



ICAO

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

**Fifth NAM/CAR Air Traffic Services Inter-facility
Data Communication (AIDC) and North American
Interface Control Document (NAM/ICD)
Implementation Follow-up Meeting**

(AIDC/NAM/ICD/5)

Final Report

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

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HISTORICAL

ii.1 Place and Date of the Meeting

The Fifth NAM/CAR Air Traffic Services Inter-facility Data Communication (AIDC) and North American Interface Control Document (NAM/ICD) Implementation Follow-up Meeting (AIDC/NAM/ICD/5) was held online and in Mexico City, Mexico, from 28 to 30 June 2022.

ii.2 Opening Ceremony

Mr. Julio Siu, Deputy Regional Director of the North American, Central American and Caribbean (NACC) Office of the International Civil Aviation Organization (ICAO), provided the opening remarks, emphasizing the need to prioritize AIDC implementation activities due to the identified benefits, to work jointly with the other NACC/WG task groups for the benefit of the region and support regional activities. Mr. Fernando Cassó, AIDC Rapporteur, welcomed the participants and officially opened the meeting.

ii.3 Officers of the Meeting

Fifth NAM/CAR Air Traffic Services Inter-facility Data Communication (AIDC) and North American Interface Control Document (NAM/ICD) Implementation Follow-up Meeting (AIDC/NAM/ICD/5) was Chaired by the AIDC/TF Rapporteur, Mr. Fernando Cassó (Dominican Republic). Mrs. Mayda Avila, Communications, Navigation and Surveillance Regional Officer, ICAO NACC Regional Office, served as Secretary of the Meeting.

ii.4 Working Languages

The working languages of the Meeting were English and Spanish. The working papers, information papers and draft report of the meeting were available to participants in both languages.

ii.5 Schedule and Working Arrangements

It was agreed that the working hours for the sessions of the meeting would be from 09:00 to 13:15 hours daily with adequate breaks.

ii.6 Agenda

- Agenda Item 1:** Adoption of the Provisional Agenda and Schedule
- 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
- Agenda Item 3:** Activities for the handling and management of the databases of the Control centres and regionally minimize flight plan errors
- Agenda Item 4:** Actions that affect operations and the implementation of automated protocols as a result of the COVID-19 pandemic
- Agenda Item 5:** Elements of the Global Air Navigation Plan (GANP) linked to Flight and Flow Information for the Cooperative Environment (FF-ICE)
- Agenda Item 6:** Activities towards regional plans and their support to the development of the e-ANP Volume III
- Agenda Item 7:** Other Business

ii.7 Attendance

The Meeting was attended by 11 States/Territories from the NAM/CAR/SAM Regions /, 2 International Organizations, and 1 service provider, totalling 39 delegates as indicated in the list of participants.

ii.8 Conclusions and Decisions

ii.8.1 The Meeting recorded its activities as Conclusions and Decisions as follows:

CONCLUSIONS: Activities requiring endorsement by the Directors of Civil Aviation of North America, Central America and Caribbean (NACC/DCA).

DECISIONS: Internal activities of the NAM/CAR Air Navigation Implementation Working Group (ANI/WG).

An executive summary of these conclusions/decisions is presented in **Appendix A** to this report.

ii.x List of Conclusions

No conclusions were agreed during the meeting.

ii.x List of Decisions

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ii.9 List of Working and Information Papers and Presentations

Refer to the Meeting web page:

<https://www.icao.int/NACC/Pages/meetings-2022-namicd5.aspx>

The final list of documentation will be included in the final version of the Report.

WORKING PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01	1	Provisional agenda and schedule	24/06/22	Secretariat
WP/02	2	Status of decisions and conclusions of previous meetings	24/06/22	Secretariat
WP/03	2	Status of decisions and conclusions of the previous AIDC/NAM/ICD/4 MEETING	24/06/22	Secretariat
WP/05	3	Access to EUROCONTROL Aircraft Database (BADA)	24/06/22	Secretariat
WP/06	4	Activities developed and planned by the ICAO NACC Regional Office	27/06/22	Secretariat
WP/07	5	Aeronautical Information Management (AIM)	27/06/22	Secretariat
WP/08	2	Implementation status of the new ATC control centre in Haiti	23/06/22	Haiti
NE/09	3	Seguimiento de las actividades para minimizar regionalmente los errores de los planes de vuelo	28/06/22	Dominican Republic

WORKING PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/10	6	Dashboard of Air Navigation Services and support for the development of the Electronic Air Navigation Plan (e-ANP)	29/06/22	Secretariat

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01	---	List of working, information papers and presentations	30/06/22	Secretariat
IP/02	6	Progress of the project for the formulation and management of volume III of the CAR/SAM regions Air Navigation Plan	24/06/22	Secretariat

PRESENTATIONS

Number	Agenda Item	Title	Presented by
P/01	2	Global Air Navigation Plan (GANP)	Secretariat
P/02	2	NAM/ICD Automation Updates FAA/Cuba/Dominican Republic, Canada and Mexico	United States
P/03	3	Tratamiento de errores de planes de vuelo en República Dominicana	Dominican Republic
P/04	3	Initial flight plan validation processor ProVIP	COCESNA

LIST OF PARTICIPANTS

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38. Julio Cesar de Pereira

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Agenda Item 1 Adoption of the Provisional Agenda and Schedule

1.1 The agenda was presented and approved by the Meeting. The schedule was established from 9:00 am to 1:30 pm, Mexico time, with a 30-minute break from 10:30 am to 11:00 am.

