



**Fifth GREPECAS–RASG-PA Joint Meeting (GREPECAS-RASG-PA/5) and
 Twenty-Third Meeting of the CAR/SAM Regional Planning and Implementation Group
 (GREPECAS/23)**

Virtual Phase (Asynchronous, 19 January to 17 February 2026)
 In-Person Phase (Mexico City, Mexico, 4 to 6 March 2026)

Agenda Item 8: CAR/SAM Air Navigation Implementation

D-ATIS AND DCL IMPLEMENTATION

(Presented by IATA)

EXECUTIVE SUMMARY	
<p>This working paper aims to urge States and ANSPs to deploy Digital – Automatic Terminal Information Services (D-ATIS) and Datalink Departure Clearance (DCL) at least in the CAR/SAM international airports, taking into consideration the clear benefits in Safety, Capacity and Efficiency.</p>	
Action:	<p>Suggested actions</p> <p>The meeting is invited to:</p> <ol style="list-style-type: none"> a) Take note of the information provided in this working paper. b) Urge States and ANSPs to implement D-ATIS/DCL at least at international airports, considering the list in Appendix A. c) Include in the GREPECAS work program and projects the process of implementing D-ATIS/DCL at least at international airports in the CAR/SAM Regions, considering the list in Appendix A. d) Request the Secretariat to monitor the implementation of D-ATIS/DCL at least at international airports in the CAR/SAM Regions, considering the list in Appendix A.
<i>Strategic Objectives 2026-2050:</i>	<ul style="list-style-type: none"> • Every flight is safe and secure • Aviation is environmentally sustainable • Aviation delivers seamless, accessible, and reliable mobility for all • No country left behind • The International Civil Aviation Convention and Other Treaties, Laws and Regulations Address All Challenges • The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All

<i>References:</i>	<ul style="list-style-type: none"> • ICAO Global Air Navigation Plan • GREPECAS/21 meeting report • NACC/10 meeting report • SAM/IG/33 meeting report
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1. Introduction

1.1 During GREPECAS/21 meeting, under WP/37, the Meeting discussed the information presented by IATA related to the implementation of the Digital– automatic terminal information services (D-ATIS) and Datalink departure clearance (DCL) in CAR/SAM regions at international airports. The benefits provided by these systems include reducing the workload of the pilot and air traffic controller, providing operational safety barriers that mitigate or eliminate potential misunderstanding of critical flight safety information that is exchanged between such professionals. However, IATA reported that most international airports in the CAR/SAM region have not yet implemented D-ATIS, and, in some cases, it has been partially or incompletely implemented.

1.2 Based on the mentioned WP, GREPECAS/21 formulated the following conclusion:

CONCLUSIÓN GREPECAS/21/13	ACTIONS TO ADVANCE THE IMPLEMENTATION OF THE D-ATIS AND THE DCL	
What: That the Secretariat to prepare a regional CAR/SAM guidance document, in collaboration with all stakeholders, including guidelines to facilitate cost-benefit analysis, on the implementation of the Automatic Terminal Information Service by Data Link - ATIS digital (D-ATIS) and Departure Clearance by Data Link (DCL) by GREPECAS/22.	Expected impact: <input type="checkbox"/> Politics / Global <input checked="" type="checkbox"/> Interregional <input checked="" type="checkbox"/> Economics <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Technical/Operational	
Why: To promote the implementation of D-ATIS and DCL services for ATS units at international airports, with a view to obtaining safety barriers that eliminate possible failures in the understanding of critical flight safety information, in pilot-controller communication.		
When: GREPECAS/22	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Invalid / <input type="checkbox"/> Completed	
Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:		Responsible: NACC/WG and SAM/IG

1.3 IATA has suggested establishing the implementation of D-ATIS/DCL as a requirement for at least international airports, which should be included in both the CAR/SAM Regional Air Navigation Plan and Regional Implementation Groups working program.

1.4 IATA has also indicated that it recommends disseminating the availability of D-ATIS/DCL provisioning in relevant aeronautical information publications.

2. Analysis

2.1 It is important to note that both D-ATIS and DCL are included in the ICAO's Global Air Navigation Plan (GANP) as part of ASBU Block 0 and Block 1 modules that focus on improving air-ground communication and controller-pilot data link communications (CPDLC).

2.2 As well-known by experts on this meeting, these technologies help decrease voice communication workload and reduce the possibility of misunderstanding by the pilot when receiving information from the air traffic controller or VHF ATIS, enhancing mostly safety, but also capacity and efficiency.

2.3 As an example, wrong set up of altimeter settings by pilots has been reported as cause of major incidents all over the world. In some cases, there were a strong risk of a CFIT. Even considering that it is not a final solution to this issue, D-ATIS could be an important and effective mitigation measure by avoiding misunderstanding regarding the corrected altimeter setting to be entered by the pilot into the system.

