



ICAO

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

WORKING PAPER

AIDC/TF/2 — WP/02

07/02/15

**Second NAM/CAR Air Navigation Implementation Working Group (ANI/WG) Air Traffic Services
Inter-facility Data Communication (AIDC) Task Force (AIDC/TF/2) Meeting**

Mexico City, Mexico, 27 February 2015

Agenda Item 2: Review and Update to AIDC Regional Plan

REVIEW AND UPDATE TO AIDC REGIONAL PLAN

(Presented by AIDC TF Rapporteur)

EXECUTIVE SUMMARY

The AIDC Regional Plan is a guide that offers an overview of the implementation of AIDC to be carried out in the region. It collects basic information as to the status and future plans of each state regarding AIDC implementation and use. It is important to keep this document up to date to continue using it as a guide for subsequent actions, as the eligibility for *Go-Team* missions.

Action:	The meeting is invited to review and update the AIDC Regional Plan as presented in Appendix A
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency

AIDC REGIONAL IMPLEMENTATION PLAN

State	1 FDP capability Implementation date manufacturer model	2 Adjacent FIR	3 Testing and Implementation Date for Adjacent FIR	4 Point(s) of Contact	5 Bilateral Agreement or ICD	6 Circuit/Bandwidth used	7 Comments
Cuba	yes - Oracle Version 9 modified by LITA- CUBA	FIR Miami	With Miami was started in 15 December 2011. Merida started in 9 March 2012.	Manuel Vega Rodríguez, Operations Management Havana ACC (537) 649-7281 manuelvega@aeronav.ecasa.avia net.cu, Victor Manuel Machado Sánchez, Operation Management Havana ACC (537)-649-7281, email: victormachado@aeronav.ecasa.a vianet.cu	NAM-ICD Version D	19200 BPS	We received many mistakes from the users in the FPL, in almost all fields. We have detected changes in the FPL forwarded by ACC's or ANSP offices related to FPL's presented by operators
		FIR Merida					
		FIR Kingston	TBD				
		FIR CENAMER	Sept 29, 2014				
		FIR Haiti	TBD				
Dominican Republic	Yes - For mid 2014 yes- TopSky-ATC, Thales ATM	KZMA/Miami ARTCC	Q4 2014 - Ready to test	Julio Cesar Mejia A. Enc. ATM, jmejia@idac.gov.do, 809 274- 4322. Ext. 2103 Fernando Casso, fcasso@idac.gov.do	NAM-ICD Versión D	AMHS: 64 Kbps	
		TJZS/San Juan CERAP	Q4 2014 - Ready to test				
		TNCF/Curazao ACC	TBD				

1. Does your current Flight Data Processing System (FDP) have the capacity to process CPL-LAM messages? (Y/N) If not, when will your FDP have this capacity? Indicate date If yes, please indicate FDP model, manufacturer and any relevant equipment information to identify the system.
2. Indicate with what adjacent FIR/ATS Unit is the CPL-LAM implementation required
3. Please indicate intended date for CPL-LAM testing and implementation
4. Please provide Point of Contact for further CPL-LAM coordination (name, title, e-mail, phone number)
5. If CPL-LAM has been implemented, please provide bilateral agreement(s) for its operation, if applicable (for example ICD document)
6. CPL-LAM messages are transmitted through AFTN circuits, what is the current AFTN circuit speed and, if any, upgrade for CPL-LAM implementation
7. Provide comment or concerns for CPL-LAM implementation

