



*1<sup>st</sup> AIDC TaskForce Teleconference  
(29 October 2013, 1500 UTC)*

**References:**

1. AIDC TaskForce Terms of References (ANI/WG/01 Report)
2. ICAO NACC AIDC Webpage information
3. Previous AIDC Implementation Activities
4. Regional AIDC Implementation Plan
5. Actions agreed from ANI/WG701 Meeting

**Purpose and agenda:** to review AIDC Task Force Terms of References and definition of actions for developing the TF workprogramme and future coordination activities. The adopted agenda was:

- a) Review of Terms of Reference (ToR) of the TF
- b) Ideas for Work Programme development
- c) Other matters

**Participants:**

- Costa Rica: Fernando Naranjo
- Cuba: Carmen de Armas and Jorge Centella
- Dominican Republic: Julio Mejia and Fernando Casso (Rapporteur)
- United States: Dave Eaves
- COCESNA: Jenny Lee
- IATA: Abang Floyd and Marco Vidal
- ICAO: Julio C. Siu

**Discussions:**

1. An overview of the operational benefits and the work achievement currently in the Region was commented, resulting in a teleconference carried out in defining the existing AIDC Regional Implementation Plan (Attachment A and B of this minutes). It was highlighted that AIDC implementation using CPL LAM Messages have been achieved by Canada, United States, Cuba and Mexico. Similarly the existence of different Interface Control Document (ICD) were mentioned and that the NAM ICD is the mostly used, but several of the ATS Messages are not necessary compliant with ICAO Doc 4444.
2. ICAO recalled the participants on the ANI/WG Decision 1/3 for reviewing the TF Terms of Reference and submitting any change and the workprogramme to ICAO by 15 November 2013.
3. Fernando Casso carried out a review of the TF ToR (attachment C of this minutes), with no changes and a better understanding of the responsibilities was achieved particularly on the responsibilities regarding with the duplication/missing of Flight Plans. Cuba commented the successful implementation and results from their AIDC implementation. Everyone recognized that the resolution of the duplication/missing of FPLs was critical for the most effective and efficient AIDC implementation.
4. IATA commented on the need to ensure the interoperability of ATC units with AIDC function. ICAO expressed the need to focus on a phased implementation of AIDC in accordance to the operation needs and priorities as reflected in the Regional AIDC Implementation Plan. COCESNA expressed their concern of multiple FPL for a single flight and Dominican Republic indicated their progress made with their users in reducing this duplication and the 1 month pilot Project between IDAC and airlines for improving coordination of FPLs. ICAO commented that some subregions (CA, E/CAR and United States-Cuba) already have experience in mitigating and resolving the FPL issues.
5. For the TF membership, Jenny Lee and Mayda Avila were appointed from COCESNA and Fernando Naranjo for Costa Rica. **ACT 01:** ICAO will contact Mexico DGAC and SENEAM for the designation of the AIDC TF Member by 8 November 2013. **ACT 02:** AIDC TF Members to review and provide any comments, if any, to the Rapporteur by 12 November.
6. A quick review on the available valid AIDC related documentation was presented, which is available at the ICAO NACC Regional website: <http://www.icao.int/NACC/Pages/edocs-cns.aspx> under Automation Activities.

7. ICAO recalled the participants that together with the *Automation and Integrated Telecommunications for Air Navigation Services/ SWIM Workshop* to be held from April 21-24 2014, a tentative AIDC TaskForce Meeting have been scheduled for April 25 2014.
8. The participants commented on the different deliverables to be included in the workprogramme such as:
  - a) For the analyzing and coordinating mitigation/solution actions for duplicate/missing FPLs:
    - I. Recollection of evaluation and results from the subregions TF members
    - II. Recollect the claims and observations from the users (Airlines) and FPL fillers
    - III. Evaluated and propose trials and measurement for solution success
  - b) Coordinating, implementation, and trials for AIDC implementation ( Regional Plan)
    - I. Review and update AIDC Regional Plan
    - II. Identify differences and actions between ICD and ICAO ATS AIDC
    - III. Operational recommendation on AIDC implementation particularly on agreement on appropriated Regional ICD
    - IV. the operational considerations and recommendations for AIDC implementation by 30 January 2013
9. In this regard the Meeting agreed **ACT 03**: TF Rapporteur will draft a tentative workprogramme by 4 November and members are expected to comment this draft submitting their inputs by 12 November 2013.

