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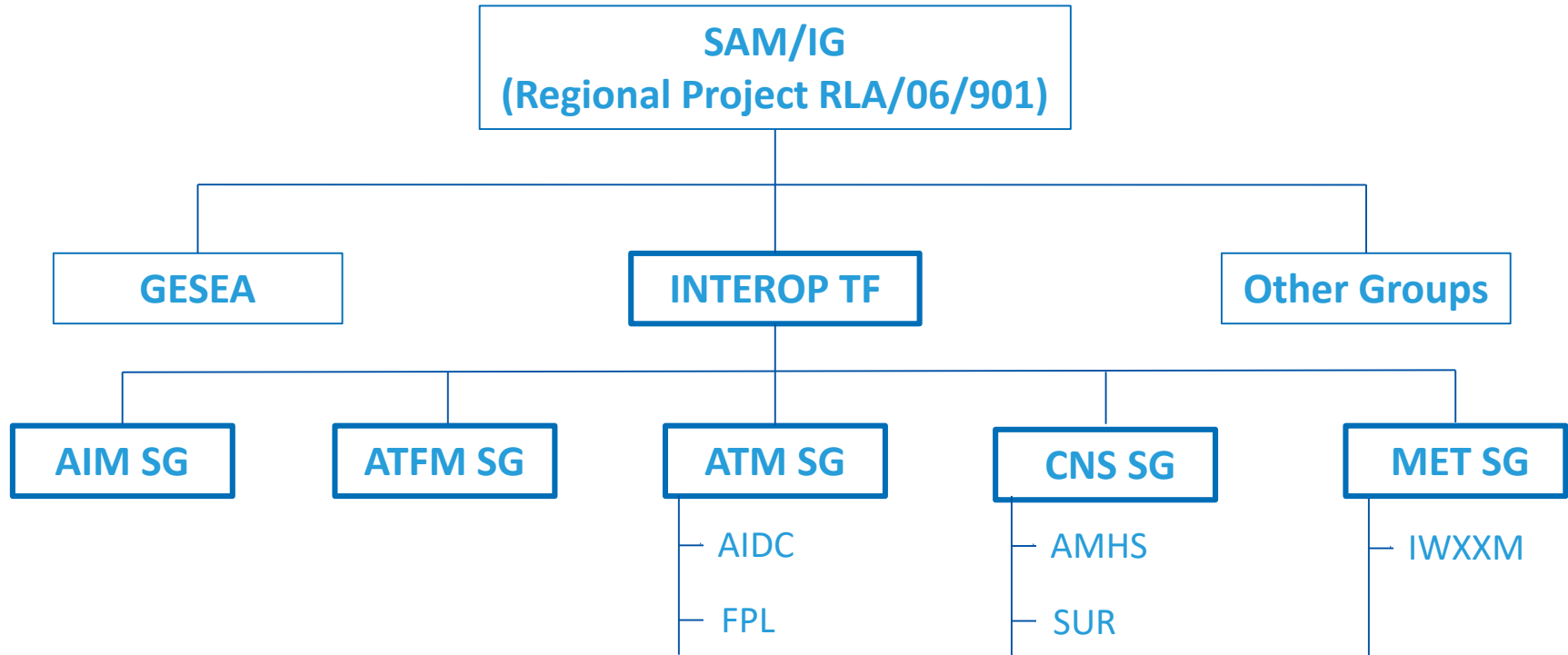
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## INTEROP TF/2

### Second Workshop/Meeting of the Interoperability Task Force's Subgroups (Summary of Discussion)





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# Summary of Discussions



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# ATM/AIDC Subgroup



### **Argentina:**

As a result of the errors detected, the implementation of the AIDC is temporarily suspended by disabling the AIDC boxes in the ACC until the problems can be solved to achieve the interconnections with the adjacent ACC. Work is under way on a process of upgrading automated ATM systems and AMHS systems.

