



AIDC Task Force Progress Report

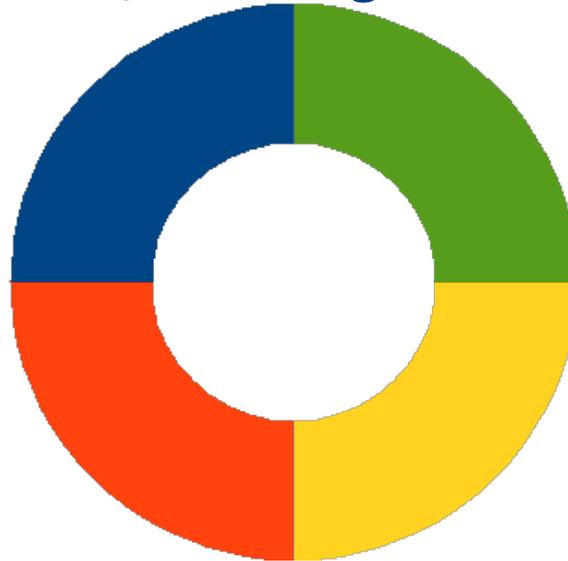
Automation System and Integrated Telecommunications for Air Navigation
Services/System-Wide Information Management (SWIM) Workshop
Mexico City, April 21-22, 2014
ICAO NACC Regional Office



Presented by Fernando A. Cassó Rodríguez
AIDC Task Force Rapporteur

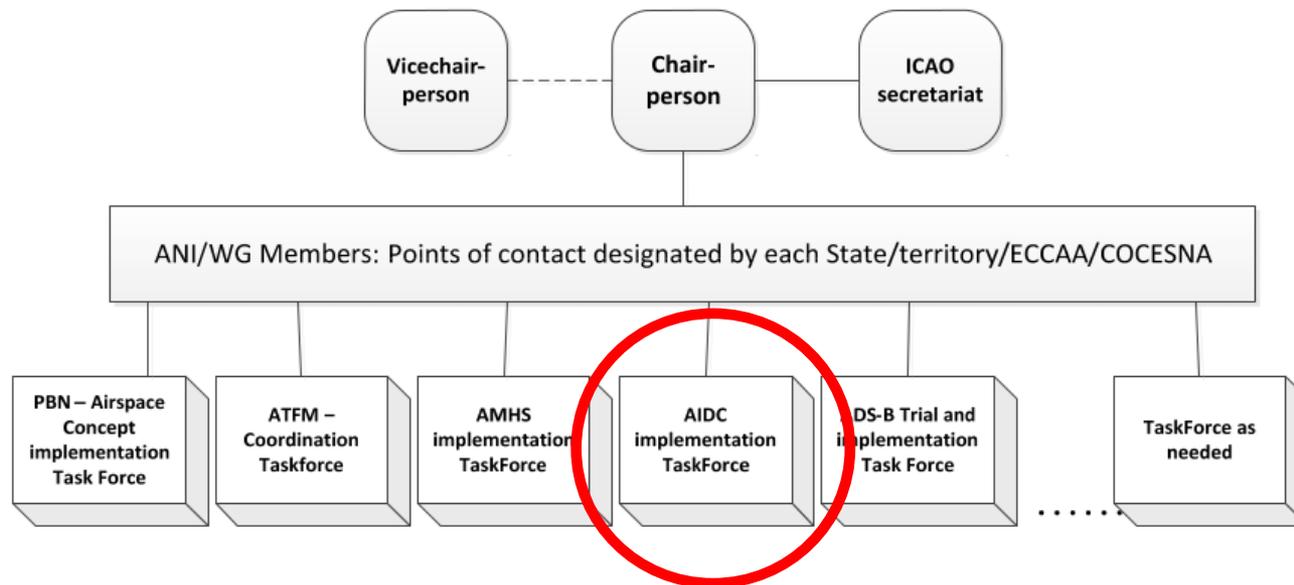
Background

- * Created at the ANI/WG/1 meeting in Mexico City, Mexico, from 29 July to 1 August 2013.



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Background

- * Responsibilities
 - * Work Programme Management
 - * Analyzing and coordinating mitigation/solution actions for duplicate/missing FPLs
 - * Coordinating, implementation, and trials.

Membership

Member Name	State/Territory/Organization
Pedro Vicente	Canada
Jenny Lee	COCESNA
Mayda Avila	COCESNA
Fernando Naranjo Elizondo	Costa Rica
Warren Quiroz	Costa Rica
Carmen De Armas	Cuba
Jorge Centella	Cuba
Fernando Cassó Rodríguez	Dominican Republic
Julio César Mejía	Dominican Republic
Abang Floyd	IATA
Alberto Romero	Mexico
Alexis Brathwaite	Trinidad and Tobago
Kent Ramnarace-Singh	Trinidad and Tobago
Randy Gomez	Trinidad and Tobago
Ricky Bissessar	Trinidad and Tobago
Vidianand Maraj	Trinidad and Tobago
Dan Eaves	United States



Main Deliverables

- * Updated Regional Plan
- * Comparison between NAM and CAR/SAM ICDs
- * Testing and Implementation Procedures
- * Erroneous FPL Mitigation Plan
- * Unified ICD for the Region

