Agenda
Item 2: **Review to the action plans for the implementation of AIDC interconnection in the NAM/CAR/SAM Regions.**

ACTIVITY PLAN FOR AIDC INTERCONNECTION BETWEEN ADJACENTS ACCs OF THE NAM/CAR REGION

(Presented by the Secretariat)

RESUMEN

This working paper presents the updated activity plan for the implementation of the AIDC interconnection between adjacent ACCs of the NAM/CAR Region.

REFERENCIAS

- Report of the Fifth Meeting of the North America, Central America and Caribbean Working Group NACC/WG/5, (Port of Spain, Trinidad and Tobago from 22 to 26 May 2017). Report of the First Meeting of the Aeronautical Information Management (AIM), Flight Plan (FPL) Error Management and Air Traffic Services Inter-Facility Data Communications (AIDC) Meeting (AIM/FPL/AIDC/1), (Tegucigalpa, Honduras 30 October to 3 November 2017)
- Summary of the AIDC Implementation follow-up telecommunications (November 2017 to February 2018)
- GREPECAS/18 Follow up

ICAO strategic objectives:	*A – Safety* *B – Protection of the environment and sustainable development of air transport*

1 Introduction

1.1 Following up on the implementation plan of the NAM/CAR Region, work has been carried out on the implementation of the AIDC, work led by the AIDC working group, part of the ANI/WG of the NAM/CAR region, whose work and progress are in the web page of the ICAO NACC Office: **https://www.icao.int/NACC/Pages/regional-group-AIDC.aspx**

1.2 Through the last meeting of GREPECAS, 2018, the activities to be developed within Project C, Projects of the ATM Situation and Automation Program (BO-RSEQ, B0-FICE, B0-SNET, B0-ASUR and B0- SURF) were approved, which are found in Appendix A of this working paper.

1.3 The GREPECAS meeting concluded that the implementation of AIDC should be a priority for the region in order to minimize the occurrence of LHD, also the meeting concluded thar Flight plans errors are a regional problem and it must be solved as soon as possible.

1.4 In its draft version, the report of GREPECAS/18 contemplates the execution of the following activities:

a) That the States that have AIDC capacity update their execution plans and submit them to the corresponding ICAO Offices before August 30, 2018.
b) That States adopted a regional agreement to reduce Flight Plan errors.

2 Analysis

2.1 Taking into account the development of the present meeting and the conclusions and recommendations emanating from the GREPECAS/18 meeting, it is necessary to verify and update the activities proposed in the project and integrate a regional plan with common objectives, taking advantage of the knowledge of the States that AIDC implementation has already been carried out and, in addition, the analysis and monitoring of all the States is required to solve the problem of erroneous flight plans.

3 Suggested actions

3.1 The Meeting is invited to:

a) Take note of the information presented;
b) analyze the content of section 2 and the Appendix A to review and propose changes; and
c) analyze other considerations in this regard that the Meeting deems necessary.

APPENDIX A

CAR Region	PROJECT DESCRIPTION	DP N° C	
Programme	Title of the Project	Start	End
AUTOMATION AND ATM SITUATIONAL AWARENESS (ICAO programme coordinator: Julio Siu)	**AUTOMATION AND IMPROVED ATM SITUATIONAL AWARENESS IN THE CAR REGION** Project Coordinator: Carlos M. Jimenez (Cuba) Fernando Casso Dulce Roses Experts contributing to the project: Carlos Miguel Jimenez, Jorge Centella (Cuba) Julio Cesar Mejia (Dominican Republic) Dulce Roses (United States) Jenny Lee (COCESNA) ANI/WG	October 2011	June 2019
Objectives	Based on the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP) regional performance objectives: 1. Support NAM/CAR States with implementation of automated systems and interconnection at a regional level. 2. Support the implementation of Situational Awareness improvements at CAR Region ATS units.		
Scope	The scope of the project foresees the assessment and identification of the main levels of automation, production of guidelines for the use of existing capabilities, proposed improvements to automation levels to enhance operations and safety, development of studies and guidelines for automation and operational use of capabilities to reach these situational awareness improvements, supporting the implementation of different applications, such as: common display of traffic, common display of meteorological conditions, and communications in general.		
Metrics	• Number of States/ANSPs participating in regional automation tests • Number of States/ANSPs implementing ATC automation functionalities between systems • Complete proposals and guidance material for the reduction of operational errors with before and after effective date of implementation guides for the CAR/NAM Region • Number of States/ANSPs reporting a reduction of incidents resulting from implementing improvements in electronic ground and air alerts • Number of States/ANSPs conducting ADS-B data using the guides developed		

