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North American, Central American and Caribbean Office

WORKING PAPER

AO/TF/3/ATFM/TF/5/CIIFRA/7 — WP/02

04/09/23

Third Meeting of the North American, Central American and Caribbean Working Group (NACC/WG) Airspace Optimization Task Force (AO/TF/3), Fifth Meeting of the NACC/WG Air Traffic Flow Management Implementation Task Force (ATFM/TF/5) and Seventh Meeting of the CANSO IATA ICAO Free Route Airspace (CIIFRA/7) Team (AO/TF/3/ATFM/TF/5/CIIFRA/7)
ICAO NACC Regional Office, Mexico City, Mexico, from 25 to 29 September 2023

Agenda Item 5: Other Business

HARMONIZE THE COORDINATION OF ACTIVITIES FOR THE IMPLEMENTATION OF THE ELEMENTS OF THE OPERATIONS MODULE THROUGH IMPROVED EN-ROUTE TRAJECTORIES FOR THE OPTIMIZATION OF AIRSPACE IN THE REGION AND CUBA'S EXPERIENCES IN THE PROCESS

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This study note requests the collaboration of the NACC and the Airspace Optimization Task Force with the CANSO-IATA-ICAO Free Route Airspace Team (CIIFRA) to harmonize, together with the States and their aeronautical authorities, the coordination of activities for the implementation of the FRTM module elements, as well as the publication and accessibility of Aeronautical Information Publications (AIP) within the region to improve safety and efficiency, as requested in AIM/TF/06 - NE/10 of AIM/TF/06 - NE/10, as well as the publication and accessibility of Aeronautical Information Publications (AIP) within the region to improve safety and efficiency, as requested in AIM/TF/06 - NE/10 of the Sixth Meeting of the North America, Central America and Caribbean Working Group (NACC/WG) Task Force on the Implementation of Aeronautical Information Management (AIM/TF/6).

Action:	Suggested actions are presented on Section 4.
Strategic Objectives:	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency

1. Introduction

1.1 During the Second Meeting of Rapporteurs of the North America, Central America and Caribbean Working Group (NACC/WG/RAP/02), it was agreed that the various Working Groups of the NACC WGs would align their work programs to support initiatives to optimize airspace in the CAR Region. In this regard, Cuba requests the assistance of the Airspace Optimization Task Force (AO TF) and Aeronautical Information Management Implementation Task Force of the North America, Central America and Caribbean Working Group (NACC/WG) (AIM/TF/6), for the pursuit of coordinated and managed mitigation actions based on the hazards identified by the States and their ANSPs and the implementation of the elements related to:

- Direct routing (FRTO-B0/1),
- Playbook, preferred and coded exit routes (FRTO-B0/3), and
- Free route airspace (FRTO-B1/1).
- As well as others that may be necessary due to dependencies and links with others

2. Discussion

2.1 The optimization of airspace in the region, in our opinion, depends on:

- The organization through the standards written in the Technical Annexes and state regulations, as well as the recommended methods and procedures established in the PANS and guidance documents for the structures involved, logistics planning; infrastructure with the appropriate systems to trigger change and implementation of what's new; control, safety evaluation and monitoring of the plans drawn up for this purpose; coordination between the actors involved through collaborative decision making and management of each of the actions that have been derived from the aforementioned plans and the hazards identified in the system functions in order to make the operational environment safe and guarantee effectiveness as proposed objectives, among others;
- The implementation of the elements described in the GANP and duly included in the navigation plans of the States and the region, with the ANSPs ensuring that this is done with the greatest optimization of resources and people;
- the harmonized, timely and accurate publication of the different optimized airspaces in the AIPs of the States/Territories/Organizations involved, allowing the airlines/airspace users to register the new routes, which will result in the optimization of fuel consumption, lower CO2 emissions and, therefore, lower operating costs.

2.2 Currently, there are marked differences in the operational conditions and infrastructure of the IRFs and States of the Caribbean Region to be able to implement what is intended to be accomplished in CIIFRA in phases, in order to optimize the airspaces of the region and plan the adoption of actions to mitigate the dangers that the implementation of the issues planned and aligned with the elements of the different plans as stated in the NAPG when it refers to the different layers (World, Region and States) bring to each other. The allegation that, in spite of the differences, this way of navigating is complicated and dangerous for those who provide services to the operators, especially when in transit conditions must be created to reach airspaces with free routes in the future. The transit stage must be progressive and without hardships, everyone is in conditions to achieve the final result, it would be difficult to understand that some navigate in airspaces with these elements implemented and aircrafts are received or transferred from one or any other nearby locations and in different technical-operational conditions of implementation. It is Paramount to mention that sufficient safety information has not been made available so that operators can transit through them knowing the shortcomings or cracks of the ANSP.