**Next meeting:** tentatively 3 December at 15 UTC



*1<sup>st</sup> AIDC-CPL\_LAM Implementation Teleconference  
(9 May 2013, 1500 UTC)*

**References:**

1. Table on AIDC Implementation using current flight plan - Logical Acknowledgement Messages (CPL – LAM) Ref. EMX0476
2. C/CAR/WG/09 Report
3. CPL-LAM Regional Implementation Table, version 24 April 2013

**Purpose and agenda:** to draft an action plan for the implementation of AIDC using CPL-LAM messages to be presented to the ANIWG/01 Meeting and further discussed during the *Automation and Integrated Telecommunications for Air Navigation Services* Workshop to be held in ICAO NACC Regional Office from 11 to 15 November 2013

**Participants:**

- Cuba: Carlos Jimenez and Manuel Vega
- Dominican Republica: Julio Mejia, Fernando Casso
- Trinidad and Tobago: Alexis Bradwaite, Dayanand Rajnath, Ian Gomez, Pamela Williams, Veronica Ramdath
- United States: Dan Eaves
- ICAO: Julio C. Siu

**Discussions:**

1. ICAO recalled the participants on the operational benefits achieved and of the dedication need between United and Cuba to implement AIDC using CPL LAM messages as reported during the last C/CAR/WG/09 Meeting and how this good experience have been agreed in the other subregions in CAR.
2. Cuba and United States detailed the time and resources that we needed in this implementation and commented that the Cuba- United States process took around 18 months to agree and implement, while the other similar implementation with United – Canada and United States- Mexico took more time. Cuba highlighted the effort on software modification to their ATS automated system, the reliability of communications means like MEVA and the use of the NAM ICD document for this implementation. The current implementation is only class 1 – phase 1 implementation.
3. ICAO commented that the NAM ICD is currently the most recent regional operational reference for this implementation and together with the GREPECAS CAR ICD, they are available at the CNS edocument section of the ICAO NACC Regional Office: <http://www.mexico.icao.int/CNS.html#Automation>. Also ICAO commented the existing interest by Curacao, Jamaica, Dominican Republic and United States on progressing in this implementation as manifested in other teleconferences and in the Working Group meetings.
4. The participants commented several issues with the implementation:
  - a) Cuba and Mexico are pending to formalize the CPL-LAM implementation with their Letter of Agreement. Status: LOA sent to Mexico. **ACT 01/01:** Mexico to respond by ANI/WG/01 Meeting to the draft LOA for the CPL message implementation.
  - b) Cuba commented their interest for this implementation with COCESNA, but COCESNA is still ongoing with their ATS system upgrading in 2014. **ACT 01/02:** COCESNA to start reviewing and discussing the use of the NAM ICD messages- CPL specifically to identify the operational and technical implication for this implementation with Cuba and to report by the ANI/WG/01 Meeting

- c) Cuba ATS System is available to implement new CPL LAM connections with their adjacent FIRs like Kingston and COCESNA.
  - d) One concern on this implementation was the need to resolve the problems with the FPLs, which come with errors, duplicated or are missing.
  - e) United States and Dominican Republic manifested that they are discussing this implementation in June 2013.
  - f) Dominican Republic informed that their ATS System FAT tests for CPL will be on October 2013 with a target date of implementing CPL-LAM by January 2014.
  - g) The San Juan FDP System is part of the Miami System and the United States System, ERAM is being upgraded during 2013, but available interfaces are available based on priorities.
  - h) It was informed that the Bahamas ATC System will be upgraded in the coming year.
  - i) Trinidad manifested that their priority for this implementation is Santa Maria and New York and later San Juan, Maiquetia and Guyane.
  - j) Concern was made on the use of the CAR ICD or the NAM ICD. **ACT 01/03:** ICAO will coordinate with the GREPECAS Project C the task for revision and updated of the best ICD reference for this implementation: May 21 2013.
  - k) United States commented that for the NAT Region a NAT ICD is used, and for the ASIA-PAC Region they used the Asia/PAC ICD.
  - l) ICAO commented that this progress and follow-up will be made not only on the ANI/WG but on the *Automation and Integrated Telecommunications for Air Navigation Services* Workshop scheduled for November 11-15, 2013. All the participants are invited to this workshop.
5. All the above progress and planning was resumed in the implementation table attached.

