



ICAO

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WORKING PAPER

AIDC/TF/2 — WP/11
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Second NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG) Air Traffic Services Inter-facility Data Communication (AIDC) Task Force (AIDC/TF/2) Meeting
Mexico City, Mexico, 27 February 2015

Agenda Item 3: Discussion of implementation issues

GOTEAM RESULTS FOR DOMINICAN REPUBLIC

(Presented by Dominican Republic)

EXECUTIVE SUMMARY	
This paper describes the results of the <i>Go-Team</i> mission in Santo Domingo for the implementation of AIDC with the FAA (Miami FIR and San Juan FIR).	
Action:	The meeting is invited to comment on the information presented in this working paper.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency

1. Introduction

1.1 The AIDC *Go-Team* mission in Santo Domingo took place from the 9th to the 12th of September, 2014. The mission was to cover the implementation of AIDC in the Santo Domingo area control center as well as in Punta Cana approach. Overall, the mission included visits to both facilities, as well as discussions related to the information provided by the *Go-Team* and the host State.

2. Discussion

2.1 The main deliverable of this *Go-Team* was the action plan, which is a detailed list of actions to be taken into account. This action plan was a product of adapting a generic checklist of items that covered most of the activities relevant to AIDC implementation. From this checklist, activities were added, modified and excluded, and dates were estimated for each one, resulting in the action plan. The action plan estimated implementation for September 2015.

2.2 An important element of the action plan was the testing phase, which was based on the existence of a test environment. This would allow testing the interface between the FIRs with minimum risk for operations. Since there are two systems, one in Santo Domingo and another in Punta Cana, which will have automated coordination between them, a test system for each location will be installed, to simulate and test this coordination. As the system was acquired without taking this into account, this would have to be procured separately.

2.3 An interesting exercise was the identification of different coordination scenarios between the FIRs involved. All possible cases of coordination, both inbound and outbound, were studied and the sequence of messages was played out, allowing identifying any notable obstacles in the process. One particular case was flights overflying Port-au-Prince FIR between Miami and Santo Domingo, as Haiti does not have automation currently implemented, and would represent a ‘hole’ in the interface between KZMA and MDCS.

3. Conclusion

3.1 The Go Team mission in Santo Domingo helped put into perspective the effort necessary to implement AIDC. One of the important lessons was realizing the weight of the operational aspects, in contrast to the technical aspects of implementation. Close and significant coordination and participation from operational personnel is necessary for the successful implementation of AIDC.

4. Action by the meeting

4.1 The meeting is invited to:

- a) take note of the information in this working paper; and
- b) discuss any relevant matters as appropriate.