

AIDC benefits

ICAO – Lima

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SFO



AIDC

- Is AIDC?
 - Implementation – the goal?
 - Part of a enablers set?
 - The last implementation step after many efforts before benefits?
 - All of them

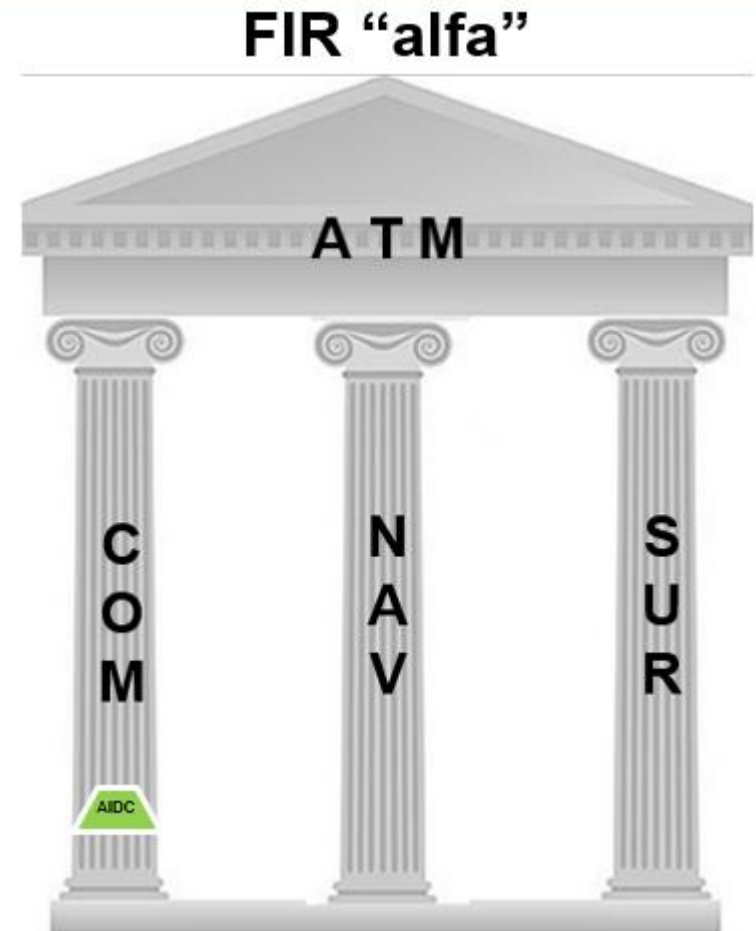
A large green trapezoidal shape with the word "AIDC" centered inside it in a bold, black, sans-serif font.

