



**Agenda Item 6:**

**Other business**

**D-ATIS AND DCL IMPLEMENTATION**

(Presented by IATA)

**SUMMARY**

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 SAM Region international airports, taking into consideration the clear benefits in Safety, Capacity and Efficiency.

**References:**

- ICAO Global Air Navigation Plan
- GREPECAS/21 meeting report
- SAM/IG/30 meeting report

**1. Background**

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.

1.2 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.

1.3 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	
<b>What:</b> 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.		<b>Expected impact:</b> <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	
<b>Why:</b> 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.			
<b>When:</b>	GREPECAS/22	<b>Status:</b>	<input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Invalid / <input type="checkbox"/> Completed
<b>Who:</b>	<input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	Responsible: NACC/WG and SAM/IG	

1.4 In SAM/IG/30, IATA has submitted WP/3.7, with the objective of promoting the deployment of Data Link Automatic Terminal Information Service (D-ATIS) and Data Link Departure Clearance (DCL) at international airports for safer operations in the SAM Region, given the benefits, which include reduced workload for pilots and controllers and increased efficiency.

1.5 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 the SAM/IG Work Plan, through the INTEROP WG and Subgroups.

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

1.7 SITA also gave a brief presentation on the benefits provided by the implementation of D-ATIS and DCL, as well as the current trend toward air traffic control tower automation (TWR), enabling the management of multiple systems from the same operational position, improving the working conditions of controllers.

## 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 setting up of altimeter settings by pilots has been reported as cause of major incidents all over the world. In some cases, there was a strong risk of 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 expecting that the crew is able to understand and copy it.

2.6 After the discussion in GREPECAS/21 and SAM/IG/30, 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 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, in contrast to other applications/concepts, there is no need of a vast majority of equipped aircraft to justify the investment in D-ATIS and DCL. There is no operational impact on mixing equipped and non-equipped aircraft, as well as the benefits mentioned that 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 sense, IATA would like to propose the formulation of a SAM/IG conclusion urging States to implement DATIS and DCL at least in the international airports. This conclusion should be followed by the secretary through an international airports list without D-ATIS and/or DCL or other mechanism considered appropriate.

### **3. Suggested actions**

3.1 The meeting is invited to:

- a) Take note of the information provided in this Working Paper;
- b) urge States and ANSP's to implement D-ATIS/DCL at least in the international airports; and
- c) ask the Secretariat to follow-up implementation of D-ATIS/DCL at least in the international airports.

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