Legend for Cat Column (Optional):

E – Editorial

R – Review

C – Confusing, clarification, erroneous information, inconsistency, or invalid argument

A – Additional material

S – Serious – resolution of comment requires special attention

[To be completed by comment author(s).]

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| Paragraph reference | Comment Number | Comment Author | Description of comment and proposed resolution | Cat | Resolution History | | Status |
| --- | --- | --- | --- | --- | --- | --- | --- |
| General |  | GM | COMMENT:  I know this document is primarily aimed at AIDC, but it does also seem to talk about Flight Planning Messages. I see these outlined in Para 2.3. I do not see mention of messages that support Supplementary Flight Plan Data such as the SPL and the RQS message. Since these deal with Field 19 of ICAO messages, I am a proponent of just making SPL data part of the FPL. We have had to make changes to Ocean21 because many airspace users include Field 19 in an FPL, although ICAO documents prohibit it. Maybe we should just move in that direction. |  | **Issues about radar hand-offs and flight planning can be addressed after the single AIDC is compiled/Keith Dutch** | | **OPEN** |
| General |  | GM | COMMENT:  AIDC the way it is currently implemented fails to handle Radar to Radar transactions. I see that this document refers to a TRU message, but in reading it, I do not see that it covers this function. This is also true in the NAM ICD world. There are messages out there called RTI, RTA, and RTU, which are intended to handle a radar hand-off although they are loosely based on NAS hand-off functionality, and probably could be modified for world-wide use. The TOC method to transfer control does not guarantee proper track correlation, and does not qualify as a valid transfer of radar identification on a surveillance track. If we are going to work to a global standard, which I think is a great idea, we need to address transfer of surveillance track identification. Many times we think of AIDC as a non-surveillance process. If it is going to be global, it needs to handle surveillance also. |  | **Issues about radar hand-offs and flight planning can be addressed after the single AIDC is compiled/Keith Dutch** | | **OPEN** |
| General |  | BK | COMMENT:  A lot of work in amalgamating the PAC and NAT material is still to be done. That work is mostly editorial in nature and is not commented on at this point of time. | E | **Ongoing** | | **OPEN** |
| General |  | AW | COMMENT:  Suggest discussion on the term ACI (Area of Common Interest), defined in 7.21.1.5: *“An ATSU’s Area of Common Interest (ACI) is defined as the airspace for which the ATSU is responsible, i.e., an FIR, and surrounding border regions just outside the FIR. These surrounding border regions are usually determined by the required separation minima”*  The definition (i.e. all the airspace that the ATSU is responsible for) doesn’t really match the use of the word “Common” in the title:- “common” implying airspace for which two or more ATS units may have a “common” interest. Just from its name, I would have considered the ACI to in fact just be the “border region”  SUGGESTED CHANGE TO DOCUMENT:  Suggest a new term be used to less ambiguously describe this airspace. | R |  | | **OPEN** |
| General |  | AW | COMMENT:  There are mixed references to Field 14 as “Boundary estimate data” and “Estimate data”.  Suggest standardize to “Estimate data”  SUGGESTED CHANGE TO DOCUMENT: | E | **Recommended changes were completed through Chapter 4 only.** | | **OPEN** |
| Foreword  1.1 |  | WB | In the historical background para 1.1 removes the word Oceanic. As AIDC is not just for oceanic use. | E | **Changed** | | **CLOSED** |
| Foreword  1.2 |  | WB | After …PAN ICD became effective on [date] (include) “and replaces the previous version of the above documents.” | E | **Not added yet** | | **OPEN** |
| 2.13 |  | WB | COMMENT**:**  SUGGESTED CHANGE TO DOCUMENT**:**  Change reference to OLDI to AIDC | E | **Changed** | | **CLOSED** |
| 2.13 and 2.13.1 |  | EN | **Comment**  OLDI seems to be a regional variation of AIDC  **Resolution**  2.13 In the context of this document, OLDI is a regional implementation of AIDC |  | **Changed** | | **CLOSED** |
| 2.21 |  | WB | COMMENT**:**  SUGGESTED CHANGE TO DOCUMENT**:**  Remove reference to OLDI | E | **Changed** | | **CLOSED** |
| 2.21.2 |  | WB | COMMENT**:**  ABI can also be used to represent the cleared profile, particularly when using abbreviated coordination and not utilising the CPL message  SUGGESTED CHANGE TO DOCUMENT**:** | R/E | **Changed** | | **CLOSED** |
| 2.3 |  | BK | COMMENT:  This section is mixing units of measurement and data conventions.  SUGGESTED CHANGE TO DOCUMENT:  The section should be called “Units of measurement and data conventions” or preferably, split it into two sections: “Units of measurement” and “Data conventions”. | E | **“Data Conventions” was added to section title. Discussion still required on splitting into two sections.** | | **OPEN** |
| Section 2.3 |  | AW | COMMENT**:** I have re written the units of Measurement section for consideration  SUGGESTED CHANGE TO DOCUMENT**:**  Include the attachment below. | R/E | **Field 14-Estimate Data was added and moved to Chapter 4 ; renumbered to 2.3** | | **OPEN** |