AIDC

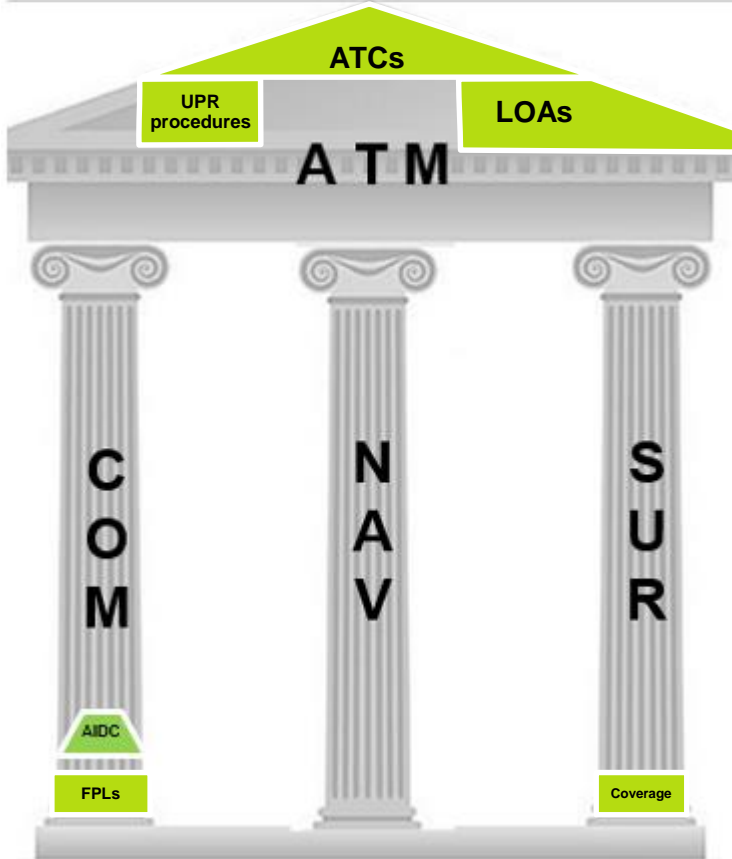
➤ Interdependences to review

- ATS surveillance
- ATN
- LOAs
-

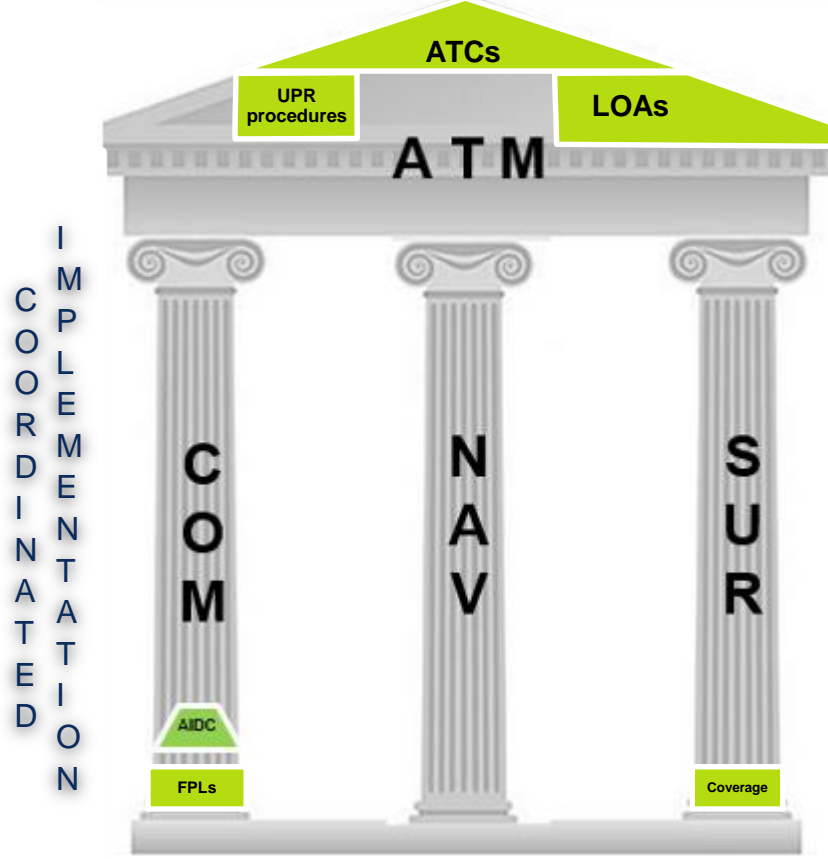
➤ In own FIR



FIR “bravo”

