



OACI

Organización de Aviación Civil Internacional
Oficina para Norteamérica, Centroamérica y Caribe

NOTA DE ESTUDIO

AIDC/NAM/ICD/4 — NE/02
03/03/21

Cuarta Reunión de seguimiento NAM/CAR sobre la implementación de Comunicaciones de Datos entre Instalaciones de Servicios de Tránsito Aéreo (AIDC) y del Documento de control de interfaz (NAM/ICD) (AIDC/NAM/ICD/4)

En línea, del 9 al 11 de marzo de 2021, 9AM a 12PM, GTM -6

**Cuestión 2 del
Orden del Día:**

Actualización del estado de implementación regional de los protocolos de automatización

SEGUIMIENTO A LAS DECISIONES Y CONCLUSIONES DE REUNIONES PREVIAS

(Presentada por la Secretaría)

RESUMEN EJECUTIVO	
Esta nota de estudio resume el estado de las decisiones y conclusiones tomadas por el Grupo de Tarea AIDC en reuniones previas.	
Acción:	Las acciones sugeridas se presentan en la Sección 3.
Objetivos Estratégicos:	<ul style="list-style-type: none">• Seguridad Operacional• Capacidad y eficiencia de la navegación aérea
Referencias:	<ul style="list-style-type: none">• Primera Reunión sobre Gestión de la Información Aeronáutica (AIM), Gestión de Errores de Plan de Vuelo Presentado (FPL) y Comunicaciones de Datos entre Instalaciones de Servicios de Tránsito Aéreo (AIDC), (AIM/FPL/AIDC/1), Tegucigalpa, Honduras, 2017.• Reunión de Implantación de Comunicaciones de Datos entre Instalaciones de Servicios de Tránsito Aéreo (AIDC) en las Regiones NAM/CAR/SAM, Lima, Perú, 2018.• Informe de la Reunión de seguimiento NAM/CAR sobre la implementación de Comunicaciones de Datos entre Instalaciones de Servicios de Tránsito Aéreo (AIDC) y del Documento de control de interfaz (ICD) para Norteamérica (NAM), Ciudad de México, México, 2019.• Informe de la Tercera Reunión de seguimiento NAM/CAR sobre la implementación de Comunicaciones de Datos entre Instalaciones de Servicios de Tránsito Aéreo (AIDC) y del Documento de control de interfaz (ICD) para Norteamérica (NAM) (AIDC/NAM/ICD/3), Ciudad de México, México, 2020.

1. Introducción

1.1 La presente nota de estudio presenta información sobre las acciones desarrolladas para completar las actividades acordadas en las decisiones y conclusiones de las diversas reuniones AIDC desde 2017 a 2020.

1.2 La siguiente tabla presenta el estado de cada decisión y conclusión realizada por la Fuerza de Tarea AIDC.

Primera Reunión sobre Gestión de la Información Aeronáutica (AIM), Gestión de Errores de Plan de Vuelo Presentado (FPL) y Comunicaciones de Datos entre Instalaciones de Servicios de Tránsito Aéreo (AIDC), (AIM/FPL/AIDC/1), Tegucigalpa, Honduras, 2017.		
<i>Decisión o conclusión</i>	<i>Descripción</i>	<i>Estado</i>
AIM/FPL/AIDC/6	Implementación de un procedimiento de procesamiento de plan de vuelo	Necesidad de revisar de acuerdo con la última información sobre planes de vuelo rechazados implementado por los Estados.
AIM/FPL/AIDC/7	Monitorear e informar errores en planes de vuelo	Algunos Estados implementaron procedimientos unilaterales, pero ningún procedimiento regional fue implementado. Se recomienda tomar ventaja de las lecciones aprendidas en la región.
AIM/FPL/AIDC/8	Mejorar retroalimentación entre aerolíneas y unidades ATS	Necesidad de revisar y actualizar por parte del Grupo de Tareas AIDC
AIM/FPL/AIDC/9	Borrador de procedimiento regional para el procesamiento de planes de vuelo	Finalizado
AIM/FPL/AIDC/10	Datos para análisis del error en los planes de vuelo	Finalizado
AIM/FPL/AIDC/11	Mantenimiento de las bases de datos de tipos de aeronaves	Reemplazada by AIDC/NAM/ICD/D/03
Reunión de Implantación de Comunicaciones de Datos entre Instalaciones de Servicios de Tránsito Aéreo (AIDC) en las Regiones NAM/CAR/SAM, Lima, Perú, 2018.		
<i>Decisión o conclusión</i>	<i>Descripción</i>	<i>Estado</i>
Recommendation AIDC/1	Acentuar esfuerzos para completar la implantación operacional AIDC	Evaluación e implementación de los Estados
Recommendation AIDC/2	Considerar recomendaciones de fabricantes y Estados sobre implementación AIDC	Evaluación e implementación de los Estados
Recommendation	List of AMHS staff	Evaluación e implementación de