2.4 Likewise, the use of DCL is an important mitigating measure to avoid misinterpretations of the flight plan authorization, considering that such authorization is becoming increasingly complex with a greater amount of information to be understood and confirmed by the pilot.

2.5 ICAO Annex 11 establishes as recommendation: "the Voice-ATIS broadcast message should, whenever practicable, not exceed 30 seconds, care being taken that the readability of the ATIS message is not impaired by the speed of the transmission or by the identification signal of a navigation aid used for transmission of ATIS. The ATIS broadcast message should take into consideration human performance". Nowadays, it is very unlikely that ATC is able to comply with this recommendation, taking into consideration that the complexity of operations demands inclusion of a larger amount information for crew's situational awareness, such as special operations in place (Reduced Runway Separation Minima, High Intensity Runway Operation) safety concerns (hot air balloons, birds), more than one approach procedure being used, etc. Considering the Voice-ATIS, normally ATC must choose between providing less information to respect the limitations of human performance or providing the information necessary for adequate situational awareness and expect that the crew is able to understand and copy it.

2.6 After the discussion in GREPECAS/21, there were no concrete actions in urging States and ANSPs to implement D-ATIS and DCL. Although Conclusion GREPECAS 21/13 asks the Secretariat to prepare a guidance material, including guidelines to facilitate cost-benefit, no actions were taken so far. Even considering that guidance material and cost-benefit analysis are always very welcomed, in the specific case of implementing D-ATIS and DCL, it could be very simple, taking into consideration that these applications are well-known applications, benefits are clear, and costs are not high. Another aspect that should be considered is that, on contrary of other applications/concepts, there is no need of a vast majority of equipped aircraft to justify the investment on D-ATIS and DCL. There is no operational impact on mixing equipped and non-equipped aircraft, as well as the mentioned benefits can be used by the equipped ones.

2.7 Even in States with a considerable number of implemented DATIS/DCL applications, there is a need to expand them to additional international/domestic airports, taking into consideration the already mentioned benefits.

2.8 In this regard, IATA proposes the formulation of a GREPECAS conclusion urging States to implement D-ATIS and DCL at least at international airports and to include the implementation process in the GREPECAS work program and projects. This conclusion should be followed-up by the Secretariat through a list of international airports without D-ATIS and/or DCL, or another mechanism deemed appropriate. IATA's proposal for a list of airports where D-ATIS/DCL should be implemented is attached as **Appendix A** to this working paper.

3. Initiatives for the Implementation of D-ATIS/DCL in Regional Implementation Groups – NACC/WG and SAM/IG

3.1 IATA has submitted a working paper similar to this one at the NACC/WG/10 and SAM/IG/33 meetings with the objective of continuing the process of implementing D-ATIS/DCL within the regional implementation groups.

3.2 In the report of the NACC/WG/10 meeting, no actions were observed regarding the implementation of D-ATIS and DCL in the NACC Region, related to GREPECAS Conclusion 21/13 or to WP 42 presented by IATA.

3.3 The SAM/IG/33 meeting took note of the proposal presented by IATA on the need to promote the implementation of Digital Automatic Terminal Information Service (D-ATIS) and Departure Clearance via Data Link (DCL) at selected international airports in the SAM Region.

3.4 SAM/IG/33 emphasized that these applications, recognized in the GANP (ASBU Blocks 0 and 1), provide clear benefits in terms of operational safety, workload reduction, and efficiency, as well as being effective measures to mitigate risks arising from misunderstandings in altimeter settings or interpretation of departure clearances.

3.5 The SAM/IG/33 meeting agreed that, despite discussions in previous forums such as GREPECAS/21 and SAM/IG/30, concrete progress in the region has been limited. It was highlighted that the cost-benefit analysis for these applications is simple and favourable, as implementation costs are low, benefits are immediate, and they do not require a high rate of equipped aircraft to be effective.

3.6 Furthermore, SAM/IG/33 stressed that the incorporation of D-ATIS and DCL contributes to compliance with ICAO Annex 11 recommendations, particularly regarding the clear and efficient provision of critical information for crew situational awareness in an increasingly complex operational context.