### **Bolivia:**

The implementation of the AIDC in the Thales system is planned for 2022. A new AMHS system will also be purchased. From that moment on, it will be possible to start tests with the adjacent ACC.

### **Brazil:**

AIDC interconnection with ACC Lima in pre-operational phase. Pending solution by Atech of the problem of the LRM/62, as well as verify the format of the ABI message that is sent to the ACC Lima regarding the information of boxes 10 and 18 referring to equipment of the aircraft. 100% domestic AIDC interconnections implemented.



### **Chile:**

AIDC interconnection between ACC Iquique and ACC Córdoba in tests. AIDC interconnection at the domestic level 100% implemented, except with the ACC Santiago and Oceanic. Pending update of the Thales system of ACC Santiago to interconnect it with the adjacent ACC at the national level, and with ACC Lima at the international level.

### **Colombia:**

AIDC interconnections implemented with ACC Guayaquil and ACC Lima. AIDC interconnections at the domestic level between ACC Bogotá and ACC Barranquilla and domestic APPs with independent ATM system. Locally there are some LRM/57 problems (possibly because the adjacent ACC or APP has assumed the tracks in advance, or the coordination was done manually before the AIDC performed it automatically). Pending completion of local training. Interconnection with ACC Panama operational, but no Letter of Agreement was signed due to ATM problems outside the AIDC. Interconnection with ACC CENAMER pending CDN solution.



### **Colombia (continuation):**

Successful tests with Kingston's simulator. Kingston's operational ATM system (Thales) is being updated. Pre-operational tests with Maiquetía's SAGITARIO system in process, awaiting update of the Maiquetía system by ATECH. The interconnection with ACC Amazon is pending for completion. Colombia has organized several documents and other information regarding the implementation of AIDC in a share point and makes it available to other States.

### **Ecuador:**

AIDC interconnections implemented with ACC Lima, ACC Bogotá and ACC CENAMER.

### **Panama:**

AIDC interconnection with ACC Barranquilla operational. Letter of Agreement needs to be signed.



### **Paraguay:**

Implementation of the SARGITARIO system in Asunción impacted by the pandemic. Once the system implementation is completed, the tests with the adjacent centers will be started.

### **Peru:**

AIDC interconnections implemented with ACC Guayaquil, ACC Bogota and ACC Iquique. The interconnection with the Amazon ACC continues in the pre-operational phase. Successful tests in the SPIM-SBAZ direction. In the SBAZ-SPIM direction, there is an apparent incompatibility between the ABI message sent by the SAGITARIO system to the Indra system of Lima ACC, referring to field 10 (Equipment). It is in the process of being analyzed. SAGITARIO LRM message processing pending (continues to send LRM/62 for any errors). The representative of ATECH stated that a new version will be provided in the second half of 2021, with the solution of these points. Interconnection with Santiago ACC (oceanic) continues to be suspended until the modernization of the Thales system of Santiago is completed.



### **Venezuela:**

It is in pre-operational tests with the Barranquilla FIR. Fixed problem with the receipt of the ABI message and another error has been detected indicated by both INDRA and SAGITARIO systems, such as LRM/62. Another test is planned and it is also pending that ATECH update the SAGITARIO software, offered for this second half of the year 2021, which would facilitate the determination and solution of this error.



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# ATM/FPL Subgroup



## ATM/FPL Roadmap:

- The rapporteur of the ATM/FPL Subgroup commented on the document, which was approved at the SAM/IG/25 Meeting (November 2020), and established a phased implementation.
- States has been encouraged to start the process, taking advantage of the low traffic due to the pandemic.
- He indicated the holding of a webinar with the Airlines to better disseminate the information and refine the procedures.
- He expressed the importance of standardizing publication in AIP.
- Ecuador has expressed interest in including more elements in the ACK format. The Secretary indicated that Ecuador would prepare a working paper for the SAM/IG/26, with the proposal for the inclusion of the DOF information.