AIDC/3		los Estados
Recommendation AIDC/4	Medidas para optimizar gestión de Planes de vuelo	Evaluación e implementación de los Estados
Recommendation AIDC/5	Configuración de las bases de datos de los Sistemas ATC	Evaluación e implementación de los Estados
Recommendation AIDC/6	Medidas de información aeronáutica para la mitigación de errores de plan de vuelo para automatización	Evaluación e implementación de los Estados
Recommendation AIDC/7	Base de datos bore características técnicas de las aeronaves (performance)	Evaluación e implementación de los Estados
Recommendation AIDC/8	Actividades para la implementación de FF ICE y ciberseguridad	Evaluación e implementación de los Estados

Informe de la Reunión de seguimiento NAM/CAR sobre la implementación de Comunicaciones de Datos entre Instalaciones de Servicios de Tránsito Aéreo (AIDC) y del Documento de control de interfaz (ICD) para Norteamérica (NAM), Ciudad de México, México, 2019.

<i>Decisión o conclusión</i>	<i>Descripción</i>	<i>Estado</i>
AIDC/NAM/ICD/D/01	PERFIL DE ENTRENAMIENTO TÉCNICO/OPERATIVO PARA EL USO DEL AIDC	Completado COCESNA desarrollará un taller en junio de 2021
AIDC/NAM/ICD/D/02	REMITIR TAREAS ESPECÍFICAS AL GRUPO DE TAREAS AIM Y PBN DE LA NACC.	Válida
AIDC/NAM/ICD/D/03	EXPONER LA PROBLEMÁTICA DE LA FALTA DE DISPONIBILIDAD DE LOS DATOS DE DESEMPEÑO DE LOS TIPOS DE AERONAVES PARA SU ACTUALIZACIÓN EN LAS BASES DE DATOS DE LOS SISTEMAS ATC	Completado La información se presenta en la Cuestión del orden del día 3 de esta Reunión
AIDC/NAM/ICD/C/01	MECANISMOS PARA ACTUALIZAR BASES DE DATOS DE SISTEMAS ATC.	Válida
AIDC/NAM/ICD/C/02	REALIZACIÓN DE LEVANTAMIENTO DE LAS FUNCIONALIDADES DE LOS SISTEMAS DE TRATAMIENTO DE PLANES DE VUELO	Válida
AIDC/NAM/ICD/C/03	INFORMAR AL GRUPO DE TAREAS DE AIM DE CASOS DE DIFERENCIAS EN LA INTERPRETACIÓN DE LOS DOCUMENTOS OACI PARA EL TRATAMIENTO DE PLANES DE VUELO	Válida

Informe de la Tercera Reunión de seguimiento NAM/CAR sobre la implementación de Comunicaciones de Datos entre Instalaciones de Servicios de Tránsito Aéreo (AIDC) y del Documento de control de interfaz (ICD) para Norteamérica (NAM) (AIDC/NAM/ICD/3), Ciudad de México, México, 2020.

<i>Decisión o conclusión</i>	<i>Descripción</i>	<i>Estado</i>
AIDC/NAM/ICD/3/1	Coordinar teleconferencias entre usuarios	Válida

	del espacio aéreo y el personal del Estado para discutir y corregir errores en planes de vuelo	
AIDC/NAM/ICD/3/2	Desarrollar una página web en la página web de la OACI dedicada a información relativa a la implementación AIDC	Completado
AIDC/NAM/ICD/3/3	Obtener una lista de contactos de las entidades responsables del desarrollo del protocolo AIDC	Válida
AIDC/NAM/ICD/3/4	Lista de contacto de expertos en la materia AIDC de los Estados y la industria	Válida
AIDC/NAM/ICD/3/5	Desarrollo de un perfil de entrenamiento AIDC para la región NACC	Válida
AIDC/NAM/ICD/3/6	Identificación de dificultades en los sistemas de plan de vuelo para actualización de base de datos	Válida

1.3 La información completa de cada decisión y conclusión, así como recomendaciones, se encuentra en el **Apéndice** (únicamente en inglés).