| 1.3 Units of measurement  * 1. AIDC messages described in the PAN ICD may support different units of measurement to those described below. If this occurs, bilateral agreements shall determine the units to be transmitted, as well as their format and any associated limitations (e.g. minimum/maximum value, resolution etc).   2. **Time and date.**      1. All time information shall be expressed in UTC as four digits (HHMM) rounded to the nearest whole minute, with midnight expressed as 0000. Subject to bilateral agreement, time may be expressed as 6 digits (HHMMSS). When date information is used, it shall be expressed in YYMMDD format   3. **Geographic position information.**      1. Geographic position information shall be specified in accordance with *PANS-ATM, Doc 4444*.   4. **Level information.**      1. All level information shall be specified as flight level(s) or altitude(s) expressed in hundreds of feet. With the exception of block levels, level information – including supplementary crossing data and crossing conditions – shall be specified in accordance with *PANS-ATM, Doc 4444*.      2. **Block level information**         1. Where a block level is to be included in an AIDC message, it shall be expressed as the lower level followed by the upper level.   *Example*   |  |  | | --- | --- | | Format | Explanation | | F320F340 | The aircraft is operating in a block of levels between F320 and F340 (inclusive) |   Block level information may be included in Field 14 of any AIDC message, or in the Track Data field of a TRU message.   * 1. **Speed information**      1. All speed information shall be expressed as true airspeed in knots or as a true Mach number. With the exception of Mach Number Technique, speed information shall be specified in accordance with *PANS-ATM, Doc 4444*.      2. **Mach Number Technique Information**         1. Where Mach Number technique information is to be included in an AIDC message it shall be expressed as: * A single character describing whether an aircraft will be maintaining the notified Mach Number or less (L), the notified Mach Number or greater (G), or exactly the notified Mach Number (E); and * Four characters defining the notified Mach Number, expressed as the letter M followed by 3 numerics specifying the Mach number to the nearest hundredth of unit Mach.   *Examples*   |  |  | | --- | --- | | Format | Explanation | | GM085 | The aircraft is maintaining M0.85 or greater | | EM076 | The aircraft is maintaining M0.76 | | LM083 | The aircraft is maintaining M0.83 or less |   Mach Number Technique information may be included in Field 14 of any AIDC message   * 1. **Offset and Weather Deviation Information**      + 1. Where Offset or weather deviation information is to be included in an AIDC message it shall be expressed as:           - A single character describing whether the information is associated with an offset (O) or a weather deviation (W); and,           - One to three characters indicating the distance of route associated with this clearance (leading zeros shall not be used); and,           - A direction, indicating left (L), right (R) or either side of route (E).   *Examples*   |  |  | | --- | --- | | Format | Explanation | | O30R | The aircraft is offsetting 30NM to the right of route | | W25E | The aircraft is conducting a weather deviation up to 25NM either side of route | | W100L | The aircraft is conducting a weather deviation up to 100NM to the left of route |  * + 1. Offset and weather deviation information may be included in Field 14 of any AIDC message, or in the Track Data field of a TRU message.     2. When *transmitting an AIDC message containing Offset information, the direction “E” (either side of route) shall not be used*.     3. Valid "off track" distance values are integers between 1 and 250, with no leading zeros. The distance off route is measured in nautical miles (NM).   **Field 14 – Estimate data**  While AIDC messages may contain a variety of flight plan information, Field 14 – Estimate data – could be considered as the most crucial information, as it contains the ‘agreed coordination conditions’ of a flight between the transferring and receiving ATSU.  The following section describes the contents of Field 14, as well as providing examples of how various information can be incorporated.   |  |  |  |  | | --- | --- | --- | --- | | Data | Example | Mandatory/Optional | Comment | | Position  (14a) | 46N150W  1545S16545E  GOOFY | M | Normally a waypoint located on the FIR boundary, but may also be an agreed waypoint close to the FIR boundary, or a system calculated FIR boundary position | | Estimate  (14b) | 2200 | M | The estimate for the position in 14a | | Level  (14c) | A090  F330  F330F370 | M | The coordinated level of the aircraft  While 14c is mandatory, the support for the block level format is optional | | Supplementary crossing data  (14d) | F290  F350 | Included when applicable | Use in conjunction with 14e to indicate that an aircraft may be on climb or descent at, or within tolerances of, the FIR boundary | | Crossing condition  (14e) | A  B | Included when applicable | (A) The aircraft may be on climb from the level specified in 14d  (B) The aircraft may be on descent from the level specified in 14d | | Mach Number Technique | GM084  EM076  LM083 | O |  | | Offset and weather deviation | W25R  W100E  O30R | O | When an offset or weather deviation is in effect, the position in 14a should be a position on the flight planned route, rather than the offset route |   **Note1.** Each field of optional information is separated from the previous data by an oblique stroke “/”;  **Note2.** The order that the data is included in Field 14 is the order in which it is listed in the table above. For example, if an AIDC message were to include an assigned Mach Number as well as a weather deviation, the mach Number information would precede the weather deviation information.   * + 1. **Block level information in Field 14**        1. It is permissible to include supplementary crossing data and a crossing condition with a block level however the supplementary crossing data may only be a single level (i.e. it cannot be a block level).   *Example*   |  |  | | --- | --- | | Field 14 | Explanation | | MINNY/2125F320F340 | The aircraft is estimating MINNY at 2125, and is operating in a block of levels between F320 and F340 (inclusive). | | 46N150W/0244F310F350F290A | The aircraft is estimating 46N150W at 0244, and has been assigned a block of levels between F310 and F350 (inclusive) and will cross 46N150W at or above F290 |  * + - 1. The coordination of block level information by AIDC should only be made following bilateral agreement.     1. Mach Number Technique Information in Field 14        - 1. If included in an AIDC message, any Mach Number information shall always follow directly after the level information and be separated from the level information by a forward slash delimiter (/).   *Example*   |  |  | | --- | --- | | Field 14 | Explanation | | BUGGS/0349F350/GM085 | The aircraft is estimating BUGGS at 0349 at F350 and has been instructed to maintain M0.85 or greater | | 4305N17510W/0215F310/EM076 | The aircraft is estimating 4305N17510W at 0215 at F310 and has been instructed to maintain M0.76 |      * + - 1. The absence of speed information in Field 14 of an AIDC message indicates that any previously assigned speed (if applicable) has been cancelled.   *Example*   |  |  | | --- | --- | | Field 14 | Explanation | | SPEDY/1237F310F330B/LM083  Subsequently followed by:  SPEDY/1238F310 | The aircraft is estimating SPEDY at 1237, assigned F310 and will cross SPEDY at or below F330, maintaining M0.83 or less  The aircraft is now estimating SPEDY at 1238, is maintaining F310 (i.e. no longer on descent at SPEDY), and the mach number restriction has been cancelled |  * + - 1. The coordination of Mach Numbers by AIDC should only be made following bilateral agreement.   1. Offset and Weather Deviation Information in Field 14      1. If included in an AIDC message, any offset and weather deviation information shall always be the last information in Field 14, and shall be separated from preceding information by a forward slash delimiter (/).   From an ATC perspective, it is important to be aware of the difference between an offset and a weather deviation, as shown below.  Offset vs weather deviation(2)  An offset is a flight trajectory that is parallel to the original route, offset by a specified distance and direction. Once an aircraft is established on the offset, separation may be applied solely based on the offset path.  A weather deviation permits an aircraft to operate anywhere between the original route and the specified distance and direction from the original route. Separation must therefore be applied to the entire airspace in which the aircraft has been cleared to operate in.  *Example*   |  |  | | --- | --- | | Field 14 | Explanation | | GOOFY/2330F310/GM084/O30R | The aircraft is estimating GOOFY at 2330, maintaining F310, instructed to maintain M0.84 or greater , and has been cleared to offset 30NM to the right of route | | 41N040W/0215F310F330/W25E | The aircraft is estimating 41N040W at 0215, is operating in a block of levels between F310 and F330 (incluisve), and has been cleared to deviate up to 25NM either side of route | | DAFFY/0215F310F350F370B/W100L | The aircraft is estimating DAFFY at 0215, and has been assigned a block of levels between F310 and F350 (inclusive), will cross DAFFY at or below F370, and has been cleared to deviate up to 100NM to the left of route |   The absence of offset or weather deviation in Field 14 of an AIDC message indicates that any previously notified off-track information has been cancelled.   |  |  | | --- | --- | | Field 14 | Explanation | | 34N040W/1519F330/W15R  Subsequently followed by:  34N040W/1520F330 | The aircraft is deviating up to 15NM right of track  The aircraft is back on track (and one minute later than previously coordinated) |  * + 1. When an aircraft is offsetting or deviating, the coordination point included in Field 14a shall be a position based on the nominal route rather than the offset route.   Coordination point on Offset path   * + 1. The coordination of offsets and weather deviations by AIDC should only be made following bilateral agreement. Depending on their operational requirements, some States may choose to only implement the weather deviation format. This should also be specified in bilateral agreements.   1. Functional addresses.      1. A functional address, which refers to a function within an OAC/ACC (e.g. an ATC watch supervisor), may be substituted in certain messages in the MIS and EMG messages for the aircraft identification found in Field 7. Where such an address is used, it is preceded by an oblique stroke (/) to differentiate it from aircraft identification.  Restriction formats  * 1. Principles.      1. The restriction information provided by the controlling centre to the downstream centre shall be limited to the flight profile at and beyond the ACI boundary.      2. The cleared level, supplementary crossing data and crossing conditions in field 14 shall be based on the conditions at the ACI boundary.      3. If a fix other than a filed route point is used in the level and/or speed clearance at and beyond the ACI boundary, it shall be part of the appropriate flight profile in field 15.   2. Level and speed restrictions.      1. Use of restrictions is not mandatory. If they are used, the following convention shall be used.      2. Route, speed and level information contained in the Route field (ICAO ATS Field 15) represent the current cleared profile of the aircraft. Where a clearance requires a speed/level change subsequent to a route point, then the ICAO convention of route point followed by an oblique stroke and the new speed/level will be used:   *Example*  60N010W/M084F350   * + 1. Where a clearance requires a speed/level change to be completed by a route point, then the items will be reversed:   *Example*  M084F350/62N020W   * + 1. A combination of these two conventions will describe a clearance with a defined starting and completion point:   *Example*  60N010W/M084F350/62N020W   * 1. Time restrictions.      1. There are three types of time restrictions describing when an aircraft should arrive at a fix:   AT/ (UNTIL);  AT OR BEFORE; or,  AT OR LATER.   * + 1. A suffix will be added to the four digit time to denote the restriction type, as follows:   AT: 'A', e.g. 1230A;  AT OR BEFORE: 'B', e.g., 1230B; or,  AT OR LATER: 'L', e.g., 1230L.   * + 1. The restriction itself will begin with a slash (/), e.g., /1230B, and will appear after the fix with which it is associated. For example, 49N050W/1230L signifies that the aircraft should arrive at 49N 50W at or later than 1230 Z.     2. A time restriction may be used in conjunction with speed/level restrictions as follows:   60N010W/1230L/M084F350  After 60N010W cleared M084 FL350 and cross 60N010W at or later than 1230Z  M084F350/62N020W/1230A  Cleared M084 FL350 to be maintaining at or before 62N020W and cross 62N020W  at time 1230Z  60N010W/M084F350/62N020W/1230B  After 60N010W cleared M084 FL350 to be maintaining at or before 62N020W.  