



Agenda Item 4: Report of activities and deliverables of the G.T. – Interop and Subgroups

AIDC IMPLEMENTATION STATUS IN BRAZIL

(Presented by Brazil)

SUMMARY
This information paper presents an update on the status of AIDC implementation in Brazil.
References
<ul style="list-style-type: none"> Final Report of the SAM/IG/30 Meeting (Lima, October 23 to 27, 2023).

1. INTRODUCTION

1.1 AIDC provides interoperability between automated systems, allowing the exchange of data between Air Traffic Service Units (ATSU). Besides, supports the reporting, communications coordination and transfer and control functions between these ATSUs.

1.2 Currently, the SAM Region has different systems and a multiservice platform (REDDIG II) which is optimal and adequate for the AIDC implementation. The initial goal for the establishment of AIDC in the SAM Region was to have 100% by December 2016. However, only around 25% of the planned communications were operationally established.

1.3 Brazilian FIRs are adjacent with several FIRs from SAM States (figure 2). There is an important annual traffic flow among them, which justifies AIDC solution.

1.4 According to data statistical yearbook from the Air Navigation Management Center (CGNA) in Brazil, the number of flights in 2023 that transited between Brazilians and adjacent FIRs are expressed at the table 1:

<i>FIR Brazil</i>	<i>adjacent FIR</i>	<i>Annual movement (number of flights)</i>
Amazonico (SBAZ)	Cayenne(SOOO)	72,300
	Paramaribo (SMPM)	
	Georgetown (SYGC)	
	Maiquetia (SVZM)	
	Bogota (SKED)	
	Lima (SPIM)	
	La Paz (SLLF)	
	Brasilia (SBBS)	
	Recife (SBRE)	
Atlantic (SBAO)	Atlantic (SBAO)	46,500
	Cayenne(SOOO)	
	Dakar (GOOO)	
	Montevideo (SUEO)	
	Brasilia (SBBS)	
	Curitiba (SBCW)	
Amazon (SBAZ)		
Curitiba (SBCW)		

Recife (SBRE)	Atlantic (SBAO)	40,600
	Brasilia (SBBS)	
	Amazon (SBAZ)	
	Curitiba (SBCW)	
Brasilia (SBBS)	La Paz (SLLF)	66,500
	Assuncion (SGFA)	
	Curitiba (SBCW)	
	Brasilia (SBBS)	
	Atlantic (SBAO)	
Curitiba (SBCW)	Amazon (SBAZ)	23,500
	La Paz (SLLF)	
	Assuncion (SGFA)	
	Resistance (SARR)	
	Montevideo (SUEO)	
	Brasilia (SBBS)	
	Atlantic (SBAO)	

Table 1 – Number of flights between Brazil and adjacent FIRs

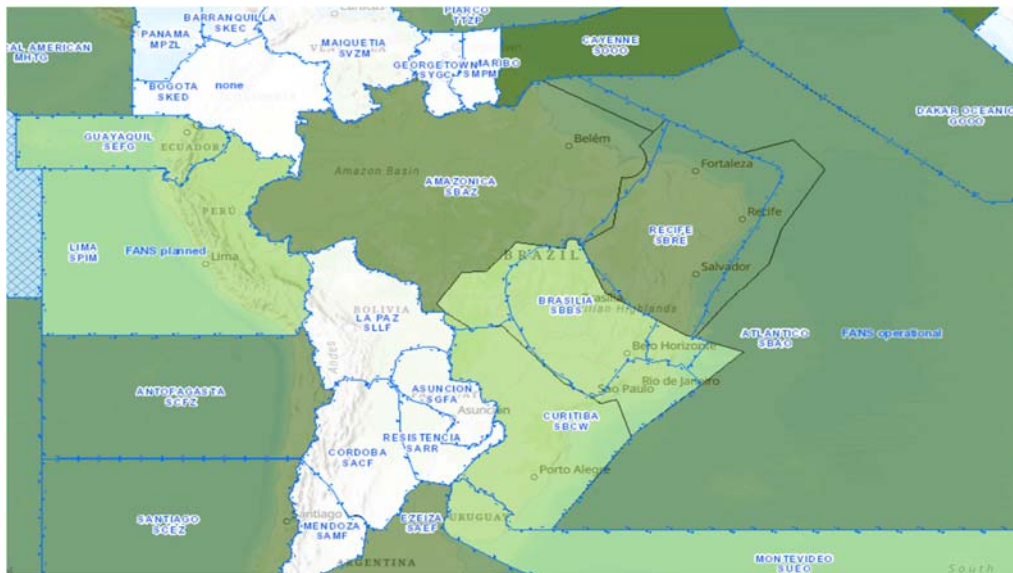


Table 2 –FIRs (SAM Region)

1.5 The States of the Region are responsible for taking some actions during the preoperational phase in order to reduce the migration time to the operational phase.

1.6 Among these actions highlight operating the AIDC for a period of time necessary to:

- a) acquire skills for your operation, monitor this operation to detect errors,
- b) identify the most recurring errors, adopt necessary actions to mitigate these errors
- c) disseminate the lessons learned in this process to the other States of the SAM Region.

2. DISCUSSION

2.1 The AIDC is already being used in Brazil in the 5 national ACCs, between their domestic and oceanic ATC systems. There are 09 (nine) connections.

ACC A	ACC B
ACC Amazonico	ACC Brasilia – 1
	ACC Curitiba - 2
	ACC Recife – 3
	ACC Atlantic – 4
ACC Atlantic	ACC Amazonian – 4
	ACC Curitiba - 5
	ACC Recife – 6
ACC Brasilia	ACC Amazonian – 1
	ACC Curitiba – 7
	ACC Recife – 8
ACC Curitiba	ACC Amazonian – 2
	ACC Atlantic – 5
	ACC Brasilia – 7
	ACC Recife – 9
ACC Recife	ACC Amazonian – 3
	ACC Atlantic – 6
	ACC Brasilia – 8
	ACC Curitiba – 9

Figure 2 – AIDC connection in Brazil

2.2 DECEA is currently expanding the AIDC interconnection between:

- a) ACC Atlantic and ACC Dakar;
- b) ACC Amazonico and ACC Lima, ACC Maiquetia and ACC Bogota;
- c) ACC Curitiba and ACC Asunción.

2.3 The closest interconnections for the operationalization phase are the established between the ACC Amazonico and the ACC Maiquetia.

2.4 DECEA is currently working for the operational agreement between ACC Curitiba and ACC Assunción and ACC Atlántico and ACC Dakar, that are in preoperational phase.

2.5 ACC Amazonico and ACC Bogota are in preoperational phase to verify possible errors and resolve any incompatibilities. After that, the next step will be an operational implementation phase.

2.6 Finally, Brazil ACCs is already to receive information through the AIDC and OLDI protocols, regardless of the systems used by other countries in the region,

3. ACTION SUGGESTED

3.1 The Meeting is invited to:

- a) take note of the information contained in this note.