



ICAO

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WORKING PAPER

AIDC/NAM/ICD — WP/03  
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**NAM/CAR Air Traffic Services Inter-facility Data Communication (AIDC) and North American Interface Control Document (NAM/ICD) Implementation Follow-up Meeting (AIDC/NAM/ICD)**  
Mexico City, Mexico, from 8 to 11 April 2019

**Agenda Item 1: Status of implementation of automated protocols**

**FOLLOW UP ON THE ACTIVITIES OF THE AIDC TASK FORCE**

(Presented by AIDC Task Force Rapporteur)

**EXECUTIVE SUMMARY**

This working paper is an update on the activities of the task force since the last ANI/WG meeting. It will describe the implementations that have taken place, as well as issues and challenges confronted by the Task Force, and suggested goals for this year.

<b>Action:</b>	Suggested actions are indicated in Section 5.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Task Force Action Plan</li></ul>

**1. Introduction**

1.1. In the 5<sup>th</sup> edition of the Global Air Navigation Plan, AIDC was pointed out as the necessary first step for improvements in FF-ICE, ATFM and CDM. This put the implementation of AIDC as a clear priority. In addition, AIDC was identified by the GTE as a contributing factor in the reduction of LHDs, thus reinforcing the incentive for putting AIDC interfaces in operation between FIRs.

1.2. As a related issue, flight plan accuracy has a direct impact on the successful operation of AIDC, thus warranting a systematic approach to mitigate this long standing problem.

1.3. The AIDC Task Force and the ad hoc FPL Monitoring Group have been dedicated in facilitating and following up on the implementation of AIDC and the flight plan errors issue in the NAM-CAR region. This working paper reviews the latest activities in this endeavour.

**2. Activities carried out**

2.1. Advances during the period in AIDC implementation: Several States have been working on system upgrades for AIDC implementation, some scheduled to initiate tests this year.

2.2. To the date of this report the status of interface implementation is summarized as follows:

<b>Interface Status</b>	<b>Count - Interface</b>
Implementing	2
Not planned	2
Operational	39
Planned	19
Testing	6
<b>Total Result</b>	<b>68</b>

2.3. As can be seen, there are a significant number of pending interfaces, with many in the planned phase. There are 39 operational interfaces involving 8 States/International Organizations (Canada, COCESNA, Cuba, El Salvador, Guatemala, Mexico, Nicaragua, and United States). Most of the planned interfaces are from States that have another interface in a more advanced level, either implementing or testing. Belize, Bahamas and Curaçao have interfaces only in the planned state. Several interfaces are expected to become operational this year.

2.4. Advances in flight plan error correction. The FPL Monitoring Group has devised a regional procedure for flight plan processing, apart from other material that serve as guidance. The participation of airlines in the last ad hoc group meetings has been fundamental in the understanding of the details of this problem and in the agreement of mitigation actions.

2.5. A data collection took place in the week of April 18th to the 24th. The results are presented in the presentation.

### **3. Issues and challenges**

3.1. Participation of States in the activities. The participation in teleconferences has been adequate, although it could improve. Several States are not consistent with their participation in these teleconferences. Also feedback for the requested updates to the work programme and regional plans are lacking. States are encouraged to be more active in this sense.

3.2. Another issue has been the coordination of the last teleconferences, which have had technical difficulties. While the technical difficulties have been the direct cause of the rescheduling of the last two teleconferences, a prompter coordination by the rapporteur reserving the date for the Gotomeeting platform could have avoided these issues. Note should be taken.

3.3. Use of metrics: the measurement of AIDC performance has been discussed in previous meetings, and several metrics have been defined to this end. Up to now there has not been follow up on the performance of AIDC.

### **4. Immediate goals**

4.1. The suggested immediate goals for this year are as follows:

- a) Align with regional goals: there is a new version of the Global Air Navigation Plan (GANP), and thus the regional plan may and will vary in accordance. Identifying the focus of the global and regional plans will allow a better alignment of the group activities to what is expected in these plans.

- b) Short term implementation of AIDC. Those implementations that are in an advanced state should be focused on to expedite the cutover to operational.
- c) Determine the scheduling of the pending implementations: the implementations that are only planned for or not planned should be as precise as possible regarding the estimated date of implementation. There is a tendency to be optimistic, but the date should reflect the priority that the State has assigned to AIDC.

**5. Suggested actions**

5.1. The meeting is invited to:

- a) Update the AIDC and NAM/ICD Implementation Status.
- b) Address the issues and challenges presented in item 3.
- c) Consider the suggested goals presented in item 4.
- d) Take any actions considered necessary in support of the purposes and terms of reference of the Task Force.