CAR Region	PROJECT DESCRIPTION	DP N° C	
Programme	**Title of the Project**	**Start**	**End**
Goals	With this Project is expected to support States with the operational improvement implementation resulting from the implementation of ATM systems: • NAM/CAR RPBANIP ASBU-ASUR • NAM/CAR RPBANIP ASBU-SNET • NAM/CAR RPBANIP ASBU-FICE AIDC Target • Improvement of the ATM Situational Awareness		
Strategy	• The Project activities execution will be coordinated among the project members, the project coordinator, and the programme coordinator, mainly through teleconferences and meetings held from time to time in accordance with the activities work programme. • The project coordinator will coordinate, as necessary, with the Programme Coordinator, the requirements for other projects and information from the NAM/CAR implementation Working Groups. Additional experts have been included according to the tasks and specialised works.		
Justification	With the emergence of new technologies in ATM automated systems, as well as the standardization of communication protocols, data exchange in ATS units is actually viable in different ways. Available protocols in the systems such as OLDI and AIDC allow ATS units to establish automated coordination, improving operational reliability and procedural effectiveness. Likewise, the standardization in processing surveillance data in ASTERIX format allows easy radar data exchange between FIRs. These automated exchanges will result in a significant reduction of ATS incident rates and operational errors. Improving situational awareness facilitates coordination, improves efficiency and safety, and ensures that the different members of the ATM community have the same information when adopting decisions collaboratively.		
Related projects	This project is related with Programme D Project (ATN and its ground-ground and air-ground applications)		

Project Deliverables	Relationship with the regional performance-Objectives (RPO) and ASBU B0 modules	Responsible Party	Status of Implementation	Date of Delivery	Comments
Level of automation existing in the CAR Region	RPO 4 and 6 of NAM/CAR RPBANIP/ RSEQ-SURF-ASUR-SNET-TBO-ACDM-FICE	ICAO - Carlos Jimenez, Cuba		Completed	
Guidance material and considerations for the drafting of automation agreements/ Sample of MoU for automation between States	RPO 4 and 6 of NAM/CAR RPBANIP/ RSEQ-SURF-ASUR-SNET-TBO-ACDM-FICE	Carlos Jiménez, Cuba		Completed	Several MOU proposals are available.
Proposals or guidelines for improving the operation and performance of flight plan data processing system, and automatic exchange of ATS messages	RPO 4 of NAM/CAR RPBANIP/ RSEQ-SURF-ASUR-SNET-TBO	Jenny Lee COCESNA Fernando Casso Dominican Republic		December 2018	According with the AIDC TF activities
Implementation of the errors regional plan of the flight plan	RPO 4 of the NAM/CAR RPBANIP/ RSEQ-SURF-ASUR-SNET-TBO	Fernando Casso – Dominican Republic		December 2018	According with the AIDC TF activities
Implementation of the standardization of the rejects message of the flight plan for the Region	RPO 4 of the NAM/CAR RPBANIP/ RSEQ-SURF-ASUR-SNET-TBO	Dan Evans/FAA		December 2018	According with the AIDC TF activities
Proposals and guidance on the use and benefits of additional/advanced automation support tools to increase aeronautical information sharing	RPO 4 of the NAM/CAR RPBANIP/ RSEQ-SURF-ASUR-SNET-TBO	Dulce Roses/FAA		June 2019	New date for June 2018 is proposed due to lack of responses
Monitor the implementation of ATM automation and surveillance data exchange – Progress Report	RPO 4 of NAM/CAR RPBANIP/ RSEQ-SURF-ASUR-SNET-TBO	Fernando Casso – Dominican Republic		Completed	An AIDC implementation regional plan has been developed as part of the ATM automation.

Project Deliverables	Relationship with the regional performance-Objectives (RPO) and ASBU B0 modules	Responsible Party	Status of Implementation	Date of Delivery	Comments
Monitor that the AIDC implementation plan in each State has the capacity to use this facility.	RPO 4 of the NAM/CAR RPBANIP/ RSEQ-SURF-ASUR-SNET-TBO	Jenny Lee COCESNA Fernando Casso Dominican Republic		December 2018	Jenny Lee for Central America Fernando Casso for the Caribbean
Guidelines for the operational implementation of ADS-B and data exchange	RPO 4 and 6 of NAM/CAR RPBANIP/ RSEQ-SURF-ASUR-SNET-TBO-ACDM-FICE	Carlos Jimenez – Cuba		November 2018	CONOPS of ADS-B implementation under development. The ADS-B CONOPS initial draft is available
Guidance on the use of AIDC to reduce coordination errors	RPO 4 and 6 of NAM/CAR RPBANIP/ RSEQ-SURF-ASUR-SNET-TBO-ACDM-FICE	Fernando Casso – Dominican Republic		November 2018	Date adjusted to the AIDC TF
Encourage States to share radar data	RPO 4 and 6 del NAM/CAR RPBANIP/ RSEQ-SURF-ASUR-SNET-TBO-ACDM-FICE	Carlos Jimenez – Cuba		June 2019	According to the working program of the Surveillance Group of the NAM/CAR region.
Resources needed	• Designation of experts for the execution of the deliverables • Implement required facilities that allow interconnection of automated systems according to the established dates in the elaborated and signed MoU, respectively.				