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

2.1 Under WP/02, the Secretariat conducted a review of the status of the decisions and conclusions of the Sixth North American, Central American and Caribbean Working Group Meeting (NACC/WG/6) and the Nineteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/19), in which decisions were made with direct impact to the work of the different Task Groups, one of them the Air Traffic Services Inter-facility Data Communication (AIDC) and its subgroup on flight plan error monitoring.

2.2 The objectives of the Group are to ensure the continuous and coherent development of the CAR/SAM Regional Air Navigation Plan and other relevant documentation in a harmonized manner with the adjacent regions, to facilitate the implementation of the air navigation systems and services identified in the CAR/SAM Air Navigation Regional Plan, and identify and address specific deficiencies in the field of air navigation

2.3 In Aeronautical Information Management (AIM), and indicating that the initial objective is to complete the implementation of the transition Roadmap from the Aeronautical Information Service (AIS) to AIM (since 2009), as well as, the application of Amendment 41 to ICAO Annex 15 (SARPs) and Doc. 10066 – PANS-AIM, which provides the AIM methodology and procedures.

2.4 Due to the fact that aeronautical messaging is the raw material for the operation of the automation protocols, it is important that the AIDC and AIM Task Groups, both part of the NACC/WG, work together to be updated regarding the changes in aeronautical messaging and how it impacts coordination operations using the North American Interface Control Document (NAM/IDC) and AIDC. It is recommended that the AIDC Task Force work jointly with the AIM Task Group to analyze the changes and challenges of aeronautical information and see how these changes affect coordination operations between States using automated protocols.

2.5 The importance of resuming the continuation of the work program of the task group was stressed, inviting the States that have yet to implement AIDC to continue their efforts, and also inviting the meeting to support these implementations.

2.6 Under WP/03, the Secretariat summarized the decisions and conclusions of the 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), conducted in March 2021.

2.7 In the review of the decisions and conclusions made by the Task Force in past meetings, it was observed that they are still valid. The Secretariat recommended that a review of the planned work and that the actions be integrated into the Group's work plan. The valid decisions and conclusions are found in **Appendix B** to this report and will be updated according to the following decision:

DECISION	
AIDC/NAM/ICD/5/01	NACC/WG/AIDC TASK GROUP ACTION PLAN UPDATING
<p>What:</p> <p>That, after a long period in which the Group's work was interrupted by the COVID-19 Pandemic, it is necessary for the AIDC Task Force to resume the Group's support activities for the implementation of the AIDC protocols and the steps to minimize flight plan errors through:</p> <ul style="list-style-type: none"> a) Update the decisions and conclusions pending from the development of the AIDC Group. b) Integrate the requests of the GREPECAS and NACC/DCA meetings into the Group's action plan. c) Regarding points a) and b), update the Group's action plan. d) Support joint activities with other groups that are part of the NACC/WG 	<p>Expected impact:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input type="checkbox"/> Operational/Technical
<p>Why:</p> <p>The implementation of automated protocols is a priority for the region.</p>	
<p>When: By the NACC/WG/07</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	<p>NACC/WG/AIDC Task Force</p>

2.8 Under WP/04, the implementation status of the different interfaces was evaluated and updated in the interface table that was presented, which detailed each of the interfaces, the protocol used, the implementation status, the implementation date, etc.

2.9 During the updates to the table, the possibility of Mexico being ready or not for the use of NAM ICD Class II messages was discussed, especially the MOD message (coordination messages), for which they will review the software version, and they will agree with the United States on the Class II messages that they will require in the future.

2.10 The United States noted that interest in the MOD message is based on experience that MOD does the most to ease the burden on inter-centre coordination.

2.11 COCESNA indicated that they have already done some Class II implementation tests with Cuba, which started at the end of 2021. Cuba has been updating the system to include Class II. Testing will continue in July 2022.

2.12 Jamaica indicated that is in the process of contracting an update of its operational control centre software. Currently, its test system is on a newer version than the operational system.

2.13 The Secretariat suggested a meeting to be held between Cuba, Jamaica, and Thales to review and discuss issues that may identify issues for implementation, and also suggested that Jamaica request a mission to help complete implementation. Thales mentioned that they have run successful tests on this test system. Jamaica suggested that it would prefer that the commercial aspect be resolved before proceeding with the technical aspect.

2.14 El Salvador indicated having had problems exchanging AIDC messages with CENAMER, where some expected response messages were not received. COCESNA clarified that a supplier update solves the problem, missing a maintenance window to restart the system in operation.

