International Civil Aviation Organization
North American, Central American and Caribbean Office

ICAO

INFORMATION PAPER

**Fourth North American, Central American and Caribbean Working Group Meeting
(NACC/WG/4)**
Ottawa, Canada, 24 to 28 March 2014

Agenda Item 3:   **Follow-up on the NAM/CAR Regional Performance-Based Air Navigation
Implementation Plan (NAM/CAR RPBANIP) Progress**
3.3   ANI/WG and other regional group progress reports

OLDI AND AIDC IMPLEMENTATION IN THE CENTRAL AMERICA FIR

(Presented by COCESNA)

EXECUTIVE SUMMARY
This paper presents information on the progress of the implementation of AIDC and OLDI, in the Approach and Area Control Center CENAMER (APP and ACC) and the Area Control Centers (ACC FIR) adjacent to the Central American ACC (CENAMER).

Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency
References:	• CENAMER ACC Renovation Project

1.   Introduction

1.1   COCESNA has developed an implementation plan for the development of the OLDI and AIDC channels during the 2014 and 2015 years, intending to connect all of the Central American States approach control centres (APP) and the adjacent Area Control Centres (ACC) of the Flight Information Regions (FIR's) to the Central American Area Control Centre (ACC CENAMER).

2.   Considerations in the implementation plan

2.1   The implementation plan was developed taking in consideration the next aspects:

a)   actual and future (short term) capacity, of the Approach Control Centres (APP) of all the Central American States, Area Control Centre (ACC CENAMER) and the adjacent Area Control Centres;

b)   traffic volumes between CENAMER ACC and the different ATS Units; and

c)   objectives of improving safety and efficiency in the Central American FIR.

2.2   Considering the above aspects, COCESNA has proposed a plan that will integrate the following activities:

        a)   implementation and Operational training;

        b)   implementation and technical training; y

        c)   Letters of agreements between the involved States.

2.3   Likewise, it has been proposed that the operating personnel have the necessary training so that the coordination procedures can be adapted based on the personalized air traffic needs.

2.4   Technical training besides ensuring the systems availability it will also ensure the constant updating and dynamics of the databases of the systems involved.

2.5   On the Letters of Agreement will be reflected all operational and technical aspects.

3.   Implementation of the OLDI and AIDC Channels for 2014.

3.1   For the year 2014 COCESNA has proposed perform the implementation of the following channels:

        a)   Implementation of OLDI channel between APP Control Center La Mesa (Honduras) and ACC CENAMER (COCESNA);

        b)   Implementation of OLDI channel between APP Control Center El Coco (Costa Rica) and ACC CENAMER;

        c)   Implementation of AIDC channel between the ACC Havana (Cuba) and ACC CENAMER

        d)   Implementation of AIDC channel between the ACC Merida (Mexico) and ACC CENAMER.

1   Suggested Action

1.1   We encourage the Meeting to consider the contents of this informative paper:

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