2. **Discusión**

2.1 Es necesario actualizar el estado de la información que todavía es válida así como también el plan de acción del Grupo de Tareas AIDC.

3. **Acciones sugeridas**

3.1 Se invita a la reunión a:

- a) Revisar las conclusiones y decisiones que todavía son válidas y actualizar la información de acuerdo con las necesidades actuales de la región.

APÉNDICE
(únicamente en inglés)

**NAM/CAR AIR NAVIGATION IMPLEMENTATION WORKING GROUP (ANI/WG) TASK FORCES FIRST
AERONAUTICAL INFORMATION MANAGEMENT (AIM), FLIGHT PLAN (FPL) ERROR MANAGEMENT AND
AIR TRAFFIC SERVICES INTER- FACILITY DATA COMMUNICATION (AIDC) MEETING AIM/FPL/AIDC/1
2017**

**DECISION
AIM/FPL/AIDC/6**

IMPLEMENTATION OF THE FLIGHT PLAN PROCESSING PROCEDURE

That, the States in the NAM/CAR Regions adopt the flight plan processing procedure described in Attachment 1 to this report, and propose its inclusion in the ICAO Doc 7030 - *Regional Supplementary Procedures* by the end of July 2018.

2.4. An important aspect covered was that of feedback. Airlines and Air Navigation Service Providers (ANSPs) informed of a lack of feedback between themselves. The fact that most airline systems can respond to reject messages under a specific format was pointed out. These rejection or acknowledge messages are described in a document from the Federal Aviation Administration of United States, which was sent to the group. Cuba and COCESNA have also defined formats for rejection messages. The Meeting agreed to review and use these message formats as a reference for future updates and implementations, to allow systems to automatically send feedback to the airlines in a format that they can accept, and thus receive answers to any detected errors. Furthermore, to address the need of alternate means of each party having a direct contact with each other to handle any flight plan issues, the publication of updated contact information for both airlines and ANSPs was agreed,

using the NAM/CAR Air Navigation Implementation Working Group (ANI/WG) AIDC Task Force web page (<https://www.icao.int/NACC/Pages/regional-group-AIDC.aspx>) as a repository. From this discussion the following draft decision was adopted:

**DECISION
AIM/FPL/AIDC/7**

MONITORING AND REPORTING ERRORS IN FLIGHT PLANS

That,

- a) States and operators provide feedback to each other on the quality of flight plans processed by means of direct contact, automated systems, regular teleconferences and/or any other means deemed feasible; and
- b) States/International Organizations provide the information of the point of contact, who will be in charge of the quality of flight plan processing and of the report of the FPL errors for the other States by January 2018.

DECISION
AIM/FPL/AIDC/1/8**IMPROVED FEEDBACK BETWEEN AIRLINES AND ATS UNITS**

That,

- a) IATA update the contact list for the airlines, in which to include Aeronautical Fixed Telecommunication Network (AFTN)/Aeronautical Message Handling System (AMHS) addresses, e-mail addresses and/or phone numbers for the entity responsible for handling flight plan errors, for uploading to the ANI/WG AIDC Task Force web page (<https://www.icao.int/NACC/Pages/regional-group-AIDC.aspx>), by 30 November 2017;
- b) the FPL Monitoring Group of the AIDC Task Force create an ANSPs contact list for, in which to include AFTN/AMHS addresses, email addresses and/or phone numbers for the entity responsible for handling flight plan errors, for uploading to the AIDC Task Force web page, and also update the Aeronautical Information Publication (AIPs) of each State accordingly, by 1 December 2017;
- c) the FPL Monitoring group review and recommend the use of the reference of the Rejection Message (REJ/ACK) guidance from Cuba, United States and COCESNA, and for future updates and implementation of flight plan processing systems, by 8 December 2017;
- d) the FPL Monitoring Group create a guidance document for determining which circumstances require a rejection of flight plans and which does not, by 15 December 2017;
- e) States consider and carry out user teleconferences with the participation of air navigation personnel as deemed necessary; and
- f) the FPL monitoring group promote and carry out regional user teleconferences to follow up on pertinent issues.