2.3 For some States, the effects of implementing the actions intended to achieve the objective have costs associated to them and there is a difference across the region. In some cases, the routes that promote direct, preferred, playbook and coded exit routes, which are currently less complex to implement and which, according to the NGPA, have all the conditions for operators and ANSPs to use them, it must be recognized that there are still shortcomings and that the transit stage in the region and in some States of the region is stagnating. Cuba is an example in which the current legislation does not allow direct overflight, which can only be done through routes and airways. Among the many difficulties, we have to develop Cuban industry through our own efforts, we have created the technological conditions and operational alternatives so that this stage can be adequately approved. At the moment, we cannot have an automatic exchange of data between facilities (AIDC), with the Kingston control center (they are yet to implement this system), which makes it difficult for us to increase the sector's capacity that has more traffic in the FIR Havana, among others.

2.4 Among the existing operational difficulties to reach the free routes is the presence of restricted airspaces that limit the circulation of aircraft in almost 50 percent of the limits with the FIR that releases more operations to Cuba. Given the dangers that this represent and the risks associated with it, it is necessary to implement actions that have forced us to develop and use a layout and a form of flow management between this and towards those that must continue their transit. Management becomes more difficult when alternatives have to be sought with the actors with the authority to do so and time is lost, on top of that, the mitigation of associated risks to make the operations safe becomes complex.

2.5 The initial step to improve common situational awareness that supports optimal airspace availability and ATC capacity to meet air traffic demands is affected when, due to problems in automated systems of neighboring FIRs, we are forced to create detours that increase the distance to be traveled and complicate traffic management, as well as the assimilation of increased CO2 emissions in the airspace of a Havana FIR. The collaborative airspace planning process foreseen in the NOPS-B0/1 element in question, which has an operational dependency, is affected.

2.6 It is significant to point out that our ACC and the rest of the units with surveillance control are undergoing an update of their automated system that has forced us to focus on it, so that meeting the requests for testing direct route segments, which in some cases greatly complicate their implementation and management, has forced us to limit them and approve and implement those that are strictly necessary for the operations that fly in the airspace of our FIR. Any actions to optimize the airspace in as much as possible with our neighboring FIRs, is adjusted to create conditions and implement in a limited way the options foreseen in direct, preferred, playbook and coded departure routes and not in free routes as we have stated in paragraph 2.7 below.

2.7 The principle of FRA implementation is not extensible or demanded to all the actors involved in the region and those who are in borders with their FIRs. In spite of this, Cuba manifests its interest, desires to collaborate and create the conditions so that in no more than 5-7 years the conditions exist, and the following should be implemented: Full integration of airspace management with air traffic flow management (NOPS-B1/5), dynamic sectorization (FRTO-B1/4), advanced flexible use of airspace (FUA) and real-time airspace data management (FRTO-B1/3), automated basic data exchange between facilities (AIDC) (FICE-B0/1), enhanced conflict detection and compliance monitoring tools (FRTO-B1/5), daily airspace management information to support flight and flow (DAIM-B2/2), direct routing (DCT) (FRTO-B0/1), as well as all dependencies and relationships with each other especially those that are necessary for technology and infrastructure, information and operational needs.

2.8 The Cuban State, represented by its aeronautical authority and air navigation service providers, guarantee and make available the information needed to fly over the Havana FIR, doing so safely and using the most efficient options possible since its route layout has been arranged on the basis of basic operational needs and avoiding segregation to operators, which mitigates the risks associated with the dangers identified by us. Cuba ensures that critical and safety information is reported and processed through official channels and media.

2.9 The non-publication of the test routes in AIC Cuba and their rationale was made known on July 28, 2022, through Ref.: NT-N1-2.5; NT-NE66 - E.OSG-NACC93862, Publication of optimized routes using the suggested template no later than September 8, 2022.

2.10 It is expected that with the information provided by the States/Territories/Organizations regarding the ASBU elements that allow achieving the proposed objective, the initial conditions will be created to update, reorient the roadmap and facilitate the transit through the current phase, consolidate it and that the conditions are in place for the implementation of the FRAs.