2.15 COCESNA also commented on a situation they have with Costa Rica, in which there is an issue regarding the interpretation of ICAO documentation on flight plans, stressing that there are ambiguous points in said documentation that can be interpreted differently, and this is causing a difference with the system provider for the treatment of an error that the system is generating. The Secretariat urged COCESNA and the other States to report any situation of interpretation of ICAO documentation, with examples that serve as a guide, in order to raise these concerns to the organizations within ICAO that can respond.

2.16 In this regard, Thales commented that it is necessary for States, as customers of aviation-related systems, to be demanding when carrying out acceptance tests of systems, and to be as exhaustive as possible in tests of the different fields and validation rules, given the importance of these systems in operational safety.

2.17 The updated table can be found in **Appendix C** of this report.

2.18 Under WP/08, Haiti presented the implementation status of its new control centre system, including AIDC functionality. The project also includes new buildings (control tower and a building for the area control centre), as well as systems for AIM, Aeronautical message handling system (AMHS), surveillance (ADS-B and radar), voice communications and the Automated Weather Observing System (AWOS). Construction of the buildings has already started, and some of the systems have passed the Factory Acceptance Test (FAT).

2.19 Due to the great scope of this project, Haiti will require the collaboration of the different States that can share the lessons learned. It is estimated that the installation of the systems will be completed by the end of the first half of 2023. The sharing of radar data from adjacent Flight Information Regions (FIR) has been considered, and discussions with some States have begun. Mexico offered its help in terms of training, given its experience using Thales systems, which will be the provider of radars and control centre software, among others.

2.20 The Secretariat pointed out that there is a document developed by the Surveillance Task Force that can be used as a basis for coordinating the exchange of radar data between different States.

2.21 Under P/02, the United States presented a summary of what is included in version F of the automated protocol developed by the United States NAM/ICD, as well as the different interfaces they have with adjacent FIRs in the Caribbean region.

2.22 During the presentation, the telecommunications infrastructure used in the different interfaces was described, including the specifications for direct Internet Protocol (IP) connections required by Class III of the NAM ICD, for which there are two documents available on the website NACC/WG/AIDC Task Group: <https://www.icao.int/NACC/Pages/regional-group-AIDC.aspx>

2.23 The United States presented the plans for the implementation of new interfaces, as well as common cases of errors in flight plans that impact the currently operational interfaces. The importance of standardization in data exchanges for regional interoperability was emphasized.

2.24 The United States indicated that the implementation challenges identified by them in the NAM/ICD protocol in its phase III are:

- a) Adapt information sharing and coordination
- b) Air traffic procedures and international coordination.
- c) Design and software modifications.
- d) Test schedules and priorities between multiple programs.
- e) Controller training.
- f) Capacities for telecommunications networks for information sharing.
- g) Routing of the cross-automation adapted system and fields 14a and 15c of the non-adapted routing capabilities.

2.25 During the discussions, COCESNA indicated that there were other challenges in the region, among them COCESNA mentioned that there are cases in which the generalized practice does not strictly follow the guidelines of the ICAO documentation, which hinders the implementation of the protocols and an example presented the case where ICAO documentation states that the operator of a flight should not be indicated with OPR in box/field 18 if the operator is the same airline, but the general practice includes the OPR indicator in these cases, and such Flight plans are accepted by most systems and FIRs. COCESNA suggested a regional agreement to establish the conditions under which a flight plan is accepted or rejected, and thus avoid discrepancies between States.

2.26 Mention was made of the pending task of reviewing the Rejection (REJ) and Acknowledgment (ACK) message format, in order to achieve standardization. In this sense, the rapporteur suggested that it was important to know in what format airline systems generally expect REJ and ACK messages, and to this end, he requested the cooperation of IATA to provide a document that describes the format that they can receive. airlines, and the interpretation of such messages.

2.27 Decision AIM/FPL/AIDC/7 was ratified, under which States are requested to provide the contact that is in charge of verifying the quality of the flight plans issued by the State, therefore it is expected that they provide that contact to its inclusion in the task group page, and thus serve as a reference for those who are experiencing wrong flight plans originated by a State.

2.28 The rapporteur asked if it is planned to include the loading of data from the Aircraft Database (BADA) in the systems currently used in the region, specifically to the provider Thales. The Thales representative indicated that they have versions of their software for use in Europe with this functionality. For the Thales system in the Caribbean to be updated to support BADA, Thales reported that it requires a formal request from an ANSP. The rapporteur remarked that the request to Thales should be issued from ICAO and not the ANSP.

2.29 Once these challenges were exposed, the Secretariat shared the information on the development of the Caribbean Air Navigation Services Network (CANSNET) project, which will be a good opportunity to include the communication requirements of the NAM/ICD protocol in phase III.

2.30 The group also concluded the need to focus specific efforts to help States that are already prepared to implement automated protocols to do so as soon as possible, taking advantage of the experience and lessons learned from States that have already implemented them.