Cross 62N020W at or before 1230Z   * + 1. Time restrictions may only appear in the Route field (Field 15).     2. The use of time restrictions shall be bilaterally agreed between ATS providers.   1. Time restrictions related to level and speed.      1. There are three types of time restrictions, describing when an aircraft should commence or terminate a level and/or speed change. A suffix will be added to the four digit time to denote the restriction type, as follows:   UNTIL: ("A", e.g. 1230A)  AT or BEFORE: ("B", e.g., 1230B); or AT or  LATER: ("L", e.g., 1230L)   * + 1. The restriction itself will begin with a slash, i.e., "/", e.g., /1230B, and will appear directly after the element with which it is associated. For example, M080F350/1230L signifies that the aircraft should cruise M080 at F350 at or later than time 1230Z.     2. A time restriction related to level and speed may be used in conjunction with a fix restriction as follows:   *Example*:  M080F350/1135A/M080F370/1220B 53N030W  Maintain M080 F350 until 1135Z then cleared M080 F370 to be level at or before 1220Z  M080F330/1135A/M080F370 53N030W  Maintain M080 F330 until 1135Z then climb to F370  60N010W/M084F350/1230B  After 60N010W cleared M084 FL350 to be maintaining at or before 1230Z  M083F330/1135L/60N020W  At 1135Z or later cleared M083 FL330 to be maintaining by 60N020W  M083F330/1135L  At 1135Z or later cleared M083 F330 | | | | | | | |
| 2.3.4.3 |  | BK | COMMENT:  It is a fact that many aircraft are flying “cost index” which is not in accordance with speeds filed in the flight plan and which may lead ATC to assume incorrect speeds in fix-time calculations and conflict probing. One way to tackle that would be to actually clear aircraft to fly “cost index” and require the pilot to report specific speed changes to ATC.  Consider including a provision for coordinating that the aircraft is flying “cost index” speed.  (cost index is probably a Boeing term, an appropriate term would need to be determined).  SUGGESTED CHANGE TO DOCUMENT:  Possible data convention:  PLUTO/0215F310/IM076  The aircraft is flying cost index, last reported speed M076. | A |  | **OPEN** | |
| 2.5 |  | BK | COMMENT:  Shouldn’t the norm be that the point of coordination is the last cleared waypoint prior to Area of Common Interest (ACI) penetration?  SUGGESTED CHANGE TO DOCUMENT:  2.51 The point used in field 14, Estimate Data, will normally be the last cleared waypoint prior to Area of Common Interest (ACI) penetration ~~a boundary point~~ but may also be an agreed point close to or on~~, rather than on,~~ the FIR boundary. | R | **To be resolved along with discussion of Field 14 language from AW?** | **OPEN** | |
| 2.5 |  | EN | Comment:  Future ATN is not so much in future anymore and could be realized either based on OSI or IPS. ICAO manuals provide sufficient guidance for implementation.  Resolution  The message sets and procedures described in the ICD have been designed for use with the existing Aeronautical Fixed Telecommunications Network (AFTN) and could be also used with the Aeronautical Telecommunication Network (ATN ) based either on OSI or IPS.. | C | **To be resolved along with discussion of Field 14 language from AW?** | **OPEN** | |
| 2.5 e) |  | EN | **Comment**  I think the outcome of the ADS Panel message set was then included in Doc 4444 and 9694  **Resolution**  Relationship to the Doc 4444 and Doc 9694 message sets. | C | **To be resolved along with discussion of Field 14 language from AW?** | **OPEN** | |
| 3.22.6.2 |  | WB | COMMENT**:** This is LOA material  SUGGESTED CHANGE TO DOCUMENT**:**  Remove this paragraph and include in an LOA if required | E | **Changed** | **CLOSED** | |
| 3.31 and 3.32 |  | EN | **Comment**  3.31 and 3.32 could be deleted (except the Table) and replace by the following. Taking the latest developments into account  **Resolution**  3.31 The exchange of AIDC messages is currently organized through AFTN. However, the use of AMHS through AMHS/AFTN gateways, OSI or IPS based ATN ( Doc 9880 and 9896 refer) could be also implemented |  | **Language was added in 3.31.1---further discussion on intent for the rest of comment is needed** | **OPEN** | |
| 3.31.2 |  | WB | COMMENT**:**  SUGGESTED CHANGE TO DOCUMENT**:**  Remove. This perhaps should be a NAT annex | E | Clarification needed | **OPEN** | |
| 3.4.1 |  | WB | COMMENT**:** Very NAT specific  SUGGESTED CHANGE TO DOCUMENT**:**  Rewrite to be generic. | E | Text updated | **CLOSED** | |
| 3.41 and 3.42 |  | EN | **Comment**  This text seems to be outdated  **Resolution**  **3.41** . Test messages shall have the same format as existing NAT Core messages, but shall be distinguished by special callsigns. A test callsign shall begin with the letter 'Z', followed by the four-letter ICAO ATS Unit location indicator, as defined in Paragraph 2.2 3.22.6.1 above. The last two characters shall be numeric. The following are examples of valid test callsigns:  ZEGGX01  ZCZQX87  ZKZWY45 |  | **Text updated.** | **CLOSED** | |
| Sect 4.1 |  |  | COMMENT**:** Section commences with numbering of 4.11 and not 4.1  SUGGESTED CHANGE TO DOCUMENT  Commence numbering at 4.1 | E | **Renumbering will be addressed in several places in the document once content is decided upon** | **OPEN** | |
| 4.11 |  | WB | COMMENT**:**  SUGGESTED CHANGE TO DOCUMENT**:**  Remove reference to OLDI and NAT | E | **Changed** | **CLOSED** | |
| 4.21 |  | AW | COMMENT:  Remove the non-generic reference to “APAC and NAT”  (Multiple occurrences)  SUGGESTED CHANGE TO DOCUMENT:  Suggest reword “It is recommended that all ATS providers implementing AIDC support the core messages shown in Table 4-1” | E | **Rewording is under discussion** | **OPEN** | |
| 4.22 |  | AW | COMMENT:  Reword 4.22 to complement the previous paragraph  SUGGESTED CHANGE TO DOCUMENT:  Suggest reword: “ATS providers implementing AIDC may choose to support the optional messages shown in Table 4-1. Any optional messages supported should be detailed in bilateral agreements” | E | **Rewording is under discussion** | **OPEN** | |
