



*International Civil Aviation Organization*

**AIR NAVIGATION SYSTEMS IMPLEMENTATION GROUP**

**First Meeting (ANSIG/1)**  
*(Cairo, Egypt, 10 – 12 February 2015)*

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**Agenda Item 4: Performance Framework for Regional Air Navigation Implementation**

**IMPLEMENTATION OF B0-FICE**

*(Presented by the Secretariat)*

**SUMMARY**

This paper presents the status of implementation of the B0-FICE elements and how the AIDC/OLDI implementation is monitored and reported. It also seeks ways and means to expedite the implementation in order to meet the agreed performance targets

Action by the meeting is at paragraph 3.

**REFERENCES**

- CNS SG/6 Report
- MID Region Air Navigation Strategy
- MSG/4 Report

**1. INTRODUCTION**

1.1 MID Region Air Navigation Strategy was endorsed by the Fourth meeting of the MIDANPIRG Steering Group (MSG/4, Cairo, Egypt, 24-26 November 2014) as the framework identifying the regional air navigation priorities, performance indicators and targets. The Strategy includes Tables for all twelve priority 1 Modules along with their associated elements, applicability, performance indicators, supporting metrics and performance targets.

**2. DISCUSSION**

2.1 The objective of B0-FICE (Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration), is to improve coordination between air traffic service units (ATSUs) by using ATS Interfacility Data Communication (AIDC) and/or on-line data interchange (OLDI). The transfer of communication in a data link environment improves the efficiency of this process.

2.2 The implementation of B0-FICE reduces controller workload, increases data integrity and supports reduced separations translating directly to cross sector or boundary capacity flow increase. B0-FICE increases efficiency, as the reduced separation can also be used to more frequently offer aircraft flight levels closer to the optimum; in certain cases, this also translates into reduced en-route holding and increased safety by better knowledge of more accurate flight plan information.

2.3 The meeting may wish to note that for the implementation of B0-FICE, the FDPS needs to have a set of AIDC and/or OLDI messages and the communication link is needed.

2.4 The following three (3) elements have been included in the MID Region Air Navigation Strategy under B0-FICE:

<b>Elements</b>	<b>Applicability</b>	<b>Performance Indicators/Supporting Metrics</b>	<b>Targets</b>
AMHS capability	<i>All States</i>	Indicator: % of States with AMHS capability  Supporting metric: Number of States with AMHS capability	70% of States with AMHS capability by Dec. 2017

2.5 The above element specifies the AMHS capability; this capability is obtained when a State has installed the AMHS. In this respect the meeting may wish to note that Nine (9) States (Bahrain, Egypt, Jordan, Kuwait, Lebanon, Libya, Oman, Qatar, Saudi Arabia, Sudan and UAE) have installed AMHS systems; accordingly, the current status of implementation of this element is **60%**. The remaining 10% (gap) is expected to be achieved as these States (Iran, and Iraq) have already signed the contracts for purchasing the AMHS systems and the MIDAMC will provide the necessary support for the installation and configuration.

<b>Elements</b>	<b>Applicability</b>	<b>Performance Indicators/Supporting Metrics</b>	<b>Targets</b>
AMHS implementation/ interconnection	<i>All States</i>	Indicator: % of States with AMHS implemented (interconnected with other States AMHS)  Supporting metric: Number of States with AMHS implemented (interconnections with other States AMHS)	60% of States with AMHS interconnected by Dec. 2017

2.6 The above element specifies the AMHS implementation/ and interconnection as AMHS can be installed but not interconnected with other States on AMHS links and for the MID Region it was agreed to use the EUR Doc 020 for the interconnection tests. In this respect, the meeting may wish to note that Six (6) States (Egypt, Jordan, Oman, Qatar, Saudi Arabia, and UAE) have installed AMHS systems and have been interconnected; accordingly, the current status of implementation of this element is **40%**. The remaining 20% (gap) is expected to be achieved as these States (Bahrain, Kuwait and Sudan) already have the systems and are in the process of interconnection and again the MIDAMC will provide the necessary support for the interconnection and testing.

<b>Elements</b>	<b>Applicability</b>	<b>Performance Indicators/Supporting Metrics</b>	<b>Targets</b>
Implementation of AIDC/OLDI between adjacent ACCs	<i>All ACCs</i>	Indicator: % of FIRs within which all applicable ACCs have implemented at least one interface to use AIDC/OLDI with neighbouring ACCs  Supporting metric: Number of AIDC/OLDI interconnections implemented between adjacent ACCs	70% by Dec. 2017

2.7 With regard to AIDC/OLDI implementation, the meeting may wish to note that, the ICAO MID Regional Office conducted a Seminar on the subject (Cairo, Egypt, 3-5 March 2014). The objective of the Seminar was to assist the MID States in implementing ASBU B0-FICE (Ground-Ground Integration).

2.8 The CNS SG/6 (Tehran, Iran, 9-11 September 2014) developed the MID Region Strategy for the implementation of AIDC/OLDI which was endorsed by the MSG/4 meeting as at **Appendix A**, which is a comprehensive package to support AIDC/OLDI implementation.

2.9 The meeting may wish to note that it is necessary that the State FDPS has the necessary software. The MID Region Strategy for the implementation of AIDC/OLDI in **Appendix A**, describes clearly which software is needed in each State along with the steps needed to be taken for the implementation.

2.10 The following States (Egypt, Lebanon, Saudi Arabia, and Sudan) already implemented one AIDC/OLDI interface between adjacent ACCs making the percentage as **27%**. **Appendix B** provides necessary information for monitoring and reporting purpose. The details for the implementation of all interfaces will be followed-up and monitored by the CNS SG. There is a big gap to achieve the target. However, since many States already have the system, it is expected that by the end of 2017 we will achieve the targets, if the States follow and work according to the MID Region Strategy for the implementation of AIDC/OLDI.

2.11 The meeting may wish to note that in addition to the implementation of AIDC/OLDI between ACCs, the following States have implemented AIDC/OLDI between ACCs and Approaches (Qatar, Saudi Arabia and UAE).

2.12 The implementation of B0-FICE requires a lot of actions and coordination among the various entities within the State and with the neighbouring States. Accordingly, States need to work very closely with the AIDC/OLDI focal points, as they should be able to support/facilitate the actions needed for the implementation.

### 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and update the AIDC/OLDI implementation status in **Appendix B**;
- b) identify the difficulties faced in the implementation of B0-FICE elements; and
- c) recommend measures to expedite the implementation process and meet the agreed performance targets.

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# MID Region Strategy for the implementation of AIDC/OLDI

## Table of Contents

1. Introduction:	4
2. Background and ASBU BO-FICE	5
3. ICAO General Assembly 38 WP-266:	12
4. MID States Current status and detailed Plans	15
5. Message Types – Phase 1	28
6. D – Message Types – Phase 2	37
7. Test objectives	39
8. Sample Test Scripts	41
9. Bilateral Agreement Template	53
Bilateral Agreement Template to be appended to the main Letter of Agreement (LoA) Template	53
10. Implementation Plan	63

## DOCUMENT CHANGE RECORD

The following table records the history of the successive editions of the present document.

<b>Edition Number</b>	<b>Edition Date</b>	<b>Description</b>	<b>Pages Affected</b>
0.1	03 February 2014	Initial version	All
0.2	09 September 2014	CNS SG/6 update	All
1.0	26 November 2014	MSG/4 endorsement	All

## 1. Introduction:

Seeking to ensure continuous Safety improvement and Air Navigation modernization, the International Civil Aviation Organization (ICAO) has developed the strategic systems approach termed Aviation System Block Upgrade (ASBU). The latter, defines programmatic and flexible global systems, allows all States to advance their Air Navigation capacities based on their specific operational requirements.

The ASBU approach has four Blocks, namely Block 0, Block 1, Block 2 and Block 3. Each block is further divided into Modules. Block 0 is composed of Modules containing technologies and capabilities that are implemented currently.

Module FICE in Block 0 is introduced to improve coordination between air traffic service units (ATSUs) by using ATS inter-facility data communication (AIDC). The transfer of communication in a data link environment improves the efficiency of this process. The data link environment enhances capacity, efficiency, interoperability, safety and reduces cost.

The AIDC and the OLDI are tools to coordinate flight data between Air Traffic Service Units (ATSU) and both satisfies the requirements of basic coordination of flight notification, coordination and transfer of control.

Various items concerning MID Region Implementation of AIDC/OLDI have been detailed in this document.

## 2. Background and ASBU BO-FICE



Module N° B0-FICE: Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration:

<b>Summary</b>	To improve coordination between air traffic service units (ATSUs) by using ATS interfacility data communication (AIDC) defined by the ICAO <i>Manual of Air Traffic Services Data Link Applications</i> (Doc 9694). The transfer of communication in a data link environment improves the efficiency of this process particularly for oceanic ATSUs.	
<b>Main performance impact as per Doc 9883</b>	KPA-02 – Capacity, KPA-04 – Efficiency, KPA-07 – Global Interoperability, KPA-10 – Safety.	
<b>Operating environment/ Phases of flight</b>	All flight phases and all type of ATS units.	
<b>Applicability considerations</b>	Applicable to at least two area control centres (ACCs) dealing with en-route and/or terminal control area (TMA) airspace. A greater number of consecutive participating ACCs will increase the benefits.	
<b>Global concept component(s) as per Doc 9854</b>	CM – conflict management	
<b>Global plan initiatives (GPI)</b>	GPI-16: Decision support systems	
<b>Main dependencies</b>	Linkage with <i>B0-TBO</i>	
<b>Global readiness checklist</b>		Status (ready now or estimated date)
	Standards readiness	√
	Avionics availability	No requirement
	Ground systems availability	√
	Procedures available	√
	Operations approvals	√

### 1.1.2 General

1.1.1 Flights which are being provided with air traffic services are transferred from one air traffic services (ATS) unit to the next in a manner designed to ensure safety. In order to accomplish this objective, it is a standard procedure that the passage of each flight across the boundary of the areas of responsibility of the two units is co-ordinated between them beforehand and that the control of the flight is transferred when it is at, or adjacent to, the said boundary.

1.1.2 Where it is carried out by telephone, the passing of data on individual flights as part of the coordination process is a major support task at ATS units, particularly at area control centres (ACCs). The operational use of connections between flight data processing systems (FDPSs) at ACCs replacing phone coordination (on-line data interchange (OLDI)) is already proven in Europe.

1.1.3 This is now fully integrated into the ATS interfacility data communications (AIDC) messages in the *Procedures for Air Navigation Services — Air Traffic Management*, (PANS-ATM, Doc 4444) which describes the types of messages and their contents to be used for operational communications between ATS unit computer systems. This type of data transfer (AIDC) will be the basis for migration of data communications to the aeronautical telecommunication network (ATN).