2.31 In this regard, the Meeting made the following decision:

DECISION	
AIDC/NAM/ICD/5/02	PRIORITIZE THE IMPLEMENTATION OF AIDC PROTOCOLS IN THE REGION
<p>What:</p> <p>That,</p> <p>Due to the benefits identified in terms of operational safety and efficiency, the States will resume AIDC and NAM/ICD implementation activities and will prioritize activities in Jamaica, Cuba, Haiti and Mexico during 2022 and 2023.</p> <p>a) Prioritize the connection between Cuba and Jamaica with NAM/ICD in phase I;</p> <p>b) Support the coordination actions between the United States and Mexico to promote the implementation of phase II and III of the NAM/ICD between both States; and</p> <p>c) Support Haiti in the current implementation project.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>Because the implementation of automated protocols is a regional priority.</p>	
<p>When: Report to the next AIDC Task Force meeting.</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	<p>AIDC Task Force</p>

2.32 The communication requirement for the implementation of NAM/ICD class III was discussed, specifically the Radar Handoff, where the United States indicated that it requires a direct link to specific points of its network structure, with certain security features. The current link used by AMHS is not suitable for such a role.

2.33 The Secretariat indicated the need to include these requirements in the new CANSNET communications network. In this regard, the Meeting agreed the following decision:

DECISION	
AIDC/NAM/ICD/5/03	SUPPORT FOR THE DEVELOPMENT OF THE CARIBBEAN AIR NAVIGATION SERVICES NETWORK (CANSNET)
<p>What:</p> <p>That,</p> <p>CANSNET will replace the current MEVA communications network by the end of 2024 and will become the regional communications network providing not only current voice and data communications, but all future aeronautical services. In this sense, it is necessary for the States to:</p> <p style="margin-left: 40px;">a) provide the technical and operational requirements of the communications circuits to be used and;</p> <p style="margin-left: 40px;">b) integrate them into the requirements of the new network. Backup circuits must also be considered.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>Integrate requirements in the new CANSNET communications network to ensure the correct operation of the automated protocols.</p>	
<p>When: 30 September 2022</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	<p>AIDC Task Force</p>

Agenda Item 3 Activities for the handling and management of the databases of the Control centres and regionally minimize flight plan errors

3.1 Under WP/05, the Secretariat presented the status of the project to train the personnel of the region in the use of BADA data, indicating that the list of contact points required to start the training is still incomplete, only having answered three States and one international organization.

3.2 The table was shown, where the contact points for updating the ATC databases are specified, who will be the ones who will have access to the BADA for the purposes of updating the ATC systems, as well as the contact points for AMHS and AIM. It was agreed that the States send the names of the contact points via mail in advance, and then ratify them with an official letter from the State.

3.3 The United States asked about the advantages of implementing BADA in the systems, and pointed out that the most important aspect of the systems is to have the types of aircraft defined. He highlighted that there are currently approximately two thousand (2,000) types of aircraft in use, and that the list could be made available to the task force.

3.4 The Secretariat clarified that the importance of the BADA is the information on the performance of the different types of aircraft and Thales added that the performance information allows the software to make better predictions.

3.8 Under P/04, COCESNA presented the status of the implementation of the ProVIP flight plan validation system. In it, the structure of the software was explained, and the flight plan rejection statistics were presented, in total, by the originator and by reason of the rejection.

3.9 Comments were made on some of the main reasons for rejection and examples of cases that led to the errors were given. The benefits perceived by the implementation of the system so far were presented and the contingency measures were described when the system presents problems for the processing of flight plans. During the meeting, the fact that in some cases the flight plans suffer route truncation, which affects the AIDC, was discussed. COCESNA suggested having specific meetings with the States involved, in the aforementioned case, Guatemala, Mexico (Mérida) and COCESNA, to analyze the problem.

3.9 The Secretariat commented that in the MEVA group it has been discussed that different States can serve as support in terms of messaging to each other, mentioning the possibility of doing this between the United States, Mexico and COCESNA, and asked if the ProVIP could be a useful element in this initiative, to which COCESNA indicated yes.

3.10 Through WP/09, the Rapporteur of the AIDC Group presented information regarding the monitoring of activities to regionally minimize errors in flight plans, he indicated that the AIDC Operational Group, together with its ad hoc Group for Flight Monitoring, has been working on the implementation of AIDC in the NACC region, as well as for the correction of flight planning errors respectively, since 2013.

3.11 Through P/03, Dominican Republic presented information on the steps taken by that State to minimize flight plan errors, including the development of a process for signing an operational agreement between the airlines and the Air Navigation Service Provider (ANSP) on 18 December 2019 to date.

3.12 The objectives of the process are:

1. Establish communication channels for the management of the complementary information of the flight plan when required. (Autonomy, people on board, emergency and survival equipment, name of the captain, etc.)
2. Eliminate duplication of flight plans.
3. Streamline the flight plan process.
4. Establish an official communication channel with the airline.

3.13 The benefits identified are for the local control centre and for international coordination, since ATC and the pilot have a single flight plan, the ground service does not have to submit a physical flight plan at the ATS reporting office (currently required by Dominican law) and flight plan corrections will be made directly.