| 4.3.1.2 |  | BK | COMMENT:  Concerning field 18 within field 22:  “Other information as contained in the original flight plan ….”. What if corrections have been made to field 18, should they not be coordinated? (for example if the registration has been corrected to enable FANS logon). | C |  | **OPEN** | |
| 4.4.1.2 |  | BK | COMMENT:  Concerning field 18 within field 22:  “Other information as contained in the original flight plan ….”. What if corrections have been made to field 18, should they not be coordinated? (for example if the registration has been corrected to enable FANS logon). | C |  | **OPEN** | |
| 4.4.1.3 |  | SB | COMMENT:  Concerning:  (ABI-IBE6175-LEMD-41N040W/0700F330-KMIA-8/IS-9/B744/H-10/SABDIJ2RGXW/SB2-15/M084F350  SUGGESTED CHANGE TO DOCUMENT:  Filed out of sequence should read “SABDGIJ2RWX” | C |  | **OPEN** | |
| 4.4.1.3 |  | SB | COMMENT:  Concerning:  (ABI-ICE615-BIKF-62N030W/0700F350F310A-KJFK-8/IS-9/B752/M-10/ SDIJ5RXW /SD1-15/M080F350 62N030W 60N040W 57N050W DCT OYSTR DCT STEAM T -18/PBN/A1L1)  SUGGESTED CHANGE TO DOCUMENT:  Filed out of sequence should read “SDIJ5RWX” | C |  | **OPEN** | |
| 4.4.1.3 |  | SB | COMMENT:  Concerning:  (ABI-VIR2-KEWR-55N040W/2323F330-EGLL-8/IS-9/B744/H-10/ SABDE1GHIJ2M1RXW /S-15/M085F330 55N040W NATY NURSI UN551 BEL UL10 HON BNN2A-18/PBN/A1L1O1T1 NAV/GBAS SBAS)  SUGGESTED CHANGE TO DOCUMENT:  Filed out of sequence should read “SABDE1GHIJ2M1RWX” | C |  | **OPEN** | |
| 4.4.1.3 |  | SB | COMMENT:  Concerning:  (ABI-BAW242-MMMX-42N050W/0623F330-EGLL-8/IS-9/B744/H-10/SIRWXY/SB2-15/M082F330 42N050W 45N040W 47N030W 49N020W BEDRA UN491 GUNSO UM197 GAPLI UR8 GIBSO-18/PBN/A1 DOF/121130 REG/GBNLI EET/KZHU0054 CZQX0546 45N040W0556 EGGX0643 49N020W0732 BEDRA0757 GUNSO0813 EGTT0833 SEL/BPCEORGN/EGLLBAWH RALT/CYQX EIDW RMK/TCAS)  SUGGESTED CHANGE TO DOCUMENT:  -Multiple entries for SEL/ would be rejected | C |  | **OPEN** | |
| 4.4.1.3 |  | SB | COMMENT:  Concerning:  (ABI-THA179-EGLL-15N090E/0700F330-VTBD-8/IS-9/B747/H-10/S/C-15/14N093W 13N097W YAY T-18/0)  SUGGESTED CHANGE TO DOCUMENT:  Easiest to just add in a new example, need to update the AC Type (likely B744) as well as additional matching indicators for fields 10 and 18. Incomplete field 10a and 18, should include other entries to account for items such as RVSM (W). If “R” is included in field 10a “PBN/” must be included in field 18. If “Z” is included in field 10a then “NAV/” “COM/” or “DAT/” must be included in field 18. | C |  | **OPEN** | |
| 4.4.1.3 |  | SB | COMMENT:  Concerning:  (ABI-QFA43-YSSY-ESKEL/0300F330-NZAA-8/IS-9/B747/H-10/SIDHJRW/CD-15/SY L521 ESKEL TANEN WN-DEST/NZWN)  SUGGESTED CHANGE TO DOCUMENT:  Need to update the AC Type (likely B744) to be consistent with Doc 8643. Filed 10a should read “SDHIJ\_RW” with a number in the blank after J. | C |  | **OPEN** | |
| 4.4.1.3 |  | SB | COMMENT:  Concerning:  (ABI-IBE6175-LEMD-41N040W/0700F330-KMIA-8/IS-9/B744/H-10/SABDIJ2RGXW/SB2-15/M084F350  SUGGESTED CHANGE TO DOCUMENT:  Filed out of sequence should read “SABDGIJ2RWX” | C |  | **OPEN** | |
| 4.4.1.3 |  | SB | COMMENT:  Concerning:  (ABI-ICE615-BIKF-62N030W/0700F350F310A-KJFK-8/IS-9/B752/M-10/ SDIJ5RXW /SD1-15/M080F350 62N030W 60N040W 57N050W DCT OYSTR DCT STEAM T -18/PBN/A1L1)  SUGGESTED CHANGE TO DOCUMENT:  Filed out of sequence should read “SDIJ5RWX” | C |  | **OPEN** | |
| 4.4.1.3 |  | SB | COMMENT:  Concerning:  (ABI-VIR2-KEWR-55N040W/2323F330-EGLL-8/IS-9/B744/H-10/ SABDE1GHIJ2M1RXW /S-15/M085F330 55N040W NATY NURSI UN551 BEL UL10 HON BNN2A-18/PBN/A1L1O1T1 NAV/GBAS SBAS)  SUGGESTED CHANGE TO DOCUMENT:  Filed out of sequence should read “SABDE1GHIJ2M1RWX” | C |  | **OPEN** | |
| 4.4.1.3 |  | SB | COMMENT:  Concerning:  (ABI-BAW242-MMMX-42N050W/0623F330-EGLL-8/IS-9/B744/H-10/SIRWXY/SB2-15/M082F330 42N050W 45N040W 47N030W 49N020W BEDRA UN491 GUNSO UM197 GAPLI UR8 GIBSO-18/PBN/A1 DOF/121130 REG/GBNLI EET/KZHU0054 CZQX0546 45N040W0556 EGGX0643 49N020W0732 BEDRA0757 GUNSO0813 EGTT0833 SEL/BPCEORGN/EGLLBAWH RALT/CYQX EIDW RMK/TCAS)  SUGGESTED CHANGE TO DOCUMENT:  -Multiple entries for SEL/ would be rejected | C |  | **OPEN** | |
| 4.4.1.3 |  | SB | COMMENT:  Concerning:  (ABI-THA179-EGLL-15N090E/0700F330-VTBD-8/IS-9/B747/H-10/S/C-15/14N093W 13N097W YAY T-18/0)  SUGGESTED CHANGE TO DOCUMENT:  Easiest to just add in a new example, need to update the AC Type (likely B744) as well as additional matching indicators for fields 10 and 18. Incomplete field 10a and 18, should include other entries to account for items such as RVSM (W). If “R” is included in field 10a “PBN/” must be included in field 18. If “Z” is included in field 10a then “NAV/” “COM/” or “DAT/” must be included in field 18. | C |  | **OPEN** | |
| 4.4.1.3 |  | SB | COMMENT:  Concerning:  (ABI-QFA43-YSSY-ESKEL/0300F330-NZAA-8/IS-9/B747/H-10/SIDHJRW/CD-15/SY L521 ESKEL TANEN WN-DEST/NZWN)  SUGGESTED CHANGE TO DOCUMENT:  Need to update the AC Type (likely B744) to be consistent with Doc 8643. Filed 10a should read “SDHIJ\_RW” with a number in the blank after J. | C |  | **OPEN** | |
| 4.4.2.1.1 |  | AW | COMMENT**:**  1. AIDC messaging is generally automated, so it may be difficult for the automation system to know whether the “boundary conditions are in compliance with agreements…”  2. I don’t like the term “Crossing conditions” in the description, as it may be confused with information in Field 14d & e.  SUGGESTED CHANGE TO DOCUMENT**:**  “4.4.2.1.1 Used to inform the receiving centre of the crossing conditions for a flight ~~and to indicate that the conditions are in compliance with agreements between the two parties.~~ An ACP message…” | R | **Crossing conditions deleted** | **CLOSED** | |