## ATM/FPL Roadmap:

- Argentina reported that it is not possible to implement the use of ACK and REJ messages in the short/medium term, and the update of ATM systems is planned, in order to continue with the agreed Roadmap and as for the AMHS systems are in a process of modernization and work continues on the implementation of services that allow the use of ACK and REJ messages. As for the FPL that enter with the SID and STAR encoded in 6 characters, it is currently done with personnel in the Area Control Centers (ACC) dedicated to the correction of flight plans. The centralized management of flights plans it is not planned yet.



## **Presentation of the Centralized Management System of FPLs of Brazil:**

A representative of the company ATECH presented the Centralized Management System of Flight Plans implemented in Brazil. The Implementation is in phases:

### **Phase 1 (2017 – 2021):**

- Development of a CFPS (Central Flight Plan System) coupled as a module to the ATFM SIGMA system;
- Development of communication by webservice and AMHS;
- Development of the C-AIS (Central AIS) concept;
- Developing a user interface;
- Development of a feedback mechanism for users;
- Primary CFPS and Backup CFPS.



## **Presentation of the Centralized Management System of FPLs of Brazil:**

### Phase 2 (2020 – 2022):

- SIGMA database updated by the ICA (Instituto Cartográfico de Aeronáutica); and
- Adoption of the AIXM Format.

### Phase 3 (2020 – 2022)

- SAGITTARIUS BDS updated by SIGMA;
- SIGMA and SAGITTARIUS airspaces completely identical; and
- Unified database (ICA – GEA – SIGMA – SAGITTARIUS).