2.11 Cuba is in a position to promote the creation and consolidation of conditions to advance in this direction.

3. Methodology

3.1 Cuban Aeronautical Regulation 11 (RAC 11), Chapter II, section thirty-nine, Article 131, provides for the service provider to implement and maintain a Quality Management System based on the assurance standards, covering all air traffic service functions.

3.2 Quality management within the management system implemented by the service provider shall evolve to be applied to the entire continuum of air traffic service provision, airspace organization and flow management. Likewise, in its Article 145, the service provider develops the necessary procedures to organize, plan, coordinate, manage and control the activities that correspond to it in the Air Navigation Plan and the Block Aviation Improvement System (ASBU) of the Republic of Cuba and to report on its compliance to the IACC Director of Air Navigation and the latter to the IACC Aeronautical Council, through the activities foreseen for this purpose. With the purpose of satisfying certain needs and obligations of the Aeronautical Authority, responsible for the Air Navigation Service, the ANSP delivers the information requested, based on the provisions of Article 14 of the regulation in reference.

3.3 Considering the above, the transit and compliance of what is established in each of the elements is planned and included in the plans, so that the navigation reports, which read in Appendices B and C with the forms of blocks 0 and 1 ANRFs of the ASBU, were recently updated and delivered to the NACC office, as well as the framework of reference of the basic building blocks (BBB) of the ICAO, which in some way have a link and evidence if the regulations and their compliance are properly aligned with the SARPs and these with the compliance in each of the elements of the blocks related to the provisions of the same, closing a cycle of monitoring of the activities of the State and its ANSP.

3.4 The concreteness of what is planned for optimization has been prescribed in a procedure of the IACC Air Navigation Directorate, as aeronautical authority, in PE_DAN_09. PROCEDURE TO DETERMINE ACTIONS FOR VALIDATION OF DATA AND INFORMATION FOR THE REALIGNMENT AND ESTABLISHMENT OF NEW ROUTES AND CONTROL AREAS IN HAVANA FIR, by virtue of the fact that the ANSP complies with what is necessary to make effective the change or optimization in the AIP and it is operationally concrete, translated into procedures in its units of air traffic service provision, airspace management and flow management.

4. Suggested Actions

The meeting is invited to harmonize the system of development and implementation of the FRT0 module elements in its blocks 0 and 1 and facilitate States/Territories/Organizations to:

- a) review the information provided in this Study Note and support the drive for the harmonization of the development and implementation process of the improvements in the ASBU elements and blocks related to the purpose of airspace optimization in the region, especially those linked to the CIIFRA route to improve safety and efficiency;
- b) to provide adequate guidance to the States for the creation of conditions conducive to the organization, planning, control, management and coordination of the activities of their air navigation plans so that they are aligned with the AO TF, ATFM TF, AIM TF and others as necessary;
- c) that the activities for optimization be reoriented, considering what each State has planned and developed in the blocks and elements that impact the optimization process foreseen in the CIIFRA route;

- d) that the States/Territories/Organizations deliver the FRTTO navigation reports of blocks 0 and 1 as per the attachment to this NE within an agreed timeframe so that the groups created can collaborate in the implementation;
- e) as a rule, processes be organized within the States/Territories/Organizations to comply with Annex 11, paragraph 2.29 Operational Safety Management and be monitored by them in their continuous safety oversight activities of their plans as prescribed in Annex 19, Docs. 9735 and 9859 and in the PANS-ATM (Doc 4444) where related procedures are contained. 9735 and 9859 and in the PANS-ATM (Doc 4444) containing related procedures;
- f) collaborate with the AO TF and suggest any amendments to the proposed process; and
- g) take any other action deemed necessary.

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APPENDIX A
(Available only in Spanish)
ANREF BO

