Third NAM/CAR Air Traffic Services Inter-facility Data Communication (AIDC) and North American Interface Control Document (NAM/IDC) Implementation Follow-up Meeting (AIDC/NAM/ICD/3)

Mexico City, Mexico, from 25 to 28 February 2020

Agenda Item 3:   NAM/CAR Pending AIDC Implementation Process

AIDC Implementation Process

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper presents information on important steps that the States must have under consideration before, during and after AIDC implementation.	
Action:	Suggested actions are presented in Section 4.
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency
References:	• AIDC implementation process

1.   Introduction

1.1   According with the implementation of the AIDC/PAC and NAM/ICD protocols through the CAR Region, the States presented some difficulties to do an effective implementation.

1.2   ATC software, Flight plan validation, AMHS addressing and training are the most important challenges that the States have to face when they work in the AIDC implementation.

1.3   The States have more problems when they are working in their first implementation because of the lack experience in the process.

2.   Analysis

2.1   The ICAO NACC Regional Office has been working with some States that have experience in this type of implementation to support a new protocol implementation.

2.2   States' first implementation takes time, because of the lack of support of their Aviation Authority due to scarce knowledge on the AIDC implementation process.

2.3   Technical and operational personnel in charge of the AIDC implementation do not have experience in this type of implementation and learn during the process.

2.4   Training is an important part of implementation. Technical and operational staff has to receive training according with their operational and number of personnel.

2.5   Operational procedure must be part of the operational training. Personnel in charge of the operational procedure development must receive training before working with it.

2.6   Technical staff in charge of monitoring data and connections must receive training on their new responsibilities.

2.7   AIM/AIS staff must receive training on the positive or negative impact of flight plan information. Controllers and technical staff also have to know about flight plan information.

3.   Conclusions

3.1   Establishing a training process with the States before beginning any AIDC implementation process would drive to its efficient implementation.

4.   Suggested actions

4.1   The Meeting is invited to:

a) ask the AIDC Task Force to provide a recommendation to States to integrate a Training Programme to support AIDC implementation since the beginning.
b) develop an AIDC training profile for all Training Centres in the CAR region to improve AIDC/PAC and NAM/ICD knowledge on the AIDC implementation; and
c) integrate a webpage on the AIDC/PAC and NAM/ICD lessons learned.

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