



**Joint AIDC/FPL Mon
Minutes of Teleconference/2
(July 30, 2019 1800UTC)**

References:

- 1 ANI/WG/5 Draft Report

Purpose and agenda:

Statement of purpose:

- 1 Review the results from the ANI/WG/5 meeting
- 2 Plan next activities.
- 3 Other matters.

Participants:

1. Curacao: Natasha Leonora-Belefanti / Jozef Nicolaas
2. México: Daniel Castañeda
3. Dominican Republic: Fernando A. Cassó (Rapporteur)
4. Haiti: Erms Edmond
5. Trinidad and Tobago: Ricky Bissessar
6. United States: Dan Eaves
7. ICAO: Mayda Avila

Discussions:

Review and approval of agenda

1. The agenda was approved without modification.

Results of the last ANI/WG meeting

2. The rapporteur commented that the last ANI Working Group meeting was very fruitful, pointing out that one of the major outputs from it was a change of approach regarding the regional goals, reducing them to three. ICAO detailed that the task force will be working together, each task force will be working with the regional objectives in function of their contribution to the objective. Every task force update their activities according to the regional objectives. This new approach will help align the activities of task forces and States to pursue one defined plan, and the work of each task force will be visible regarding the impact it has on the other task forces. As an example, the AIDC task force's work will impact the PBN task force.
3. The three objectives for the region will be:
 - a) Efficiency: Reduction of the longitudinal separations of the operations in the region.
 - b) Predictability / efficiency: standardization of aeronautical message information (AIM/SWIM)
 - c) Environment: Reduction of CO₂ emissions
4. Another proposal from the meeting was a new workgroup in the ANI/WG structure, the Air Navigation Implementation Working Group - Multidisciplinary Areas. It will be composed of the rapporteurs of the task forces, who will meet with the purpose of presenting their work programmes and aligning them between the task forces and with the objectives. Also this group will be working to align the work programmes with the new version of the GANP, the GASP and GASeP. ICAO reminded the group that the new version of the GANP will be approved in the next Assembly meeting in September, and that metrics and KPIs will play an important role so as to measure the results of implementation.
5. Each task force should send the work programme by September 30th to ICAO, and with the input of the next Assembly the Multidisciplinary group will align these activities.(**ACT 01/02**)



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6. Another temporary group, call the Technology Applications, will be composed of experts of the NAM/CAR to evaluate new technology addressing deficiencies in the region. Have a standardization of the implementation in the future. See what the industry has right now and see how to apply it for the needs of the region.
7. The Rapporteur mentioned that an update SWIM manual will be circulated to the States for evaluation in a future date, as another item that was presented in the ANI/WG/5.
8. Another task that stemmed from the ANI/WG/5 meeting was the consideration of Free Route Airspace in WP02, presented by IATA. The action from the meeting was that States consider and evaluate this proposal.
9. A proposal for measuring AIDC implementation was also presented in the ANI/WG/5, which consists of considering 100% implementation when
 - a) Class 3 is implemented, in the case of NAM ICD
 - b) No alternate method is being used, in the case of AIDC.
10. ICAO commented that in a meeting with the SAM region, the consideration of the types of messages (as defined in Document 4444: notification, coordination, etc) was the basis for considering the percent of implementation. ICAO suggested constructing a table where the level of implementation is calculated according to this criteria. This would mean each message used by States would be classified in a type and these types represent a percentage of implementation. This table would be for the purpose of evaluating this method. United States added that implementation implied successful use of the messages, not just having the capability. The rapporteur will circulate a table to be filled out by the States to classify implementation in this manner, as an exercise for comparison.(**ACT 02/02**)

Next face to face meeting

11. The rapporteur mentioned that the AIM group has their face to face meeting in February, and that it would be good to have both groups together as was done in Honduras in 2017. Curaçao offered to host the AIM meeting, and had budgeted in accord. To host also the AIDC/FPL Monitoring groups, the following alternatives are to be considered:
 - a) That a sponsor cover the extra cost for the AIDC/FPL groups.
 - b) That the AIDC/FPL face to face meeting be held in Cuba or Mexico
12. Curaçao commented that since there is a possibility of the AIDC/FPL groups to be included in the budget for the meeting, but the number of people attending would be necessary to determine this. Trinidad and Tobago suggested the number of attendees of the last joint meeting in Honduras as a rough estimate for this to be determined. ICAO will provide this number to Curaçao for this purpose.(**ACT 03/02, ACT 04/02**)
13. Trinidad and Tobago requested that in determining the venue for the next meeting care be taken as to not have the date coincide with the AIM meeting, as there are members in both task forces.