**ACT 01/04:** ICAO will coordinate for further updates for the implementation tables with Jamaica, Curacao, Mexico, COCESNA and Bahamas, reporting this update to the ANI/WG/01 Meeting

**Next meeting:** ANI/WG/01 Meeting (July 29, 2013)

**APPENDIX/APÉNDICE D**

**CPL-LAM IMPLEMENTATION Update: 30 July 2013 / IMPLEMENTACIÓN CPL-LAM Actualización: 30 Julio 2013**

1	2	3	4	5	6	7	8	
State/Estado	Does your current Flight Data Processing System (FDPS) have the capacity to process CPL-LAM messages? (Y/N)// ¿Tiene su actual Sistema de procesamiento de datos de vuelo (FDPS) la capacidad para procesar mensajes CPL-LAM/ (Sí/No)	Indicate with what adjacent FIR/ATS Unit is the CPL-LAM implementation required/ Indicar con cuál FIR/Dependencia ATS adyacente se requiere implementación CPL-LAM	Indicate intended date for CPL-LAM testing and implementation/ Indicar fecha prevista para pruebas e implementación CPL-LAM	Provide Point of Contact for further CPL-LAM coordination (name, title, e-mail, phone number)// Proporcionar Punto de Contacto para coordinación CPL-LAM (nombre, puesto, e-mail, número tel.)	If CPL-LAM has been implemented, provide bilateral agreement(s) for its operation, if applicable (for example ICD document)// Si se ha implantado CPL-LAM, proporcionar acuerdo(s) bilateral(es) para su operación, si es el caso (por ejem. Documento ICD)	CPL-LAM messages are transmitted through AFTN circuits, what is the current AFTN circuit speed and, if any, upgrade for CPL-LAM implementation./ Los mensajes CPL-LAM se transmiten a través de circuitos AFTN ¿cuál es la velocidad actual del circuito AFTN y si es caso, modernización para implementación CPL-LAM?	Comment or concerns for CPL-LAM implementation/ Comentarios o preocupaciones sobre la implementación CPL-LAM	
Cuba	yes - Oracle Version 9 modified by LITA-CUBA / Si - Oracle Versión 9 modificada por LITA-CUBA	FIR Miami	With Miami was started in 15 December 2011. Merida started in 9 March 2012. With the other FIRs the implementation date hasn't been established./ Con Miami empezó 15/12/11. Mérida empezó 09/03/12. Con otras FIR no se ha establecido implementación.	Manuel Vega Rodríguez, Operations Management Havana ACC (537) 649-7281 manuelvega@aeronav.ecasa.avianet.cu	NAM-ICD Version D	19200 BPS	We received many mistakes from the users in the FPL, in almost all fields. We have detected changes in the FPL forwarded by ACC's or ANSP offices related to FPLs filed by operators/ Recibieron muchos errores de los usuarios en el FPL, en casi todas las esferas. Detectaron cambios en el FPL enviado por ACC u oficinas ANSP relacionadas con FPL presentados por explotadores.	
		FIR Merida						LOA pending approval by Mexico /aprobación LOA pendiente por México.
		FIR Kingston						TBD/Por definir
		FIR CENAMER						01-01-2014
		FIR Haiti						TBD/Por definir
Dominican Republic/	No - For mid 2013 yes- TopSky-ATC,	KZMA/Miami ARTCC	MTEG/Port au Prince ACC	Julio Cesar Mejia A. Enc. ATM, jmejia@idac.gov.do, 809 274-4322.	NAM-ICD Versión D	AFTN: 9600 bps/ AMHS: 64 Kbps		

