPS

(Presented by AIM/TF Rapporteur)

EXECUTIVE SUMMARY

This Information Paper presents an update on the Aeronautical Information Management Task Force (AIM/TF) Action Plan implementation status, including outstanding activities, regional challenges, progress achieved since the Third Meeting of Rapporteurs (NACC/WG/RAP/03), and the next steps required to support the continued transition from Aeronautical Information Service (AIS) to Aeronautical Information Management (AIM), Digital AIM (D-AIM), and System-Wide Information Management (SWIM) implementation within the NAM/CAR Regions and coordination with the South American Region (SAM).

The paper highlights the importance of realistic implementation timelines, stronger State participation, improved regional coordination, and continued alignment with ICAO strategic objectives, CAR/SAM Planning and Implementation Regional Group (GREPECAS) Conclusions and Decisions, and the Basic Building Block (BBB) Framework.

Action:	The Meeting is invited to take note of this Information Paper and the actions proposed in Section 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• ICAO 41st. Assembly• Global Air Navigation Plan (GANP)• Basic Building Block (BBB) Framework• AIM TF Meetings – AIM/TF/07, AIM/TF/08 and AIM/TF/09• GREPECAS Conclusions and Decisions• NACC/WG/RAP/03 Final Report

1. Introduction

Purpose and AIM TF Mandate

1.1 In accordance with its Terms of Reference (ToRs), the AIM Task Force (AIM/TF) continues to monitor and address relevant global and regional developments related to AIM, including the transition from AIS to AIM, Digital AIM (D-AIM), Digital NOTAM, and the implementation of SWIM.

Alignment with RAP/03 and Current Work Programme

1.2 Following the NACC/WG/RAP/03, the AIM TF continued the review and update of its Work Programme and Action Plan to ensure alignment with ICAO strategic objectives, the Global Air Navigation Plan (GANP), the Aviation System Block Upgrades (ASBU) framework, the BBB and GREPECAS Conclusions and Decisions.

Regional Objective and Implementation Focus

1.3 The AIM TF remains focused on supporting Contracting States in achieving harmonized AIM implementation, strengthening regional cooperation, improving operational efficiency, and ensuring the safe and effective exchange of aeronautical information throughout the NAM/CAR and SAM Regions.

2. Discussion

AIS to AIM Transition Status Overview

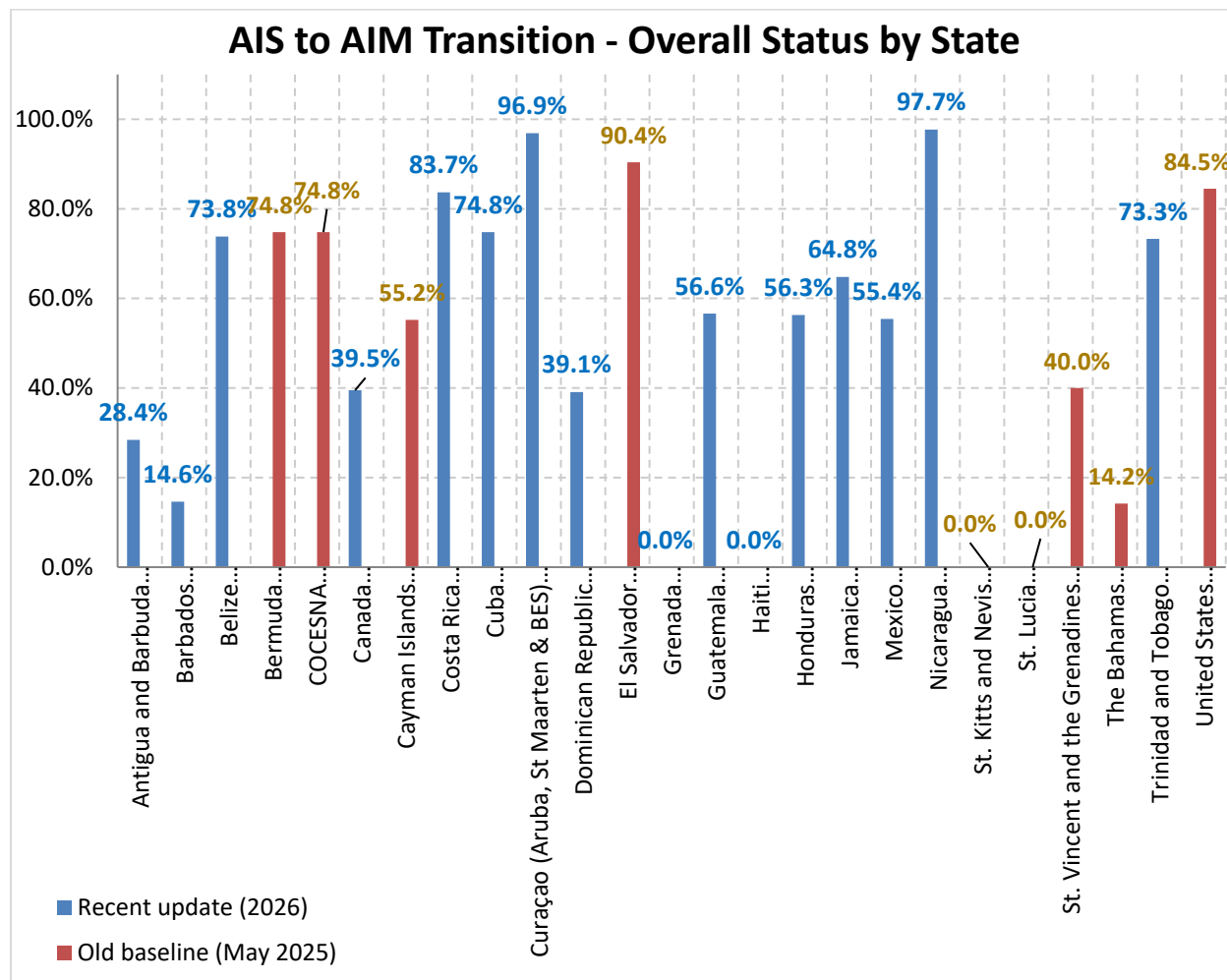
2.1 The transition from AIS to AIM remains a key objective across the NAM/CAR Regions. While some States have made significant progress toward Digital AIM implementation, including digital data sets, electronic AIP, Digital NOTAM, and SWIM readiness, others continue facing operational, technical, staffing, and financial limitations that delay implementation.