1.1.4 The AIDC module is aimed at improving the flow of traffic by allowing neighbouring air traffic services units to exchange flight data automatically in the form of coordination and transfer messages.

1.1.5 With the greater accuracy of messages based on the updated trajectory information contained in the system and where possible updated by surveillance data, controllers have more reliable information on the conditions at which aircraft will enter in their airspace of jurisdiction with a reduction of the workload associated to flight coordination and transfer. The increased accuracy and data integrity permits the safe application of reduced separations.

1.1.6 Combined with air-ground data link applications, AIDC also allows the transfer of aircraft logon information and the timely initiation of establishing controller-pilot data link communications (CPDLC) by the next air traffic control (ATC) unit with the aircraft.

1.1.7 These improvements outlined above translate directly into a combination of performance improvements.

1.1.8 Information exchanges between flight data processing systems are established between air traffic services units for the purpose of notification, coordination and transfer of flights and for the purpose of civil/military coordination. These information exchanges rely upon appropriate and harmonized communication protocols to secure their interoperability.

1.1.9 Information exchanges apply to:

- a) communication systems supporting the coordination procedures between air traffic services units using a peer-to-peer communication mechanism and providing services to general air traffic; and
- b) communication systems supporting the coordination procedures between air traffic services units and controlling military units, using a peer-to-peer communication mechanism.

## **1.2 Baseline**

1.2.1 The baseline for this module is the traditional coordination by phone, and procedural and/or radar distance/time separations.

## **1.3 Change brought by the module**

1.3.1 The module makes available a set of messages to describe consistent transfer conditions via electronic means across ATS units' boundaries. It consists of the implementation of the set of AIDC messages in the flight data processing systems (FDPS) of the different ATS units involved and the establishment of a Letter of Agreement (LoA) between these units to set the appropriate parameters.

1.3.2 Prerequisites for the module, generally available before its implementation, are an ATC system with flight data processing functionality and a surveillance data processing system connected to each other.

#### 1.4 Other remarks

1.4.1 This module is a first step towards the more sophisticated 4D trajectory exchanges between both ground/ground and air/ground according to the ICAO *Global Air Traffic Management Operational Concept* (Doc 9854).

## 2. Intended performance operational improvement

2.1 Metrics to determine the success of the module are proposed in the *Manual on Global Performance of the Air Navigation System* (Doc 9883).

<i>Capacity</i>	Reduced controller workload and increased data integrity supporting reduced separations translating directly to cross sector or boundary capacity flow increases.
<i>Efficiency</i>	The reduced separation can also be used to more frequently offer aircraft flight levels closer to the flight optimum; in certain cases, this also translates into reduced en-route holding.
<i>Global interoperability</i>	Seamlessness: the use of standardized interfaces reduces the cost of development, allows air traffic controllers to apply the same procedures at the boundaries of all participating centres and border crossing becomes more transparent to flights.
<i>Safety</i>	Better knowledge of more accurate flight plan information.
<i>Cost Benefit Analysis</i>	Increase of throughput at ATS unit boundary and reduced ATCO workload will outweigh the cost of FDPS software changes. The business case is dependent on the environment.

## NECESSARY PROCEDURES (AIR AND GROUND)

3.1 Required procedures exist. They need local analysis of the specific flows and should be spelled out in a Letter of Agreement between ATS units; the experience from other Regions can be a useful reference.

## 4. Necessary System capability

### 4.1 Avionics

4.1.1 No specific airborne requirements.

### 4.2 Ground systems

4.2.1 Technology is available. It consists in implementing the relevant set of AIDC messages in flight data processing and could use the ground network standard AFTN-AMHS or ATN. Europe is presently implementing it in ADEXP format over IP wide area networks.

4.2.2 The technology also includes for oceanic ATSUs a function supporting transfer of communication via data link.

## **5. Human Performance**

### **5.1 Human factors considerations**

5.1.1 Ground interoperability reduces voice exchange between ATCOs and decreases workload. A system supporting appropriate human-machine interface (HMI) for ATCOs is required.

5.1.2 Human factors have been taken into consideration during the development of the processes and procedures associated with this module. Where automation is to be used, the HMI has been considered from both a functional and ergonomic perspective (see Section 6 for examples). The possibility of latent failures, however, continues to exist and vigilance is required during all implementation activity. In addition it is important that human factor issues, identified during implementation, be reported to the international community through ICAO as part of any safety reporting initiative.

### **5.2 Training and qualification requirements**

5.2.1 To make the most of the automation support, training in the operational standards and procedures will be required and can be found in the links to the documents in Section 8 to this module. Likewise, the qualifications requirements are identified in the regulatory requirements in Section 6 which are integral to the implementation of this module.

## **6. Regulatory/standardization needs and Approval Plan (Air AND Ground)**

- ☐ Regulatory/standardization: use current published criteria that include:
  - a) ICAO Doc 4444, *Procedures for Air Navigation Services — Air Traffic Management*;
  - b) EU Regulation, EC No 552/2004.
- ☐ Approval plans: to be determined based on regional consideration of ATS interfacility data communications (AIDC).

## 7. **Implementation and demonstration activities (As known at time of writing)**

7.1 Although already implemented in several areas, there is a need to complete the existing SARPs to improve harmonization and interoperability. For Oceanic data link application, North Atlantic (NAT) and Asia and Pacific (APAC) (cf ISPACG PT/8- WP.02 - GOLD) have defined some common coordination procedures and messages between oceanic centres for data link application (ADS-C CPDLC).

### 7.2 **Current use**

- **Europe:** It is mandatory for exchange between ATS units.  
[http://europa.eu/legislation\\_summaries/transport/air\\_transport/l24070\\_en.htm](http://europa.eu/legislation_summaries/transport/air_transport/l24070_en.htm)

The European Commission has issued a mandate on the interoperability of the European air traffic management network, concerning the coordination and transfer (COTR) between ATS units through REG EC 1032/2006 and the exchange of flight data between ATS units in support of air-ground data link through REG EC 30/2009. This is based on the standard OLDI-Ed 4.2 and ADEXP-Ed 3.1.

- **EUROCONTROL:** Specification of interoperability and performance requirements for the flight message transfer protocol (FMTP). The available set of messages to describe and negotiate consistent transfer conditions via electronic means across centres' boundaries have been used for trials in Europe in 2010 within the scope of EUROCONTROL's FASTI initiative.
- **India:** AIDC implementation is in progress in Indian airspace for improved coordination between ATC centres. Major Indian airports and ATC centres have integrated ATS automation systems having AIDC capability. AIDC functionality is operational between Mumbai and Chennai ACCs. AIDC will be implemented within India by 2012. AIDC trials are underway between Mumbai and Karachi (Pakistan) and are planned between India and Muscat in coordination with Oman.
- **AIDC:** is in use in the Asia-Pacific Region, Australia, New-Zealand, Indonesia and others.

### 7.3 **Planned or ongoing activities**

7.3.1 To be determined.

### 7.4 **Currently in operation**

7.4.1 To be determined.

## 8. Reference Documents

### 8.1 Standards

- ICAO Doc 4444, *Procedures for Air Navigation Services - Air Traffic Management*, Appendix 6 - *ATS Interfacility Data Communications (AIDC) Messages*
- ICAO Doc 9880, *Manual on Detailed Technical Specifications for the Aeronautical Telecommunication Network (ATN) using ISO/OSI Standards and Protocols*, Part II — *Ground-Ground Applications — Air Traffic Services Message Handling Services (ATSMHS)*.

### 8.2 Procedures

8.2.1 To be determined.

8.3 **Guidance material** □ ICAO Doc 9694, *Manual of Air Traffic Services Data Link*

*Applications*; Part 6; □ GOLD Global Operational Data Link Document (APANPIRG, NAT SPG), June 2010; □ Pan Regional Interface Control Document for Oceanic ATS Interfacility Data

Communications (PAN ICD) Coordination Draft Version 0.3. 31 August 2010; □ Asia/Pacific Regional Interface Control Document (ICD) for ATS Interfacility Data Communications (AIDC) available at [http://www.bangkok.icao.int/edocs/icd\\_aidc\\_ver3.pdf](http://www.bangkok.icao.int/edocs/icd_aidc_ver3.pdf), ICAO Asia/Pacific Regional Office. □ EUROCONTROL Standard for On-Line Data Interchange (OLDI); and EUROCONTROL Standard for ATS Data Exchange Presentation (ADEXP).

- ASSEMBLY — 38TH SESSION A38-WP/266

### 3. ICAO General Assembly 38 WP-266:



**ASSEMBLY — 38TH SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 33: Air Navigation — Standardization**

**OLDI as AIDC realisation in the MID Region**

(Presented by the United Arab Emirates)

**EXECUTIVE SUMMARY**

The Aviation System Block Upgrade (ASBU) B0-25 recommends “Increased interoperability, efficiency and capacity through ground-ground integration”. To this end ATS inter-facility data communication (AIDC) is presumed by many States. The EUROCONTROL uses a different tool called On Line Data Interchange (OLDI) satisfying all AIDC requirements.

The AIDC and the OLDI are tools to coordinate flight data between Air Traffic Service Units (ATSU) and both satisfies the basic coordination of flight notification, coordination and transfer of control. Additional options like pre-departure coordination, Civil-Military coordination and air-ground data link for forwarding log-on parameters are available in the OLDI.

The majority of States in the MID Region has either implemented or is planning to implement OLDI and have no intention of using only AIDC.

**Action:** The Assembly is invited to:

- a) Recommend that OLDI implementation be accepted as MID regional variation of AIDC implementation.
- b) Urge States to capitalise opportunities provided by OLDI and wherever both AIDC and OLDI are implemented, choose the suitable option satisfying the requirements of the partnering States.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective B
<i>Financial implications:</i>	Not applicable
<i>References:</i>	1. Manual of Air Traffic Services Data Link Applications (Doc 9694) 2. MID Region ATN-IPS WG5 meeting report, 3. MID Region ATN-IPS WG5 WP4 Appendix A



## **1. INTRODUCTION**

1.1 Seeking to ensure continuous Safety improvement and Air Navigation modernization, the International Civil Aviation Organization (ICAO) has developed the strategic systems approach termed Aviation System Block Upgrade (ASBU). The latter, which defines programmatic and flexible global systems, allows all States to advance their Air Navigation capacities based on their specific operational requirements.

1.2 The ASBU approach has four Blocks, namely Block 0, Block 1, Block 2 and Block 3. Each block is further divided into Modules. Block 0 is composed of Modules containing technologies and capabilities that are implemented to date.

1.3 Module 25 in Block 0 is introduced to improve coordination between air traffic service units (ATSUs) by using ATS inter-facility data communication (AIDC). The transfer of communication in a data link environment improves the efficiency of this process. The data link environment enhances capacity, efficiency, interoperability, safety and reduces cost.