DECISION
AIM/FPL/AIDC/1/9

REGIONAL PROCEDURE DRAFT FOR FLIGHT PLAN PROCESSING

That,

- a) IATA send a survey to airlines to determine flight plan processing systems capabilities;
- b) the Rapporteur of the ANI/WG AIDC Task Force FPL monitoring group send a survey to ANSPs to determine flight plan processing systems capabilities by 11 December 2017;
- c) States and airlines discuss and agree on the use of ATS messages, in the light of the capabilities of the systems as identified in items a) and b) of Draft Decision AIM/FPL/AIDC/1/8 - *IMPROVED FEEDBACK BETWEEN AIRLINES AND ATS UNITS*, by 30 March 2018);
- d) States and airlines, which will be selected, carry out trials as proof of concept of the regional procedure, by means of bilateral agreements, by 29 June 2018;
- e) States review and publish the addresses to which airspace users should send flight plans, taking into account the capabilities of their systems and in accordance with the regional procedure, by 28 September 2018; and
- f) the FPL Monitoring Group propose the resulting procedure for flight plan processing, based on the discussed procedure and considering the results of items c) and d) of this decision, to be the regional procedure, and request its publication in Doc 7030 - *Regional Supplementary Procedures*, by 28 September 2018.

DECISION
AIM/FPL/AIDC/11

MAINTENANCE OF THE AIRCRAFT TYPE DATABASE

That, States:

- a) update aircraft type data; and
- b) develop a procedure to allow timely update of this data.

**Meeting of Implementation of AIDC in the NAM/CAR/SAM Region
2018**

RECOMMENDATION AIDC/1.- Increase efforts to complete AIDC operational implementation

That NAM/CAR/SAM States, taking into account the information provided by the GREPECAS GTE that shows the significant contribution of AIDC to the reduction of LHDs, increase their AIDC implementation efforts, aiming at the operational implementation of AIC systems. Likewise, that States, through their task forces, promote the exchange of lessons learned regarding AIDC implementation.

RECOMMENDATION AIDC/2.- Consider the recommendations of manufacturers and States regarding AIDC implementation

That NAM/CAR/SAM States examine and use as a reference the document containing the integrated recommendations made at the Meeting by Indra Systems, Thales, and ATECH, which is shown in Appendix D of the Meeting Report, as well as the weaknesses identified by the regional AIDC implementation working groups, with a view to expediting and coordinating the implementation of AIDC interconnections.

RECOMMENDATION AIDC/3.- List of AMHS staff

That the NAM/CAR/SAM States update the contact information of the AMHS technicians of their States/FIRs to have an updated version of the AMHS technical management contact list and that the ICAO NAM/CAR and SAM Offices ensure that this information is available on their WEB pages with the aim of obtaining an updated version to coordinate, as soon as possible, any necessary action with those centers with which messaging is exchanged and traffic is permanently monitored, establishing maximum time between consecutive messages processed, as well as how to check permanently reports of non-delivery reports (NDR) generated by messaging systems, mainly those that are not related to unknown addresses.

RECOMMENDATION AIDC/5.- ATC database configuration

That NAM/CAR/SAM States apply mechanisms to validate and verify the information contained in the databases of their control centres and aeronautical messaging systems, taking into account AIP current data, ICAO standards, and changes to information addressing, in accordance with AMC tables, in order to allow systems to properly manage their security alarms and properly validate flight plans.

RECOMMENDATION AIDC/6.- Measures on aeronautical information for the mitigation of errors in flight plans and support for automation

That the NAM/CAR/SAM States, without prejudice to the national regulations for compliance with Annex 15 and Doc. 8126, establish activities that guarantee that the relevant aeronautical information of the State is available to users involved in the preparation of flight plans and/or in the management of automated ATS systems, and that said States, when planning amendments in the aeronautical information, carry out coordination and communications as soon as possible with the other States and users involved.

RECOMMENDATION AIDC/7.- Data base of the technical characteristics (performance) of the aircraft

That ICAO complete the information already available on the ICAO website (<https://www.icao.int/publications/DOC8643/Pages/Search.aspx>) with the necessary characteristics to possess the integrated and validated information of the technical characteristics of the aircraft (performance) that would allow the States to perform the correct configuration of the databases of their ATC systems, since this information is essential for the systems to perform the correct calculation of the trajectory of the aircraft, that they operate correctly the alerts of prediction/avoid conflicts (Safety nets), as well as impel the correct operation of the AIDC and of the based tracks on flight plan and performance of the aircraft.