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República Dominicana	Thales ATM / No - para mediados de 2013 sí- TopSky-ATC, Thales ATM	TJZS/San Juan CERAP	1 Oct 2013 - Ready to test	Ext. 2103 + Fernando Casso,fcasso@idac.gov.do			
		TNCF/Curazao ACC	1 Oct 2013 - Ready to test				
		MTEG/Port au Prince ACC	TBD/Por definir				
Mexico	Yes-FDP=EUROCAT-X.V3 Model, Producer= THALES ATM, INFO= Four Control Centres, all Mexico covered / Sí-FDP=EUROCAT-X.V3 Modelo, Productor= THALES ATM, INFO= 4 centros de control, todo México	Central America (COCESNA/CENAMER)	Mexico FDP system available / Sistema disponible FDP México	Ing. Jose de Jesus Jimenez Director de Sistemas Digitales SENEAM/SCT/MÉXICO xxxxx@sct.gob.mx 55 57 86 55 32	NAM-ICD Versión D	19200 bps	Mexico already counts with the implementation of CPL/LAM information exchange between: MZT ≤≥ LAX, MZT ≤≥ ABQ, MTY ≤≥ABQ, MTY ≤≥HOU, MID ≤≥ HOU, MID ≤≥ HAB / México ya cuenta con implementación de intercambio de información CPL/LAM entre: MZT ≤≥ LAX, MZT ≤≥ ABQ, MTY ≤≥ ABQ, MTY ≤≥HOU, MID ≤≥ HOU, MID ≤≥ HAB
United States/	Yes - The domestic FDP is integrated	Current United States Domestic North	Future initiatives being evaluated:	Dan Eaves, Federal Aviation Administration Air Traffic Control	NAM-ICD Versión D	US- Mexico: NADIN/AFTN 64 kbps	None / Ninguno

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Estados Unidos	into the Host Automation. En Route Automation Modernization (ERAM) systems. Lockheed-Martin (LMCO) is the prime contractor for the Host/ERAM system. The flight data function of the San Juan Combined Center/Radar Approach Control (CERAP) is integrated into the Miami Air Route Traffic Control Center (ARTCC) Host/ERAM. Ocean21 provides its own FDP processing in the oceanic environment. LMCO is also the contractor for Ocean21. / Sí - El FDP nacional está integrado en la automatización Host. Sistemas de Modernización de Automatización En Ruta (ERAM).	American interfaces which have been implemented include: / Las interfaces actuales nacionales de Estados Unidos Norteamérica que se ahn implementado incluyen: Canada (Seattle ARTCC-Vancouver ACC; Salt Lake ARTCC-Edmonton ACC/Winnipeg ACC; Minneapolis ARTCC-Winnipeg ACC/Toronto ACC; Cleveland ARTCC-Toronto ACC/Mazatlan ACC; Los Angeles ARTCC-Mazatlan ACC Cuba – Miami ARTCC – Havana ACC.ACC; Boston ARTCC-Montreal ACC/Moncton ACC. Mexico – Houston ARTCC-Merida ACC/Monterrey ACC; Albuquerque ARTCC-Monterrey	Additional NAM ICD Phase II message set enhancements (beyond CPL & LAM) of the Miami ARTCC–Havana ACC interface are being planned airspace/system capabilities for potential interfaces: Piarco FIR, Nassau FIR and Sant0 Domingo FIR tentatively for development in 2013. - Analysis of Caribbean and oceanic airspace/system capabilities for potential interfaces: Piarco FIR, Nassau FIR and Santa Domingo FIR / Las futuras iniciativas en evaluación: Mejoras a conjuntos de mensajes adicionales NAM ICD Fase II (más allá de CPL & LAM) del ARTCC Miami–	Specialist, Dan.Eaves@FAA.gov, 202-385-8492		X.25 US- Cuba : MEVA II 19.2 kbps connection to NADIN/conexión a NADIN	

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	Lockheed-Martin (LMCO) es el contratista principal para el sistema Host/ERAM. La función de los datos de vuelo del Centro Combinado San Juan/Control de Aproximación Radar (CERAP) está integrado en el Centro de Control de Tránsito Aéreo de Ruta Miami (ARTCC) Host/ERAM. Ocean21 proporciona su propio procesamiento FDP en el ambiente oceánico. LMCO también es contratista de Ocean21.		Interfaz Havana ACC planificados capacidades espacio aéreo/sistema para interfaces potenciales: Piarco FIR, Nassau FIR y Santo Domingo FIR tentativamente para desarrollar en 2013. Análisis de capacidades del espacio aéreo(sistema del Caribe y oceánico para interfaces potenciales: FIR Piarco, Nassau y Santo Domingo.				
COCESNA (CENAMER)	FDP System to be upgraded in 2013/	Merida, Panama (in the future analyses	COCESNA still does not has date for	Juan Carlos Trabanino, Director ACNA, <a href="mailto:juan.trabanino@cocesna.org">juan.trabanino@cocesna.org</a> ,	NAM-ICD Version D	N/A (the current AFTN circuit speed is 1.2 kbps	The ability to process this type of messages