## **2 DISCUSSION**

2.1 EUROCONTROL uses a different tool called On Line Data Interchange (OLDI) satisfying all AIDC requirements. The AIDC and the OLDI are tools to coordinate flight data between Air Traffic Service Units (ATSU) and both satisfies the basic coordination of flight notification, coordination and transfer of control. Additional options like pre-departure coordination, Civil-Military coordination and air-ground data link for forwarding log-on parameters are available in the OLDI.

2.2 The OLDI is a proven technology and is in operational use for more than twenty years in the European Region and for more than four years in the United Arab Emirates. This technology meets all the AIDC requirements and is kept up to date to cope with the new developments in the industry. An example is the release of OLDI version 4.2 to accommodate INFPL requirements.

2.3 Based on the analysis carried out during the MID Region ATN-IPS WG5 meeting it was noted that the majority of States in the MID Region have either implemented OLDI or are planning to implement OLDI and have no intention of using only AIDC. Therefore, the meeting agreed that OLDI implementation should be considered and accepted as Regional variation of AIDC implementation as was the case in the European Region.

2.4 The MID Region ATN-IPS WG5 meeting further agreed that if both AIDC and OLDI are implemented, then it will be a bilateral issue and some States that are interfacing with adjacent Regions may require to support and implement dual capabilities (AIDC and OLDI).

2.5 The MID Region is monitoring the work of the joint taskforce harmonization of AIDC and OLDI in NAT and ASIA PAC as it is important to harmonize AIDC and OLDI in order that States in the interface areas have smooth operations.

## **3 CONCLUSION**

3.1 The implementation of OLDI in the MID Region should be accepted as variation AIDC implementation. Wherever both AIDC and OLDI are implemented then States should choose the suitable one satisfying the requirements of the partnering State.

#### 4. MID States Current status and detailed Plans

## **ATS INTER-FACILITY DATA COMMUNICATION (AIDC)/ ON-LINE DATA INTERCHANGE (OLDI) IMPLEMENTATION PLAN**

### *Introduction:*

The implementation of the AIDC/OLDI in the ICAO MID Region has to be in line with the Global Plan and corresponding Module N° B0-FICE: Increased Interoperability, Efficiency and Capacity through Ground-Ground, and the Implementation target dates are set in the MID Air Navigation Strategy.

*Implementation high level activities are divided as follows:*

### **2014 – 2015**

- AIDC/OLDI capable ATSUs start implementation activities with a planned implementation date of Q3 2015. The activity should cover the following: Test activities, Safety assessment, Operator training, Revision of LoA, transition activities, Implementation and Post-implementation reviews.

- The ATSUs not capable of AIDC/OLDI should avail the facility of Standalone AIDC/OLDI terminals with a planned implementation date of Q1 2016 , and budget full AIDC/OLDI Integration for 2015 with a planned implementation date of Q2 2017

### **2015-2016**

The ATSUs using AIDC/OLDI in an Operational environment should assist other ATSUs to implement AIDC/OLDI. The OLDI/AIDC software is readily available therefore the ATSUs waiting for software upgrade should expect a software package by Q4 2015, On receipt of it they should start

implementation activities with a planned implementation date of Q2 2016.

## **2017**

All ATSUs are connected by Integrated OLDI/AIDC or Standalone terminals

### *Specific requirement:*

The following States have been identified; that they need to support both AIDC/OLDI:

Egypt, Iran, Saudi Arabia, Oman, Libya, and Sudan.

## EXPLANATION OF THE TABLE

### *Column*

- 1     State/Administration – the name of the State/Administration;
- 2     Location of AIDC/OLDI end system – the location of the AIDC/OLDI end system under the supervision of State/Administration identified in column 1;
- 3     AIDC/OLDI Pair – the correspondent AIDC/OLDI end system;  
  
      Location – location of the correspondent AIDC/OLDI end system  
  
      State/Administration – the name of the State/Administration responsible for management of the correspondent AIDC/OLDI end system
- 4     AIDC/OLDI standard used – With AIDC/OLDI and the adopted Standard for the connection between the corresponding pairs, AFTN, AFTN/AMHS or ATN;
- 5     Target Date of Implementation – date of implementation of the AIDC/OLDI end system; and
- 6     Remarks – any additional information.

The details on the AIDC/OLDI system and the focal point this will facilitate the implementation.

State/Administration	Location of AIDC/OLDI end system	AIDC/OLDI Pair		AIDC/OLDI standard used	Target date of Implementation	Remarks
		Correspondent Location	Correspondent State/Administration			
1	2	3		4	5	6
<b>Bahrain</b>	Bahrain ACC	Jeddah ACC	Saudi Arabia	OLDI	Q2 2015	
	Bahrain ACC	Riyadh ACC	Saudi Arabia	OLDI	Q2 2015	
	Bahrain ACC	Dammam ACC	Saudi Arabia	OLDI	Q2 2015	
	Bahrain ACC	Doha ACC	Qatar	OLDI	Q2 2015	
	Bahrain ACC	Kuwait ACC	Kuwait	OLDI	Q2 2015	
	Bahrain ACC	SZC Abu Dhabi ACC	UAE	OLDI	Q4 2014	
	Bahrain ACC	Tehran ACC	Iran	OLDI	TBD	
<b>Egypt</b>	Cairo ACC Cairo Air Navigation Center (CANC)	Athens ACC	Greece	OLDI	Implemented	
	Cairo ACC	Jeddah ACC	Saudi Arabia	OLDI	Q2 2015	Implemented then suspended
	Cairo ACC	Khartoum ACC	Sudan	OLDI	Q4 2014	
	CAIRO ACC	Tripoli ACC	Libya	OLDI	Q2 2015	
	CAIRO ACC	Nicosia ACC	Cyprus	OLDI	TBD	
	CAIRO ACC	Amman ACC	Jordan	OLDI	TBD	

State/Administration	Location of AIDC/OLDI end system	AIDC/OLDI Pair		AIDC/OLDI standard used	Target date of Implementation	Remarks
		Correspondent Location	Correspondent State/Administration			
1	2	3		4	5	6
<b>Iran</b>	Tehran ACC	Bahrain ACC	Bahrain	OLDI	TBD	
	Tehran ACC	SZC Abu Dhabi ACC	UAE	OLDI	TBD	
	Tehran ACC	Ankara ACC	Turkey	OLDI	TBD	
	Tehran ACC	Kabul ACC	Afghanistan	TBD	TBD	
	Tehran ACC	Kuwait ACC	Kuwait	TBD	TBD	
	Tehran ACC	Baghdad ACC	Iraq	TBD	TBD	
	Tehran ACC	Turkmenistan ACC	Turkmenistan	TBD	TBD	
<b>Iraq</b>	Baghdad ACC	Kuwait ACC	Kuwait	OLDI	TBD	
	Baghdad ACC	Tehran ACC	Iran	OLDI	TBD	
	Baghdad ACC	Amman ACC	Jordan	OLDI	TBD	
	Baghdad ACC	Ankara ACC	Turkey	OLDI	TBD	
	Baghdad ACC			OLDI	TBD	
<b>Jordan</b>	Amman ACC	Jeddah ACC	Saudi Arabia	OLDI	Q2 2015	
	Amman ACC	Baghdad ACC	Iraq	OLDI	TBD	
	Amman ACC	Damascus ACC	Syria	OLDI	TBD	
	Amman ACC	Cairo ACC (CANC)	Egypt	OLDI	Q2 2015	
<b>Kuwait</b>	Kuwait ACC	Bahrain ACC	Bahrain	OLDI	Q2 2015	
	Kuwait ACC	Riyadh ACC	Saudi Arabia	OLDI	Q2 2015	

State/Administration	Location of AIDC/OLDI end system	AIDC/OLDI Pair		AIDC/OLDI standard used	Target date of Implementation	Remarks
		Correspondent Location	Correspondent State/Administration			
1	2	3		4	5	6
<b>Lebanon</b>	Beirut ACC Rafic Hariri Intl Airport	Cyprus ACC	Cyprus	OLDI	Implemented	
	Beirut ACC Rafic Hariri Intl Airport	Damascus ACC	Syria	OLDI	TBD	
<b>Libya</b>	Tripoli ACC	Tunis ACC	Tunis	OLDI/AIDC	TBD	
	Tripoli ACC	Malta ACC	Malta	OLDI/AIDC	TBD	
	Tripoli ACC	Cairo ACC	Egypt	OLDI/AIDC	TBD	
	Tripoli ACC	Khartoum ACC	Sudan	OLDI/AIDC	TBD	
	Tripoli ACC	Chad ACC	Chad	OLDI/AIDC	TBD	
	Benghazi ACC	Malta ACC	Malta	OLDI/AIDC	TBD	
	Benghazi ACC	Tripoli ACC	Libya	OLDI/AIDC	TBD	
<b>Oman</b>	Muscat ACC Muscat Intl AP	SZC Abu Dhabi ACC	UAE	OLDI	Q1 2015	
	Muscat ACC Muscat Intl AP	Jeddah ACC	Saudi Arabia	OLDI	Q2 2015	
	Muscat ACC Muscat Intl AP	Mumbai ACC	India	AIDC	Q2 2015	
	Muscat ACC Muscat Intl AP	Bahrain ACC	Bahrain	OLDI	Q2 2015	
	Muscat ACC Muscat Intl AP	Sanaa ACC	Yemen	TBD	TBD	

State/Administration	Location of AIDC/OLDI end system	AIDC/OLDI Pair		AIDC/OLDI standard used	Target date of Implementation	Remarks
		Correspondent Location	Correspondent State/Administration			
1	2	3		4	5	6
Qatar	Doha ACC	SZC Abu Dhabi ACC	UAE	OLDI	Implemented 2010	
	Doha ACC	Bahrain ACC	Bahrain	OLDI	TBD	
Saudi Arabia	Riyadh ACC	Jeddah ACC	Saudi Arabia	AIDC	Implemented 2012	
	Riyadh ACC	Dammam ACC	Saudi Arabia	AIDC	Implemented 2012	
	Jeddah ACC	Cairo ACC (CANC)	Egypt	OLDI	Q2 2015	
	Jeddah ACC	Amman ACC	Jordan	OLDI	Q2 2015	
	Jeddah ACC	SZC Abu Dhabi ACC	UAE	OLDI	Q2 2015	
	Jeddah ACC	Muscat	Oman	OLDI	Q2 2015	
	Jeddah ACC	Khartoum ACC	Sudan	OLDI	Q2 2015	
	Jeddah ACC	Sanaa ACC	Yemen	OLDI	TBD	
	Jeddah ACC					
	Jeddah ACC					
	Jeddah ACC					
Sudan	Khartoum ACC	Cairo ACC (CANC)	Egypt	AIDC/OLDI	Q3 2015	
	Khartoum ACC	Jeddah ACC	Saudi Arabia	AIDC/OLDI	Q2 2015	
	Khartoum ACC	N'Djamena ACC	Chad	AIDC	Implemented 2012	No Daily operations
	Khartoum ACC	Kigali ACC	Congo	AIDC	Implemented 2012	No Daily operations
	Khartoum ACC	Tripoli ACC	Libya	AIDC/OLDI	Q3 2015	