[CUBA] Formulario de Reporte de Navegación Aérea (ANRF) ASBU			
Operacional	Bloque - Módulo	BO - FRTO	Fecha
Descripción del módulo: Operaciones mediante trayectorias en ruta mejoradas			
Estado de implementación del elemento			
1	Descripción del elemento: Enrutamiento directo (DCT).	Fecha prevista/de implementación	Estado
	Detalles del estado		
2	Descripción del elemento: Planeamiento del espacio aéreo y uso flexible del espacio aéreo (FUA).	Fecha prevista/de implementación	Estado
	Detalles del estado		
3	Descripción del elemento: Rutas preferidas, playbook y de salida codificada.	Fecha prevista/de implementación	Estado
	Detalles del estado		
4	Descripción del elemento: Detección de conflictos básicos y conformidad con el seguimiento.	Fecha prevista/de implementación	Estado
	Detalles del estado		
Beneficios logrados			
<i>Acceso y equidad</i> Mejora la flexibilidad del sistema de navegación aérea			
<i>Capacidad</i> Establecimiento, actualización y publicación de catálogo de medidas estratégicas ATFM designadas para responder a la variedad de posibles, típicas y actuales eventos del sistema de espacio aéreo. Reduce la carga de trabajo de los ATCOs.			
<i>Eficiencia</i> Superar la ineficiencia de selección de rutas asociadas con las redes de rutas Facilidades para enrutamiento directo de porciones de vuelos (si no es causa de problemas en las redes rutas. Disponibilidad de espacio aéreo en la planificación de los vuelos. Reduce la necesidad táctica ATFM de enrutamiento para circunnavegar el espacio aéreo cerrado con notificaciones cortas. Reduce la necesidad de evitar espacios aéreos por carecer de confirmaciones que fueron emitidas. Reduce las restricciones de altitud durante el ascenso evitando el espacio aéreo de uso especial. Reduce las restricciones de altitud durante el cruce para evitar el espacio aéreo de uso especial. Reduce las restricciones de altitud durante el descenso evitando el espacio aéreo de uso especial.			

<i>Medio Ambiente</i>
<p><i>Seguridad Operacional</i></p> <p>Mejora la detección de conflictos de tránsito aéreo. Mejora la provisión de separaciones. Reduce el número de errores de navegación vertical y lateral.</p>
Desafíos de la implementación
<p><i>Implementación de sistemas en tierra</i></p> <p>FRT0 B0/1: SI. Actualizar los sistemas automatizados ATC para las autorizaciones, coordinaciones, intercambio de datos y gestión del espacio aéreo, así como monitoreo de ayudas terrestres. Actualización de los sistemas ATFM.</p> <p>FRT0 B0/2: SI Herramientas para implementar y los sistemas existentes actualizarlos para el uso flexible de las operaciones. Implementar/actualizar las herramientas ATFM y los sistemas de planificación de los vuelos para el uso flexible.</p> <p>FRT0 B0/3: SI. Implementación de herramientas para las rutas preferidas playbook y CDR. FRT0 B0/4: SI. Actualizar sistemas ATC conforme al aseguramiento del monitoreo y detección de conflictos (MTCD y MONA)</p>
<p><i>Implementación en la aviónica</i></p> <p>FRT0 B0/1: SI. Actualización de los sistemas de planificación de vuelos a bordo de las aeronaves. FRT0 B0/3: SI Actualización de los sistemas de planeamiento de rutas para rutas flexibles de los AO</p>
<p><i>Disponibilidad de procedimientos</i></p> <p>FRT0 B0/1: SI. Diseño de rutas y procedimientos operacionales para gestión de rutas directas FRT0 B0/2:SI Diseño y uso operacional de los procedimientos. FRT0 B0/3: SI Procedimientos para el diseño y operacionales para el ANSP y los AO respectivamente de cómo usar las herramientas del uso flexible de las rutas. FRT0 B0/4: SI. Procedimientos para el diseño y uso operacional</p>
<p><i>Aprobaciones operacionales</i></p> <p>FRT0 B0/1Elaborar/modificar las disposiciones jurídicas relacionadas con la utilización del espacio aéreo FRT0 B0/2:SI; Elaborar/modificar las disposiciones jurídicas relacionadas con la utilización del espacio aéreo</p>
Notas