Next data collection

14. The rapporteur asked if there were any changes being seen regarding flight plan errors and mitigation. United States mentioned that they were seeing errors recurring after being considered solved, and mentioned that efforts such as training has to be done again, maybe due to personnel turnover regarding both the ANSP and the filers. That issue should be discussed to some length with the filers.
15. Dominican Republic mentioned that for the assembly they would be presenting an information paper describing their experience applying the regional procedure for flight plan processing, that includes a request for airspace users to contribute to the mitigation and automation of processes. There is a clear motivation for airspace users to do so, but



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issues like those mentioned by United States above may be being overlooked by them.

16. Mexico suggested that States mention what measures they have taken, what has worked for them and what has not, as an additional feedback to the data collection, which was considered favorable and requested for the next data collection.
17. The next data collection was agreed for the week of October 13th, for one week. **(ACT 05/02)**

Regional AIDC implementation

18. PIARCO is in the process of upgrading the ATC system, after which they will be working towards implementation. Training on the new system is estimated to end in November.
19. Mexico is awaiting the implementation plan for the next months from the ANSP.
20. United States mentioned the implementation of the Moncton – New York Oceanic going operational, in case it was not already included in the table.
21. Dominican Republic mentioned they were having very good success with the trials with United States, Class I has been tested and some Class II. Testing has been done on the offline systems, and testing on the operational systems are being discussed as the next steps.

Survey

22. The survey results were viewed and discussed. The results can be found in **Appendix A**.
23. The most important obstacle for the success of mitigation measures was regarding personnel (number and training of staff). Another important obstacle mentioned one time was the lack of support from upper management.
24. Two respondents did not know about the regional procedure.
25. In general there were diverse answers to the open questions, but there were very few responses, as only 7 States responded.
26. One of the answers to the survey stated as a recommendation for improving the regional procedure "Issue recommendation for SID/STAR not greater than 6 characters. for all states[...]". On that subject, Curaçao suggested that this issue be elevated from the task force and supported by the AIM task force, as a regional standard. Curaçao added that each FIR determining what to use (6 or 7 characters) does not contribute to the solution of this problem, and it is much more effective to fit the solution to the FMS and not the other way around. The rapporteur mentioned that this suggestion is included as a proposal from the last AIDC task force face to face meeting.
27. The rapporteur again mentioned that there were few responses to the survey for it to be representative, and considered sending the survey again with the help of ICAO to obtain more answers from the States. **(ACT 06/02)** Nonetheless, the survey was considered a useful exercise.

Other Matters

28. ICAO will send out the GANP to be approved in the next ICAO Assembly meeting, for the group to review and consider the impact of AIDC in the implementation of the different areas. Any activity of interest could be included in the work program. ICAO will send this information by the end of August. **(ACT 07/02)**
29. The regional director sent communications to ALTA and IATA regarding flight plan errors, with the request of developing a project for next year in conjunction with ICAO, with the goal of solving this problem definitely. With the information the FPL Monitoring Group has and the mechanisms provided to reduce errors, it could be possible to identify activities for



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next year to avoid flight plan errors. Dominican Republic commented that for the assembly they would be presenting their experience implementing the regional procedure drafted by the FPL Monitoring Group, and which has had positive results, as an example of what could be done in the region for reducing flight plan errors.

30. Also of interest was having a week of work in Mexico to standardize rejection messages, with the participation of COCESNA, Cuba, Dominican Republic and United States. The task force will determine when this meeting will take place (**ACT 09/02**). ICAO mentioned there could be assistance for the members of this task to attend, and will send information the week following the teleconference. (**ACT 08/02**)
31. Mexico mentioned that there is an upcoming meeting with CITELECOM (International Telecommunications Commission), and urged States to support ICAO's position on the protection of the aeronautical frequency bands, in particular the 24.5GHz to 24.65GHz band.