3.14 Based on the information presented, the Group made the following decision:

DECISION	
AIDC/NAM/ICD/5/04	MINIMIZE FLIGHT PLAN ERRORS
<p>What:</p> <p>That, The States will continue with the work focused on minimizing flight plan errors and the errors identified so far in which deficiencies were identified in the information provided in Doc 4444 be forwarded to the ICAO NACC Regional Office for evaluation together with the ICAO Headquarters when:</p> <ol style="list-style-type: none"> a) The group obtains information through its members of the information of the affected fields with examples; b) IATA shares a description of the ACK and REJ message format accepted by the systems commonly used by airlines; and c) Finally, based on the information provided, a standard for the ACK and REJ messages for the implementation of these messages in the region be developed. 	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>Errors in flight plans cause a decrease in the safety of the coordination of operations and directly affect the operation of automated protocols.</p>	
<p>When: December 2022</p>	<p>Status: <input type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>AIDC Task Force</p>

**Agenda Item 4 Actions that affect operations and the implementation of automated protocols
as a result of the COVID-19 pandemic**

4.1 Under WP/06, the Secretariat presented a summary of the activities carried out during 2021 in the States on issues of support for the implementation of measures to help them in their recovery due to the COVID-19 pandemic.

4.2 Furthermore, ICAO took advantage of technology and made agreements with other organizations to support States on emerging issues. One of them are the actions to address cybersecurity in air navigation areas. One result of this was the development of the Cybersecurity Policy Manual for Air Navigation Services. The second edition of this manual will be presented at the next NACC/WG/07 meeting.

4.3 It was reported that the MEVA technical management group is working on the transformation process of this network to an IP network, which will be named CANSNET (Caribbean Air Navigation Services Network), and it is in the application stage of the request for information (RFI).

4.4 The online workshop for flight plan mitigation, offered by COCESNA, was mentioned, in which lessons learned and measures to avoid the occurrence of errors were presented.

4.5 The sixth meeting of the NACC working group was mentioned, in which the ANI/WG implementation group was eliminated, leaving the task groups under the NACC/WG structure.

4.6 Among the future activities that are important for the AIDC task force, the meetings of the ad-hoc group on surveillance were mentioned, which will carry out an analysis of surveillance coverage in the region, in support of the implementation of AIDC. Among other things, it will carry out the update and development project of ten States with a high level of implementation to serve as support to the other States, within the framework of the RLA/09/801 project, as well as the next meeting of the NACC/WG/7.

Agenda Item 5 Elements of the Global Air Navigation Plan (GANP) linked to Flight and Flow Information for a Cooperative Environment (FF-ICE)

5.1 Under WP/09, the rapporteur offered an introduction to the concept of Flight and Flow Information for a Cooperative Environment (FF-ICE), highlighting its relationship with the concepts of "Trajectory Based Operation (TBO)", of which FF-ICE is an enabler, and System-Wide Information Management (SWIM), which is itself an enabler, for FF-ICE. He recommended that the meeting watch an IATA video that explains the three concepts in a very digestible way, at the following link: <https://www.youtube.com/watch?v=A0rGw2Ebojw>

5.2 The Rapporteur explained that FF-ICE is essentially a change in the paradigm of information exchange of flight plans and other related information, mentioning the two main data request methods defined by SWIM for applications, and from which the FF-ICE: request/reply and publish/subscribe.

5.3 The Rapporteur indicated the importance of analysing the need to implement FF-ICE, in the context of the regional plan that is being developed for the CAR/SAM regions, which will be discussed at the upcoming NACC/WG/7 meeting. He carried out the exercise of determining the complexity of what could be the implementation of the FF-ICE based on the information from the Aviation System Block Upgrades (ASBU). He presented several graphs representing the FF-ICE elements to be implemented, the relationship between them, their dependencies, the maturity of both the FF-ICE elements and their dependencies, as well as the enablers of each one.

5.4 From the discussion, it was appreciated that many elements are involved in the implementation of the FF-ICE, including elements of the Digital AIM threads (DAIM), Network Operations (NOPS), Advanced Meteorological Information (AMET), Free Route Operations (FRT0), among others. This implies that a multidisciplinary approach should be used for its implementation, involving different task groups.

5.5 Regarding the enablers, it was appreciated that a large part of the elements depend not only on equipment and systems, but also operational procedures and training, so it is necessary to analyze what aspects can be started regardless of the implementation of technology.

5.6 The Rapporteur concluded that FF-ICE is not in itself a purpose, but rather a means to achieve Trajectory Based Operations, or TBO, and that careful analysis is required to plan for a gradual, incremental implementation of SWIM, FF-ICE, and TBO, where each step provides an operational benefit.

5.7 Under WP/07, the Secretariat presented recent advances in AIM, and how they will influence the achievement of objectives in other areas. The challenges for the transition to AIM 2.0 were mentioned in different aspects: institutional, technological, and in the provision of services. The priorities for the transition to AIM 2.0 were also presented, the importance of a national AIM regulatory framework, the latest provisions and requirements for AIM, some topics being prioritized by ICAO related to AIM, and the establishment of four working groups to carry out the tasks of the ICAO Information Management Panel.

5.8 The rapporteur highlighted that in the graph related to the FF-ICE, it was noted that the elements of the DAIM play a fundamental role in the implementation of the FF-ICE, recalling that the FF-ICE is not a goal in itself, but rather is a flight and flow information management strategy, and which depends on the quality of the information base to be able to achieve the final purpose.

