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

WORKING PAPER

AIDC/NAM/ICD/5 — WP/08 Rev.
23/06/22

Fifth 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/5)

Hybrid, Mexico City, Mexico – Zoom, from 28 to 30 June 2022

Agenda Item 2: Regional planning for the implementation of the NAM/ICD and AIDC/PAC protocols in their different phases and update of the regional implementation plan

IMPLEMENTATION STATUS OF THE NEW ATC CONTROL CENTRE IN HAITI

(Presented by Haiti)

EXECUTIVE SUMMARY	
The current Working Paper presents information about the status of implementation of the new ATC Control Centre of Haiti and planning about AIDC and NAM/ICD implementation.	
Action:	Suggested actions are presented in Section 5.
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency • Economic Development of Air Transport
References:	• Fourth 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/4), March 2021.

1. Introduction

1.1 The National Office of Civil Aviation (OFNAC) of Haiti provides control, information and alert services to airspace users transiting through the Haiti Flight Information Region (FIR), departing from, and arriving at the international aerodromes of Port-au-Prince and Cap-Haitien. The control service (FIR, Approach, Departure, and Arrival) is currently provided in the form of procedural control.

1.2 In order to provide a level of security in line with ICAO recommendations and allow the necessary efficiency of air transport in Haiti, OFNAC aims to acquire through this project, means (buildings and equipment) that will allow it to provide improved air traffic services, secure and in harmony (homogeneous and interoperable) with ATM regional development plans.

2. Discussions

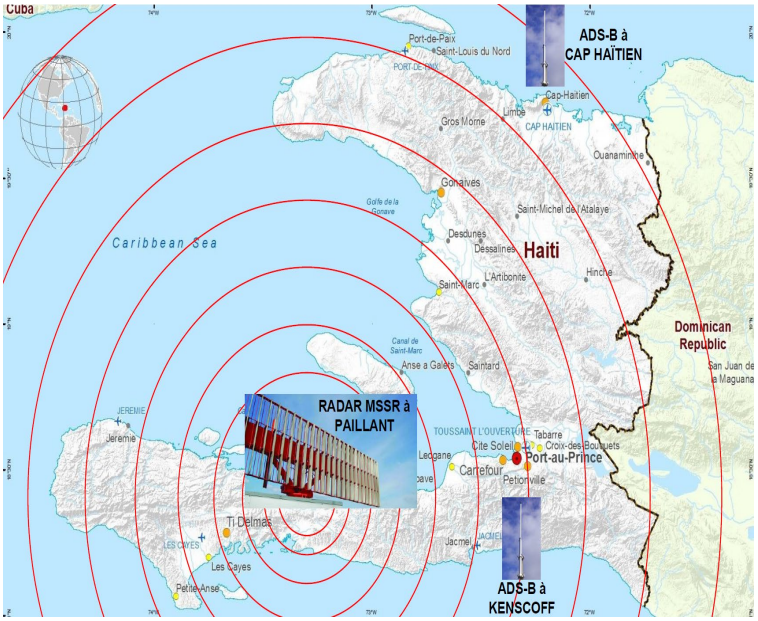
2.1 The Government of Haiti has decided to pursue its policy of developing and securing air transport by building a new Control Tower (the old one was destroyed during the 2010 earthquake), as well as a new building housing a Control Centre for air traffic at Toussaint Louverture International Airport in Port-au-Prince, in order to improve air safety in the Flight Information Region (FIR). These two buildings will be equipped with the necessary CNS/ATM systems and services:

