



**Twenty-first Meeting of the CAR/SAM Regional Planning and Implementation Group
(GREPECAS/21)**

Santo Domingo, Dominican Republic, 15 to 17 November 2023

**Agenda Item 3: Global and Regional Developments
3.3 CAR/SAM Air Navigation Services (ANS) Implementation Level**

**IMPLEMENTATION OF DIGITAL– AUTOMATIC TERMINAL INFORMATION SERVICES
(D-ATIS) AND DATALINK DEPARTURE CLEARANCE (DCL) IN CAR/SAM REGIONS
INTERNATIONAL AIRPORTS**

(Presented by IATA)

EXECUTIVE SUMMARY	
This working paper aims to encourage the deployment of Digital – Automatic Terminal Information Services (D-ATIS) and Datalink Departure Clearance (DCL) at international airports for safer operations in the CAR/SAM regions given the benefits which include reduce pilot and controller workload and increase in efficiency.	
Action:	Under Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety • Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none"> • Annex 10 - Aeronautical Communications, Volume III • Annex 11 – Air Traffic Services • Doc 9750 – Global Air Navigation Plan (GANP) • Doc 10004 – Global Air Safety Plan (GASP) • Doc 10161 – Global Aviation Safety Roadmap • IATA LATAM/CAR RCG

1. Introduction

1.1. Digital– Automatic Terminal Information Services (D-ATIS) and Datalink Departure Clearance (DCL) availability were highlighted during the IATA Latin America and Caribbean (LATAM/CAR) Regional Coordinating Meeting as areas that needed coverage in the region to support safe operations into the airports.

1.2. Digital ATIS (D-ATIS), provides anytime, anywhere access to terminal information and gives essential information needed to land safely and efficiently at airports. It provides current weather information, active runways, available approaches, and other useful bits of data.

1.3. Datalink Departure Clearance (DCL) provides automated assistance for requesting and delivering departure clearances to aircraft.

1.4. The benefits these systems provide include reduction in pilot and controller's workload, providing safety barriers such as the elimination of potential misunderstanding of critical flight safety information being communicated.

2. Discussion

2.1. ICAO Annex 10 – Aeronautical Communications, identified two portions of ATIS as Data link-automatic terminal information service (D-ATIS) and Voice-automatic terminal information service (Voice-ATIS) which is commonly referred to as Digital– Automatic Terminal Information Services.

2.2. ICAO Annex 11 – Air Traffic Services, includes ATIS as one of the three major types of broadcasts for operational flight information service, that should consist of messages containing integrated information regarding selected operational and meteorological elements appropriate to the various phases of flight.

2.3. ICAO Annex 11 establishes as recommendation: "the Voice-ATIS broadcast message should, whenever practicable, not exceed 30 seconds, care being taken that the readability of the ATIS message is not impaired by the speed of the transmission or by the identification signal of a navigation aid used for transmission of ATIS. The ATIS broadcast message should take into consideration human performance". Nowadays, it is very unlikely that ATC is able to comply with this recommendation, taking into consideration that the complexity of operations demands inclusion of a larger amount information for crew's situational awareness, such as special operations in place (Reduced Runway Separation Minima, High Intensity Runway Operation) safety concerns (hot air balloons, birds), more than 1 approach procedure being used, etc. Considering the Voice-ATIS, normally ATC has to choose between providing less information to respect the limitations of human performance or providing the information necessary for adequate situational awareness and expect that the crew is able to understand and copy it.

2.4. D-ATIS is not being provided by majority of the region's international airports and in most cases, for those that provide D-ATIS, often the data link piece is not operational.

2.5. The LATAM/CAR RCG identified lack of D-ATIS information to contributing to increased workload in the cockpit and encouraged the dissemination of the "[Airbus A320 - Approach and Landing in Munich - ATC Change Approach Last Minute](#)" YouTube video amongst the region's service providers as an example of the increased workload that results from lack of D-ATIS information.

2.6. Doc 9750 – GANP, provides the roadmaps for communication and airborne safety nets which Departure Clearances (DCL) issued over the FANS 1/A data link system using Controller Pilot Data Link Communication (CPDLC) are safety-related ATS services where performance requirements, procedures, services and supporting technology are strictly standardized and regulated.

2.7. The applicability to enable safe operations into airfields with D-ATIS and DCL can also be linked to Doc 10004 – GASP and Doc 10161 – Global Aviation Safety Roadmap, Goal 6, which focuses on the need to ensure the appropriate infrastructure is available to support safe operations as described in Doc 9750 (GANP).

2.8. Furthermore, the need for implementation of D-ATIS and DCL full services by States for operators with Aircraft Communications, Addressing and Reporting System (ACARS) to utilize is of significance towards enhancing crew safety, as well it is essential to reduce workload of Air Traffic Controllers and pilots.

3. Suggested action

3.1 The Meeting is invited to:

- a) Take note of the information provided.
- b) Establish the implementation of D-ATIS/DCL at international airports as a requirement both in the CAR/SAM Regional Air Navigation Plan and GREPECAS Work Plan.
- c) Recommend the publication of the availability of D-ATIS/DCL information in the relevant aeronautical information publications.

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