State/Administration	Location of AIDC/OLDI end system	AIDC/OLDI Pair		AIDC/OLDI standard used	Target date of Implementation	Remarks
		Correspondent Location	Correspondent State/Administration			
1	2	3		4	5	6
Syria	Damascus ACC	Beirut ACC	Lebanon			
	Damascus ACC	Amman ACC	Jordan			
	Damascus ACC	Baghdad ACC	Iraq			
UAE	SZC Abu Dhabi ACC	Abu Dhabi Int'l Airport	ADAC	OLDI V4.2	Implemented Apr2009	FMTP 2.0
	SZC Abu Dhabi ACC	Dubai Int'l Airport	DANS	OLDI V4.2	Implemented Jun 2012	FMTP 2.0
	SZC Abu Dhabi ACC	Sharjah Int'l Airport	Sharjah DCA	OLDI V4.2	Implemented Feb 2011	FMTP 2.0
	SZC Abu Dhabi ACC	Ras al Khaimah Int'l Airport	Ras al Khaimah DCA	OLDI V4.2	Implemented Mar 2011	FMTP 2.0
	SZC Abu Dhabi ACC	Al Ain Int'l Airport	ADAC	OLDI V4.2	Implemented Oct 2010	FMTP 2.0
	SZC Abu Dhabi ACC	Doha ACC	Qatar	OLDI V4.2	Implemented Jan 2010	FMTP 2.0
	SZC Abu Dhabi ACC	Jeddah ACC	Saudi Arabia	OLDI		
	SZC Abu Dhabi	Tehran ACC	Iran	OLDI		
	SZC Abu Dhabi	Muscat ACC	Oman	OLDI		
Yemen	Sanaa ACC	Jeddah ACC	Saudi Arabia		TBD	
	Sanaa ACC	Muscat ACC	Oman		TBD	
	Sanaa ACC	Djibouti ACC	Djibouti ACC		TBD	
	Sanaa ACC	Mogadishu ACC	Somalia		TBD	



Details of the ATM systems to support implementation													
State	Focal point contact for AIDC/ OLDI	ATM System	Protocol and Version used	Numbe r of adjacent ATSUs	Number of adjacent ATSUs connected by AIDC/ OLDI and type of connection	ATM System Capability		Current use		Planned Use		Intenti on of using AIDC only	Reasons and Remarks
						AIDC	OLDI	AIDC	OLDI	AIDC	OLDI		
Bahrain	Mr. Mohamed Ali Saleh <a href="mailto:masaleh@caa.gov.bh">masaleh@caa.gov.bh</a>	Thales TopSky-C	OLDI 2.3 FMTP 2.0	7	None	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>	No	OLDI to connect to neighbouring ATSUs
Egypt	Ahmed Abdel Rasoul <a href="mailto:raad_mourad@yahoo.com">raad_mourad@yahoo.com</a>	TOPSKY (THALES) Support X25 Protocol only	OLDI V2.3 AIDC V2.0	7	1 OLDI	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No	OLDI in use to connect to EUR (Athens)
Iran	Mr. Sayed Mahmood & Mr. A. Khodaei <a href="mailto:mirsaeed@airport.ir">mirsaeed@airport.ir</a> , <a href="mailto:akhodaei@cao.ir">akhodaei@cao.ir</a>	Thales	OLDI	11	None		<input type="checkbox"/>						OLDI messages are sent to Ankara

<b>Iraq</b>				5	none								
<b>Jordan</b>	Mr.Mohamm adAl Rousan <a href="mailto:m.rousan@ca.rc.gov.jo">m.rousan@ca rc.gov.jo</a>	Aircon 2100  Indra	OLDI 4.1  AIDC 2.0	5	none	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>	No	Planned with Jeddah  Q2 2015
<b>Kuwait</b>	HAMAD ALNASER And Naser Alhubail <a href="mailto:ha.alnaser@dgca.gov.kw">ha.alnaser@ dgca.gov.kw</a>  <a href="mailto:nj.alhubail@dgca.gov.kw">nj.alhubail@ dgca.gov.kw</a>	Aircon 2100 INDRA	OLDI v4.2 AIDC v3.0	3	none	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	No	OLDI to connect to Bahrain and Riyadh
<b>Lebanon</b>				3	- 1 OLDI with Cyprus		<input type="checkbox"/>				<input type="checkbox"/>	No	OLDI in use to connect to EUR
<b>Libya</b>		Aircon 2000 Indra	OLDI 2.3 AIDC 2.0	7	None	<input type="checkbox"/>	<input type="checkbox"/>					No	Can connect with Sudan Chad and Egypt AIDC. OLDI Tunis Malta and Egypt

<b>Oman</b>	Mr. Ali Al Ajmi <a href="mailto:alihassan@caa.gov.om">alihassan@caa.gov.om</a>	Indra Itec	OLDI 4.1 AIDC 2.3	5	none	<input type="checkbox"/>	<input type="checkbox"/>					No	UAE Q1 2015 Jeddah Q2 2015 Mumbai Q1 2015
<b>Qatar</b>	Mr. Ahmed Al Eshaq <a href="mailto:ahmed@caa.gov.qa">ahmed@caa.gov.qa</a>	Selex	OLDI V4.2 FMTP 2.0 AIDC 2.0	3	1	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		OLDI in use with UAE and planned for use with Bahrain
<b>Saudi Arabia</b>	Khaled Khodari <a href="mailto:khhodari@gaca.gov.sa">khhodari@gaca.gov.sa</a>	PRISMA from COMSOF T	OLDI V4.2 FMTP 2.0 AIDC xx	11	- None - AIDC Connected between Riyadh and Jeddah	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	No	AIDC for internal and OLDI for neighbouring units requests
<b>Sudan</b>	Mr. Abdulmone m Alshkaieh	TopSky	OLDI 4.3 AIDC 2.0	5	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No	Both AIDC and OLDI to cater to neighbouring units requests
<b>Syria</b>				5	none								
<b>UAE</b>	Mr. Hamad Al Belushi	PRISMA from	OLDI V4.2	10	-3 two-way integrated		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	No	OLDI already in use with 6 partners and all neighbouring

	<a href="mailto:hbelushi@szc.gcaa.ae">hbelushi@szc.gcaa.ae</a>	COMSOF T	FMTP 2.0		OLDI connections -2 two-way standalone OLDI -1 one-way Standalone OLDI connection  Total 6 OLDI connections								ATSUs are OLDI capable
Yemen				3	none								

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## 5. Message Types – Phase 1

These are the initial messages that agreed during the AIDC/OLDI Seminar Mar 2014

**I. Basic Procedure Messages**

- |                                    |     |
|------------------------------------|-----|
| 1. Advance Boundary Information    | ABI |
| 2. Activate                        | ACT |
| 3. Revision                        | REV |
| 4. Preliminary Activation          | PAC |
| 5. Abrogation of Co-ordination     | MAC |
| 6. SSR Code Assignment             | COD |
| 7. Arrival Management              | AMA |
| 8. Logical Acknowledgement Message | LAM |

**II. Advance Boundary Information      ABI**

1. Purpose of the ABI Message

The ABI message satisfies the following operational requirements:

- Provide for acquisition of missing flight plan data;
- Provide advance boundary information and revisions thereto for the next ATC unit;
- Update the basic flight plan data;
- Facilitate early correlation of radar tracks;
- Facilitate accurate short-term sector load assessment;
- Request the assignment of an SSR code from the unit to which the above notification is sent, if required.

The ABI is a notification message.

2. Message Contents

The ABI message shall contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- SSR Mode and Code (if available);
- Departure Aerodrome;
- Estimate Data;
- Destination Aerodrome;
- Number and Type of Aircraft;
- Type of Flight;
- Equipment Capability and Status.

If bilaterally agreed, the ABI message shall contain any of the following items of data:

- Route;
- Other Flight Plan Data.



### 3. Example

- (ABIOMAE/OMSJ578-ABY464/A5476-VIDP-MAXMO/0032F100-OMSJ-9/A320/M-15/N0457F360 OBDAG LUN G333 TIGER/N0454F380 G452 RK G214 PG G665 ASVIB M561 MOBET/N0409F260 A419 DARAX -80/S-81/W/EQ Y/EQ U/NO R/EQ/A1B1C1D1L1O1S1)

## III. Activate ACT

### 1. Purpose of the ABI Message

The ACT message satisfies the following operational requirements:

- Replace the verbal boundary estimate by transmitting automatically details of a flight from one ATC unit to the next prior to the transfer of control;
- Update the basic flight plan data in the receiving ATC unit with the most recent information;
- Facilitate distribution and display of flight plan data within the receiving ATC unit to the working positions involved;
- Enable display of correlation in the receiving ATC unit;
- Provide transfer conditions to the receiving ATC unit.

### 2. Message Contents

The ACT message shall contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- SSR Mode and Code;
- Departure Aerodrome;
- Estimate Data;
- Destination Aerodrome;
- Number and Type of Aircraft;
- Type of Flight;
- Equipment Capability and Status.

If bilaterally agreed, the ACT message shall contain any of the following items of data:

- Route;
- Other Flight Plan Data;
- Actual Take-Off Time.

**Note:** The Actual Take-Off Time is normally used in the cases where the ACT follows a PAC message that included the Estimated Take-Off Time.

### 3. Example

- (ACTOMAE/OMSJ727-ABY604/A7306-HEBA-ALRAR/0130F110-OMSJ-9/A320/M-15/N0428F250 DCT NOZ A727 CVO/N0461F350 UL677 MENLI UN697 NWB W733 METSA UB411 ASH G669 TOKLU UP559 ASPAK/N0438F290 UP559 NALPO P559 ITGIB/N0409F230 P559 -80/S-81/W/EQ Y/EQ U/NO R/EQ/A1B1C1D1L1O1S1)

#### IV. Revision Message REV

##### 1. Purpose of the REV Message

The REV message is used to transmit revisions to co-ordination data previously sent in an ACT message provided that the accepting unit does not change as a result of the modification.

##### 2. Message Contents

The REV message shall contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- Departure Aerodrome;
- Estimate Data and/or Co-ordination point;
- Destination Aerodrome;

**Note:** The Estimate Data contained in the REV has to include complete data in the Estimate Data field in order to eliminate any ambiguity regarding the transfer elements. If the ACT message included the supplementary flight level, the following REV message will include the supplementary flight level still applicable.

if

The REV message shall contain the following items of data if they have changed:

- SSR Mode and Code;
- Equipment Capability and Status.