3.7 Consequently, SAM/IG agreed on the following conclusion (**Spanish only**) and action:

CONCLUSION SAM/IG/33-04		Implementación de los Servicios Digitales Automáticos de Información Terminal (D-ATIS) y de la Autorización de Salida por Enlace de Datos (DCL) en los aeropuertos de la Región SAM	
Que: Los Estados de la Región SAM, en el ámbito de sus planes nacionales de navegación aérea y/o planes estratégicos de los Proveedores de Servicios de Navegación Aérea (ANSPs), planifiquen, incluyendo un análisis costo/beneficio simplificado, la conveniente implementación del D-ATIS y DCL en aquellos aeropuertos donde exista necesidad o requerimiento operacional.		Impacto esperado: <input type="checkbox"/> Político / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Económico <input checked="" type="checkbox"/> Ambiental <input checked="" type="checkbox"/> Técnico/Operacional	
Por qué: a) Garantizar la seguridad operacional en el espacio aéreo TMA, y áreas de maniobra del aeropuerto durante el suministro ATS. b) Mitigación de errores operacionales críticos como configuraciones incorrectas del altímetro y autorizaciones mal interpretadas. c) Reducción de la carga de trabajo de pilotos y controladores. d) Contribución a la eficiencia y la sostenibilidad mediante operaciones más fluidas y reducción de emisiones Co2.			
Cuándo: Presentar avances y estado de implementación en la próxima reunión SAM/IG.		Estatus: Adoptada por SAM/IG/33	
Quién: <input type="checkbox"/> Coordinadores <input checked="" type="checkbox"/> Estados <input checked="" type="checkbox"/> Secretaría OACI <input type="checkbox"/> OACI HQ <input checked="" type="checkbox"/> Otros: GT Interop IATA e Industria			

Action S33/08 – The Secretariat should request to the States of the SAM Region and Air Navigation Service Providers (ANSPs), in coordination with the Interop Working Group, Subgroups, and IATA, to develop and present a progressive implementation plan of D-ATIS and DCL at selected international airports where operational need is identified. These plans must include harmonized technical criteria, simplified cost-benefit justification, and project timelines, ensuring their incorporation into Regional and National Air Navigation Plans.

4. Suggested actions

4.1 The meeting is invited to:

- a) Take note of the information provided in this working paper.
- b) Urge States and ANSPs to implement D-ATIS/DCL at least at international airports, considering the list in Appendix A.
- c) Include in the GREPECAS work program and projects the process of implementing D-ATIS/DCL at least at international airports in the CAR/SAM Regions, considering the list in Appendix A.
- d) Request the Secretariat to monitor the implementation of D-ATIS/DCL at least at international airports in the CAR/SAM Regions, considering the list in Appendix A.

Appendix A
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Proposal for International Airports for D-ATIS/DCL Implementation

NACC Region		
State	Airport	ICAO Designator
Antigua and Barbuda	ANU	TAPA
ARUBA	AUA	TNCA
Bahamas	NAS	MYNN
Barbados	BGI	TBPB
Costa Rica	LIR	MRLB
Costa Rica	SJO	MROC
El Salvador	SAL	MSLP
Guatemala	GUA	MGGT
Jamaica	MBJ	MKJS
México	MID	MMMD
México	MTY	MMMY
México	PVR	MMPR
México	SJD	MMSD
México	CUN	MMUN
República Dominicana	LRM	MDLR
República Dominicana	PUJ	MDPC
República Dominicana	SDQ	MDSD
República Dominicana	STI	MDST
Saint Lucia	UVF	TLPL

Appendix A
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SAM Region		
State	Airport	ICAO Designator
Argentina	ROS	SAAR
Argentina	COR	SACO
Argentina	EZE	SAEZ
Argentina	MDZ	SAME
Argentina	SLA	SASA
Argentina	RGL	SAWG
Argentina	USH	SAWH
Argentina	BRC	SAZS
Brasil	NAT	SBSG
Brasil	STM	SBSN
Chile	ARI	SCAR
Chile	PUQ	SCCI
Chile	IQQ	SCDA
Chile	SCL	SCEL
Chile	ANF	SCFA
Chile	CCP	SCIE
Chile	IPC	SCIP
Chile	PMC	SCTE
Colombia	CUC	SKCC
Colombia	CTG	SKCG
Colombia	ADZ	SKSP
Ecuador	GYE	SEGU
Ecuador	MEC	SEMT
Ecuador	UIO	SEQM
Guyana	GEO	SYCJ
Panamá	BLB	MPPA
Panamá	PTY	MPTO
Paraguay	ASU	SGAS
Paraguay	AGT	SGES
Peru	CIX	SPHI
Peru	LIM	SPJC
Peru	IQT	SPQT
Peru	AQP	SPQU
Peru	TRU	SPRU

Appendix A
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SAM Region		
State	Airport	ICAO Designator
Peru	PIO	SPSO
Peru	TCQ	SPTN
Peru	CUZ	SPZO
Uruguay	PDP	SULS
Uruguay	MVD	SUMU
Venezuela	CCS	SVMI

— END —