



ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office

WORKING PAPER

AIDC/NAM/ICD/4 — WP/02

03/03/21

**Fourth NAM/CAR Air Traffic Services Inter-facility Data Communication (AIDC) and North American Interface Control Document (NAM/IDC) Implementation Follow-up Meeting (AIDC/NAM/ICD/4)**

Online, from 9 to 11 March 2021, 9AM to 12PM, GTM -6

**Agenda Item 2: Updating of the Implementation Activities of the Automated Protocols**

**FOLLOW UP TO DECISION AND CONCLUSIONS OF PREVIOUS MEETINGS**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
This Working Paper summarizes the status of the decisions and conclusions taken by the AIDC Task Force in previous meetings.	
<b>Action:</b>	Suggested actions are presented in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• First Aeronautical Information Management (AIM), Flight Plan (FPL) Error Management and Air Traffic Services Inter-facility Data Communication (AIDC), Meeting (AIM/FPL/AIDC/1). Tegucigalpa, Honduras, 2017.</li><li>• NAM/CAR/SAM Regions Air Traffic Services Inter-facility Data Communication (AIDC) implementation Meeting. Lima, Peru, 2018</li><li>• Report - NAM/CAR Air Traffic Services Inter-facility Data Communication (AIDC) and North American Interface Control Document (NAM/IDC) Implementation Follow-up Meeting, Mexico City, Mexico, 2019.</li><li>• Report – Third NAM/CAR Air Traffic Services Inter-facility Data Communication (AIDC) and North American Interface Control Document (NAM/IDC) Implementation Follow-up Meeting (AIDC/NAM/ICD/3), Mexico City, Mexico, 2020.</li></ul>

## 1. Introduction

1.1 The present Working Paper presents information about the actions developed to complete the activities agreed in the decision and conclusion of the different AIDC meeting since 2017 to 2020.

1.2 The following table presents the status of every decision and conclusion carried out by the AIDC Task force:

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		
<b>Decision or Conclusion</b>	<b>Description</b>	<b>Status</b>
AIM/FPL/AIDC/6	<b>IMPLEMENTATION OF THE FLIGHT PLAN PROCESSING PROCEDURE</b>	Need to review according with the last information about reject flights plans implemented by the States.
AIM/FPL/AIDC/7	<b>MONITORING AND REPORTING ERRORS IN FLIGHT PLANS</b>	Some States implemented unilateral procedures, but no any regional procedure was implemented. Its recommended to take advanced of the lesson learned in the region.
AIM/FPL/AIDC/8	<b>IMPROVE FEEDBACK BETWEEN AIRLINES AND ATS UNITS</b>	Need to review and update by the AIDC Task Force.
AIM/FPL/AIDC/9	<b>REGIONAL PROCEDURE DRAFT FOR FLIGHT PLAN PROCESSING</b>	Completed
AIM/FPL/AIDC/10	<b>DATA FOR ANALYSIS OF THE ERROR IN FLIGHT PLANS</b>	Completed
AIM/FPL/AIDC/11	<b>MAINTENANCE OF THE AIRCRAFT TYPE DATABASE</b>	Superseded by AIDC/NAM/ICD/D/03
NAM/CAR/SAM Regions Air Traffic Services Inter-facility Data Communication (AIDC) implementation Meeting. Lima, Peru, 2018		
<b>Decision or Conclusion</b>	<b>Description</b>	<b>Status</b>
Recommendation AIDC/1	Increase efforts to complete AIDC operational implementation	States evaluation and implementation
Recommendation AIDC/2	Consider the recommendations of manufacturers and States	States evaluation and implementation