If bilaterally agreed, the REV message shall contain any of the following items of data, if they have changed:

- Route.

If bilaterally agreed, the REV message shall contain any of the following items of data:

- Message Reference.

##### 3. Example

- (REVBC/P873-UAE4486-OMDB-TUMAK/2201F360-LERT-81/Y/NO U/EQ)

## **V. Preliminary Activation PAC**

### **1. Purpose of the PAC Message**

The PAC message satisfies the following operational requirements:

- Notification and pre-departure co-ordination of a flight where the time of flight from departure to the COP is less than that which would be required to comply with the agreed time parameters for ACT message transmission;
- Notification and pre-departure co-ordination of a flight by a local (aerodrome /approach control) unit to the next unit that will take control of the flight;
- Provide for acquisition of missing flight plan data in case of discrepancies in the initial distribution of flight plan data;
- Request the assignment of an SSR code from the unit to which the above notification/coordination is sent

### **2. Message Contents**

The PAC message shall contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- SSR Mode and Code;
- Departure Aerodrome;
- Estimated Take-Off Time or Estimate Data;
- Destination Aerodrome;
- Number and Type of Aircraft;

A PAC message sent from a TMA control unit or an ACC shall contain the following items of data:

- Type of Flight;
- Equipment Capability and Status.

If bilaterally agreed, the PAC message shall contain any of the following items of data:

- Route;
- Other Flight Plan Data;
- Message Reference.

### **3. Example**

- (PACOMSJ/OMAE292-SQC7365/A9999-OMSJ0020-WSSS-9/B744/H-15/N0505F310 DCT RIKET B525 LALDO B505 NADSO A777 VAXIM P307 PARAR N571 VIRAM/N0505F330 N571 LAGOG/M084F330 N571 IGOGU/M084F350 N571 GUNIP/N0500F350 R467 -80/S-81/W/EQ Y/EQ U/NO R/EQ/)

**VI. Message for the Abrogation of Co-ordination      MAC**

**1. Purpose of the MAC Message**

A MAC message is used to indicate to the receiving unit that the co-ordination or notification previously effected for a flight is being abrogated.

The MAC is not a replacement for a Cancellation (CNL) message, as defined by ICAO, and therefore, shall not be used to erase the basic flight plan data.

**2. Message Contents**

The MAC message shall contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- Departure Aerodrome;
- Co-ordination point;
- Destination Aerodrome;

If bilaterally agreed, the MAC message shall contain any of the following items of data:

- Message Reference;
- Co-ordination Status and Reason

**3. Example**

- (MACAM/BC112 AM/BC105-HOZ3188-EHAM-NIK-LFPG-18/STA/INITFL)

**VII. SSR Code Assignment Message      COD**

**1. Purpose of the COD Message**

The Originating Region Code Allocation Method (ORCAM) is provided to permit a flight to respond on the same code to successive units within a participating area. Unless code allocation is performed centrally, e.g. by an ACC, airports may need to be individually allocated a set of discrete SSR codes. Such allocations are very wasteful of codes.

The COD message satisfies the operational requirement for the issue of a Mode A SSR code by one Air Traffic Service Unit to another for a specified flight when requested.

The COD message also satisfies the operational requirement to inform the transferring Air Traffic Service Unit of the next Mode A SSR code when the code assigned cannot be retained by the accepting Air Traffic Service Unit.

**2. Message Contents**

The COD message shall contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- SSR Mode and Code;
- Departure Aerodrome;
- Destination Aerodrome;

If bilaterally agreed, the COD message shall contain any of the following items of data:

- Message Reference.

3. Example

- (CODOMAE/OMSJ720-ABY567/A3450-OMSJ-OAKB)

**VIII. Arrival Management Message AMA**

1. Purpose of the AMA Message

Arrival management requires the capability for an accepting unit to pass to the transferring unit information on the time that a flight is required to delay (lose) or gain in order to optimise the approach sequence.

The AMA message satisfies the following operational requirements in order to alleviate ATC workload in co-ordinating arriving flights:

- Provide the transferring ATC unit with the time that the flight is to delay/gain at the arrival management metering fix;
- Where procedures have been bilaterally agreed between the units concerned, provide the transferring ATC unit with a target time for the flight to be at the COP;
- When bilaterally agreed, provide the transferring unit with a speed advisory. The speed advisory needs to be communicated to the flight, prior to transfer.

2. Message Contents

The AMA message shall contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- Departure Aerodrome;
- Destination Aerodrome;

and based on bilateral agreement, contain one or more of the following items of data:

- Metering Fix and Time over Metering Fix;
- Total Time to Lose or Gain;
- Time at COP;
- Assigned speed;
- Application point;
- Route;
- Arrival sequence number

**Note:** The item Route contains the requested routing

3. Example

- (AMAM/BN112-AZA354-LIRF-CLS/0956-LEMD-18/MFX/PRADO  
TOM/1022 TTL/12)

**IX. Logical Acknowledgement Message      LAM**

**4. Purpose of the LAM Message**

The LAM is the means by which the receipt and safeguarding of a transmitted message is indicated to the sending unit by the receiving unit.

The LAM processing provides the ATC staff at the transferring unit with the following:

- A warning when no acknowledgement has been received;
- An indication that the message being acknowledged has been received, processed successfully, found free of errors, stored and, where relevant, is available for presentation to the appropriate working position(s).

**5. Message Contents**

The LAM message shall contain the following items of data:

- Message Type;
- Message Number;
- Message Reference.

**6. Example**

- (LAMOMSJ/OMAE939OMAE/OMSJ718)

The Pan Regional (NAT and APAC) Interface Control Document for ATS Interfacility Data Communications (PAN AIDC ICD) Version1.0 has defined the specific AIDC messages to be used between ATSUs should be included in bilateral agreements as in the below table which is number as table 4-3

AIDC Messages

Core	Non-core	Message Class	Message
X		Notification	ABI (Advance Boundary Information)
X		Coordination	CPL (Current Flight Plan)
X		Coordination	EST (Coordination Estimate)
	X	Coordination	PAC (Preliminary Activate)
X		Coordination	MAC (Coordination Cancellation)
X		Coordination	CDN (Coordination Negotiation)
X		Coordination	ACP (Acceptance)
X		Coordination	REJ (Rejection)
	X	Coordination	PCM (Profile Confirmation Message)
	X	Coordination	PCA (Profile Confirmation Acceptance)
	X	Coordination	TRU ( Track Update)
X		Transfer of Control	TOC (Transfer of Control)
X		Transfer of Control	AOC (Acceptance of Control)
X		General Information	EMG (Emergency)
X		General Information	MIS (Miscellaneous)
X		Application Management	LAM (Logical Acknowledgement Message)
X		Application Management	LRM (Logical Rejection Message)
	X	Application Management	ASM (Application Status Monitor)
	X	Application Management	FAN ( FANS Application Message)
	X	Application Management	FCN (FANS Completion Notification)
	X	Surveillance Data Transfer	ADS (Surveillance ADS-C)

## 6. D – Message Types – Phase 2

The messages during this phase will be the advance messages covering all phases of flight



Intentionally left blank

## 7. Test objectives

Test Objectives		
No	Test step	Test Description
01	Connectivity between FDPs	Check connectivity between FDPs
02	FPL Processing	Check FPLs are correctly received and processed
Preliminary Activation Message (PAC)		
03	PAC Message association	Check PAC messages are correctly sent, received, processed and associated with the correct FPL. If the system is unable to process a message that is syntactically and semantically correct, it should be referred for Manual intervention.
04	Coordination of Changes to previous PAC message	Check changes to previous PAC messages such as Change in SSR code, Aircraft type, Coordination point, Flight level and Destination aerodrome are correctly sent, received and associated with the correct FPL.
Advance Boundary Information (ABI)		
05	ABI Message association	Check ABI messages are correctly sent, received, processed and associated with the correct FPL. If the system is unable to process a message that is syntactically and semantically correct, it should be referred for Manual intervention.
06	Coordination of Changes to previous ABI message	Check changes to previous ABI messages such as Change in SSR code, Aircraft type, Coordination point, Flight level and Destination aerodrome are correctly sent, received and associated with the correct FPL.
Activate (ACT)		
07	ACT Message association	Check ACT messages are correctly sent, received, processed and associated with the correct FPL. If the system is unable to process a message that is syntactically and semantically correct, it should be referred for Manual intervention.
Logical Acknowledgement Messages (LAM)		
08	LAM Message generation	Check LAM messages are generated for messages that are syntactically and semantically correct.
SSR Code Request Messages (COD)		
09	COD Message association	Check COD messages are sent with correct SSR Code, received, processed and associated with the correct FPL. If the system is unable to process a message that is syntactically and semantically correct, it should be referred for Manual intervention.

## 8. Sample Test Scripts

NOTE: All the samples are provided by UAE

1. Test 001 Connectivity:

Test 001 – Connectivity				
No	Test description	UAE ACC FDPS	Doha FDPS	Remarks
01	Ping Doha FDPS from RDS FDPS	OK / Not OK	OK / Not OK	
02	Ping RDS FDPS from Doha FDPS	OK / Not OK	OK / Not OK	
03	Check the link	Log in as root in rds fdps Type in netstat -tnap, should show the link “established” OK / Not OK	Check the link “established” OK / Not OK	

2. Test 002 Flight plan:

Test 002 – Flight Plan – <i>sent from UAE ACC</i>				
No	Test description	UAE ACC FDPS	Doha FDPS	Remarks
01	Send TST001 (OMAA-OTBD)	OK / Not OK	OK / Not OK	
02	Send TST002 (OMAM-OTBH)	OK / Not OK	OK / Not OK	
03	Send TST003 (OMAA-OEJN)	OK / Not OK	OK / Not OK	

04	Send TST004 (OOMS – OTBD)	OK / Not OK	OK / Not OK	
05	Send TST005 (OTBD – OMDB)	OK / Not OK	OK / Not OK	
06	Send TST006 (OTBH – OMDM)	OK / Not OK	OK / Not OK	
07	Send TST007 (OEJN-OMAD)	OK / Not OK	OK / Not OK	
08	Send TST008 (OTBD – OOMS)	OK / Not OK	OK / Not OK	

3. Test 003 Preliminary Activation Message (PAC):

Test 003 – Preliminary Activation Message (PAC) <i>Doha FDPS to UAE ACC FDPS</i>				
No	Test description	UAE ACC FDPS	Doha FDPS	Remarks
01	Activate start up TST005 (OTBD – OMDB) SSR code:0001 RFL : FPL level	SFPL moves from Pending to Workqueue with SSR code, check CFL field OK / Not OK	OK / Not OK	
02	Change SSR of TST005 New SSR Code:0002	SFPL colour changes to Green in Workqueue OK / Not OK	OK / Not OK	
03	Change ATYP of TST005 New ATYP: A332	SFPL colour changes to Green in Workqueue OK / Not OK	OK / Not OK	
04	Change ADES of TST005 New ADES: VOMM	New FPL is created by OLDI with new ADES OK / Not OK	OK / Not OK	

