



AIDC Task Force/FPL Monitoring Group
Minutes of Teleconference/01/2021
(2 February 2021, 1600UTC)

References:

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

Purpose and agenda:

Statement of purpose:

- 1 Update status of AIDC interface implementation
- 2 Follow up on previous meeting conclusions
- 3 Discuss the upcoming Task force virtual meeting
- 4 Other matters.

Participants:

1. Belize: Gilberto Torres
2. Curaçao: Jozef Nicolaas
3. Dominican Republic: Fernando A. Cassó R, Orlando Concepción, Julio Mejía
4. Haiti: Erns Edmond
5. Jamaica: Kevin Miller
6. Mexico: Margarita Rangel, Daniel Castañeda
7. Trinidad and Tobago: Kent Ramnarace-Singh, Ricky Bissessar
8. COCESNA: Jesús Sevilla, Reybin Sanabria
9. IATA: Marco Vidal
10. ICAO: Mayda Avila

Discussions:

Review and approval of agenda

1. The agenda was approved without modification.

Update status of AIDC interface implementation

2. The ICAO CNS officer reminded the participants of the meeting that the annual Task Force meeting is to be held by virtual means on March 9-11, 2021, and asked members to register and also submit the material to be presented by the deadlines indicated in the invitation.
3. The rapporteur reviewed the general information for each State regarding AIDC implementation, for which there were few changes.
4. The implementation status of the AIDC interfaces for each State was reviewed, and most participants agreed to send the updates later on. There were no significant changes in the status, as the year 2020 had little activity due to the effects of the pandemic.

Follow up on previous meeting conclusions

5. The rapporteur reviewed each of the conclusions from the previous Task Force face to face meeting held last year in Mexico, with the following results:
 - a) Coordination of teleconferences with airspace users: The rapporteur indicated that at the beginning of each month the FAA has teleconferences with their airspace users, and could introduce any State that would like to participate. The rapporteur suggested that at the time a State decides to participate, that the pertinent staff members be included and that they have



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on hand specific examples of flight plan errors to present to the filers.

The ICAO CNS officer added that also COCESNA was having regular teleconferences with their airspace users, and suggested that the rapporteur contact Jenny Lee to coordinate participation.

Jamaica asked to participate as an observer in these teleconferences, which was agreed to.

As a side note, the ICAO CNS officer added that COCESNA was in the process of testing their FPL validation software during the next six months, and that an AMHS address was to be defined for this facility, suggesting States to contact COCESNA in order to include this address in their messaging systems.

- b) Publish lessons learned in AIDC Task Force website: this agreement was ratified.
- c) Obtaining a list of contacts for the entities responsible for developing AIDC protocols: this action was deferred to the upcoming Task Force meeting to be held in March, as the industry will be attending, considering this scenario to be adequate for approaching this subject.
- d) Obtain a list of subject matter experts from States and system vendors, for publishing in the Task Force website. This task was also deferred to the upcoming meeting, for the same reasons as in item 5.c above.
- e) Development of an AIDC training profile by subject matter experts. As this conclusion depends on the previous one, it will be developed after the upcoming meeting in March.
- f) Identification of ATC and flight plan systems' difficulties for database updates: the rapporteur recalled that Trinidad and Tobago had sent a list of some of the difficulties encountered regarding this subject, which were discussed.
 - i. Regarding the absence of a process of notifying when there are changes to the databases, Dominican Republic commented that this was their case some time ago, but coordination between ATC, AIM and the CNS personnel in charge of updating systems was gradually established, and cases when updates are not communicated to CNS are now much less.
 - ii. The importance of having personnel dedicated to the task of updating database was pointed out, in order to assure correct and timely updating of databases.
 - iii. As a related note, the meeting considered important to involve the AIM task force in the issue, as each State AIM should involve the personnel in charge of database updates in the information amendment workflow, considering that the sole publication of amendments may not be enough to notify interested parties of the changes, especially when these impact neighboring States. In this sense, the ICAO CNS officer reminded the meeting that one of the tasks of the AIM Task Force was to develop an AIM training profile.
 - iv. A suggestion from IATA was that the ATFM Task Force has been working with the changes in routes and that they also have information to share that could be important in this matter.
 - v. Also noted was the issue of States publishing AICs in Spanish, which will pose difficulties



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for English speaking States to understand the changes contained in these documents. The suggestion was to include a version in English of the published AICs.

- vi. Another issue mentioned was that of not having a reliable source of data for aircraft performance traits. IATA mentioned to the meeting the possibility of using BADA data from Eurocontrol. The ICAO CNS officer mentioned that Eurocontrol was asked give access to the BADA database in the same manner as they have offered the AMC data. This request will be followed up by ICAO.

Discuss the upcoming Task force virtual meeting

6. IATA mentioned that, regarding flight plan errors, one of the main reasons acknowledged by users is the misconfiguration of ATM systems, such as updated waypoints and routes.
7. IATA also mentioned the trials that two States and one airline are carrying out regarding free routes, which includes in the process the transfer of control with no estimation points between neighboring borders. IATA asked if this subject was to be discussed in the meeting. Although not in the agenda, it could be a additional topic to discuss. IATA also mentioned that this was an opportunity for those States to share the lessons learned and best practices from this experience, suggestion that was well received.
8. ICAO reminded the group that one of the topics to be discussed in the upcoming virtual meeting in March was that of cybersecurity, in this case applied to the systems databases, and that cybersecurity is a growing concern for ICAO and States in all aspects, more so during the current pandemic situation.

Other Matters

9. The meeting reviewed some of the experiences of the States confronting the pandemic, enforcing physical distancing, workplace hygiene, altered workshifts and other measures.

Next meeting: March 9-11, 2021.