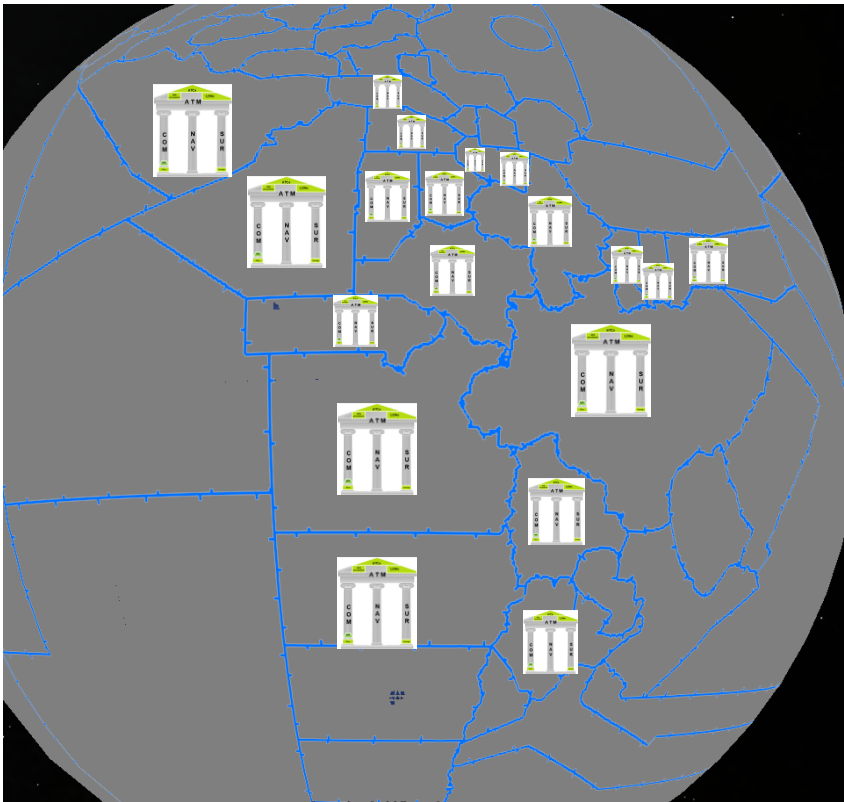


FIR “alfa”