ANREF B1

[CUBA] Formulario de Reporte de Navegación Aérea (ANRF) ASBU			
Operacional	Bloque - Módulo	B1 - FRTO	Fecha
Descripción del módulo: Operaciones mediante trayectorias en ruta mejoradas			
Estado de implementación del elemento			
1	Descripción del elemento: Espacio aéreo de rutas flexibles (FRA).	Fecha prevista/de implementación	Estado
	Detalles del estado		
2	Descripción del elemento: Rutas con desempeño de navegación requerido (RNP).	Fecha prevista/de implementación	Estado
	Detalles del estado		
3	Descripción del elemento: Uso flexible avanzado del espacio aéreo (FUA) y gestión de los datos del espacio en tiempo real.	Fecha prevista/de implementación	Estado
	Detalles del estado		
4	Descripción del elemento: Sectorización dinámica.	Fecha prevista/de implementación	Estado
	Detalles del estado		
5	Descripción del elemento: Herramientas de detección de conflictos ampliada y monitoreo de conformidad.	Fecha prevista/de implementación	Estado
	Detalles del estado		
6	Descripción del elemento: Planeamiento Multi-Sector.	Fecha prevista/de implementación	Estado
	Detalles del estado		
7	Descripción del elemento: Conjunto de opciones de trayectoria (TOS).	Fecha prevista/de implementación	Estado
	Detalles del estado		
Beneficios logrados			
<i>Acceso y equidad</i> Asegurar que los derechos al espacio aéreo estén disponibles en el tiempo de la misión.			

<p><i>Capacidad</i></p> <p>Supera la capacidad atribuible a las limitaciones de diseño de redes de rutas. Incremento de la precisión en la navegación (en el espacio aéreo PBN) para implementar redes de rutas con pequeñas reservas de seguridad vertical y horizontal. Mejora la flexibilidad del sector en la gestión de la configuración. Mejora la flexibilidad en la configuración del sector para la copia de notas cortas de variaciones de partes de rutas.</p>
<p><i>Eficiencia</i></p>
<p><i>Medio Ambiente</i></p>
<p><i>Seguridad Operacional</i></p>
<p>Desafíos de la implementación</p>
<p><i>Implementación de sistemas en tierra</i></p> <p>SI FRTO-B1/1 Actualización de sistema automatizado ATC para espacio aéreo de rutas flexibles (FRA). Actualización de sistemas AATM para las funciones de MONA y MTCD. Los sistemas ATC pueden ser actualizados para asegurar conforme al monitoreo de vuelos y detección de conflictos para propósito de planificación ATC. Actualizar los sistemas de planificación de vuelos para rutas libres en el espacio aéreo de los AOs. Actualizar los sistemas automatizados ATFM y de planificación de vuelos que apoyan a las rutas libres en espacio aéreo.</p>
<p><i>Implementación en la aviónica</i></p> <p>SI FRTO-B1/2 Equipamiento de aeronave elegible para operaciones RNP acorde Doc OACI 9613.</p>
<p><i>Disponibilidad de procedimientos</i></p> <p>SI FRTO-B1/1 Diseño y uso de procedimientos operacionales SI FRTO-B1/2 IDEM SI FRTO-B1/1</p>
<p><i>Aprobaciones operacionales</i></p> <p>SI FRTO-B1/1 Aprobaciones operacionales a la infraestructura terrestre que apoya la navegación de operaciones RNP basada en ayudas terrestres. SI FRTO-B1/2 Aprobaciones operacionales a la infraestructura terrestre que apoya la navegación de operaciones RNP basada en ayudas terrestres.</p>
<p>Notas</p> <p>Para la planificación e implementación de este módulo es necesario concluir o desarrollar con: APTA-B0 / 1, APTA-B1 / 1, DAIM-B2 / 2, FICE-B0 / 1, FRTO-B0 / 1, FRTO-B0 / 2, FRTO-B0 / 3, FRTO-B0 / 4, FRTO-B1 / 1, FRTO-B1 / 2, FRTO-B1 / 3, FRTO-B1 / 5, FRTO-B1 / 6, FRTO-B1/4, NOPS-B1 / 4, NOPS-B1 / 5, NOPS-B1 / 6, SNET-B0 / 1</p>



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

WORKING PAPER

AIM/TF/6 — WP/10
08/08/23

**Sixth North American, Central American and Caribbean Working Group (NACC/WG) Aeronautical Information Management Implementation Task Force Meeting
(AIM/TF/06)**

Mexico City, Mexico, and online, 21 – 24 August 2023

Agenda Item 9: Other Business

AIRSPACE OPTIMIZATION TASKFORCE AND AERONAUTICAL INFORMATION PUBLICATION CONSISTENCY

(CANSO IATA ICAO Free Route Airspace - CIIFRA Team)

EXECUTIVE SUMMARY

This working paper requests collaboration between the AIM Taskforce and the Airspace Optimization Taskforce with the CANSO-IATA-ICAO Free Route Airspace (CIIFRA) Team to develop a process aimed at harmonizing the publication and accessibility of Aeronautical Information Publications (AIPs) within the region to improve safety and efficiency.

