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

WORKING PAPER

Fifth NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/5)
Mexico City, Mexico, 27 to 31 May, 2019

Agenda Item 2:	Review and Follow-up to Valid Conclusions/Decisions of the ANI/WG/04, NACC/WG/05 and GREPECAS/18 Meetings
	2.1 Follow-up and performance and monitoring assessment of the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP)
	2.1.1 Progress reports of the Task Forces of the ANI/WG. States´ implementation status

PROGRESS REPORT OF THE AIDC TASK FORCE

(Presented by the 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 proposed decisions and conclusions from the last Task Force meeting.	
Action:	Suggested actions are presented in Section 4.
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency
References:	• NAM/CAR Air Traffic Services Inter-facility Data Communication (AIDC) and North American Interface Control Document (NAM/IDC) Implementation Follow-up Meeting Final Report

1.   Introduction

1.1.   In the 5th 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 requiring 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 endeavor.

2.　　　　　Carried out activities

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:

Interface Status	Count - Interface
Implementing	3
Not planned	2
Operational	39
Planned	14
Testing	12
Total Result	**70**

2.3.　　　　　There are 39 operational interfaces involving 8 States/International Organizations (Canada, Cuba, El Salvador, Guatemala, Mexico, Nicaragua, United States and COCESNA). Most of the planned interfaces are from States that have another interface in a more advanced level, operational, implementing or testing. Bahamas and Curaçao have interfaces only in the planned status; nonetheless their systems have the capability to begin testing. 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 serves 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 18 to 24 March de 2019. The results can be found in presentation 05 of the AIDC/NAM/IDC meeting (https://bit.ly/2EqsePB). In general there was little change in the percent of total errors in flight plans, with about 84% good flight plans versus 16% in error.

2.6.	A teleconference took place discussing the results, and several action items were produced as a result. One of these was a questionnaire asking for data regarding the implementation of mitigation measures and of the regional flight plan procedure.

2.7.	The AIDC Task Force had a face to face meeting from 8 to 11 April 2019. During the meeting some points were brought to attention as important issues and challenges:

a) Participation of States in the activities
b) Better coordination for the teleconferences
c) Use of metrics for measuring AIDC performance.

2.8.	Also several goals were proposed

a) Alignment with regional goals.
b) Short term implementation of AIDC in the case of those States with advancements in the process.
c) As best estimate as possible for the remaining AIDC implementations pending.

**3.	Proposed decisions and conclusions**

3.1.	The proposed conclusions and decisions of the meeting are as follows:

a) Technical/operative training profile for the use of the AIDC
b) Proposal of a regional agreement for 6 characters in SID and STAR names
c) To expose the problem of the lack of availability of the performance data of aircraft types for updating ATC systems databases.
d) Mechanisms to update ATC systems databases.
e) Registry of the functionalities of the flight plan treatment systems
f) Cases of differences in the interpretation of ICAO documents for the flight plans processing

3.2.	The details of these conclusions and decisions can be found in the **Appendix** to this Working paper.

**4.	Suggested actions**

4.1.	The meeting is invited to

a) Consider the proposed decisions and conclusions presented in the Appendix this Working Paper; and
b) Take any actions considered necessary in support of the purposes and terms of reference of the Task Force.

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APPENDIX
DECISIONS AND CONCLUSIONS FROM THE AIDC/NAM/ICD MEETING

DECISION	
AIDC/NAM/ICD/D/01	**TECHNICAL/OPERATIVE TRAINING PROFILE FOR THE USE OF THE AIDC**

What:	**Expected impact:**
That, To respond to the necessity that technical and operative personnel that participate in the implementation of the automatized protocols have the suitable knowledge for leading in a better way its implementation and put in operation was identified, Cuba and COCESNA will develop a training profile that covers this matter.	☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical

Why:
It will have an impact in future implementations. It will support the Region for the States that are already working in the implementation of these protocols can learn of the experience of other States.