Review of Previous Action Items

ACT No.	Description	Status	Comments
01/tn			

Summary of Action Items from this Meeting

ACT No.	Description	Status	Comments
01/02	Task force to update work program in line with regional objectives.	Valid	
02/02	Rapporteur to circulate a table with interface implementation status measured by type of messages implemented	Valid	
03/02	ICAO to provide Curaçao with number of participants from last joint AIDC/AIM/FPL meeting	Valid	
04/02	Curaçao to confirm if joint AIDC/AIM/FPL meeting is within their budget to host for February	Valid	
05/02	Data collection for the week of October 13 th	Valid	
06/02	Rapporteur to schedule another survey with assistance from ICAO	Valid	
07/02	ICAO to send the new GANP for review by end of August.	Valid	
08/02	ICAO to send information on assistance for attending the REJ/ACK meeting in Mexico	Valid	
09/02	Task force to determine the date for the REJ/ACK meeting	Valid	

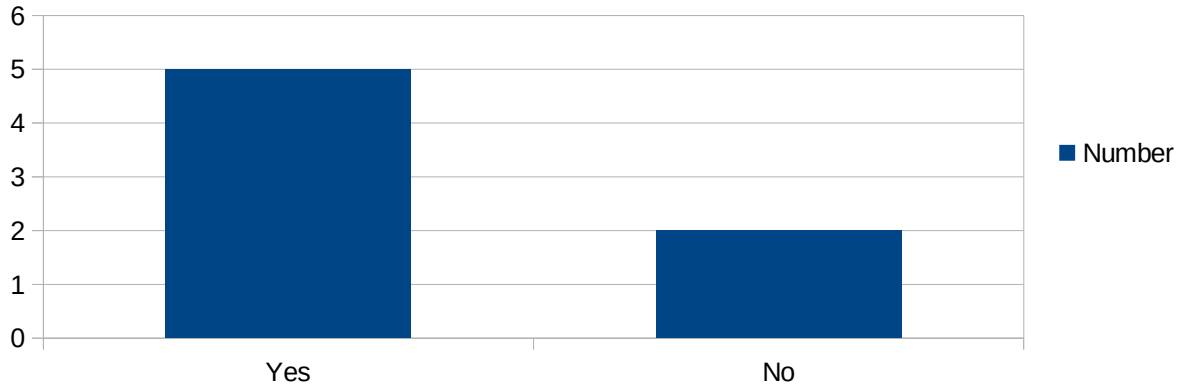
Next meeting: To be determined.



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**Appendix A
Flight plan mitigation survey results**

Has your State implemented or been using any flight plan error mitigation measures in the last 12 months?



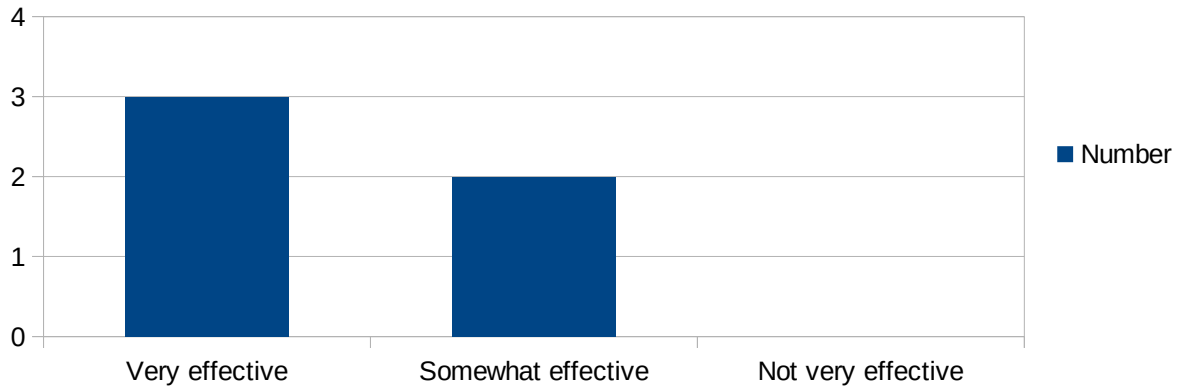
Please describe the mitigation measures used

