NACC/WG/2 - IP/09
International Civil Aviation Organization 22/04/08
North American, Central American and Caribbean Office
Second North American, Central American and Caribbean Working Group Meeting (NACC/WG/2)
Ocho Rios, Jamaica, 12-16 May 2008

Agenda Item 4: Establishment of Interfaces for ATM Automated Systems between Adjacent ATS Units

ATS INTERFACILITY DATA COMMUNICATION (AIDC)

(Presented by the United States of America)

SUMMARY

This paper presents information to promote discussion concerning ATS Interfacility Data Communications as means for the exchange of notification, coordination, transfer and related data between automated ATS systems.

1. Introduction

1.1 A communications and data interchange infrastructure significantly reduces the need for verbal coordination between Air Navigation Service Units (ATSUs). ATS Interfacility Data Communications (AIDC) provide the means by which data interchange between ATSUs providing air traffic service in, and adjacent to, the Caribbean Region is harmonized.

2. Discussion

2.1 The AIDC application provides interoperability among automated systems allowing data exchange between ATSUs that are harmonized to a common standard. AIDC supports the notification, coordination and the transfer of communications and control functions between these ATSUs. Full AIDC capability also supports greater flexibility where different separation minima are being used in adjacent airspace. This promotes seamless transfer of aircraft between participating ATSUs.

2.2 AIDC implementation has proven highly successful and has provided significant benefits including:

a) Reduced workload for controllers;
b) Reduction of readback/hearback errors during coordination;
c) Reduction of gross navigation errors and large height deviations which are the result of "controller to controller" coordination errors; and,
d) Facilitation of operational initiatives such as User Preferred Routes and Dynamic Airborne Reroute Programs.

2.3 Development of a strategy for the integration of Air Traffic Management (ATM) automated systems with a safe, gradual, evolutionary and interoperable vision facilitates the information exchange and the collaborative decision-making of all the components of the ATM system. This creates a seamless, flexible, optimum and dynamic management of airspace.

3. Conclusion

3.1 States are encouraged to develop action plans for adding implementation of AIDC to their air navigation work plans, and support measures to reach the goal of a seamless global air traffic management system.

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