



# ICAO

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

WORKING PAPER

AIDC/NAM/ICD/5 — WP/05

27/06/22

## **Fifth 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/5)**

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

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

### **ACCESS TO EUROCONTROL AIRCRAFT DATABASE (BADA)**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
During 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) held online in March 2021, CAR States' access to Eurocontrol BADA data network was discussed, the status of this activity is summarized.	
<b>Action:</b>	The suggested actions are presented in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• 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). Online, from 9 to 11 March 2021 <a href="https://bit.ly/3QO8vgj">https://bit.ly/3QO8vgj</a></li></ul>

## **1. Introduction**

1.1 During 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), the conclusion was made:

<b>CONCLUSION</b>	
<b>AIDC/NAM/ICD/03</b>	<b>Regional procedure and PoC designation</b>
<p><b>What:</b></p> <p>That, CAR States integrate a regional procedure to ensure that all Air Traffic Control Centres in the region are updated with the last version of the Aircraft Performance according with the Aircraft Database (BADA) from Eurocontrol every time it is needed; in order to ensure this activity,</p> <p>a) every CAR State officially designate a Point of Contact (PoC) who will be responsible for integrating the BADA information in its database;</p> <p>b) every CAR State ensure that the PoC complies with the appropriate training on database management and with the development of the responsibilities that this activity requires;</p> <p>c) every CAR State provide the information on the PoC(s) by 30 May 2021; and</p> <p>d) The AIDC Task Force develop a procedure to ensure that all States update their databases in a timely and uniform manner by 30 May 2021.</p>	<p><b>Expected impact:</b></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><b>Why:</b> The lack of information about the aircraft performance causes many coordination problems in the implementation of automatize protocols. It is important to solve this deficiency as soon as possible to ensure a safe AIDC and NAM/ICD operations.</p>	
<p><b>When:</b> 30 May 2021</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>CAR States and the AIDC Task Force</p>

1.2 The objective of this conclusion was for States to designate personnel in the areas of Aeronautical message handling system (AMHS) maintenance, control centre database maintenance, and Aeronautical Information Management (AIM), so that they can receive training related to the Eurocontrol Aircraft Database (BADA) and thereby update the information on an ongoing basis, with the objective of making this data available and up to date to minimize flight plan errors and errors during the coordination of flights using the AIDC and NAM/ICD protocols due to the lack of updating of this data.

**2. Analysis**

2.1 To date, only Costa Rica, Dominican Republic, Trinidad and Tobago, and the Central American Corporation for Air Navigation Services (COCESNA) have incompletely designated the persons designated by their States/Organizations.

2.2 It is necessary to have this information in the short term to avoid delaying this activity.

2.3 In the case of Cuba, the ICAO NACC Regional Office has taken the necessary steps to contact the U.S. Department of State (Foreign Ministry) and raised the issue with the U.S. Delegation during the last Directors' meeting and is awaiting an official response. The ICAO NACC Regional Office will continue to follow up on this issue.

**3. Suggested actions:**

3.1 The Meeting is invited to

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- a) coordinate with their States and during the present meeting to designate personnel to the BADA;
- b) integrate within the tasks of the AIDC Group the development of the regional procedure for updating aircraft data; and
- c) any other appropriate action.