- flight plan processor system, wich performs the automatic check of flight plans, and if there are errors rejects without the intervention of the staff.
- la implementacion de un sistema procesador de FPL.
- Induction of Flight Notification personnel. • Agreement between the IDAC and the Airlines of the digital Flight Plan processing. • Improvement in the ARO Technical communication and flight dispatchers of the airlines. • Direct focus with rejection messages (REJ). • ARO personal training on impact FPL2012 in boxes 10 and 18.
- Contact with airlines, contact with facilities, data analysis
- Email feedback with companies ACK/REJ messages trials



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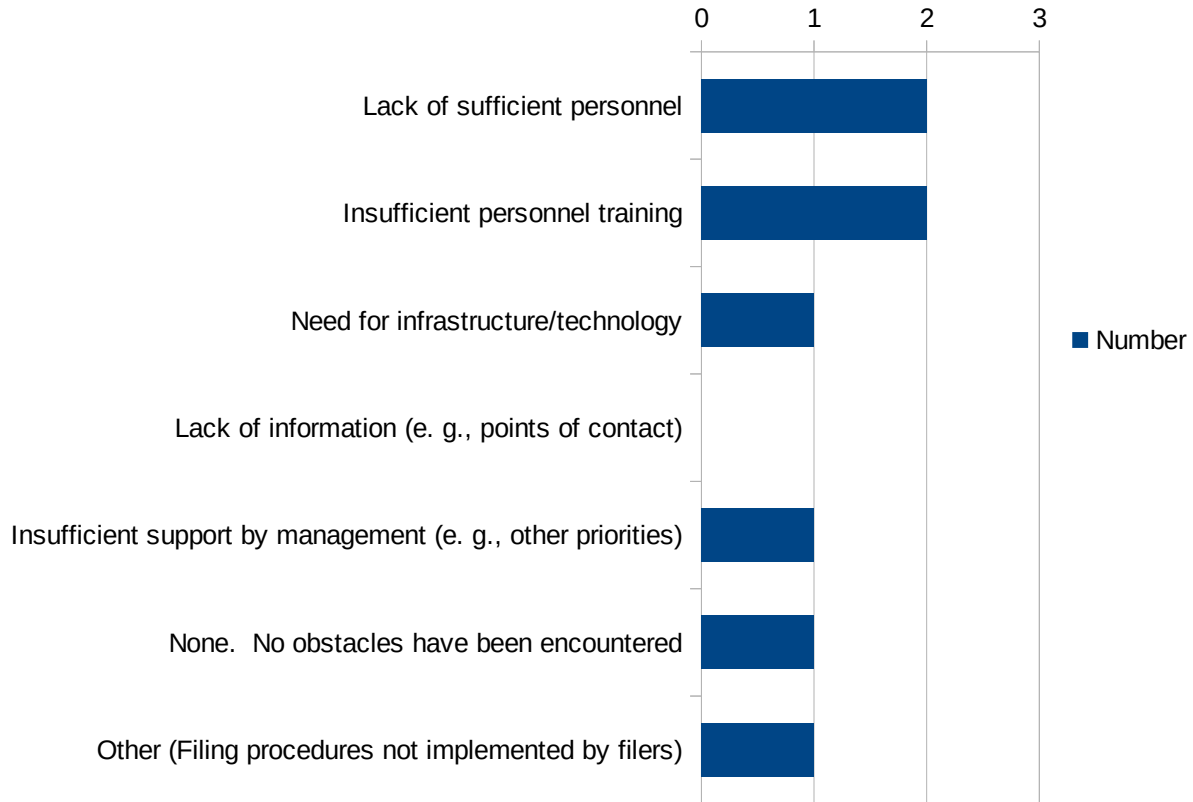
How effective would you say these measures have been?