RECOMMENDATION AIDC/8.- Activities for the implementation of FF ICE and Cybersecurity

Taking into account the future impact involved in the implementation of the FF ICE, that the NAM/CAR/SAM States complete the implementation activities of the AIDC, the digitization of the aeronautical information and the exchange thereof, as well as the implementation of the networks digital IP. Also, analyze the impact of cyber threats in these digital environments in all areas of air navigation, and participate actively in meetings, seminars and workshops of ICAO on this subject, in order to achieve the required harmonization and maintain necessary operational security.

**NAM/CAR Air Traffic Services Inter-facility Data Communication (AIDC)
and North American Interface Control Document (NAM/ICD)
Implementation Follow-up Meeting
Mexico City, Mexico, from 8 to 11 April 2019**

DECISION	
AIDC/NAM/ICD/D/01	TECHNICAL/OPERATIVE TRAINING PROFILE FOR THE USE OF THE AIDC
What: That, to respond to the need that technical and operative personnel who participate in the implementation of the automatized protocols have the suitable knowledge for leading in a better way its implementation and operation was identified, Cuba and COCESNA develop a training profile that covers this matter, by 30 August 2019.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: It will have an impact in future implementations. It will support the Region for the States that are already working in the implementation of these protocols can learn of the experience of other States.	
When: 30 August 2019	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:	Cuba and COCESNA

DECISION	
AIDC/NAM/ICD/D/02	PROPOSAL OF A REGIONAL AGREEMENT FOR 6 CHARACTERS IN SID AND STAR NAMES
What: That the AIDC Task Force will prepare a proposal on a regional agreement for NAM/CAR States to apply 6 characters for SID and STAR designators, in coordination with the AIM Task Force for opinions and comments, for its presentation in the ANI/WG meeting.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: Because for avionics limitations, airline operators cannot use SID and STAR designators of more than 6 characters, causing conflicts with States' databases that use 7 characters. Furthermore, to facilitate the configuration of the ATC Systems configuration, harmonizing only one name for each procedure.	
When: ANI/WG Meeting, May 2019	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	AIDC Task Force

DECISION	
AIDC/NAM/ICD/D/03	PROBLEM OF THE LACK OF AVAILABILITY OF THE PERFORMANCE DATA OF AIRCRAFT TYPES FOR UPDATING ATC SYSTEMS DATABASES
What: <p>That, in order that the States have at their disposal the performance data of the types of aircraft and that these be kept updated in the databases of their systems, Cuba, United States and COCESNA prepare a working paper that explains the risks that produces this situation and proposes solutions to it, to be presented in the next ANI/WG Meeting for its possible presentation by a Member State in the next ICAO Assembly.</p>	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input type="checkbox"/> Operational/Technical
Why: <p>Because the lack of updated aircraft performance data represents a safety risk, since the systems cannot accurately project the trajectories of aircraft without this data.</p>	
When: ANI/WG Meeting	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:	Cuba, the United States and COCESNA

DRAFT CONCLUSION	
AIDC/NAM/ICD/C/01	MECHANISMS TO UPDATE ATC SYSTEMS DATABASES
What: <p>That States ensure, in the short-term, the review of their ATC databases and the updating of the information of the different elements with the objective of having the latest information in force and to ensure the homogeneity of the information in the different control centres.</p>	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: <p>The lack of a correct updating of the information in the databases creates failures in the automatization, diminishing safety.</p>	
When: No later than December 2019.	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:	

CONCLUSION PROJECT	
AIDC/NAM/ICD/C/02	REGISTRY OF THE FUNCTIONALITIES OF THE FLIGHT PLAN TREATMENT SYSTEMS
What: That, a) the States report to the AIDC Task Force Rapporteur which functionalities have their flight plan treatment systems, which functions they have, how is the parameter processing operator with the new plan format in order to identify operational incompatibilities and weaknesses in the standardization of coordination by 30 November 2019; and, b) the Group Rapporteur prepare an analysis of the provided information by 10 January 2019.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input type="checkbox"/> Operational/Technical
Why: The difference with which the systems process and validate the flight plan data can produce rejections of the same, producing situations of safety risk.	
When: Data gathering no later than 30 November 2019; results presentation by 10 January 2020.	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	Rapporteur

DRAFT CONCLUSION	
AIDC/NAM/ICD/C/03	CASES OF DIFFERENCES IN THE INTERPRETATION OF ICAO DOCUMENTS FOR THE FLIGHT PLANS PROCESSING
What: That the States consult the AIM Task Force cases where the interpretation of ICAO documents related to flight plans that are not sufficiently explicit and clear in order to solve flight plan processing problems, by 30 November 2019..	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: There are errors in flight plans produced because systems process them differently, based on interpretations of ICAO documents, and therefore require clarification.	
When: November 2019	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	