	regarding AIDC implementation	
Recommendation AIDC/3	List of AMHS staff	States evaluation and implementation
Recommendation AIDC/4	Measures to optimize flight plan management	States evaluation and implementation
Recommendation AIDC/5	ATC Systems database configuration	States evaluation and implementation
Recommendation AIDC/6	Aeronautical information measures for the mitigation of flight plan errors and support for automation	States evaluation and implementation
Recommendation AIDC/7	Database of technical characteristics (performance) of aircrafts	States evaluation and implementation
Recommendation AIDC/8	Activities for the implementation of FF ICE and Cybersecurity	States evaluation and implementation
<p>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</p>		
<b>Decision or Conclusion</b>	<b>Description</b>	<b>Status</b>
AIDC/NAM/ICD/D/01	<b>TECHNICAL/OPERATIVE TRAINING PROFILE FOR THE USE OF THE AIDC</b>	Completed Workshop will be development by COCESNA on June 2021.
AIDC/NAM/ICD/D/02	<b>SENDING SPECIFIC TASKS TO THE NACC AIM AND PBN TASKS FORCES</b>	Valid
AIDC/NAM/ICD/D/03	<b>TO EXPOSE THE PROBLEM OF THE LACK OF AVAILABILITY OF THE PERFORMANCE DATA OF AIRCRAFT TYPES FOR UPDATING ATC SYSTEMS DATABASES.</b>	Completed Information is presented in the Agenda Item 3 of the present meeting
AIDC/NAM/ICD/C/01	<b>MECHANISMS TO UPDATE ATC SYSTEMS DATABASES</b>	Valid
AIDC/NAM/ICD/C/02	<b>REGISTRY OF THE FUNCTIONALITIES OF THE FLIGHT PLAN TREATMENT SYSTEMS</b>	Valid
AIDC/NAM/ICD/C/03	<b>REPORT TO THE AIM TASK FORCE CASES OF DIFFERENCES IN THE INTERPRETATION OF ICAO DOCUMENTS FOR THE FLIGHT PLANS PROCESSING</b>	Valid
<p>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</p>		
<b>Decision or Conclusion</b>	<b>Description</b>	<b>Status</b>
AIDC/NAM/ICD/3/1	<b>COORDINATE TELECONFERENCES</b>	Valid

	<b>BETWEEN AIRSPACE USERS AND STATE PERSONNEL FOR DISCUSSING AND CORRECTING FLIGHT PLAN ERRORS</b>	
AIDC/NAM/ICD/3/2	<b>DEVELOP A WEB PAGE UNDER THE ICAO WEB PAGE DEDICATED TO INFORMATION RELATIVE TO AIDC IMPLEMENTATION</b>	Completed
AIDC/NAM/ICD/3/3	<b>OBTAIN A LIST OF CONTACTS OF THE RESPONSIBLE ENTITIES FOR AIDC PROTOCOL DEVELOPMENT</b>	Valid
AIDC/NAM/ICD/3/4	<b>STATES' AND INDUSTRY AIDC SUBJECT MATTER EXPERTS CONTACT LIST</b>	Valid
AIDC/NAM/ICD/3/5	<b>DEVELOPMENT OF AN AIDC TRAINING PROFILE FOR THE NACC REGION</b>	Valid
AIDC/NAM/ICD/3/6	<b>IDENTIFICATION OF ATC AND FLIGHT PLAN SYSTEMS' DIFFICULTIES FOR DATABASE UPDATES</b>	Valid

1.3 Complete information about each decision, conclusion, and recommendation, is under **Appendix A.**

## **2. Discussion**

2.1 It is necessary to update the Status of the information that is still valid and update the AIDC Task Force action plan.

## **3. Suggested actions**

3.1 The Meeting is invited to:

- a) Review Conclusion and decision that are still valid and update the information according to the current regional needs.

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## APPENDIX

### 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**

<b>DECISION</b>	
<b>AIDC/NAM/ICD/D/01</b>	<b>TECHNICAL/OPERATIVE TRAINING PROFILE FOR THE USE OF THE AIDC</b>
<b>What:</b> 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.	<b>Expected impact:</b> <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
<b>Why:</b> 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.	
<b>When:</b> 30 August 2019	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:	Cuba and COCESNA

<b>DECISION</b>	
<b>AIDC/NAM/ICD/D/02</b>	<b>PROPOSAL OF A REGIONAL AGREEMENT FOR 6 CHARACTERS IN SID AND STAR NAMES</b>
<b>What:</b> 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.	<b>Expected impact:</b> <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
<b>Why:</b> 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.	
<b>When:</b> ANI/WG Meeting, May 2019	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	AIDC Task Force

<b>DECISION</b> AIDC/NAM/ICD/D/03		<b>PROBLEM OF THE LACK OF AVAILABILITY OF THE PERFORMANCE DATA OF AIRCRAFT TYPES FOR UPDATING ATC SYSTEMS DATABASES</b>	
<b>What:</b> 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.		<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input type="checkbox"/> Operational/Technical	
<b>Why:</b> 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.			
<b>When:</b> ANI/WG Meeting		<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
<b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:		Cuba, the United States and COCESNA	