2.2 An ATC automation system that consist of:

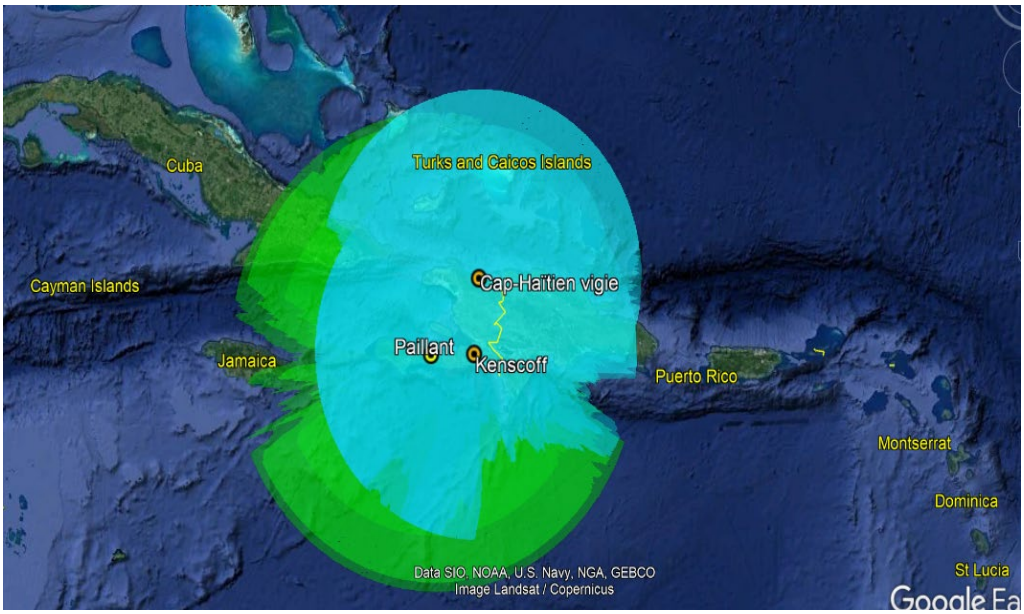
- The THALES TopSky ATC for the monitoring of Surveillance sensors data and flight plan data processing;
    - A THALES TopSky ATC Simulator with two control positions;
- An ATS Message Handling System (AMHS):
    - The THALES TopSky AMHS
- A THALES TopSky AIM system provided with the
    - TopSky AIS;
    - TopSky AIXM;
    - TopSKy eAIP;
    - AIP-GIS Charting;
- A new recording system for voice, Surveillance sensors data and TopSky ATC screens display;
- An upgrade of our Air-Ground Harris Liberty-Star radio communications system with new add-ons;
- A new AWOS system with sensors distributed in each runway and a centralized data processing with operators monitoring positions.

2.3 A combined radar and ADS-B surveillance system that consist of:

- A THALES MSSR Mode-S AS909 series which will be based in the south-east of the country;
- Two THALES MAGS AX860 series ADS-B ground stations with redundant capacity and 1090 ES standard, based in Port-au-Prince and in Cap-Haitian;



2.4 This Surveillance system gives the final coverage displayed below at FL300 and we are looking to enhance its integrity for our operational needs by implementing Radar Data sharing with our adjacent FIRs like Dominican Republic, Cuba, Jamaica, and the FAA regarding the Grand Turk radar. We've already initiated the talk and all of them have responded positively to our request.



2.5 **New Services:** The TopSky ATC system is AIDC, CPDLC and ADS-C enabled and will be able to interface with those external systems, as the need will be addressed. Haiti has identified and reached to the States with which it intends to implement AIDC. The FAA, Jamaica, Cuba and the Dominican Republic have no objections to go along with the implementation.

3. Training

3.1 The project will deliver a state-of-the-art system that will require well trained technicians with a high level of performance. Haiti will need to develop an ATSEP curricula certification program for this ongoing project. The manufacturers and on-the-job training will not be enough. We will go through a recruiting phase, basic ATSEP training to get the technical team ready to take over this new CNS system.

3.2 On the operational side, ATC services will go from a procedural control to a total Radar environment control. It will be a drastic change that will require a thorough safety assessment to ensure a smooth transition. The training program must also take into account the continuity of service.

4. Conclusion

4.1 The scope of the project is large and complex with many environmental and technical constraints. We already started the construction of the new technical bloc and some of the systems to be implemented have already been through the Factory Acceptance Test like the Radar. Haiti will need all the support it can get especially from the States that already went through that implementation process so we can benefit from the lessons learned that will help us avoid mistakes and delays. We are talking about getting the systems installed by the end of 2023 first semester on a best-case scenario basis.

5. Suggested actions

5.1 The states are invited to:

a) review the information presented in this working paper;
b) offer their support to the extent possible for technical assistance; and
c) any other action that apply.

— END —