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# CNS/AMHS Subgroup

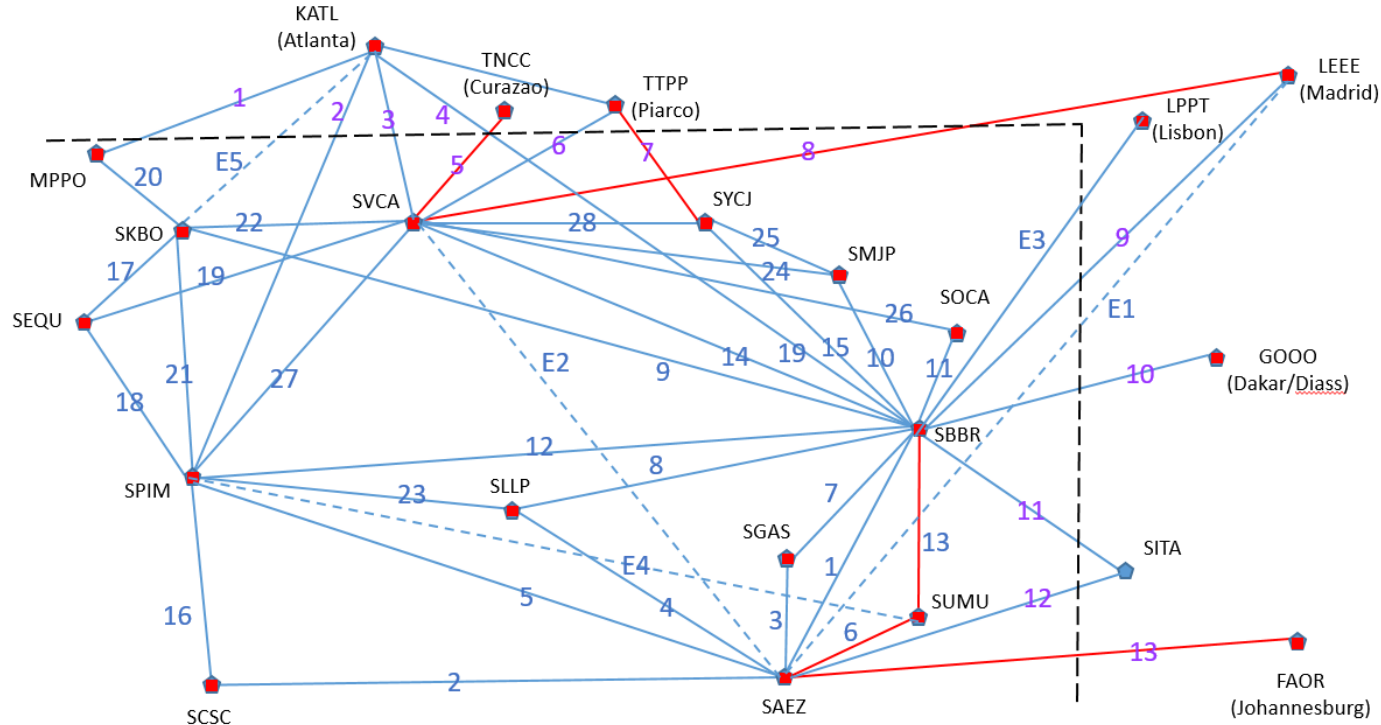


## AMHS Implementation in the SAM Region:

- The AMHS implementation continues to advance, and 26 out of 28 intraregional interconnections have already been implemented, subtracting only the interconnections of the COM Center of Montevideo with the COM Centers of Brasilia and Ezeiza.
- The following interconnections are expected to be established this year:
  - Caracas – Madrid;
  - Ezeiza – Johannesburg; y
  - Georgetown – Piarco.
- Brazil has reported that it has already conducted successful trials with Portugal COM Center, but operational activation was affected by the pandemic.



### AMHS Interconnections / Interconexiones AMHS ASBU COMI-B0/7 (24 April/Abril 2021)





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# CNS/SUR Subgroup



## Implementation of Space-based ADS-B:

- The Secretariat reported that the actions indicated in Conclusion SAM/IG/25-7 on the implementation of Space-based ADS-B through a Technical Cooperation Project were carried out.
- The 3 States that expressed interest in the implementation (Chile, Panama and Trinidad & Tobago) were informed of the administrative costs charged by the ICAO and must confirm the intention to continue with the process.
- Aireon has presented a new proposal for non-recurring costs (installation of equipment, ISAT, training, etc.) and recurring costs (services), as well as other benefits for states participating in an implementation, through an ICAO Technical Cooperation Project.



### **Implementation of terrestrial ADS-B:**

- Colombia has reported the status of the implementation of ADS-B through ground stations.
- Due to the current situation, the implementation should be completed and operational in 2022.
- The Secretariat requested that States to present the status of implementation of their systems at the SAM/IG/26 Meeting, through information papers.



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# MET/IWXXM Subgroup



## **IWXXM Format:**

- The Secretariat summarized the need and definitions for implementing the Meteorological Information Exchange Model (IWXXM) for operational meteorological data (OPMET), highlighting the importance of such implementation.
- The Rapporteur of the Subgroup IWXXM reported on the activities carried out by the Subgroup in the first semester of 2021 (02 Workshops), and the Secretariat pointed out that the materials presented at the two meetings are available on the ICAO SAM website.
- The Rapporteur of the Subgroup reported that tests between OPMET bank of Brasilia and the OPMET Bank in Brussels were carried out and the tests will continue during the second half of 2021.



### **IWXXM Format (continuation):**

- States reported on the status of implementation of the IWXXM Format in their countries, with most noting that the Covid-19 pandemic had affected the progress of activities.
- Brazil reported that it is in the process of preparing a letter to ICAO SAM Office with the ICD of the system implemented in Brasilia (Regional OPMET Data Bank). Highlighted that the feasibility of testing for the use of the webservice by only 1 meteorological center of the States is being analyzed.
- The e-mail addresses were updated, with the purpose of coordinating the necessary tests with the OPMET Bank in Brasilia.



### **IWXXM Format (continuation):**

- By 2022, the Subgroup intends to continue the Meteorological Information Exchange (IWXXM) testing with the OPMET Data Bank in Brasilia (version 3.0), and hold a workshop on the use of the webservice facility by States, without affecting the implementation of IWXXM recommended by ICAO.



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