Agenda Item 6 Activities towards regional plans and their support to the development of the e-ANP Volume III

6.1 Under IP/02, the Secretariat reported on the progress of e-ANP volume III elaboration for the CAR/SAM regions. It highlighted that since 2014 the regional air navigation plan has been restructured into three volumes, of which the third represents its dynamic and flexible aspect, and has the purpose of introducing the "performance framework", the performance-based approach.

6.2 The Secretariat mentioned the importance of linking the national plans with the regional plan, without which it would be meaningless. The regional plan should take data from the national plans to measure the performance of the region in the agreed areas.

6.3 Among the activities carried out by ICAO to facilitate the preparation of the eANP volume III, is the development of a template and a series of instructions for its completion. It mentioned that the SAM region had been carrying out activities for the preparation of the eANP for some years, and recently the CAR region had to catch up since the plan includes both regions. Of the most recent activities, the Secretariat mentioned a combined CAR and SAM workshop in which key aspects for the eANP volume III were developed, lacking a SWOT risk analysis, for which the States requested more time to carry it out. It's already completed.

6.4 It was recommended that the task groups distinguish between implementation progress and performance, since for years the level of implementation has been taken as a measure of performance. The Secretariat instructed each task force to examine the impact it has on performance, and incorporate performance-based activities into each other's work programs, and to identify the link between the work they do and the performance indicators associated with the plan. It was clarified that in this initial stage, the performance indicators will be basic, but over time a baseline could be established as the main reference to measure regional performance.

6.5 The Rapporteur highlighted the importance for the working group to understand the performance-based approach, and what is the role of the group within it. He indicated that in the next meeting of the NACC/WG, the issue of the regional plan will be discussed, and the working groups will no longer talk about implementation objectives, but rather performance objectives, and final results. The Rapporteur recalled that, after the implementation of most of the AIDC interfaces, the question arose as to what had been achieved with that effort. The ICAO NACC Air Traffic Management (ATM) Regional Officer indicated that the focus of this regional plan is to achieve a safety impact through the implementation of measures such as AIDC, and not the implementation itself, and then it would be measured whether the measure actually produced the desired effect on safety. The Rapporteur added that each work group is the one who knows the contribution it can make from its activity to achieve the performance objective.

6.6 Under WP/10, the Secretariat presented the air navigation services dashboards, which have been developed by the NACC Regional Office to monitor and report the level of implementation of the different elements of air navigation in the States of the region.

6.7 Dashboards are being implemented on the ICAO iSTARS platform, for which it is necessary to request access. Dynamic graphs of implementation levels and goals can be reviewed in the platform, as well as obtain information reports.

6.8 The Secretariat presented the webpage containing the dashboards so that the meeting could see them. He showed the control panel corresponding to AIDC, where it was possible to appreciate the planned interfaces versus those implemented. The AMHS implementation framework was also observed, which is an enabler of AIDC. Each region has its scorecard.

6.9 The Secretariat pointed out that the AIDC dashboards do not distinguish between the protocols used (NAM/ICD or APAC), so it is necessary to make a decision as to how to measure the level of implementation. An example, in which a State that has only implemented Class I NAM/ICD has not fully implemented the AIDC function was discussed.

6.10 The Rapporteur suggested using the different categories of AIDC messages (coordination, notification, transfer, etc.) to define the level of implementation and considering the performance aspect and practical need for implementation, determine to what level it is necessary to implement by each State to the achievement of the performance objective.

6.11 COCESNA mentioned that even in the case of the APAC protocol, it is not fully used operationally, although the capacity exists in the system, depending on the particular case of the State. It was agreed to hold a subsequent discussion to establish unified criteria to represent the level of implementation for both protocols, designating the United States and COCESNA to prepare a draft of the proposal.

6.12 The Secretariat highlighted the importance of updating the implementation information through the task forces, as well as in the e-ANP volume tables. The Secretariat would send the tables for updating through the AIDC Task Force. This mentioned, the meeting agreed the following decision:

DECISION	
AIDC/NAM/ICD/5/05	SUPPORT FOR THE DEVELOPMENT OF THE ELECTRONIC AIR NAVIGATION PLAN (e-ANP III)
What: That, The AIDC Task Force is engaged in the development of e-ANP development activities and the measurement of regional implementation, in this sense the Group will provide the information requested by the ICAO NACC Regional Office no later than the first quarter of 2023.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: The development of the e-ANP is a regional goal that must be supported by all.	
When: March 2023	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	AIDC Task Force

Agenda Item 7 Other Business

7.1 Under P/01, the Secretariat presented the modifications to the Global Air Navigation Plan (GANP), which will be considered for approval at the next ICAO Assembly, in October 2022. It reviewed the different levels of the GANP , and its evolution up to the current version 6. It is considered to approve version 7 of the GANP in the 41st Assembly.

7.2 The presentation showed a summary of the changes submitted for approval for version 7 of the GANP, and the procedure followed for the capture of changes, their analysis, and acceptance. The Secretariat indicated that all the changes that were submitted were accepted. The totality of the changes add up to 114.