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	Sistema FDP a modernizarse en 2013	connection with Havana, Kingston, Bogota and Guayaquil)/ Merida, Panamá (en el future analiza conexión con Havana, Kingston, Bogotá y Guayaquil)	testing and implementation/ COCESNA todavía no tiene fecha para pruebas ni implementación	(504) 2234 3360 ext. 1510 Roger Perez (roger.perez@cocesna.org)		internally and 9.6 kbps the internationals)/ No palica (La velocidad del circuito AFTN actual es de 1.2 kbps intermente y 9.6 kbps internacional)	will be complete once COCESNA have installed the New Control Centre. The required bandwidth must be analyzed prior to the implementation of this type of messages, however, considering only text messages we estimated that the current bandwidth via AFTN is sufficient./ La habilidad de procesar este tipo de mensajes se finalizará una vez que COCESNA haya instalado el Nuevo Centro de Control. El ancho de banda requerido debe analizarse antes de implementar este tipo de mensajes, sin embargo, considerando solo mensajes de texto se estima que el ancho de banda actual via AFTN es suficiente.
Nassau		Havana Panama Merida Kingston Bogota Guayaquil			NAM-ICD Version D		
Porrrt-au-Prince					NAM-ICD Version D		

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PIARCO	Selex system/ Sistema Selex	SAL ACC		Alexis Brathwaite, Manager ATS (Ag.) <a href="mailto:abrathwaite@caa.gov.tt">abrathwaite@caa.gov.tt</a>	NAM-ICD		
		NEW YORK ACC			Version D		
		French Guyanne, Maiquetia, San Juan			NAT ICD		
Curacao	Raytheon	Maiquetia ACC		Jacques Lasten, ATS Manager, DC-ANSP, <a href="mailto:j.lasten@dc-ansp.org">j.lasten@dc-ansp.org</a>	CAR/SAM-ICD		
	Raytheon	Kingston ACC			NAM ICD Version		

## APPENDIX F

### TASK FORCE ON AIR TRAFFIC SERVICES INTER-FACILITY DATA COMMUNICATION (AIDC) IMPLEMENTATION

#### 1. *Background*

During the first ANI/WG meeting, an AIDC Implementation Task Force was formed in order to streamline related air navigation implementation activities. This Task Force shall complete AIDC implementation in accordance with the Regional AIDC Implementation Plan as well as update and report progress to the ANI/WG based on the action plan for these tasks.

#### 2. *Responsibilities*

The Task Force is responsible for:

- a) Work Programme Management
- b) Analyzing and coordinating mitigation/solution actions for duplicate/missing FPLs
- c) Coordinating, implementation, and trials for AIDC implementation ( Regional Plan)

#### 3. *Working Methods*

The Task Force will:

- a) Present its work programme containing activities in terms of objectives, responsibilities, deliverables and timelines
- b) Avoid duplicating work within the ANI/WG and maintain close coordination among the existing entities to optimize use of available resources and experience
- c) Designate, as necessary, Ad hoc Groups to work on specific topics and activities and organize clearly defined tasks and activities
- d) Coordinate tasks to maximize efficiency and reduce costs via electronic means including emails, telephone and teleconference calls, and convene meetings as necessary
- e) Report on and coordinate the progress of assigned tasks to the ANI/WG

#### 4. *Work programme* - will be included

#### 5. *Membership*

<b>Task Force Member- Name:</b>	<b>State/T/IO</b>	<b>email</b>
Pedro Vicente	Canada	vicentpe@navcanada.ca
TBD	Costa Rica	
Jorge Centella	Cuba	jorge.centella@iacc.avianet.cu
Carmen Dearmas		carmen.dearmas@iacc.avianet.cu
Julio Mejia	Dominican Republic	jmejia@idac.gov.do
Fernando Casso (Rapporteur)		fernando.casso@idac.gov.do
Alexis Brathwaite	Trinidad and Tobago	abrathwaite@caa.gov.tt
Dan Eaves	United States	dan.eaves@faa.gov
TBD	COCESNA	
Abang Floyd	IATA	abangf@iata.org