| 4.4.8 |  | BK | COMMENT:  Currently there is no provision for passing information from one center to another concerning the aircraft’s requested flight level. On many occasions an aircraft has requested a flight level in center A and been denied, but the information about the requested flight level not been passed on to center B. When the requested flight level subsequently becomes available, center B has no information that the aircraft is looking for that flight level.  SUGGESTED CHANGE TO DOCUMENT:  Add a new element to the TRU (Track Update) message as follows:  Requested Flight Level (RFL)  This optional element is preceded by the identifier ‘RFL’ and contains the aircraft’s last requested flight level if it is different from the level the aircraft is currently maintaining.  Example  RFL/F390 | A | **RFL Added** | **CLOSED** | |
| 4.4.8 |  | BK | COMMENT:  Sometimes it happens (at least in the NAT) that the unit receiving coordination has not received the filed FPL or a CHG message and the CPL message contains a reroute and the receiving unit has been unable to obtain the FPL using RQP. The receiving center then does not know that the aircraft has been rerouted. A way to tackle this would be to require the transferring unit to also send the receiving unit the flight plan route when the aircraft has been rerouted.  SUGGESTED CHANGE TO DOCUMENT:  Add a new element to the TRU (Track Update) message as follows:  Flight Plan Route (FPR)  This optional element is preceded by the identifier ‘FPR’ and contains the aircraft’s filed route of flight as contained in the filed FPL or as amended by CHG messages. |  |  | **OPEN** | |
| 4.4.8 |  | AW | COMMENT**:**  Support comment made by Bjarni concerning adding a new element “RFL” to the Track data field  Also suggest adding a “PRL” (Present level) element:  Appropriate error codes in Table 5-1 would also be required  Is it worth adding Mach Number Technique (i.e. ability to send “<speed> or greater” (or less)?  SUGGESTED CHANGE TO DOCUMENT**:**  This optional element is preceded by the identifier ‘PRL’ and contains the aircraft’s last reported level. Typically used to provide a “maintaining” report to another ATS Unit.  Example  PRL/F390  In Table 5-1:   |  |  |  | | --- | --- | --- | | 92 | TDF (See Note 6) | INVALID FLIGHT LEVEL IN RFL/ IDENTIFIER | | 93 | TDF (See Note 6) | INVALID FLIGHT LEVEL IN PRL/ IDENTIFIER | | 4.4.8 | **PRL Added** | **CLOSED** | |
| 4.5.1.2 |  | SB | COMMENT:  Concerning:  (CPL-QFA811-IS-B767/H-S/C-WSSS-20N070E/1417F350-M080F350 30N060E 40N090E YAY T-EGLL-0)  SUGGESTED CHANGE TO DOCUMENT:  Need to update the AC Type (should be B762, B763 or B764) to be consistent with Doc 8643. Truncated field 10a should be expanded, need to match field 18 as well. If “R” is included in field 10a “PBN/” must be included in field 18. If “Z” is included in field 10a then “NAV/” “COM/” or “DAT/” must be included in field 18. | C |  | **OPEN** | |
| 4.5.1.2 |  | SB | COMMENT:  Concerning:  (CPL-UAL815-IS  -B773/H- SDIJ5RXW/SD1  -LFPG-54N030W/1417F350  -M080F350 54N020W 54N030W 54N040W 52N050W DCT CRONO DCT DOTTY  -KIAD  -PBN/A1L1 REG/N456UA SEL/KLBF)  SUGGESTED CHANGE TO DOCUMENT:  Filed out of sequence should read “SDIJ5RWX” | C |  | **OPEN** | |
| 4.5.1.2 |  | SB | COMMENT:  Concerning:  (CPL-IBE6123-IS  -B744/H-SXWC/C  -LEMD-41N030W/1325F350  -M084F350 41N030W 41N040W 41N050W 40N060W 38N065W DANER A699 NUCAR DCT  HEATT  -KMIA  -0)  SUGGESTED CHANGE TO DOCUMENT:  Filed out of sequence should read “SCWX” | C |  | **OPEN** | |
| 4.5.1.2 |  | SB | COMMENT:  Concerning:  (CPL-VIR2-IS  -B744/H-SXW/C  -KEWR-55N040W/2323F330  -M085F330 55N040W NATY NURSI UN551 BEL UL10 HON BNN2A  -EGLL  -0)  SUGGESTED CHANGE TO DOCUMENT:  Filed out of sequence should read “SCWX” | C |  | **OPEN** | |
| 4.5.1.2 |  | SB | COMMENT:  Concerning:  (CPL-BAW242-IS  -B744/H-SIRWXY/C  -MMMX-42N050W/0623F330  -EGLL  -M082F330 42N050W 45N040W 47N030W 49N020W BEDRA UN491 GUNSO UM197 GAPLI  UR8 GIBSO  -EGLL  - EET/KZHU0054 CZQX0546 45N040W0556 EGGX0643 49N020W0732 BEDRA0757  GUNSO0813 EGTT0833 ORGN/EGLLBAWH RALT/CYQX EIDW REG/GBNLI  RMK/TCAS SEL/BPCE DOF/040212)  SUGGESTED CHANGE TO DOCUMENT:  Should include “EGLL” field 16 only, propose delete duplicate. Field 18 indicators out of sequence.  (CPL-BAW242-IS  -B744/H-SIRWXY/C  -MMMX-42N050W/0623F330  -M082F330 42N050W 45N040W 47N030W 49N020W BEDRA UN491 GUNSO UM197 GAPLI  UR8 GIBSO  -EGLL  - DOF/040212 REG/GBNLI EET/KZHU0054 CZQX0546 45N040W0556 EGGX0643 49N020W0732 BEDRA0757  GUNSO0813 EGTT0833 ORGN/EGLLBAWH RALT/CYQX EIDW SEL/BPCE RMK/TCAS) | C |  | **OPEN** | |
| 4.5.2.3 |  | SB | COMMENT:  Concerning:  (CDN-QFA1-YSSY-WSSS-10/SDGHIJ\_RYZ/SD1)  SUGGESTED CHANGE TO DOCUMENT:  “J” in field 10a needs to be followed by a number to complete the indicator. | C |  | **OPEN** | |
|  |  |  |  |  |  |  | |
| 4.7.1.1.1 |  | AW | COMMENT**:** LAM Purpose. In the APAC the receipt of a LAM only indicated that you had received a syntactically correct AIDC message from a known Address. There was no concept that it was processed and available for presentation to a control position.  SUGGESTED CHANGE TO DOCUMENT: | R | **Reworded** | **CLOSED** | |
| 4.7.1.2 |  | BK | COMMENT:  Why would field 18 be included in LAM messages? | C | **Field 18 deleted** | **CLOSED** | |
| 4.7.1.2 |  | AW | COMMENT**:**  Suggest reference to Field 18 be removed from LAM – this field doesn’t appear to be used or described anywhere  SUGGESTED CHANGE TO DOCUMENT**:** | R | **Field 18 deleted** | **CLOSED** | |
| 4.7.3.1.1 |  | AW | COMMENT**:**  Typo:  SUGGESTED CHANGE TO DOCUMENT**:**  “…determined based on the needs of the operational environment…” | E |  | **OPEN** | |
| 4.7.4.1.1 |  | AW | COMMENT**:**  Suggested wording change:  SUGGESTED CHANGE TO DOCUMENT**:**  “…ADS-C connections with FANS equipped aircraft. Use of the FAN message significantly reduces the number of data link messages required to effect a data link transfer. ~~and thus reduce the number of air-ground messages required to affect the transfer.”~~ | E | **Changed** | **CLOSED** | |
| 4.7.5.6.1 (Table 4-2) |  | AW | COMMENT**:**  Typo in heading (CPDCL)  SUGGESTED CHANGE TO DOCUMENT**:** | E | **Changed** | **CLOSED** | |
| 4.12.1 |  | WB | COMMENT**:**  Reword the reference to discontinuity section.  SUGGESTED CHANGE TO DOCUMENT**:**  Include reference to the handling of the truncation of the Route as per Doc 4444 A3-19. Remove the reference to CPL or include CPL and ABI | R/C |  | **OPEN** | |