Main Activities

FLIGHT PLAN / PLAN DE VUELO			
PRIORITY Prioridad << ≡ FF >>	ADDRESSEE (S) Destinatario (s)		
FILING TIME Hora de depósito	ORIGINATOR Remitente		
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR Identificación exacta del (de los) destinatario(s) y/o del remitente			
3 MESSAGE TYPE Tipo de mensaje << ≡ (FPL	7 AIRCRAFT IDENTIFICATION Identificación aeronave	8 FLIGHT RULES Reglas de vuelo	
9 NUMBER Número	TYPE MOF AIRCRAFT Tipo de aeronaves/MM	WAKE TURBULENCE CAT. Cat. de estela turbulenta	10 EQUIPMENT Equipo
13 DEPARTURE AERODROME	TIME		



ANI/WG



**AMHS
implementation
TaskForce**



Activities Carried Out

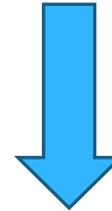
1. 6 teleconferences.
2. Summary of flight plan errors analysis.
3. Draft of test and implementation procedures.
4. Formation of FPL monitoring group, and draft of its terms of reference and action plan.



NACC Workgroup Meeting Results

1. Proposal of the NAM ICD as the default ICD for the region.
2. Airlines file their flight plans
3. Regional agreement for the use of the alternate aerodrome
4. Formation of the FPL monitoring group

Next Steps



Questions



Contacts

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Regional Plan

State	1	2	3	4	5	6	7
Cuba	<p>Does your current Flight Data Processing System (FDP) have the capacity to process CPL-LAM messages? (Y/N)</p> <p>If not, when will your FDP have this capacity? Indicate date</p> <p>If yes, please indicate FDP model, manufacturer and any relevant equipment information to identify the system.</p> <p>yes - Oracle Version 9 modified by LITA-CUBA</p>	<p>Indicate with what adjacent FIR/ATS Unit is the CPL-LAM implementation required:</p> <p>FIR Miami</p> <p>FIR Merida</p> <p>FIR Kingston</p> <p>FIR CENAMER</p> <p>FIR Haiti</p>	<p>Please indicate intended date for CPL-LAM testing and implementation:</p> <p>With Miami was started in 15 December 2011. Merida started in 9 March 2012.</p> <p>TBD</p> <p>Segundo semestre del 2014</p> <p>TBD</p>	<p>Please provide Point of Contact for further CPL-LAM coordination (name, title, e-mail, phone number)</p> <p>Manuel Vega Rodríguez, Operations Management Havana ACC (537) 649-7281 manuelvega@aeronav.ecasa.avianet.cu, Víctor Manuel Machado Sánchez, Operation Management Havana ACC (537)-649-7281, email: victormachado@aeronav.ecasa.avianet.cu</p>	<p>If CPL-LAM has been implemented, please provide bilateral agreement(s) for its operation, if applicable (for example ICD document)</p> <p>NAM-ICD Version D</p>	<p>CPL-LAM messages are transmitted through AFTN circuits, what is the current AFTN circuit speed and, if any, upgrade for CPL-LAM implementation:</p> <p>19200 BPS</p>	<p>Provide comment or concerns for CPL-LAM implementation</p> <p>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 FPL's presented by operators</p>

Comparison NAM and CAR/SAM ICDs

NAM ICD	CAR/SAM ICD
Changes made through the C/M/U Task Force	Changes made through GREPECAS
Only IFR included, and exchange only between ACCs	No restriction to type of flight, includes terminal and ATFM facilities
Identifies two phases, I and II. Phase II includes FPL, EST, MOD, CHG, CNL, MIS, LRM, IRQ, IRS, TRQ, TRS messages	Includes MOD, MIS, LRM, IRQ, IRS, TRQ, TRS messages
Specifies candidate messages for future use	Does not explicitly define candidate messages
Geographic positions: item d) specifies 2 to 5 characters	Geographic positions: item d) specifies 2 to 3 characters
Altitude can be specified using F, A, S, M	Altitude can only be specified using F, A
Speed can be specified using N, M, K	Speed can be specified using N, M
Facilities Identification based on 7910, with exceptions treated by means of boundary agreements	Facilities Identification based on 7910, with exceptions treated by means of boundary agreements
Field 03, message type, number and reference: exceptions noted in boundary agreements for ATS unit identifiers	Field 03, message type, number and reference: no exceptions to 4 letters for ATS unit identifiers
Field 07: "TTT" prefix for testing	Field 07: "TEST" prefix for testing
Field 09: additional aircraft type designators can be agreed upon between States	Field 09: only as ICAO Doc. 4444
Field 15: no metric information permitted in fields 15a or 15b	Field 15: no metric information permitted in fields 15a or 15b
Field 18: DOF may be sent for CHG, CNL, DLA, DEP and RQS messages but not required, depending on boundary agreements. Indicators other than the ones specified may be used, under boundary agreements.	Field 18: Indicators other than the ones specified in Doc. 4444 may be used.
CHG message requires 13b, 18a	CHG message does not require 13b, 18a
CNL message requires 13b, 18a	CNL message does not require 13b, 18a
Specifies two set of tests to be completed before an interface becomes operational.	Specifies three set of tests to be completed before an interface becomes operational. Specifies a document with test purpose, procedures and data.