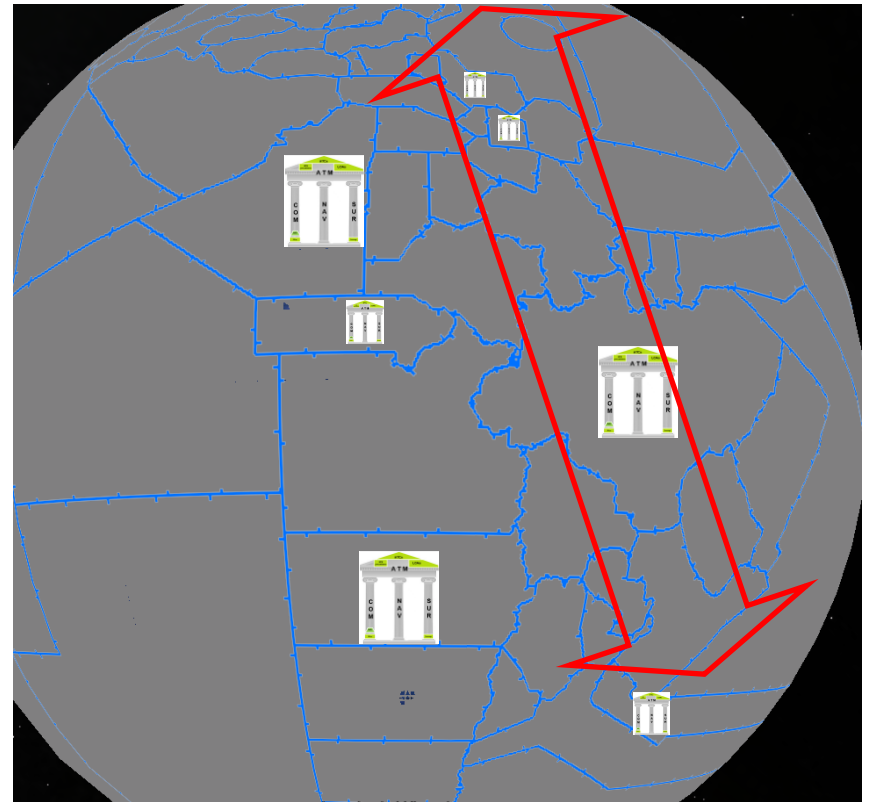


The goal = homogeneous areas

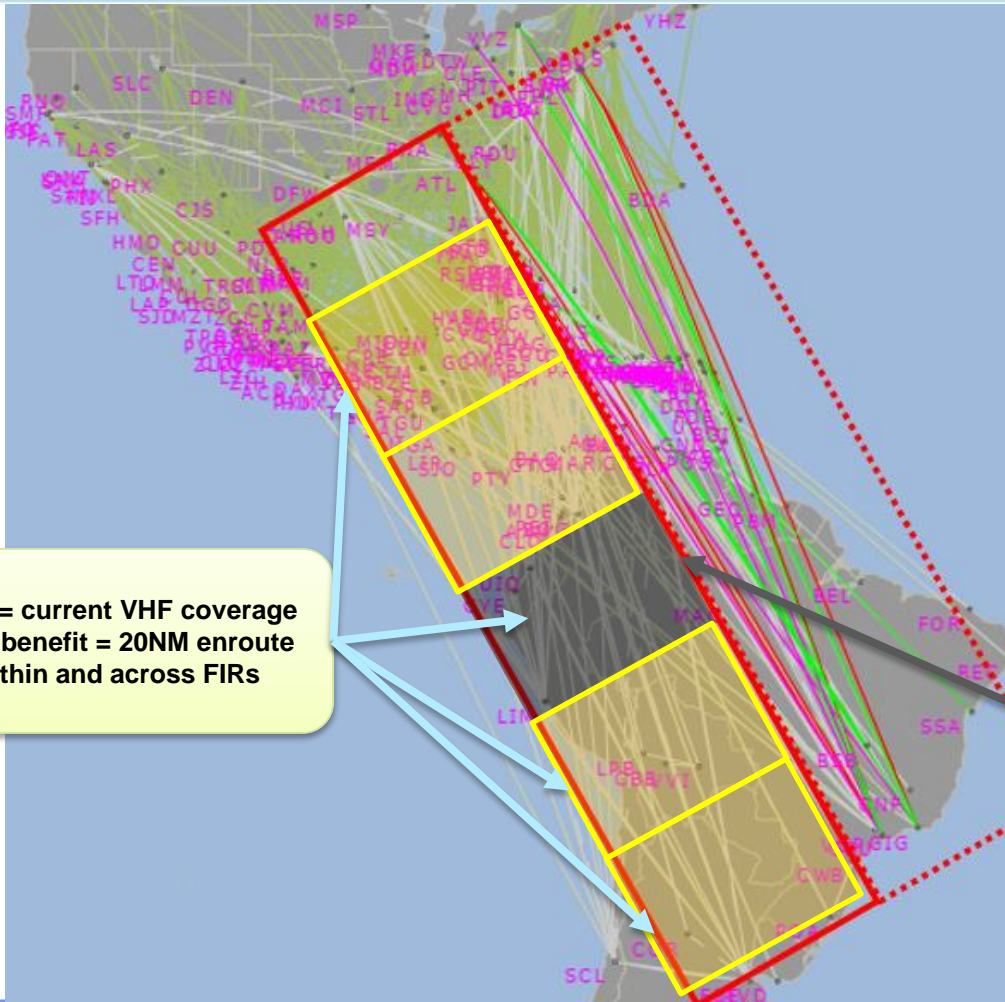
Potential benefits



Scattered or no benefits





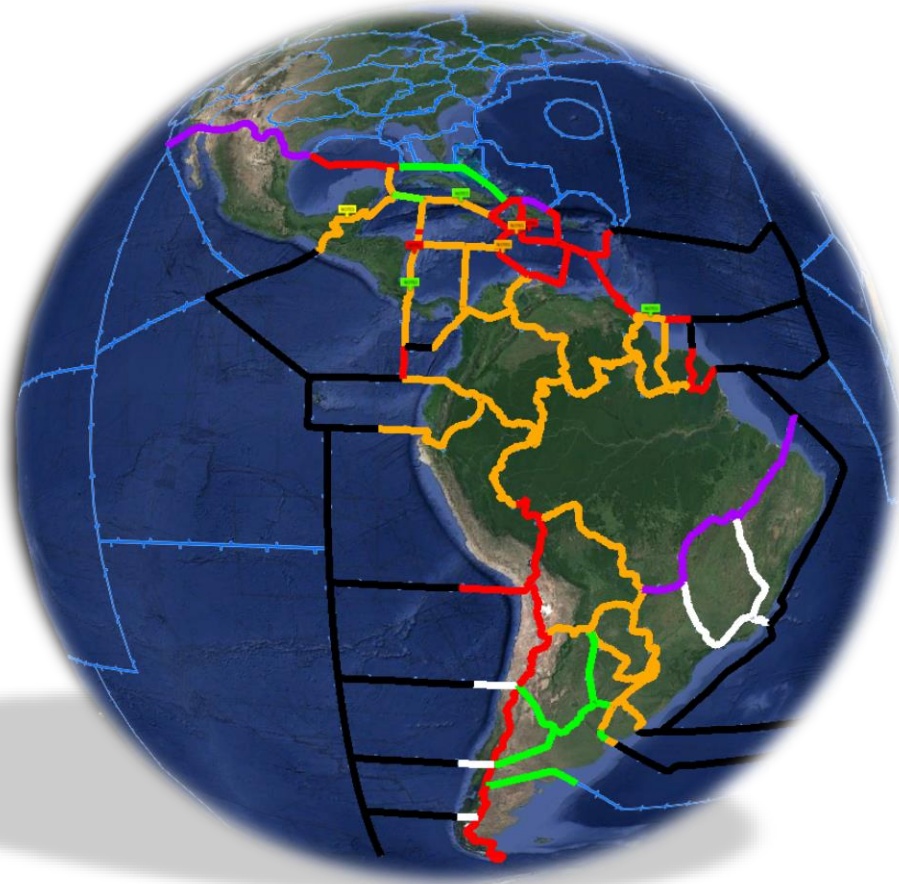


CNS = current VHF coverage
OPS benefit = 20NM enroute
within and across FIRs

CNS = add MSSRs (\$\$)
OPS benefit = 10NM enroute
within FIR only but 80NM across
FIR