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What have been the main obstacles for the effectiveness of your mitigation efforts? Please check all that apply



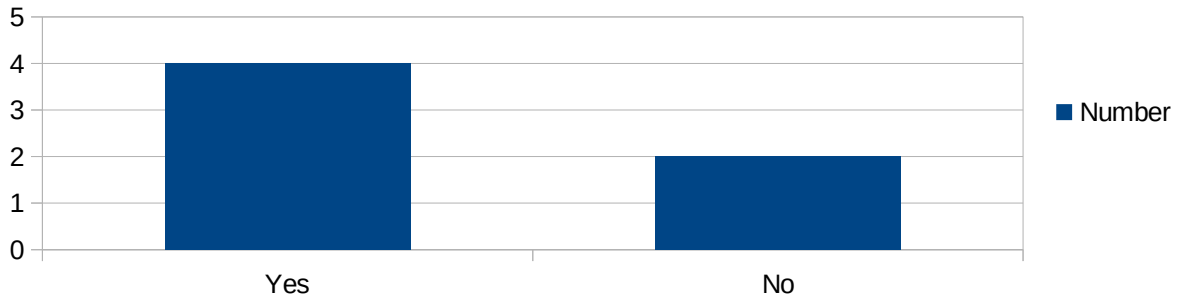
What have been the most important lessons learned from your mitigation effort?

- No permitir la entrada a los sistemas automatizados de FPL con errores.
- Agreement between the IDAC and the Airlines of the digital Flight Plan processing.
- Identifying the issues to those involved. Personal contact is essential to identifying and working through issues.
- According to numbers we have minimum improvement, current efforts cost-benefit indicates poor benefit for huge effort



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Are you aware there is a proposed regional procedure for processing flight plans?



Do you find the information on the regional procedure understandable and sufficient for implementation?



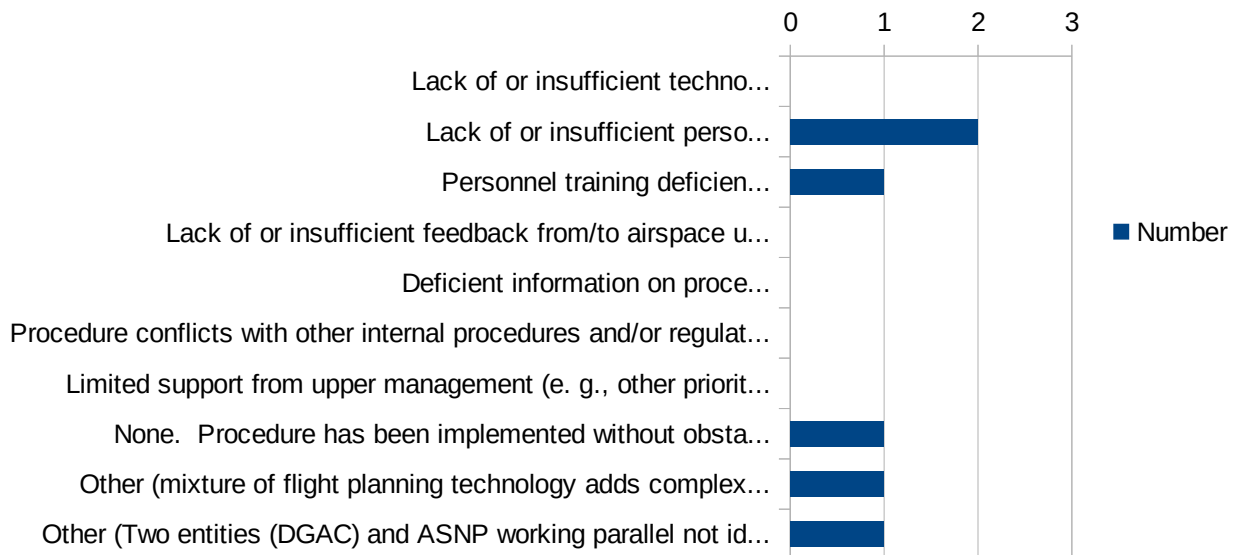


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Has your State done any efforts to implement the regional procedure?



What obstacles, if any, has your State encountered in the implementation of the regional procedure? Please check all that apply.



Do you have any comments on improving the regional procedure, or recommendations for its implementation? Please provide details

- I suggest to training the personnel in the automated system
- None. Everything is clear.
- I believe involvement of AIM in highlighting common issues within the states. Use previously run analyses to identify and work toward making progress toward solving.



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Should be periodically reported across AIM and AIDC/FPL Mon and tracked by ICAO HQ.

- Update ICAO FIR Addressing (AFTN) in accordance to each state AIP (if different issue recommendation to the state) Issue recommendation for SID/STAR not greater than 6 characters. for all states i.e. FAA publications.