State	1 FDP capability Implementation date manufacturer model	2 Adjacent FIR	3 Testing and Implementation Date for Adjacent FIR	4 Point(s) of Contact	5 Bilateral Agreement or ICD	6 Circuit/Bandwidth used	7 Comments
		MTEG/Port au Prince ACC	TBD				
Mexico	Yes- FDP=EUROCAT- X.V3 Model, Producer= THALES ATM, INFO= Four Control Centres, all Mexico covered	Central America (COCESNA/CEN AMER)	Mexico FDP system available	Ing. Jose de Jesus Jimenez Director de Sistemas Digitales SENEAM/SCT/MÉXICO xxxxx@sct.gob.mx 55 57 86 55 32	NAM-ICD Versión D	19200 bps	Mexico already counts with the implementation of CPL/LAM information exchange between: MZT ≤ ≥ LAX, MZT ≤ ≥ ABQ, MTY ≤ ≥ ABQ, MTY ≤ ≥ HOU, MID ≤ ≥ HOU, MID ≤ ≥ HAB
United States	Yes - The domestic FDP is integrated into the Host Automation / En Route Automation Modernization (ERAM) systems. Lockheed-Martin (LMCO) is the prime contractor for the Host/ERAM system. The flight data function of the San Juan Combined Center / Radar Approach Control (CERAP) is integrated into the Miami Air Route Traffic	Current United States Domestic North American interfaces which have been implemented include: Canada (Seattle ARTCC- Vancouver ACC; Salt Lake ARTCC- Edmonton ACC/Winnipeg ACC; Minneapolis ARTCC- Winnipeg ACC/Toronto ACC; Cleveland ARTCC-Toronto ACC/Mazatlan ACC; Los	Future initiatives being evaluated: - Additional NAM ICD Phase II message set enhancements (beyond CPL & LAM) of the Miami ARTCC – Havana ACC interface are being planned airspace/system capabilities for potential interfaces: Cuba Upgrade, Nassau FIR and Santo Domingo FIR tentatively beginning development in 2014. - Analysis of Caribbean and oceanic airspace/system capabilities for potential interfaces.	Dan Eaves, Federal Aviation Administration Air Traffic Control Specialist, Dan.Eaves@FAA.gov, 202-385- 8492	NAM-ICD Versión D	US- Mexico: NADIN/AFTN 64 kbps X.25 US- Cuba : MEVA II 19.2 kbps connection to NADIN	None

1. Does your current Flight Data Processing System (FDP) have the capacity to process CPL-LAM messages? (Y/N) If not, when will your FDP have this capacity? Indicate date If yes, please indicate FDP model, manufacturer and any relevant equipment information to identify the system.
2. Indicate with what adjacent FIR/ATS Unit is the CPL-LAM implementation required
3. Please indicate intended date for CPL-LAM testing and implementation
4. Please provide Point of Contact for further CPL-LAM coordination (name, title, e-mail, phone number)
5. If CPL-LAM has been implemented, please provide bilateral agreement(s) for its operation, if applicable (for example ICD document)
6. CPL-LAM messages are transmitted through AFTN circuits, what is the current AFTN circuit speed and, if any, upgrade for CPL-LAM implementation
7. Provide comment or concerns for CPL-LAM implementation

State	1 FDP capability Implementation date manufacturer model	2 Adjacent FIR	3 Testing and Implementation Date for Adjacent FIR	4 Point(s) of Contact	5 Bilateral Agreement or ICD	6 Circuit/Bandwidth used	7 Comments
	Control Center (ARTCC) Host/ERAM. Ocean21 provides its own FDP processing in the oceanic environment. LMCO is also the contractor for Ocean21.	Angeles ARTCC-Mazatlan ACC Cuba – Miami ARTCC – Havana ACC.ACC; Boston ARTCC-Montreal ACC/Moncton ACC. Mexico – Houston ARTCC-Merida ACC/Monterrey ACC; Albuquerque ARTCC-Monterrey. Class I Miami ARTCC interface with Havana ACC operational.					
COCESNA (CENAMER)	FDP System to be upgraded in 2013	Merida, Panama (in the future analyses connection with Havana, Kingston, Bogota and Guayaquil)	COCESNA still does not have date for testing and implementation	Juan Carlos Trabanino, Director ACNA, juan.trabanino@cocesna.org, (504) 2234 3360 ext. 1510 Roger Perez (roger.perez@cocesna.org) Mauricio Matus (mauriciomatus@cocesna.org) Carlos Carbajal (carlos.carbajal@cocesna.org)	NAM-ICD Version D	N/A (the current AFTN circuit speed is 1.2 kbps internally and 9.6 kbps the internationals)	The ability to process this type of messages will be complete once COCESNA have installed the New Control Centre. The required bandwidth must be analyzed prior to the implementation of this type of messages, however, considering only text messages we

1. Does your current Flight Data Processing System (FDP) have the capacity to process CPL-LAM messages? (Y/N) If not, when will your FDP have this capacity? Indicate date If yes, please indicate FDP model, manufacturer and any relevant equipment information to identify the system.
2. Indicate with what adjacent FIR/ATS Unit is the CPL-LAM implementation required
3. Please indicate intended date for CPL-LAM testing and implementation
4. Please provide Point of Contact for further CPL-LAM coordination (name, title, e-mail, phone number)
5. If CPL-LAM has been implemented, please provide bilateral agreement(s) for its operation, if applicable (for example ICD document)
6. CPL-LAM messages are transmitted through AFTN circuits, what is the current AFTN circuit speed and, if any, upgrade for CPL-LAM implementation
7. Provide comment or concerns for CPL-LAM implementation