| 4.13.1 and 4.31.2 |  | WB | COMMENT**:** Field sub descriptions. In the APAC V3.0 all fields are generally described as whole numbers. With the incorporation of the NAT ICD the fields have become specific to Item 7 a,b etc. This is not consistent with intent or implementations so far. Generally the subparts of the fields are either mandatory or optional and can be included if contained.  SUGGESTED CHANGE TO DOCUMENT**:**  Review and allow field subsections if populated | R |  | **OPEN** | |
| 4.31.1.1 |  | AW | COMMENT:  Suggest that an ‘initial ABI’ should contain ALL fields, and then subsequent ABIs only contain mandatory fields, including any data that has changed. This ensures that the receiving ATSU is holding the same details as transferring ATSU, while minimizing unnecessary data transfer  SUGGESTED CHANGE TO DOCUMENT:  I will develop words if concept supported. | R |  | **OPEN** | |
| 4.31.2 (Example) |  | AW | COMMENT**:**  All examples (not just in ABI section) need to be reviewed for accuracy, and updated to ICAO 2012 FPL format. Suggest a variety of different examples are used.  SUGGESTED CHANGE TO DOCUMENT**:** | 4.31.2 (Example) |  | **OPEN** | |
| 4.31.2 |  | AW | COMMENT**:**  1. Description of “Other information” needs to be resolved. NAT version states that it is ‘as contained in the original flight plan’, but the NAT examples show “-18/0”  I feel that 18 should either not be included in the message at all, or sent in toto as per original flight plan (as amended)  (This affects other messages as well, not just the ABI)  2. Examples will have to be updated to 2012 FPL format  (This affects other messages as well, not just the ABI)  3. Care will need to be taken if the allowable fields are specified down to the sub-field. For example, only allowing “Field 7a” rather than the generic “Field 7” would prevent the inclusion of an SSR code in an ABI (or other AIDC message)  SUGGESTED CHANGE TO DOCUMENT**:**  I will develop words if agreement reached. | R |  | **OPEN** | |
| Table 4-1 |  | AW | COMMENT:  Need to discuss ASM, FAN, FCN – should these be optional or mandatory?  SUGGESTED CHANGE TO DOCUMENT:  Suggest that “NAT” is made an optional message | R |  | **OPEN** | |
| Table 4-4 |  | AW | COMMENT**:**  Suggest “X” is added in the ‘Non-ICAO fields” column for “ABI” and “CDN”, because they contain a “Text” field  SUGGESTED CHANGE TO DOCUMENT**:** | E |  | **OPEN** | |
| Table 4-4 |  | SB | COMMENT**:**  Should cross reference with messages in Doc 4444, including CHG, CNL, DLA.  SUGGESTED CHANGE TO DOCUMENT**:** | C |  | **OPEN** | |
| 7.23.1.1 |  | AW | COMMENT**:**  Current experience shows that there is inconsistency in LRM sending – i.e. what constitutes an “error”. For example, our system sends a LAM if we receive a message that is syntactically correct, even if we cannot process it for some reason. Other systems send an LRM under the same circumstances.  SUGGESTED CHANGE TO DOCUMENT**:**  Decide on a common standard that defines what constitutes an “error” | R/S |  | **OPEN** | |
| 7.24.6 |  | AW | COMMENT**:**  Suggest a minor change to wording:  SUGGESTED CHANGE TO DOCUMENT**:**  “…with the next ATSU. The timing of this ~~This~~ parameter should be in accordance with…” | E |  | **OPEN** | |
| 7.24.9 |  | AW | COMMENT**:**  Typo:  SUGGESTED CHANGE TO DOCUMENT**:**  **“…**Without this hyphen, data link messages transmitted by the ATSU…” | E | **Corrected** | **CLOSED** | |
| 7.24.10 |  | AW | COMMENT**:**  Suggest a minor change to wording:  SUGGESTED CHANGE TO DOCUMENT**:**  “Some ATS ground systems may use ~~ATSUs may utilise~~ the aircraft position, which is an optional field ~~that may be contained~~ in the logon. If the transferring ATSU includes the aircraft position ~~If the aircraft position information element is to be included~~ in any transmitted FAN message, ~~there is little purpose in simply relaying the aircraft position from the original logon –~~ the most recently calculated position of the aircraft should be used instead of simply relaying the aircraft position that may have been contained in the original logon.” | E |  | **OPEN** | |
| 7.24.12.1 (Table) |  | AW | COMMENT**:**  Suggest adding CPD values to column 2 of the Table.  SUGGESTED CHANGE TO DOCUMENT**:**  For example, in row 2, add “(CPD = 0)”:  “On receipt of a Disconnect Request terminating the CPDLC Connection (CPD = 0)” | E |  | **OPEN** | |
| 7.24.14.2 |  | AW | COMMENT**:**  Suggest adding a new paragraph following 7.24.14.2 dealing with non-receipt of an FCN indicating a successful CPDLC transfer:  SUGGESTED CHANGE TO DOCUMENT**:**  “Non-receipt of an FCN (CPD = 0) by the receiving ATSU should prompt the receiving ATSU to ensure that they are current data authority”  Include a diagram | A |  | **OPEN** | |
| Table 7-4, 7-5, 7-6 and 7-7 |  | SB | COMMENT**:**  Should cross reference with messages in Doc 4444, including CHG, CNL, DLA.  SUGGESTED CHANGE TO DOCUMENT**:** | C |  | **OPEN** | |
| 7.72.4 |  | SB | COMMENT**:**  Concerning:  (ABI-QFA108-YBBN-33S163E/1209F350  -NZCH-8/IS-9/B744/H-10/SDHIWRJ  -15/M084F350 35S164E 36S165E…)  SUGGESTED CHANGE TO DOCUMENT**:**  Filed out of sequence should read “SDHIJ\_RW.” “J” in field 10a needs to be followed by a number to complete the indicator. | C |  | **OPEN** | |
| 7.72.7 |  | SB | COMMENT**:**  Concerning:  (ABI-TAP001-LPPT  –34N040W/1209F350  –TJSJ-8/IS-9/B744/H-10/D1J2RSW/SB2C  –15/M082F35027N050W 2430N055W  22N060W 19N065W SJU)  SUGGESTED CHANGE TO DOCUMENT**:**  Filed out of sequence should read “SD1J2RW.” “J” in field 10a needs to be followed by a number to complete the indicator. | C |  | **OPEN** | |
| 7.72.7 |  | SB | COMMENT**:**  Concerning:  (CPL-TAP001-IS-B744/H-SW/SB2-LPPT-  -34N040W/1213F350-M082F350  27N050W 24N055W 22N060W  19N065W SJU-TJSJ  -PBN/A1)  SUGGESTED CHANGE TO DOCUMENT**:**  If “PBN/” is filed in field 18 then filing “R” in field 10a is required. | C |  | **OPEN** | |
| 7.73.5 |  | SB | COMMENT**:**  Concerning:  (ABI-QFA56-YBBN-33S163E/1209F350-NZCH-  8/IS-9/B744/H-10/SDHIWRJ-15/M084F350  35S164E 36S165E ...)  SUGGESTED CHANGE TO DOCUMENT**:**  Filed out of sequence should read “SDHIJ\_RW.” “J” in field 10a needs to be followed by a number to complete the indicator. | C |  | **OPEN** | |