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

2.3 The table and figure below illustrate the current AIS to AIM transition status across the Region, highlighting the level of implementation progress by State, based on the latest available updates, and supporting the identification of areas requiring further coordination and follow-up.

2.4 States reflected at 0% do not necessarily indicate the absence of AIM implementation activities, but rather that no updated progress information has been formally submitted to date. In several cases, States may already be progressing with AIM implementation internally; however, without intermediate status reporting, the regional monitoring process and AIM Tracking Website cannot accurately reflect their actual level of implementation. This highlights the importance of timely and continuous State reporting to support effective regional coordination, progress monitoring, and follow-up actions.

State (last update: yyyy-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%



Current Status of the AIM/TF Action Plan

2.5 The AIM/TF Action Plan remains under continuous review and update. Since NACC/WG/RAP/03, 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 implementation status, SWIM readiness, and Digital AIM developments.

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

Outstanding Activities and Delays

- 2.7 Several Action Plan activities remain pending or require stronger follow-up, particularly:
- a) Submission of updated AIS to AIM transition status and implementation restraints by States;
 - b) Submission and coordination of AIM contingency plans, including NOTAM and/or AMHS contingency arrangements between States;
 - c) Regional reporting on SWIM implementation status and the development of national and regional SWIM implementation strategies and roadmaps;
 - d) Clarification and reporting of BBB implementation status;
 - e) Continued progress toward defining and supporting English Language Proficiency (ELP) requirements dedicated to AIM personnel.
- 2.8 Incomplete reporting and varying implementation maturity among States continue to affect regional harmonization and progress monitoring.

Challenges Affecting Regional Progress

- 2.9 The AIM/TF recognizes that implementation progress across the NAM/CAR Regions varies significantly between States due to differences in available technical resources, staffing capacity, financial support, and national prioritization of AIM-related projects.
- 2.10 Several States continue facing challenges in maintaining consistent progress toward full AIS to AIM transition, particularly in areas such as Digital AIM implementation, contingency planning, SWIM readiness, and BBB reporting. In some cases, limited management support and resource constraints directly affect the ability of States to meet regional timelines and reporting expectations.
- 2.11 For this reason, implementation timelines should continue to consider the operational realities of individual States, particularly those with limited technical, staffing, and financial resources. A balanced and realistic approach supports better long-term compliance and sustainable implementation.
- 2.12 The AIM-specific ELP also remains a significant challenge for several States seeking harmonized competency requirements for personnel involved in international aeronautical information exchange, NOTAM processing, flight planning coordination, and cross-border operational communication.
- 2.13 Multiple ICAO Regions, including NACC, APAC, and WACAF, have identified the operational need for clearer ELP guidance dedicated to AIM personnel. While some States consider existing national practices sufficient, others strongly support the establishment of a more defined ICAO framework to improve operational consistency and safety.

2.14 Taking into account the discussions held during AIM/TF/8 and Decision AIM/TF/8/8 regarding the adoption of the AIM training curriculum and competency descriptors, the focus should remain on strengthening English language competency requirements tailored to AIM operational functions, including both oral and written communication needs according to the type of AIM office and services provided.

2.15 Several States continue to support the formal recognition of these descriptors as part of standardized AIM competency development, allowing better harmonization of operational requirements and supporting safe international aeronautical information exchange.

