ATS Inter-Facility Data-Link Communication (AIDC)

SAM WORKING GROUP

Lima, Peru 16 – 20 April 2018

Agenda Item 1:   AIDC Update KINGSTON JAMAICA

Jamaica's Teething Pain & Challenges

(Presented by Mr. Courtney Malcolm)

SUMMARY

Jamaica has installed new ATC HMI software, provided by the Thales Group that has the AIDC feature configured to be interoperable for both the NAM ICD versions D and APAC. While the AIDC option is ready for use the testing is not yet complete. There are errors that are occurring that we need further clarification on as to how to resolve. It is hoped that with the presence of the different STATES (NAM/SAM/CAR Region) and the ATS System Supplier at this workshop we will obtain better understanding so we can better implement AIDC in the KIN FIR.

ACTION

1. The ACP WGW is invited to provide suggestion regarding industry best practices.
2. Continue testing with Adjacent FIR CUBA, CENAMAR, Barranquilla and Panama. It is also our intension to commence test with HAITI and Curacao as soon as they upgrade or implement new systems.

1.   **INTRODUCTION**

1.1   Kingston FIR has recently installed a new automation System from Thales called Topsky. We have so far been doing AIDC testing with the following States:

1.1.1   APAC protocol with:

(2 pages)
AIDC WP13 KIN

1.1.2   - Barranquilla (INDRA AIRCON 2100)

1.1.3   - Panama (Thales)

1.1.4   NAM ICD protocol:

1.1.4.1   - CENAMAR (INDRA AIRCON 2100) testing with CLASS 1

1.1.4.2   - Cuba (RADCOM) testing with CLASS 1 & 2

2.   **DISCUSSION**

2.1   The Raytheon AUTOTRAC ATC interface was in the process of being replaced by the new Thales TopSky ATC HMI in 2016. This was abruptly interrupted by a lightning strike in September 2017 which caused the AUTOTRAC System to be inoperable. This forced the hasty implementation of the Thales System hence AIDC testing and training were delayed.

2.2   The following challenges have identified with the flight plan (FPL) for correct functioning of AIDC:

2.2.1   Most errors occur due to FPLs not representing the entry **and** exit point of the KIN FIR

2.2.2   Every new aircraft (ACFT) type that is not defined in our system and which is filed by the airline company in field 9 of FPLs cause an error

2.2.3   Delay or cancellation messages are not sent hence ATCs are still expected to regenerate such FPLs when they are automatically deleted from the system.

2.3   Further Training and testing of technical staff and Air traffic Controllers in AIDC (NAM ICD and APAC). The first of which will see representative from the JCAA accepting a proposal from Cuba for training mid-2018.

2.4   The JCAA is looking to revise its Letters of agreement with the adjacent FIR to include AIDC information.

2.5   The Topsky system we now have installed supports NAM ICD version D. The system presently doesn't support the newest NAM ICD version E. This however doesn't affect testing generally but there are challenges with the CPL rejection messages (correct field not represented).

3.   **ACTION BY THE MEETING**

3.1   The ACP WGW is invited to provide suggestion regarding industry best practices.

3.2   Continue testing with Adjacent FIR CUBA, CENAMAR, Barranquilla and Panama. It is also our intension to commence test with HAITI and Curacao as soon as they upgrade or implement new systems.

3.3   Training of ATC/technical personnel and update Letter of agreement with adjacent FIR