| 7.73.5 |  | SB | COMMENT**:**  Concerning:  (CPL-QFA56-IS-B744/H-SDHIWRJ-YBBN  -33S163E/1213F350-M084F350  35S164E 36S165E NZCH -0.)  SUGGESTED CHANGE TO DOCUMENT**:**  Filed out of sequence should read “SDHIJ\_RW.” Since “R” is filed in field 10a “PBN/” is required to be filed in field 18. “J” in field 10a needs to be followed by a number to complete the indicator. | C |  | **OPEN** | |
| 7.73.8 |  | SB | COMMENT**:**  Concerning:  (ABI-TAP001-LPPT  –34N040W/1209F350  –TJSJ-8/IS-9/B744/H-10/DIJ2RSW/SB2  –15/M082F35027N050W 24N055W  22N060W 19N065W SJU)  SUGGESTED CHANGE TO DOCUMENT**:**  Filed out of sequence should read “SDIJ2RW” | C |  | **OPEN** | |
| 7.73.8 |  | SB | COMMENT**:**  Concerning:  (CPL-TAP001-IS-B744/H-DIJ2RSW/SB2C-LPPT-  -34N040W/1213F350-M082F350  27N050W 2430N055W 22N060W  19N065W SJU-TJSJ  -PBN/A10)  SUGGESTED CHANGE TO DOCUMENT**:**  Filed out of sequence should read “SDIJ2RW” | C |  | **OPEN** | |
| 7.74.5 |  | SB | COMMENT**:**  Concerning:  (CPL-QFA108-IS-B744/H-SDHIWRJ-YBBN  -33S163E/1213F350-M084F350  35S164E 36S165E NZCH  -PBN/A1.)  SUGGESTED CHANGE TO DOCUMENT**:**  Filed out of sequence should read “SDHIJ\_RW.” “J” in field 10a needs to be followed by a number to complete the indicator. | C |  | **OPEN** | |
| 7.74.9 |  | SB | COMMENT**:**  Concerning:  (ABI-TAP001-LPPT  –34N040W/1209F350  –TJSJ-8/IS-9/B744/H-10/DIJ2RSW/SB2  –15/M082F35027N050W 24N055W  22N060W 19N065W SJU  -PBN/A1)  SUGGESTED CHANGE TO DOCUMENT**:**  Filed out of sequence should read “SDIJ2RSW.” | C |  | **OPEN** | |
| 7.74.9 |  | SB | COMMENT**:**  Concerning:  (CPL-TAP001-IS-B744/H-DIJ2RSW/SB2-LPPT-  -34N040W/1213F350-M082F350  27N050W 24N055W 22N060W  19N065W SJU-TJSJ  -PBN/A1)  SUGGESTED CHANGE TO DOCUMENT**:**  Filed out of sequence should read “SDIJ2RSW.” | C |  | **OPEN** | |
| 7.76.5 |  | SB | COMMENT**:**  Concerning:  (ABI-QFA11-YSSY-31S163E/1105F290  -KLAX-8/IS-9/B744/H-10/SDHIWRJ-15/M085F29033S158E 30S168E….)  \*Appears in consecutive boxes in table.  SUGGESTED CHANGE TO DOCUMENT**:**  Filed out of sequence should read “SDHIJ\_RW.” “J” in field 10a needs to be followed by a number to complete the indicator. | C |  | **OPEN** | |
| 7.77.5.1 |  | SB | COMMENT**:**  Concerning:  (ABI-QFA108-YBBN-33S163E/1209F350  -NZCH-8/IS-9/B744/H-10/SDHIWRJ  -15/M084F350 35S164E 36S165E  SUGGESTED CHANGE TO DOCUMENT**:**  Filed out of sequence should read “SDHIJ\_RW.” “J” in field 10a needs to be followed by a number to complete the indicator. | C |  | **OPEN** | |
| 7.78.5 |  | SB | COMMENT**:**  Concerning:  (ABI-ANZ136-YBBN-RUNOD/1400F350  -NZCH-8/IS-9/A320/M-10/SDHIWR  -15/M078F350 SCOTT Y32  SUGGESTED CHANGE TO DOCUMENT**:**  Filed out of sequence should read “SDHIRW.” | C |  | **OPEN** | |
| 7.79.8 |  | SB | COMMENT**:**  Concerning:  (ABI-UAL815-YSSY-3050S16300E3200S16300E/0330F290  -KLAX-8/IS-9/B744/H-  10/SDHIRZYWJ1P/SB2G1-15/N0499F310  NOBAR A579 JORDY  DCT 3200S16000E 3050S16300E  2800S16500E- PBN/A1L1)  SUGGESTED CHANGE TO DOCUMENT**:**  Filed out of sequence should read “SDHIJ1RWYZ.” “P” is reserved and should be removed, inclusion of “R” in field 10a requires “PBN/” in field 18. Filing “Z” in field 10a requires inclusion of “NAV/”, “COM/” or “DAT/” in field 18. | C |  | **OPEN** | |
| Chapter 8 |  | WB | COMMENT**:** This chapter is specific to interfaces between states.  SUGGESTED CHANGE TO DOCUMENT**:**  Possibly retain 8.11 for context. Remove the rest of the chapter to be contained in regional ICDs if required. | E/R |  | **OPEN** | |
| Table 9-1 |  | WB | COMMENT**:** Review Non used and defined “ICAO AIDC messages” COORD Standby, transfer Initiate,Transfer conditions accept, Transfer communications request, Transfer communications request, Transfer communications, Transfer communications assume, General point, and General EExecutive data”  SUGGESTED CHANGE TO DOCUMENT**:**  Consider removing these from the document altogether | R |  | **OPEN** | |
| Chapter 11 |  |  | COMMENT**:** These are NAT/EUR specific messages  SUGGESTED CHANGE TO DOCUMENT**:**  Remove from document. | E |  | **OPEN** | |
| TBD |  | BK | COMMENT:  Most Flight Data Processing Systems (FDPS) contain functionality which permits the controller to inform the system that initial- or revised coordination has been completed manually. Safety occurrence investigations revel that the following errors do occur:   1. The controller indicates to the FDPS that initial coordination has been completed manually when no coordination has taken place. As a result the aircraft may enter the downstream airspace without coordination having taken place: 2. The controller indicates to the FDPS that revised coordination has been completed when it did not take place. As a result the downstream center does not have the correct flight profile.   As a mitigation against such errors it is proposed to add a new message, Profile Confirmation Message (PCM). This message would contain the same data as the CPL but the reply would only be a LAM or LRM. The transferring FDPS would automatically, without controller intervention, send the PCM just before the aircraft crosses the common boundary and the receiving FDPS would automatically, without controller intervention, compare the data in the PCM to the data that is contained in the receiving FDPS. If everything matches the receiving FDPS would send a LAM and no controllers would be alerted. If there is a data mismatch the receiving FDPS would send a LRM with specific error indications and controllers at both the transferring and receiving centers would be alerted. | A |  | **OPEN** | |
| 11.23.3 Message Content Table |  | SB | COMMENT**:**  Concerning: 13 Departure Airfield  Four alphabetic characters being the ICAO location indicator  SUGGESTED CHANGE TO DOCUMENT**:**  Per ICAO Doc 4444 add the following text to description: as specified in Doc 7910, Location Indicators, or  ZZZZ if no ICAO location indicator has been allocated (see Note 1) or  if the departure aerodrome is not known, or AFIL if the flight plan has been filed in the air | C |  | **OPEN** | |
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