State	1 FDP capability Implementation date manufacturer model	2 Adjacent FIR	3 Testing and Implementation Date for Adjacent FIR	4 Point(s) of Contact	5 Bilateral Agreement or ICD	6 Circuit/Bandwidth used	7 Comments
							estimated that the actual bandwidth via AFTN is sufficient.
		Havana					
		Panama					
		Merida					
		Kingston					
		Bogota					
		Guayaquil					
Nassau					NAM-ICD Version D		

1. Does your current Flight Data Processing System (FDP) have the capacity to process CPL-LAM messages? (Y/N) If not, when will your FDP have this capacity? Indicate date If yes, please indicate FDP model, manufacturer and any relevant equipment information to identify the system.
2. Indicate with what adjacent FIR/ATS Unit is the CPL-LAM implementation required
3. Please indicate intended date for CPL-LAM testing and implementation
4. Please provide Point of Contact for further CPL-LAM coordination (name, title, e-mail, phone number)
5. If CPL-LAM has been implemented, please provide bilateral agreement(s) for its operation, if applicable (for example ICD document)
6. CPL-LAM messages are transmitted through AFTN circuits, what is the current AFTN circuit speed and, if any, upgrade for CPL-LAM implementation
7. Provide comment or concerns for CPL-LAM implementation

State	1 FDP capability Implementation date manufacturer model	2 Adjacent FIR	3 Testing and Implementation Date for Adjacent FIR	4 Point(s) of Contact	5 Bilateral Agreement or ICD	6 Circuit/Bandwidth used	7 Comments
Port-au-Prince					NAM-ICD Version D		
PIARCO		SAL ACC		Ian Gomez, ATS Manager, TTCAA, igomez@ttcaa.tt	NAM-ICD Version D		
		NEW YORK ACC			NAT ICD		
		French Guyanne,			???		
		Maiquetia,					
		San Juan			NAM-ICD Version D		
Curacao		Maiquetia ACC		Jacques Lasten, ATS Manager, DC-ANSP, j.lasten@dc-ansp.org			
		Kingston ACC			NAM-ICD Version D		
Costa Rica	No - FDP Server must upgrade	FIR CENAMER	TBD	Fernando Naranjo Elizondo fer_nar_eli@hotmail.com	NAM-ICD Version D	1200 bps	AIDC may be implemented until

1. Does your current Flight Data Processing System (FDP) have the capacity to process CPL-LAM messages? (Y/N) If not, when will your FDP have this capacity? Indicate date If yes, please indicate FDP model, manufacturer and any relevant equipment information to identify the system.
2. Indicate with what adjacent FIR/ATS Unit is the CPL-LAM implementation required
3. Please indicate intended date for CPL-LAM testing and implementation
4. Please provide Point of Contact for further CPL-LAM coordination (name, title, e-mail, phone number)
5. If CPL-LAM has been implemented, please provide bilateral agreement(s) for its operation, if applicable (for example ICD document)
6. CPL-LAM messages are transmitted through AFTN circuits, what is the current AFTN circuit speed and, if any, upgrade for CPL-LAM implementation
7. Provide comment or concerns for CPL-LAM implementation

State	1 FDP capability Implementation date manufacturer model	2 Adjacent FIR	3 Testing and Implementation Date for Adjacent FIR	4 Point(s) of Contact	5 Bilateral Agreement or ICD	6 Circuit/Bandwidth used	7 Comments
		FIR MANAGUA	TBD	Warren Quirós navegacionaerea.cns@dgac.go.cr +50622314924			the upgrade of El Coco Center
		FIR PANAMA	TBD				

— END —

1. Does your current Flight Data Processing System (FDP) have the capacity to process CPL-LAM messages? (Y/N) If not, when will your FDP have this capacity? Indicate date If yes, please indicate FDP model, manufacturer and any relevant equipment information to identify the system.
2. Indicate with what adjacent FIR/ATS Unit is the CPL-LAM implementation required
3. Please indicate intended date for CPL-LAM testing and implementation
4. Please provide Point of Contact for further CPL-LAM coordination (name, title, e-mail, phone number)
5. If CPL-LAM has been implemented, please provide bilateral agreement(s) for its operation, if applicable (for example ICD document)
6. CPL-LAM messages are transmitted through AFTN circuits, what is the current AFTN circuit speed and, if any, upgrade for CPL-LAM implementation
7. Provide comment or concerns for CPL-LAM implementation