**Third NAM/CAR Air Traffic Services Inter-facility Data Communication (AIDC) and North American Interface Control Document (NAM/ICD) Implementation Follow-up Meeting
(AIDC/NAM/ICD/3)
2020**

DECISION	
AIDC/NAM/ICD/3/1	COORDINATE TELECONFERENCES BETWEEN AIRSPACE USERS AND STATE PERSONNEL FOR DISCUSSING AND CORRECTING FLIGHT PLAN ERRORS.
What: That the FPL Monitoring Group coordinate teleconferences with the airspace users, with the presence of any local personnel considered pertinent (AIM manager, ATM manager, CAA, etc.), in order to establish a communication channel with the users for the purpose of correcting flight plan errors.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: Because feedback with the user has proven effective in the reduction of flight plan errors.	
When: Determined from teleconference with group.	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	FPL Monitoring Group and States
CONCLUSION	
AIDC/NAM/ICD/3/2	DEVELOP A WEB PAGE UNDER THE ICAO WEB PAGE DEDICATED TO INFORMATION RELATIVE TO AIDC IMPLEMENTATION.
What: That ICAO update AIDC TF Web page Including: 1. information relevant for the implementation of AIDC, such as lessons learned, implementation status, and benefits obtained; 2. training opportunities; 3. mission information; and 4. any other relevant information.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: This information can serve as a reference for those States that will begin or are beginning the process of AIDC implementation, and thus ease the process.	
When: May 15, 2020 to send the design of web page. Comments received till June 15.	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	ICAO

DECISION	
AIDC/NAM/ICD/3/3	OBTAIN A LIST OF CONTACTS OF THE RESPONSIBLE ENTITIES FOR AIDC PROTOCOL DEVELOPMENT
What: That in view that is important to obtain a list of contacts for the entity responsible of developing the AIDC protocols (ASIA PAC, NAM) used in the region, a) the AIDC Task Force to obtain the point of contact of the different NAM/CAR States by 30 May, 2020; and. b) ICAO to update and put this information available by 30 June 2020.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: To allow industry and States to consult any doubts in the interpretation of the ICDs, and be notified of any updates or changes in these protocols.	
When: June 30, 2020	Status: <input type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	AIDC Task Force and ICAO NACC

CONCLUSION	
AIDC/NAM/ICD/3/4	STATES' AND INDUSTRY AIDC SUBJECT MATTER EXPERTS CONTACT LIST
What: Who? to obtain a list of subject matter experts' contacts from States that have successfully implemented AIDC, as well as industry, and have this published in the AIDC Task Force website.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input type="checkbox"/> Operational/Technical
Why: This will allow States that are implementing AIDC to discuss the necessary topics to take into account for developing the specifications for their systems, as well as to assist with the implementation process.	
When: June 30, 2020	Status: <input type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	AIDC Task Force and ICAO NACC

DECISION	
AIDC/NAM/ICD/3/5	DEVELOPMENT OF AN AIDC TRAINING PROFILE FOR THE NACC REGION
What: That AIDC subject matter experts from the States that have implemented AIDC submit suggestions on a non-system specific AIDC training profile to the AIDC Task Force Rapporteur, based on their experience of implementation; this proposed profile to be presented to the NACC Working Group meeting in September 2020.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: Because AIDC training, apart from specific system training, is scarce in the region, and the lack of training is an important factor affecting AIDC implementation.	
When: August 7, 2020	Status: <input type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	AIDC Task Force

CONCLUSION	
AIDC/NAM/ICD/3/6	IDENTIFICATION OF ATC AND FLIGHT PLAN SYSTEMS' DIFFICULTIES FOR DATABASE UPDATES
What: That States identify and submit to the AIDC Task Force Rapporteur any difficulties encountered with updating the databases of their ATC and flight plan processing systems, in order to evaluate the possible solutions to these difficulties. <ol style="list-style-type: none"> Each State to provide this information with the actual problems by 30 June 2020. Every time that States find information about it, it will be addressed to the AIDC Task Force. 	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: Because differences in ATC and flight plan processing systems are a source of errors that impact AIDC operation.	
When: June 30, 2020	Status: <input type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	States and AIDC Task Force