Action:	Suggested actions are presented in Section 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Strategic Objective 1 – Safety• Strategic Objective 2 – Air Navigation Capacity and Efficiency

1. Introduction

1.1 During the Second Meeting of Rapporteurs of the North American, Central American and Caribbean Working Group (NACC/WG/RAP/02), it was agreed that the various NACC WG Taskforces would align their work programmes to support the initiatives aimed at optimizing the airspace of the CAR Region. In this regard, the Airspace Optimization Task Force (AO TF) is requesting the assistance of the Aeronautical Information Management Task Force (AIM TF) to work on issues related to the publication and access of AIPs.

1.2 The optimization of the airspace in the region depends on harmonized, timely and accurate publication of new optimized routes in the AIPs of the States/Territories/Organizations involved. This publication will lead to airlines/airspace users being able to file the new routes resulting in less fuel consumption, reduced CO2 emissions, and reduced operating costs.

2. Discussion

2.1 The optimization of the airspace in the region depends on harmonized, timely and accurate publication of new, optimized routes in the AIPs of the States/Territories/Organizations involved. This publication will lead to airlines/airspace users being able to file the new routes resulting in less fuel consumption, reduced CO2 emissions, and thus lower their operational costs. The AO TF is proposing to schedule quarterly online meetings with the AIM TF to discuss and work on issues related to airspace optimization.

2.2 There is a disparity in the Caribbean Region regarding the methodology in place to access AIP information. The process in some instances is very complex which leads to issues for the aircraft operators and may even discourage some airspace users from obtaining the information from the “official” source. This may lead to inefficiencies for users and introduces an element of risk in terms of misinformation or, in some cases, lack of safety-critical information. The meeting is asked to discuss the development of a process to harmonize AIP accessibility throughout the Region. This process should include the publication and accessibility of the State’s AIPs in the State’s language and in English.

2.3 Some States/Territories/Organizations have a cost associated with access to their AIP and it is recognized that there is a difference in the cost across the Region for access. In some instances, even the method of payment is complicated. While it is acknowledged that there is a cost associated with the production and publication of AIP information, the risk of some airspace users being unable to access safety-related information should be considered. Safety and efficiency require that all airspace users have access to current and accurate information for decision-making. The meeting is asked to discuss the eradication of direct fees for AIP access in the Region or to incorporate them into user charges to eliminate the complex payment processes currently utilized by some States/Territories/Organizations.

2.4 The following page on the NACC website provides a list of links to access the AIP information of CAR States/Territories:

<https://www.icao.int/NACC/Documents/COVID19/eAIPwebsitesAll.pdf>

2.5 Users have provided feedback that there are several links that need to be updated. Thus, the States/Territories/Organizations are asked to review and update their links to the NACC website.

3. Methodology

3.1 Proposed process and timeline:

Task	Start	End	Comments
Online meetings between AO and AIM TFs	October 2023	Continuous	Scheduled quarterly, or as required
Gather information from ANSP’s	4 September 2023	29 September 2023	AO & AIM TF Gather ANSP AIC/AIP publication methodology, stakeholder access (i.e., electronic? Mail? Etc.) and AIC/AIP fee information in the Region
AO TF and AIM TF draft a high-level proposed process to publish AIP info	October 2023	October 2023	This would create a starting point for the CDM discussions
CDM between ANSPs and Users regarding the best process to publish AIP information	01 November 2023	31 January 2024	AO & AIM TF; ANSPs and Airspace Users
Implementation of first phase of new process	February 2024	October 2024	Following CDM discussions, a realistic date in 2024 will be determined for implementation

4. Suggested Actions

4.1 The meeting is invited to Harmonize the AIP publication system in the region through:

- a) review the information provided in this Working Paper and support the drive for the harmonization of AIP accessibility in the region to enhance safety and efficiency;
- b) agree to the proposal for scheduled quarterly meetings between the AO TF and AIM TF;
- c) discuss the development of a process to harmonize AIP accessibility across the Region and work with the AO TF to achieve the objective within calendar year 2024;
- d) discuss the possibility of eliminating the direct fees associated with accessing AIP information;
- e) collaborate with the AO TF and suggest any amendment to the proposed process and timeline outlined in Section 3 of this paper;
- f) update the webpage on the NACC website that provides a link to States/Territories eAIP information; and
- g) take any other action that it deems necessary.