7.3 Among the accepted changes, the inclusion in the Basic Building Blocks (BBB) of the CNS infrastructure necessary to provide the services described in the document stands out, with which the technology requirements are established to comply with the baseline represented by the BBBs.

7.4 It was recommended to wait for the approval of version 7 of the GANP, to later integrate the applicable changes to the work program of the AIDC task force.

Number	Conclusion/Decision	Responsible	Deadline
AIDC/NAM/ICD/5/01	NACC/WG/AIDC TASK GROUP ACTION PLAN UPDATING		
	<p>That, after a long period in which the Group's work was interrupted by the COVID-19 Pandemic, it is necessary for the AIDC Task Force to resume the Group's support activities for the implementation of the AIDC protocols and the steps to minimize flight plan errors through:</p> <ul style="list-style-type: none"> a) Update the decisions and conclusions pending from the development of the AIDC Group. b) Integrate the requests of the GREPECAS and NACC/DCA meetings into the Group's action plan. c) Regarding points a) and b), update the Group's action plan. d) Support joint activities with other groups that are part of the NACC/WG 	NACC/WG/AIDC Task Force	By the NACC/WG/07
AIDC/NAM/ICD/5/02	PRIORITIZE THE IMPLEMENTATION OF AIDC PROTOCOLS IN THE REGION		

	<p>That,</p> <p>Due to the benefits identified in terms of operational safety and efficiency, the States will resume AIDC and NAM/ICD implementation activities and will prioritize activities in Jamaica, Cuba, Haiti and Mexico during 2022 and 2023.</p> <ul style="list-style-type: none"> a) Prioritize the connection between Cuba and Jamaica with NAM/ICD in phase I; b) Support the coordination actions between the United States and Mexico to promote the implementation of phase II and III of the NAM/ICD between both States; and c) Support Haiti in the current implementation project. 	<p>AIDC Task Force</p>	<p>Report to the next AIDC Task Force meeting.</p>
<p>AIDC/NAM/ICD/5/03</p>	<p>SUPPORT FOR THE DEVELOPMENT OF THE CARIBBEAN AIR NAVIGATION SERVICES NETWORK (CANSNET)</p>		
	<p>That,</p> <p>CANSNET will replace the current MEVA communications network by the end of 2024 and will become the regional communications network providing not only current voice and data communications, but all future aeronautical services. In this sense, it is necessary for the States to:</p> <ul style="list-style-type: none"> a) provide the technical and operational requirements of the communications circuits to be used and; b) integrate them into the requirements of the new network. Backup circuits must also be considered. 	<p>AIDC Task Force</p>	<p>30 September 2022</p>
<p>AIDC/NAM/ICD/5/04</p>	<p>MINIMIZE FLIGHT PLAN ERRORS</p>		

	<p>That, The States will continue with the work focused on minimizing flight plan errors and the errors identified so far in which deficiencies were identified in the information provided in Doc 4444 be forwarded to the ICAO NACC Regional Office for evaluation together with the ICAO Headquarters when:</p> <ul style="list-style-type: none"> a) The group obtains information through its members of the information of the affected fields with examples; b) IATA shares a description of the ACK and REJ message format accepted by the systems commonly used by airlines; and <p>Finally, based on the information provided, a standard for the ACK and REJ messages for the implementation of these messages in the region be developed.</p>	<p>AIDC Task Force</p>	<p>December 2022</p>
<p>AIDC/NAM/ICD/5/05</p>	<p>SUPPORT FOR THE DEVELOPMENT OF THE ELECTRONIC AIR NAVIGATION PLAN (e-ANP III)</p>		
	<p>That, The AIDC Task Force is engaged in the development of e-ANP development activities and the measurement of regional implementation, in this sense the Group will provide the information requested by the ICAO NACC Regional Office no later than the first quarter of 2023.</p>	<p>AIDC Task Force</p>	<p>March 2023</p>

**APPENDIX B
VALID DECISIONS AND CONCLUSIONS**

No	Decision/Conclusion	Description	Remarks
1	Decision AIDC/NAM/ICD/D/02	Send specific tasks to the NACC AIM AND PBN task groups	The AIDC Task Force will coordinate activities to secure a proposal document by September 2021.
2	Conclusion AIDC/NAM/ICD/C/01	Mechanisms to update ATC system databases	Valid
3	Conclusion AIDC/NAM/ICD/C/02	Record of functionalities of the flight plan processing system	Valid
4	Conclusion AIDC/NAM/ICD/C/03	Inform the AIM task group of cases of differences in the interpretation of ICAO documents for processing flight plans	Valid
5	Decision AIDC/NAM/ICD/3/1	Coordinate teleconferences between airspace users and state personnel to discuss and correct flight plan errors	Valid
6	Decision AIDC/NAM/ICD/3/3	Obtain a contact list of the entities responsible for the development of the AIDC protocol.	Valid
7	Conclusion AIDC/NAM/ICD/3/4	State and Industry AIDC Subject Matter Expert Contact List	Valid
8	Decision AIDC/NAM/ICD/3/5	Development of an AIDC training profile for the NACC region	Valid
9	Conclusion AIDC/NAM/ICD/3/6	Identification of difficulties in the ATC and flight plan systems for updating the database	Valid
10	Decision AIDC/NAM/ICD/01	Implementation of AIDC and NAM/ICD automated protocols	Valid It is necessary to complete the activities identified in the previous AIDC meetings to ensure correct information and support a high percentage of implementation of the protocols.
11	AIDC/NAM/ICD/03	Development of Flight and flow - information for a collaborative environment (FF-ICE) and evaluation of Key Performance Indicators (KPI)	Valid: Establishing the requirements for the exchange of information on the elements of the FF-ICE is important for the region, it is necessary to establish the implementation of different ASBU elements to achieve operational objectives and with key performance indicators to better measure their implementation and benefit.