When: 30 August 2019	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☐ ICAO ☐ Other:	Cuba and COCESNA

DECISION	
AIDC/NAM/ICD/D/02	**PROPOSAL OF A REGIONAL AGREEMENT FOR 6 CHARACTERS IN SID AND STAR NAMES**

What:	**Expected impact:**
To propose a regional agreement for NAM/CAR States to apply 6 characters for SID and STAR designators. The AIDC Task Force wil prepare this proposal in coordination with the AIM Task Force for opinions and comments, for its presentation in the ANI/WG Meeting.	☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical

Why:
Because for avionics limitations, airline operators cannot use SID and STAR designators of more than 6 characters, causing conflicts with States' databases that use 7 characters. Furthermore, to facilitate the configuration of the ATC Systems configuration, harmonizing only one name for each procedure.

When: ANI/WG Meeting, May 2019	**Status:** ☐ Valid / ☐ Superseded / ☐ Completed
Who: ☐ States ☐ ICAO ☒ Other:	AIDC Task Force

DECISION	
AIDC/NAM/ICD/D/03	**TO EXPOSE THE PROBLEM OF THE LACK OF AVAILABILITY OF THE PERFORMANCE DATA OF AIRCRAFT TYPES FOR UPDATING ATC SYSTEMS DATABASES.**

What:	**Expected impact:**
In order that the States have at their disposal the performance data of the types of aircraft and that these are kept updated in the databases of their systems, Cuba, United States and COCESNA will prepare a working paper that explains the risks that produces this situation and proposes solutions to it, to be presented in the next ANI/WG Meeting for its possible presentation by a Member State in the next ICAO Assembly.	☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☐ Operational/Technical

Why:	
Because the lack of updated aircraft performance data represents a safety risk, since the systems cannot accurately project the trajectories of aircraft without this data.	

When: ANI/WG Meeting	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☐ ICAO ☐ Other:	Cuba, the United States and COCESNA

CONCLUSION PROJECT	
AIDC/NAM/ICD/C/01	**MECHANISMS TO UPDATE ATC SYSTEMS DATABASES**

What:	**Expected impact:**
That States ensure, in the short-term, the review of their ATC databases and the updating of the information of the different elements with the objective of having the latest information in force and to ensure the homogeneity of the information in the different control centres.	☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical

Why:	
The lack of a correct updating of the information in the databases creates failures in the automatization, diminishing safety.	

When: No later than December 2019.	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☐ ICAO ☐ Other:	

CONCLUSION PROJECT AIDC/NAM/ICD/C/02	REGISTRY OF THE FUNCTIONALITIES OF THE FLIGHT PLAN TREATMENT SYSTEMS	
What: That the States report to the AIDC Task Force Rapporteur which functionalities have their flight plan treatment systems, what functions do they have, how is the parameter treatment process operation with the new plan format in order to identify operational incompatibilities and weaknesses in the standardization of coordination. The Group Rapporteur will prepare analysis of the provided information.		**Expected impact:** ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why: The difference with which the systems process and validate the flight plan data can produce rejections of the same, producing situations of safety risk.		
When: Data gathering no later than 30 October 2019; results presentation by 19 January 2020.	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed	
Who: ☒ States ☐ ICAO ☐ Other:		

CONCLUSION PROJECT AIDC/NAM/ICD/C/03	CASES OF DIFFERENCES IN THE INTERPRETATION OF ICAO DOCUMENTS FOR THE FLIGHT PLANS PROCESSING	
What: That the States consult the AIM task force cases where the interpretation of ICAO documents related to flight plans that are not sufficiently explicit and clear to solve flight plan processing problems.		**Expected impact:** ☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why: There are errors in flight plans produced because systems process them differently, based on interpretations of ICAO documents, and therefore require clarification.		
When: November 2019	**Status:** ☐ Valid / ☐ Superseded / ☐ Completed	
Who: ☒ States ☒ ICAO ☐ Other:		

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