2.16 The International Federation of Aeronautical Information Management Associations (IFAIMA), recognized as the global professional voice of the AIM community, continues to support the establishment of dedicated ELP requirements and standardized competency certification methods for AIM personnel. These topics have been consistently presented and discussed during multiple Global AIM Conferences, highlighting the operational need for formal recognition of AIM-specific competencies and qualification frameworks to support safe and harmonized international aeronautical information exchange.

Regional Coordination and Collaboration

2.17 Continued emphasis on proactive and timely coordination between the Regional Office, Rapporteurs, and States remains essential to support effective Task Force execution and regional implementation.

2.18 Improved early coordination supports better planning, stronger State engagement, and more effective execution of regional priorities. Accessible and inclusive communication across the Region, including balanced bilingual coordination where applicable, further strengthens participation and implementation efficiency.

2.19 Additionally, coordination between the NACC and SAM Regions requires further harmonization, particularly regarding AIM procedures, implementation priorities, contingency coordination, and SWIM-related developments, as operational procedures and State approaches may vary between regions.

Next Steps

2.19 The AIM Task Force will continue focusing on the following priority actions to support the harmonized transition from AIS to AIM across the NAM/CAR and SAM Regions:

- a) **Finalization and operational launch of the AIM Tracking Website** in accordance with ICAO standards, including improved visibility of State implementation progress and intermediate status reporting;
- b) **Strengthening State participation and compliance with the AIM Collaborative Plan**, ensuring timely submission of AIS to AIM transition updates, implementation restraints, and progress reporting;

- c) Supporting the **development, review, and coordination of AIM contingency plans between States**, including NOTAM and/or AMHS contingency arrangements to ensure operational continuity;
- d) Advancing **SWIM implementation planning**, including the development of national and regional SWIM strategies, interoperability readiness, and improved reporting of implementation progress;
- e) **Improving the monitoring and reporting of BBB implementation** status to better support regional planning and alignment with ICAO strategic objectives;
- f) Continuing the discussion and coordinated State input regarding **AIM-specific English competency descriptors and standardized** training requirements, in alignment with AIM/TF/8 Decision 8 and the competency framework already adopted by the Task Force;
- g) Strengthening **coordination and harmonization between the NAM/CAR and SAM Regions**, particularly regarding AIM procedures, implementation priorities, contingency planning, and SWIM-related developments;
- h) **Promoting participation of AIM experts and AIM/TF members** in international AIM forums, including the Global AIM Conferences organized by the **IFAIMA**, recognized as the global professional voice of the AIM community, to support global cooperation, competency development, certification discussions, and AIM-specific ELP initiatives.

2.20 These activities will support the continued modernization of AIM services, strengthen regional cooperation, and facilitate the transition toward fully digital, interoperable, and safety-focused aeronautical information management across the Region.

3. Conclusion

Continued Progress and Regional Commitment

3.1 The AIM Task Force continues to support the regional transition from AIS to AIM through the implementation of its Action Plan, aligned with ICAO strategic objectives, GREPECAS Conclusions and Decisions, and the BBB Framework.

Progress Achieved and Outstanding Activities

3.2 While progress has been achieved in several areas, including continuous Action Plan updates, follow-up of GREPECAS actions, and the structural development of the AIM Tracking Website, several outstanding activities remain dependent on stronger State participation, timely reporting, and sustained management support at the national level.

Key Areas Requiring Continued Attention

3.3 Attention remains necessary for the completion of AIM contingency planning, SWIM implementation strategies, BBB monitoring, and the continued discussion regarding AIM-specific ELP requirements and the continued discussion regarding AIM-specific English competency descriptors and standardized training requirements in alignment with AIM/TF/8 Decision 8 and the competency framework adopted by the Task Force.

Importance of Coordination and Realistic Timelines

3.4 Continued proactive coordination between the ICAO NACC Regional Office, Rapporteurs, and States, together with realistic implementation timelines that consider the varying operational realities of States, will remain essential to ensure harmonized regional progress and the successful modernization of AIM services across the NAM/CAR and SAM Regions.

Commitment Toward Full Digital AIM Implementation

3.5 The AIM/TF remains committed to supporting States in achieving sustainable AIM implementation and strengthening regional collaboration toward fully digital, interoperable, and safety-focused aeronautical information management.

4. Action for the Meeting*Review and Take Note of the Information Presented*

4.1 The Meeting is invited to:

- a) Take note of the information presented in this Information Paper
- b) Encourage continued State participation and timely reporting of AIM implementation progress, including intermediate status updates, contingency planning, and SWIM readiness
- c) Support strengthened regional coordination and collaboration between the NAM/CAR and SAM Regions on AIM-related priorities and implementation activities
- d) Continue promoting the discussion of AIM-specific English Language competency descriptors and standardized training requirements in alignment with AIM/TF/8 Decision 8 and the competency framework adopted by the AIM Task Force.
- e) Encourage States to actively support participation of AIM experts and AIM TF members in international AIM forums, including IFAIMA Global AIM Conferences, to strengthen regional representation, exchange best practices, and contribute to the global development of AIM competency, certification, and ELP initiatives.