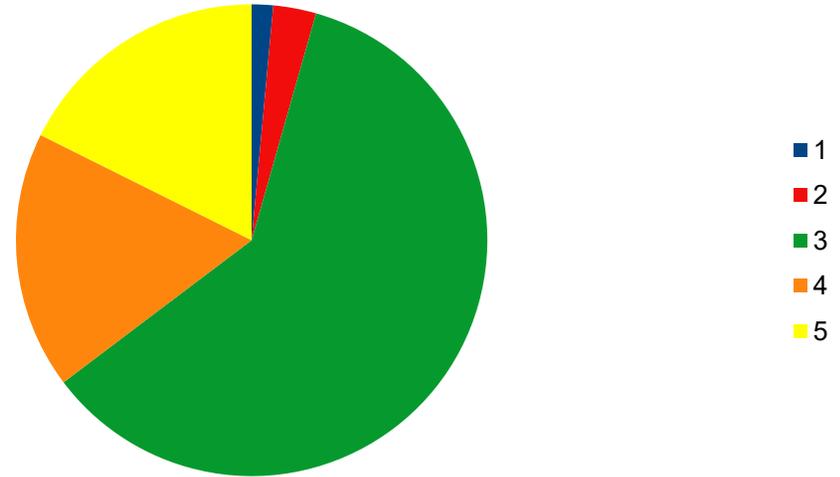
APPENDIX C

CHART OF REGIONAL IMPLEMENTATION AUTOMATED PROTOCOLS

Interface	State or Organization	Adjacent State or Organization	FIR 1	FIR 2	Interface Class	Interface Status	Implementation Date	Bilateral Agreement or ICD
Belize-CENAMER	COCESNA	Belize	CENAMER	Belize	N/A	Planned	Jul-1905	PAC ICD
Belize-Guatemala	Guatemala	Belize	Guatemala	Belize	N/A	Planned	Jul-1905	PAC ICD
CENAMER-Kingston	COCESNA	Jamaica	CENAMER	Kingston	N/A	Planned	TBD	NAM-ICD Version E
CENAMER-San José	Costa Rica	COCESNA	San José	CENAMER	N/A	Planned	Jul-1905	PAC ICD
Costa Rica-Nicaragua	Nicaragua	Costa Rica	Nicaragua	Costa Rica	N/A	Planned	Jul-1905	PAC ICD
Curacao-Kingston	Curacao	Jamaica	Curacao	Kingston	N/A	Planned	Jan-1900	NAM-ICD Version D
Curacao-Maiquetia	Curacao	Venezuela	Curacao	Maiquetia	N/A	Planned	Jan-1900	0
Curacao-Santo Domingo	Dominican Republic	Curacao	Santo Domingo	Curacao	N/A	Planned	TBD	PAC ICD
El Salvador-Guatemala	El Salvador	Guatemala	El Salvador	Guatemala	N/A	Planned	Jun-2016	PAC ICD
El Salvador-Nicaragua	El Salvador	Nicaragua	El Salvador	Nicaragua	N/A	Planned	May-2016	PAC ICD
French Guyanne-PIARCO	Trinidad and Tobago	French Guyanne	PIARCO	French Guyanne	N/A	Planned	Jul-1905	???
Maiquetia-PIARCO	Trinidad and Tobago	Venezuela	PIARCO	Maiquetia	N/A	Planned	Jul-1905	0
Miami-Nassau	United States	Bahamas	Miami	Nassau	N/A	Planned	TBD	NAM-ICD Version E
Moncton-New York	Canada	United States	Moncton	New York	Class II	Planned	Q1 2019	TBD
New York-PIARCO	Trinidad and Tobago	United States	PIARCO	New York	N/A	Planned	Jul-1905	PAN ICD
Nicaragua-San José	Costa Rica	Nicaragua	San José	Nicaragua	N/A	Planned	Jul-1905	PAC ICD
PIARCO-SAL	Trinidad and Tobago		PIARCO	SAL	N/A	Planned	Jul-1905	NAM-ICD Version D
PIARCO-San Juan/Miami	Trinidad and Tobago	United States	PIARCO	San Juan/Miami	N/A	Planned	Jul-1905	NAM-ICD Version E
Curacao-Kingston	Jamaica	Curacao	Kingston	Curacao	N/A	Planned		PAN

Interface Status	Count - Interface
Implementing	1
Operational	43
Planned	17
Testing	7
(empty)	5
Total Result	73

Regional AIDC Implementation



— END —