AIDC/NAM/ICD/5 — WP/02
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Fifth 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/5)
Hybrid, from 28 to 30 June 2022

Agenda Item 2: Regional planning for the implementation of the NAM/ICD and AIDC/PAC protocols in their different phases and update of the regional implementation plan

STATUS OF DECISIONS AND CONCLUSIONS OF PREVIOUS MEETINGS

(Presented by the Secretariat)

EXECUTIVE SUMMARY
This working paper summarizes the decisions and conclusions of previous meetings that affect the work of the AIDC Task Force, part of the NACC/WG.

Action:	Suggested actions are presented in Section 3.
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency • Security & Facilitation • Economic Development of Air Transport • Environmental Protection
References:	• Sixth North American, Central American and Caribbean Working Group Meeting (NACC/WG/6). Online, 25-27 August 2021 https://bit.ly/3Aa4Eo1 • Nineteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/19) Online, 27 – 29 October 2021 https://bit.ly/3bhOPku

1.   Introduction

1.1   During the Sixth North American, Central American and Caribbean Working Group Meeting (NACC/WG/6) and the Nineteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/19), decisions were made that directly impact the work of the different Task Groups, one of them the AIDC Task Group and its flight plan error monitoring subgroup.

1.2   The objectives of the Group are to ensure the continuous and coherent development of the CAR/SAM Regional Air Navigation Plan and other relevant documentation in a harmonized manner with the adjacent regions, and to facilitate the implementation of the air navigation systems and services identified in the CAR/SAM Regional Air Navigation Plan, and identify and address specific deficiencies in the field of air navigation.

1.3   In the area of Aeronautical Information Management (AIM), indicating that the initial objective is to complete the implementation of the Transition Roadmap from the Aeronautical Information Service (AIS) to AIM (since 2009), as well as, the application of Amendment 41 to ICAO Annex 15 (SARPS) and Doc. 10066 – PANS-AIM, which provides the methodology and procedures for AIM.

1.4   Because aeronautical messaging is the raw material for the operation of automation protocols, it is important that the AIDC and AIM Task Forces, both parts of the NACC/WG, work together to stay up-to-date with changes in aeronautical messaging and how it impact coordination operations using NAM/ICD and AIDC.

1.5   In the case of the AIDC Group work plan, some of the activities were developed according to the availability of the States during the period of confinement due to COVID-19, but some of the activities, especially the implementation part of the protocols were delayed or to date have not been developed.

1.6   During the NACC/WG/06 meeting, the need to ensure the success of the AIDC Working Group activities was concluded, making efforts to implement Air Traffic Services Inter-facility Data Communication (AIDC) with neighboring Flight Information Regions (FIRs), for those States that have not yet done so, and assign ideal personnel for the meetings and activities of the AIDC TF and the Flight Plan Monitoring Group (FPL), and support their participation.

1.7   At the GREPECAS/19 meeting, the results of the benefits of the implementation of the AIDC in the reduction of the LHD of the RVSM airspace of the CAR/SAM Regions were discussed and it was recommended to continue with the implementation of the AIDC.

2.   Analysis

2.1   In this sense, it is recommended that the States restart the work of implementing the automated protocols, which due to the pandemic had to be postponed, integrating a technical/operational group that follows up on the tasks of implementation, monitoring, and improvement of the operation. of the channels.

2.2   It is recommended that the AIDC Task Force work together with the AIM Task Force to analyze changes and challenges in aeronautical information and see how these changes affect coordination operations between States using automated protocols.

2.3   Continuous work with the other NACC/WG Task Forces, as well as their feedback, is important to establish activities that improve the performance of the States and promote safety through the implementation of the AIDC and NAM/ICD protocols.

3.   Suggested actions

3.1   The Meeting is invited to:

   a) resume the implementation of automated protocols as a priority;
   b) support the activities of the AIDC Task Force and its relationship with other Task Forces part of the NACC/WG; Y
   c) take any other action, as required.

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