05	Change RFL of TST005 New RFL: 370	Manual coordination requires OK / Not OK	OK / Not OK	
06	Change COP of TST005 New COP : NADAM	SFPL colour changes to Green in Workqueue OK / Not OK	OK / Not OK	
07	Check LAM messages	OK / Not OK	OK / Not OK	

4. Test 004 ABI & ACT messages:

Test 004 – Advance Boundary Information Message (ABI), Activate Message (ACT) <i>Doha FDPS to UAE ACC FDPS</i>				
No	Test description	UAE ACC FDPS	Doha FDPS	Remarks
01	Enter estimate for TST007 (OEJN – OMAD) SSR code:0003 Exit level : 190 ETX : Current time	SFPL moves from Pending to Work queue with SSR code, check ETN and CFL field OK / Not OK	OK / Not OK	
02	Change SSR of TST007 New SSR code: 0004	SFPL colour changes to Green if in Workqueue OK / Not OK	OK / Not OK	
03	Change ATYP of TST007 New ATYP: C130	SFPL colour changes to Green if in Workqueue OK / Not OK	OK / Not OK	
04	Change ADES of TST007 New ADES: OMAL	New FPL is created by OLDI with new ADES OK / Not OK	OK / Not OK	

05	Change XFL of TST007 New XFL: 170	SFPL colour changes to Green if in Workqueue OK / Not OK	OK / Not OK	
06	Change COP of TST007 New COP: NAMLA	SFPL colour changes to Green if in Workqueue OK / Not OK	OK / Not OK	
07	when ETX is Current time + 5 minutes the ACT should be automatically generated	No change, SFPL already in active. OK / Not OK	OK / Not OK	
08	Change ATYP of TST007 New ATYP:C30J	No change, SFPL already in active Expect manual coordination. OK / Not OK	Flag to notify ATCA that ATYP change is not communicated OK / Not OK	
09	Check LAM messages	OK / Not OK	OK / Not OK	

5. Test 005 ABI & ACT messages:

Test 005 – Advance Boundary Information Message (ABI), Activate Message (ACT) <i>UAE ACC FDPS to Doha FDPS</i>				
No	Test description	UAE ACC FDPS	Doha FDPS	Remarks
01	Enter estimate for TST004 (OOMS – OTBD) SSR code:0005 Exit level : 180 ETN : Current time COPX: MEKMA	SFPL moves from Pending to Active with SSR code A new ABI will be generated OK / Not OK	SSR, ETN and Entry level and entry point should be automatically updated for the concerned flight and flagged for ATCA OK / Not OK	



02	Change SSR of TST004 New SSR code: 0006	A new ABI will be generated OK / Not OK	SSR should be automatically updated for the concerned flight and flagged for ATCA OK / Not OK	
03	Change ATYP of TST004 New ATYP: AT45	A new ABI will be generated OK / Not OK	ATYP should be automatically updated for the concerned flight and flagged for ATCA OK / Not OK	
04	Change ADES of TST004 New ADES: OTBH	A new ABI will be generated OK / Not OK	ADES should be automatically updated for the concerned flight and flagged for ATCA OK / Not OK	
05	Change XFL of TST004 New XFL: 160	A new ABI will be generated OK / Not OK	Entry level should be automatically updated for the concerned flight and flagged for ATCA OK / Not OK	
06	Change COP of TST004 New COP: BUNDU	A new ABI will be generated OK / Not OK	COP should be automatically updated for the concerned flight and flagged for ATCA OK / Not OK	
07	when ETX is Current time + 5 minutes the ACT should be automatically generated	ACT will be generated OK / Not OK	OK / Not OK	
08	Change ATYP of TST004 New ATYP: B738	An indication to ATCO to show that this change needs to be manually coordinated	Expect manual coordination OK / Not OK	
09	Check LAM messages	OK / Not OK	OK / Not OK	

6. Test 006 PAC, ABI, ACT without FPL for UAE:

Test 006 – PAC, ABI, ACT – No FPL for UAE <i>Doha FDPS to UAE ACC FDPS</i>				
No	Test description	UAE ACC FDPS	Doha FDPS	Remarks
01	Activate start up TST009 (OTBD – OMAA) SSR code:0007 ATYP:A320 XFL: 210 COP: NAMLA	SFPL is created by PAC. OLDI window pops up. OK / Not OK	Automatically generates PAC message OK / Not OK	
02	Enter estimate for TST010, (OEJN – OOMS) SSR Code: 0010 ATYP: B738 XFL: 230 COP: BUNDU ETX: Current time	SFPL is created by ABI. OLDI window pops up. OK / Not OK	Automatically generates ABI message OK / Not OK	
03	Enter estimate for TST011, (OEJN – OOMS) SSR Code: 0011 ATYP: B738 XFL: 230 COP: BUNDU ETX: Current time + 3 mins	SFPL is created by ACT. OLDI window pops up. OK / Not OK	Automatically generates ACT message OK / Not OK	
04	Check LAM messages	OK / Not OK	OK / Not OK	

7. Test 007 ABI, ACT without FPL for Doha:

Test 007 – ABI, ACT – No FPL for Doha FDPS <i>UAE ACC FDPS to Doha FDPS</i>				
No	Test description	UAE ACC FDPS	Doha FDPS	Remarks
01	Enter estimate for TST012, (TACT – OTBH) SSR Code: 0012 ATYP: K35R XFL: 220 COP: TOSNA ETN: Current time	Automatically generates ABI message OK /    Not OK	FPL created by ABI and flags for ATCA attention. OK /    Not OK	
02	Enter estimate for TST013, (OOMS – OTBD) SSR Code: 0013 ATYP: A321 XFL: 180 COP: MEKMA ETN: Current time -20 mins	Automatically generates ACT message OK /    Not OK	FPL created by ACT and flags for ATCA attention. OK /    Not OK	
03	Check LAM messages	OK /    Not OK	OK /    Not OK	

8. Test 008 Duplicate SSR:

Test 008 – Duplicate SSR				
No	Test description	UAE ACC FDPS	Doha FDPS	Remarks
01	Create a FPL TST020 at Doha with SSR 0014 to block SSR code Enter estimate data for TST002 at UAE RDS (OMAM – OTBH) SSR Code : 0014 ETN: Current time XFL: 180	OLDI message window pops up with a question mark on TST002 OK / Not OK	Duplicate SSR should be duly flagged to operator OK / Not OK	
02	Create a FPL TST030 at UAE RDS with SSR 0015 to block SSR code Enter estimate data for TST008 at Doha (OTBD – OOMS) SSR Code : 0015 ETN: Current time XFL: 230	OLDI message window pops up with a question mark on TST008 OK / Not OK	Duplicate SSR should be duly flagged to operator OK / Not OK	

9. Test 009 Communication failure:

Test 009 – Communication failure				
No	Test description	UAE ACC FDPS	Doha FDPS	Remarks
01	Simulated link failure	OLDI messages that are not coordinated will move from Active to Workqueue OK / Not OK	Failures should be duly flagged to operator OK / Not OK	

10. Flight plans:

a. TST001 (OMAA – OTBD)

(FPL-TST001-IS  
-A320/M-SDFHIJLOPRVWY/SD  
-OMAA0655  
-N0415F220 TOXIG Z994 VEBAT P899 MEKMA DCT NAJMA DCT DOH  
-OTBD0030 OEDF  
-PBN/A1B1C1D1L1O1S1 NAV/GPSRNAV DOF/13???? REG/A6TST  
EET/OMAE0008 OBBB0020 SEL/ARKQ OPR/TST RMK/TEST FPL)

b. TST002 (OMAM – OTBH)

(FPL-TST002-IM  
-C17/H-SGHJPRWXYZ/SD  
-OMAM0820  
-N0454F280 DCT MA270020 DCT MA285032 DCT DASLA Z994 BUNDU B415 DOH  
DCT  
-OTBH0032 OMAM  
-PBN/A1B1C1D1L1O1S1 NAV/GPSRNAV DOF/13???? REG/A6TST EET/OBBB0019 SEL/CFPR NAV/RNP10 RNAV1 RNAV5  
RNVD1E2A1 RMK/TEST FPL)

c. TST003 (OMAA – OEJN)

(FPL-TST003-IS  
-A320/M-SDGHIJLPRWXY/S  
-OMAA0800  
-N0467F220 TOXIG Z994 BUNDU B415 DOH A415 KIA G782 RGB/N0461F360  
UM309 RABTO G782 ASLAT DCT  
-OEJN0201 OEMA  
-PBN/A1B1C1D1L1O1S1 NAV/GPSRNAV DAT/SV DOF/13???? REG/A6TST EET/OMAE0009 OBBB0021 OEJD0044  
SEL/BMAR RMK/TCAS EQUIPPED RMK/TEST FPL)

d. TST004 (OOMS – OTBD)

(FPL-TST004-IS

-A320/M-SDFHIJLOPRVWY/SD

-OOMS0655

-N0458F320 MCT L764 PAXIM P899 ITRAX ALN P899 DASLA/N0440F260 Z994

VEBAT/N0424F220 P899 MEKMA DCT NAJMA DCT DOH

-OTBD0057 OMAA

-PBN/A1B1C1D1L1O1S1 DAT/V NAV/TCAS DOF/13???? REG/A6TST EET/OMAE0023 OBBB0047 SEL/GLEH RMK/TEST FPL)

e. TST005 (OTBD – OMDB)

(FPL-TST005-IS

-B738/M-SHPRWXYIGZ/S

-OTBD1230

-N0390F210 DOH L305 ITITA L308 DESDI DESDI4T

-OMDB0049 OMRK OMAL

-PBN/A1B1C1D1L1O1S1 NAV/RNAV1 RNAV5 RNP4 RNP10 RNP5 RNVD1E2A1 DOF/13???? REG/A6TST  
EET/OMAE0015 SEL/HQER RMK/TEST FPL)

f. TST006 (OTBH – OMDM)

(FPL-TST006-IM

-C130/M-SHITUY/S

-OTBH1000

-N0311F150 UL305 ALSEM L305 ITITA L308 SHJ DCT

-OMDM0059 OBBI

-PBN/A1B1C1D1L1O1S1 NAV/RNAV1 RNAV5 RNP4 RNP10 RNP5 RNVD1E2A1 DOF/13???? REG/A6TST  
EET/OMAE0020 RMK/TEST FPL)

g. TST007 (OEJN – OMAD)

(FPL-TST007-IN

-GLF4/M-SDGHIRVWXY/S

-OEJN0600

-N0458F210 JDW T532 KIA B418 ASPAN N318 XAKUM Q666 BOXAK DCT

-OMAD0212 OMAL

-PBN/A1B1C1D1L1O1S1 NAV/RNAV1 RNAV5 RNP4 RNP10 RNP5 RNVD1E2A1 DOF/13???? REG/A6TST EET/OBBB0113  
OMAE0151 RMK/TEST FPL)

h. TST008 (OTBD – OOMS)

(FPL-TST008-IS

-A320/M-SDFHIJLOPRVWY/SD

-OTBD0630

-N0466F310 B415 AFNAN B415 ADV N685 LAKLU G216 MCT DCT

-OOMS0103 OMAL

-PBN/A1B1C1D1L1O1S1 NAV/RNAV1 RNAV5 RNP4 RNP10 RNP5 RNVD1E2A1 DOF/13???? REG/A6TST EET/OBBB0007  
OMAE0012 OOMM0038 SEL/GLEH RMK/TEST FPL)

## 9. Bilateral Agreement Template

Bilateral Agreement Template to be appended to the main Letter of Agreement (LoA) Template  
Please choose the appropriate OLDI or AIDC



**NOTE:**

This part of the LOA only to be used as guidance it is related to the Automatic data exchange either OLDI or AIDC which are attachments 1 and 2 respectively to Appendix C of the complete letter of agreement.