➤ Example 1 of
“black hole
effect” = less
operational
benefits with an
expensive CNS
implementation

Example of harmonization

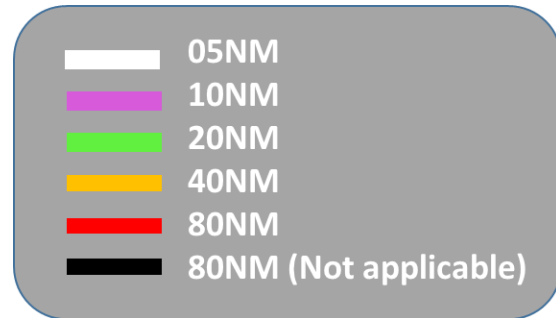


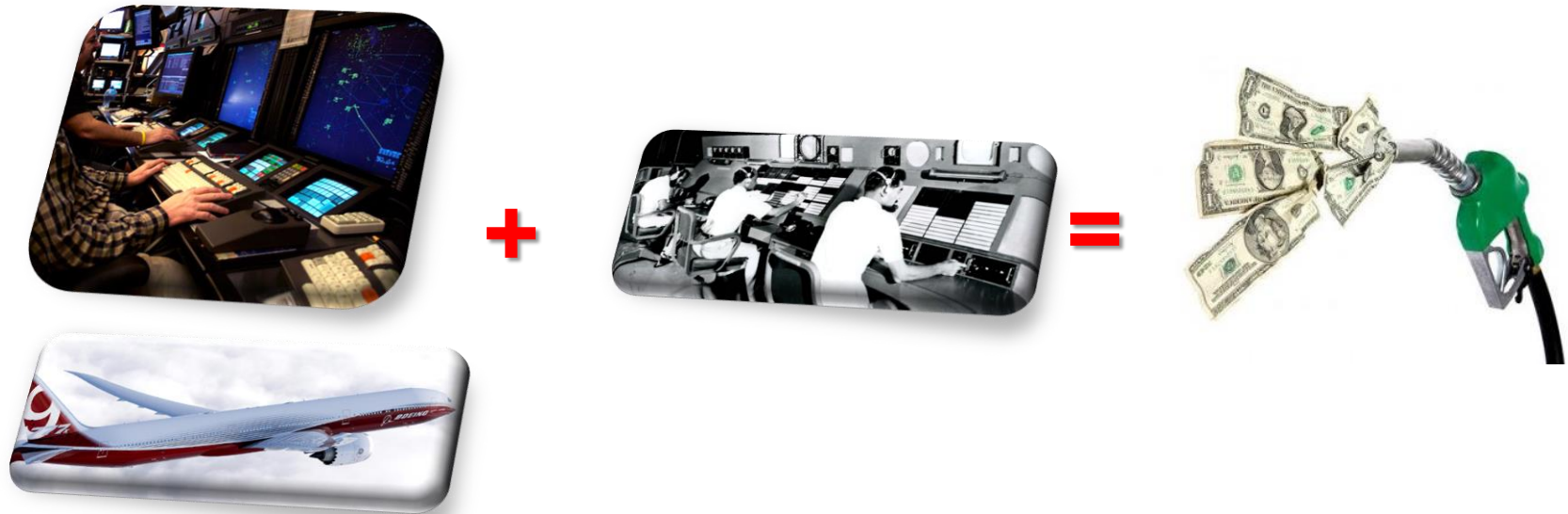
Level of harmonization



Type of processes desired
P - Paper format
A - FPL, CHG, CNL, DLA accepted via AFTN/AMHS (not forwarding FPL)
D - DEST ALTN not required if operator complies with annex 6 exception procedures
I - Item 19 not mandatory for all flights via AFTN/AMHS
F - Feedback provided by ANSP about message sent by operator

Number of processes implemented				
4	3	2	1	0





New technologies + old techniques

- Same situation for:
 - ATFM
 - AIPs
 - Ex. Outdate obstacles data
 - Surveillance
 - AIDC
 -



“PERFECT FLIGHT”

from vision to reality



EXPECTED BENEFITS