<b>DRAFT CONCLUSION</b> AIDC/NAM/ICD/C/01		<b>MECHANISMS TO UPDATE ATC SYSTEMS DATABASES</b>	
<b>What:</b> 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.		<b>Expected impact:</b> <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	
<b>Why:</b> The lack of a correct updating of the information in the databases creates failures in the automatization, diminishing safety.			
<b>When:</b> No later than December 2019.		<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
<b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:			

<b>CONCLUSION PROJECT</b>	
AIDC/NAM/ICD/C/02	<b>REGISTRY OF THE FUNCTIONALITIES OF THE FLIGHT PLAN TREATMENT SYSTEMS</b>
<b>What:</b> 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.	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input type="checkbox"/> Operational/Technical
<b>Why:</b> The difference with which the systems process and validate the flight plan data can produce rejections of the same, producing situations of safety risk.	
<b>When:</b> Data gathering no later than 30 November 2019; results presentation by 10 January 2020.	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	Rapporteur

<b>DRAFT CONCLUSION</b>	
AIDC/NAM/ICD/C/03	<b>CASES OF DIFFERENCES IN THE INTERPRETATION OF ICAO DOCUMENTS FOR THE FLIGHT PLANS PROCESSING</b>
<b>What:</b> 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..	<b>Expected impact:</b> <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
<b>Why:</b> There are errors in flight plans produced because systems process them differently, based on interpretations of ICAO documents, and therefore require clarification.	
<b>When:</b> November 2019	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <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**

<b>DECISION</b>	
<b>AIDC/NAM/ICD/3/1</b>	<b>COORDINATE TELECONFERENCES BETWEEN AIRSPACE USERS AND STATE PERSONNEL FOR DISCUSSING AND CORRECTING FLIGHT PLAN ERRORS.</b>
<b>What:</b> 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.	<b>Expected impact:</b> <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
<b>Why:</b> Because feedback with the user has proven effective in the reduction of flight plan errors.	
<b>When:</b> Determined from teleconference with group.	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	FPL Monitoring Group and States
<b>CONCLUSION</b>	
<b>AIDC/NAM/ICD/3/2</b>	<b>DEVELOP A WEB PAGE UNDER THE ICAO WEB PAGE DEDICATED TO INFORMATION RELATIVE TO AIDC IMPLEMENTATION.</b>
<b>What:</b> 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.	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<b>Why:</b> 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.	
<b>When:</b> May 15, 2020 to send the design of web page. Comments received till June 15.	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	ICAO



<b>DECISION</b>	
<b>AIDC/NAM/ICD/3/3</b>	<b>OBTAIN A LIST OF CONTACTS OF THE RESPONSIBLE ENTITIES FOR AIDC PROTOCOL DEVELOPMENT</b>
<b>What:</b> 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.	<b>Expected impact:</b> <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
<b>Why:</b> 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.	
<b>When:</b> June 30, 2020	<b>Status:</b> <input type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	AIDC Task Force and ICAO NACC

<b>CONCLUSION</b>	
<b>AIDC/NAM/ICD/3/4</b>	<b>STATES' AND INDUSTRY AIDC SUBJECT MATTER EXPERTS CONTACT LIST</b>
<b>What:</b> 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.	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input type="checkbox"/> Operational/Technical
<b>Why:</b> 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.	
<b>When:</b> June 30, 2020	<b>Status:</b> <input type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	AIDC Task Force and ICAO NACC



<b>DECISION</b>	
<b>AIDC/NAM/ICD/3/5</b>	<b>DEVELOPMENT OF AN AIDC TRAINING PROFILE FOR THE NACC REGION</b>
<b>What:</b> 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.	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<b>Why:</b> 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.	
<b>When:</b> August 7, 2020	<b>Status:</b> <input type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	AIDC Task Force

<b>CONCLUSION</b>	
<b>AIDC/NAM/ICD/3/6</b>	<b>IDENTIFICATION OF ATC AND FLIGHT PLAN SYSTEMS' DIFFICULTIES FOR DATABASE UPDATES</b>
<b>What:</b> 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"> <li>1. Each State to provide this information with the actual problems by 30 June 2020.</li> <li>2. Every time that States find information about it, it will be addressed to the AIDC Task Force.</li> </ol>	<b>Expected impact:</b> <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
<b>Why:</b> Because differences in ATC and flight plan processing systems are a source of errors that impact AIDC operation.	
<b>When:</b> June 30, 2020	<b>Status:</b> <input type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	States and AIDC Task Force