**Appendix C (1).****Exchange of Flight Data.**

**(With automatic data exchange)**

**Unit 1****Unit 2**

Revision:        xxxx

Effective:        xx xxxx xxxx

Revised:        xxx

**C.1      General.****C.1.1    Basic Flight Plans.**

Basic flight plan data should normally be available at both ATS Units.

**C.1.2    Current Flight Plan Data.**

Messages, including current flight plan data, shall be forwarded by the transferring ATS unit to the accepting ATS unit either by automatic data exchange or by telephone to the appropriate sector/position.

**C.1.2.1   Automatic Data Exchange.**

The messages (List agreed message for OLD e.g. ABI/ACT/LAM/PAC/REV/MAC messages are exchanged between the two ATS units in accordance with Attachment 1 or Attachment 2 to Appendix C.

**C.1.2.2   Verbal Estimates.**

For conditions that are not supported by the automatic data exchange, verbal estimates will be exchanged.

A verbal estimate shall be passed to the appropriate sector at the accepting ATS unit at least **value** minutes prior, but not earlier than 30 minutes before the aircraft is estimated to pass the transfer of control point.

A verbal estimate shall contain:

**a)    Callsign.**

Note:    To indicate that the flight plan is available, the accepting ATS unit should state aircraft type and destination after having received the callsign.

**b)    SSR code:**

Note:    Normally, the notification of a SSR code indicates that the selection of that code by the aircraft was verified.

- c) ETO for the appropriate COP as laid down in Appendix D to this LoA.
- d) Cleared level, specifying climb or descent conditions if applicable, at the transfer of control point.

Requested level if different from cleared level.

- e) Other information, if applicable.

Normally, verbal estimates will not be passed in parallel with ACT messages.

In all cases, verbally passed data shall take precedence over data exchanged automatically.

#### C.1.2.3 Failure of Automatic Data Exchange.

In the event of a failure which prevents the automatic transfer of data, the Supervisors shall immediately decide to revert to the verbal exchange of estimates.

After recovery from a system failure, the Supervisors shall agree as to when they will revert to automatic data exchange.

#### C.1.3 **Non-availability of Basic Flight Plan Data.**

If the accepting ATS unit does not have basic flight plan data available, additional information may be requested from the transferring ATS unit to supplement the ACT message or a verbal estimate.

*Within the context of RVSM, such additional information should include:*

- a. the RVSM approval status of the aircraft; and*
- b. whether or not a non-RVSM approved aircraft is a State aircraft.*

#### C.1.4 **Revisions.**

Any significant revisions to the flight data are to be transmitted to the accepting ATS unit. Time differences of **value** minutes or more are to be exchanged.

Any levels which different than describe in Appendix D of this LOA are subject to an Approval Request.

#### C.1.5 **Expedite Clearance and Approval Requests.**

Whenever the minimum time of **value** minutes for a verbal estimate, or those prescribed in Attachment 1 to Appendix C for ACT messages, cannot be met, either an expedite clearance request, an approval request (*or a PAC*), as appropriate, shall be initiated.

### C.2 **Means of Communications and their Use.**

#### C.2.1 **Equipment.**

The following lines are available between **Unit 1** and **Unit 2**:

Line Type	Amount	Additional Information
Data Line		
Telephone Lines		

“Additional Information” column should indicate if telephone lines meet the requirements for Direct Controller-Controller Voice Communication (DCCVC) or Instantaneous Direct Controller-Controller Voice Communication (ICCVV)

## C.2.2 Verbal Co-ordination.

All verbal communications between non-physically adjacent controllers should be terminated with the initials of both parties concerned.

Exchange of flight plan data, estimates and control messages by voice shall be carried out in accordance with the following tables:

### C.2.2.1 Messages from Unit 1 to Unit 2.

Receiving Sector/COPs	Message	Position
Sector Name  COPs	Flight Plan Data and Estimates	
	Control Messages, Expedite Clearances, Approval Requests and Revisions	
	Surveillance Co-ordination	

### C.2.2.2 Messages from Unit 2 to Unit 1.

Receiving Sector/COPs	Message	Position
Sector Name  COPs	Flight Plan Data and Estimates	
	Control Messages, Expedite Clearances, Approval Requests and Revisions	
	Surveillance Co-ordination	

### **C.3 Failure of Ground/Ground Voice Communications.**

#### **C.3.1 Fall-Back Procedures for Co-ordination.**

To mitigate the effects of failures of direct speech circuits, both parties will establish and maintain dial-up facilities via PABX and ATC Voice Communications Systems (VCS) as follows:

Sector Name	Tel Number (For Both Units)
-------------	-----------------------------

Stand-alone telephones with auto-dial facilities will be maintained as a second level of fall-back to cover the event of failure of PABX or VCS:

Sector Name	Tel Number (For Both Units)
-------------	-----------------------------

#### **C.3.2 Alternate Fall-Back Procedures for Co-ordination.**

In case of communications failure where the alternatives described in paragraph C.3.1 above are not available or practicable, pilots shall be instructed, at least 5 minutes prior to the transfer of control point, to pass flight data on the appropriate frequency of the accepting ATS unit for the purpose of obtaining an ATC entry clearance from the accepting ATS unit.

If the accepting ATS unit cannot issue an entry clearance to the pilot upon his initial contact, the pilot shall be instructed to inform the transferring ATS unit accordingly via RTF.

The transferring ATS unit shall hold the aircraft within its AoR and after a minimum of 10 minutes instruct the pilot to re-establish RTF contact with the accepting ATS unit.

This procedure shall be repeated until an onward clearance has been obtained from the accepting ATS unit.

### **C.4 Validity**

This Appendix to the LoA takes effect on xxx xxxx xxxx and supersedes previous Appendix to Letter of arrangements between the Unit 1 and Unit 2.

Date:

Date:

---

Name

Title

Authority 1

---

Name

Title

Authority 2

**Attachment 1 to Appendix C**

**Automatic Data Exchange related to OLDI**

ABI/ACT/LAM messages are exchanged between the two ATS units in accordance with the table below:

Messages	COPs	Time and/or Distance Parameters	
		Messages from Unit 1 To Unit 2	Messages from Unit 1 To Unit 2
ABI			
ACT			
LAM			
REV			
PAC			
MAC			
LOF			
NAN			

## Attachment 2 to Appendix C

### Automatic Data Exchange related to AIDC

This is the Generic Template available in the PAN which also contain real sample agreement  
Auckland Oceanic – Brisbane ATS Centre and Auckland Oceanic – Nadi ATM Operations Centre

#### **AIDC Procedures**

1. The format of AIDC messages (*List messages used e.g. ABI, PAC, CDN, CPL, ACP, REJ, MAC, LAM and LRM*) are as defined by the Pan Regional (NAT and APAC) AIDC Interface Control Document (ICD) as amended from time to time, unless described otherwise in this LOA.
2. List messages not supported (*e.g. “EST, TOC, AOC messages are not supported”*).
3. Acceptance of CPL or CDN message is approval of the flight’s profile and requires no further voice communication (i.e. Non-Standard Altitudes, Block Altitudes, and Deviations).
4. (*Describe other procedures applicable to the use of AIDC for this LOA. Some examples are listed below*)
  - a. *Example only. If there is any doubt with regard to the final coordination data, voice coordination should be used for confirmation.*
  - b. *Example only. Receipt of a MAC message must not be interpreted as meaning that the flight plan has been cancelled. Voice coordination must be conducted by the transferring controller to confirm the status of the flight.*
  - c. *Example only. Each facility should advise the other facility of any known equipment outage that affects AIDC. In the event of AIDC outage, voice communication procedures will apply.*
  - d. *Example only. Truncation. Where route amendment outside the FIR is unavoidable.*
    - i. *Terminate the route details at the farthest possible flight plan significant point of the flight and enter “T” immediately following this.*
    - ii. *Without amending the originally received details, every effort is to be made to truncate the route at a minimum of one significant point beyond the adjacent FIR to provide an entry track in that FIR.*

#### **AIDC Messages**

(For each message used describe when it will be sent by each ATSU under the parameter column and use the Notes column to describe other applicable information for the message use by each ATSU. The data below provides an example of the type of information that could be incorporated.)

Messages	Parameter	Notes
ABI	<p><b>ATSU1:</b> Sends ABI approx. 80 minutes prior to boundary (73 minutes prior to the 50 nm expanded sector boundary).</p> <p><b>ATSU2:</b> Sends ABI approx. 87 minutes prior to boundary (80 minutes prior to the 50 nm expanded sector boundary).</p> <p>(Note: An updated ABI will not be sent once a CPL has been sent.)</p>	<p><b>ATSU1 : ATSU2</b></p> <p>Updated ABI’s will be sent automatically if there is any change to profile. ABI is sent automatically and is transparent to the controller. ABI automatically updates the receiving unit’s flight data record.</p>

<b>CPL</b>	<b>ATSU1 : ATSU2</b> Send CPL messages approx. 37 minutes prior to the boundary (30 minutes prior to the 50 nm expanded sector boundary).	<b>ATSU1 : ATSU2</b> CPL messages should be sent by the transferring controller in sufficient time to allow the completion of coordination at least 30 minutes prior to the boundary or 30 minutes prior to the aircraft passing within 50nm of the FIR boundary for information transfers.
<b>CDN</b>	<b>ATSU1 : ATSU2</b> CDN messages are sent by either the transferring or receiving facility to propose a change once the coordination process has been completed, i.e., CPL sent and ACP received. CDN's must contain all applicable profile restrictions (e.g. weather deviations, speed assignment, block altitude). If the use of a CDN does not support this requirement, then verbal coordination is required.	<b>ATSU1 : ATSU2</b> The APS will display a flashing "DIA" until receipt of ACP. If ACPJ not received within ten (10) minutes, controller is alerted with a message to the queue. CDN messages are not normally used for coordination of reroutes; however, with the receiving facilities approval a CDN may be used to coordinate a reroute on a critical status aircraft such as in an emergency.
<b>PAC</b>	<b>ATSU1 : ATSU2</b> PAC messages will normally be sent when the time criteria from the departure point to the boundary is less than that stipulated in the CPL.	<b>ATSU1 : ATSU2</b> Will respond to a PAC message with an ACP. PAC messages should be verbally verified with receiving facility.
<b>ACP</b>	<b>ATSU1 : ATSU2</b>	<b>ATSU1 : ATSU2</b> The APS will display a flashing "DIA" until receipt of ACP. If ACP not received within ten (10) minutes, controller is alerted with a message to the queue.
<b>TOC</b>	<b>ATSU1 : ATSU2</b> Not supported. Implicit hand in/off.	
<b>AOC</b>	<b>ATSU1 : ATSU2</b> Not supported. Implicit hand in/off.	
<b>MAC</b>	<b>ATSU1 : ATSU2</b> MAC messages are sent when a change to the route makes the other facility no longer the "next" responsible unit.	<b>ATSU1 : ATSU2</b> Receipt of a MAC message must not be interpreted as meaning that the flight plan has been cancelled. Voice coordination must be conducted by the transferring controller to confirm the status of the flight.
<b>REJ</b>	<b>ATSU1 : ATSU2</b> REJ messages are sent in reply to a CDN message when the request change is unacceptable	<b>ATSU1 : ATSU2</b> REJ messages are sent only as a response to a CDN message.

## AIDC Messages

(For each message used describe when it will be sent by each ATSU under the parameter column and use the Notes column to describe other applicable information for the message use by each ATSU. The data below provides an example of the type of information that could be incorporated.)

Messages	Parameter	Notes
<i>ABI</i>	<p><b>ATSU1:</b> Sends ABI approx. 80 minutes prior to boundary (73 min prior to the 50 nm expanded sector boundary).</p> <p><b>ATSU2:</b> Sends ABI approx. 87 minutes prior to boundary (80 min prior to the 50 nm expanded sector boundary).</p> <p>(Note: An updated ABI will not be sent once a CPL has been sent.)</p>	<p><b>ATSU1 : ATSU2</b></p> <p>Updated ABI's will be sent automatically if there is any change to profile. ABI is sent automatically and is transparent to the controller. ABI automatically updates the receiving unit's flight data record.</p>
<i>CPL</i>	<p><b>ATSU1 : ATSU2</b></p> <p>Send CPL messages approx 37 minutes prior to the boundary (30 minutes prior to the 50 nm expanded sector boundary).</p>	<p><b>ATSU1 : ATSU2</b></p> <p>CPL messages should be sent by the transferring controller in sufficient time to allow the completion of coordination at least 30 minutes prior to the boundary or 30 minutes prior to the aircraft passing within 50nm of the FIR boundary for information transfers.</p>
<i>CDN</i>	<p><b>ATSU1 : ATSU2</b></p> <p>CDN messages are sent by either the transferring or receiving facility to propose a change once the coordination process has been completed, i.e., CPL sent and ACP received. CDN's must contain all applicable profile restrictions (e.g. weather deviations, speed assignment, block altitude). If the use of a CDN does not support this requirement, then verbal coordination is required.</p>	<p><b>ATSU1 : ATSU2</b></p> <p>The APS will display a flashing "DIA" until receipt of ACP. If ACPJ not received within ten (10) minutes, controller is alerted with a message to the queue.</p> <p>CDN messages are not normally used for coordination of reroutes; however, with the receiving facilities approval a CDN may be used to coordinate a reroute on a critical status aircraft such as in an emergency.</p>
<i>PAC</i>	<p><b>ATSU1 : ATSU2</b></p> <p>PAC messages will normally be sent when the time criteria from the departure point to the boundary is</p>	<p><b>ATSU1 : ATSU2</b></p> <p>Will respond to a PAC message with an ACP. PAC messages should be verbally verified with</p>



	<i>less than that stipulated in the CPL.</i>	<i>receiving facility.</i>
<b>ACP</b>	<b>ATSU1 : ATSU2</b>  <i>The APS will display a flashing “DIA” until receipt of ACP. If ACP not received within ten (10) minutes, controller is alerted with a message to the queue.</i>	<b>ATSU1 : ATSU2</b>  <i>The APS will display a flashing “DIA” until receipt of ACP. If ACP not received within ten (10) minutes, controller is alerted with a message to the queue.</i>
<b>TOC</b>	<b>ATSU1 : ATSU2</b>  <i>Not supported. Implicit hand in/off.</i>	<b>ATSU1 : ATSU2</b>
<b>AOC</b>	<b>ATSU1 : ATSU2</b>  <i>Not supported. Implicit hand in/off.</i>	
<b>MAC</b>	<b>ATSU1 : ATSU2</b>  <i>MAC messages are sent when a change to the route makes the other facility no longer the “next” responsible unit.</i>	<b>ATSU1 : ATSU2</b>  <i>Receipt of a MAC message must not be interpreted as meaning that the flight plan has been cancelled. Voice coordination must be conducted by the transferring controller to confirm the status of the flight.</i>
<b>REJ</b>	<b>ATSU1 : ATSU2</b>  <i>REJ messages are sent in reply to a CDN message when the request change is unacceptable</i>	<b>ATSU1 : ATSU2</b>  <i>REJ messages are sent only as a response to a CDN message.</i>

## 10. Implementation Plan

In line with ASBU Block 0 time lines, the AIDC/OLDI implementation shall be completed by 2017. The implementation should be accomplished in phases. The actual targets set for the MID Regional are in the MID Air Navigation Strategy.

Phase 1 2014 - 2015	<ul style="list-style-type: none"> <li>• OLDI/AIDC capable ATSUs should start implementation activities with a planned implementation date of Q4 2014. The activity should cover the following: <ul style="list-style-type: none"> <li>➤ test activities</li> <li>➤ operator training</li> <li>➤ Revision of LoA</li> <li>➤ transition activities</li> <li>➤ implementation</li> <li>➤ post-implementation reviews</li> </ul> </li> <li>• The ATSUs not capable of OLDI/AIDC should avail the facility of Standalone OLDI terminals with a planned implementation date of Q1 2015 , and budget full OLDI Integration for FY2015 with a planned implementation date of Q2 2016.</li> </ul>
Phase 2 2015 - 2016	<ul style="list-style-type: none"> <li>• The ATSUs using OLDI/AIDC in an Operational environment should assist other ATSUs to implement OLDI/AIDC</li> <li>• The OLDI/AIDC software is readily available therefore the ATSUs waiting for software upgrade should expect a software package by Q4 2015. On receipt of it they should start implementation activities with a planned implementation date of Q2 2016. The activity should cover the following: <ul style="list-style-type: none"> <li>➤ test activities</li> <li>➤ operator training</li> <li>➤ Revision of LoA</li> <li>➤ transition activities</li> <li>➤ implementation</li> <li>➤ post-implementation reviews</li> </ul> </li> </ul>
Phase 3 2017	<ul style="list-style-type: none"> <li>• All ATSUs are connected by Integrated OLDI/AIDC or Standalone OLDI terminals</li> </ul>

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## APPENDIX B

## Monitoring and reporting the status of Implementation of AIDC/OLDI between Adjacent ACCs

State	Location of AIDC/OLDI system	Adjacent ACCs	Implementation Status (YES/NO)	Report for MID AN Strategy
1	2	3	4	5
<b>Bahrain</b>	Bahrain ACC	Jeddah ACC	NO	NO
		Riyadh ACC	NO	
		Kuwait ACC	NO	
		SZC Abu Dhabi ACC	NO	
		Tehran ACC	NO	
<b>Egypt</b>	Cairo ACC	Athens ACC	YES	YES
		Jeddah ACC	NO	
		Khartoum ACC	NO	
		Tripoli ACC	NO	
		Nicosia ACC	NO	
		Amman ACC	NO	
<b>Iran</b>	Tehran ACC	Bahrain ACC	NO	NO
		SZC Abu Dhabi ACC	NO	
		Ankara ACC	NO	
		Kabul ACC	NO	
		Kuwait ACC	NO	
		Baghdad ACC	NO	
		Turkmenistan ACC	NO	
<b>Iraq</b>	Baghdad ACC	Kuwait ACC	NO	NO
		Tehran ACC	NO	
		Amman ACC	NO	
		Ankara ACC	NO	
<b>Jordan</b>	Amman ACC	Jeddah ACC	NO	NO
		Baghdad ACC	NO	
		Damascus ACC	NO	
		Cairo ACC	NO	
<b>Kuwait</b>	Kuwait ACC	Bahrain ACC	NO	NO
		Jeddah ACC	NO	
		Tehran ACC	NO	
<b>Lebanon</b>	Beirut ACC	Nicosia ACC	YES	YES
		Damascus ACC	NO	
<b>Libya</b>	Tripoli ACC	Tunis ACC	NO	NO
	Tripoli ACC	Malta ACC	NO	
	Tripoli ACC	Cairo ACC	NO	
	Tripoli ACC	Khartoum ACC	NO	
	Tripoli ACC	N'Djamena ACC	NO	
<b>Oman</b>	Muscat ACC	SZC Abu Dhabi ACC	NO	NO
		Jeddah ACC	NO	
		Mumbai ACC	NO	
		Bahrain ACC	NO	

State	Location of AIDC/OLDI system	Adjacent ACCs	Implementation Status (YES/NO)	Report for MID AN Strategy
1	2	3	4	5
		Sanaa ACC	NO	
Saudi Arabia	Jeddah ACC	Bahrain ACC	NO	YES
		Cairo ACC	NO	
		Amman ACC	NO	
		SZC Abu Dhabi ACC	NO	
		Muscat	NO	
		Khartoum ACC	NO	
		Sanaa ACC	NO	
		Riyadh ACC	YES	
	Riyadh ACC	Jeddah ACC	YES	
		Bahrain ACC	NO	
			NO	
Sudan	Khartoum ACC	Cairo ACC	NO	YES
		Jeddah ACC	NO	
		N'Djamena ACC	YES	
		Kigali ACC	YES	
		Tripoli ACC	NO	
Syria	Damascus ACC	Beirut ACC	NO	NO
		Amman ACC	NO	
		Baghdad ACC	NO	
UAE	SZC Abu Dhabi ACC	Bahrain ACC	NO	NO
		Jeddah ACC	NO	
		Tehran ACC	NO	
		Muscat ACC	NO	
Yemen	Sanaa ACC	Jeddah ACC	NO	NO
		Muscat ACC	NO	
		Djibouti ACC	NO	
		Mogadishu ACC	NO	