## Asia/Pacific Seamless ATM Plan – AIDC Outcomes

Asia/Pacific Seamless ATM Plan, available on the ICAO Asia/Pacific Regional Office website, was adopted by APANPIRG/24, June 2013.

### Asia/Pacific Aviation System Block Upgrade (ASBU) Implementation

5.7 **Table 1** provides a summary of the Block 0 elements, and the expected priority for implementation within the Asia/Pacific region as discussed and agreed by APSAPG/2 (Tokyo, 6-10 August 2012). The allocation of priority was based on factors including its importance in promoting Seamless ATM (Priority 1 = critical upgrade, Priority 2 = recommended upgrade, Priority 3 = may not be universally implemented). A cost-benefit or economic analysis before implementation was identified as essential to determine whether to implement B0-SURF, B0-ASUR and B0-ACAS, but should not preclude an economic analysis of other elements as determined by the State.

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| --- | --- | --- | --- |
| **PIA** | **Element** | **Economic****Analysis** | **Priority** |
| PIA 2 | B0-FICE Increased Interoperability, Efficiency AndCapacity Through Ground-Ground Integration (AIDC) | - | 1 |

### Critical ASBU Upgrades

5.10 **B0-FICE** *Ground – Ground Integration and Interoperability*: ATS Inter-facility Data Communications (AIDC). AIDC application exchanges information between ATS units in support of critical ATC functions, including notification of flights approaching a Flight Information Region (FIR) boundary, coordination of boundary-crossing conditions, and transfer of control. AIDC application improves the overall safety of the ATM system, as well as increasing airspace capacity, as it permits the controller to simultaneously carry out other tasks. While there is no related GPI, this element has been considered to be a high priority to support GPI-7 Dynamic and Flexible ATS Route Management, and is also a key enabler to reduce Air Traffic Control (ATC) coordination errors as a result of human factors.

### Current Situation

#### Airspace and FIR Analysis

6.3 The results of the Major Traffic Flow (MTF) and busy city pair route study are at **Appendix D**. As a result of the study, there were several features of the lack of seamless ATM facilities and practices evident in the Asia Pacific region.

h) Uncoordinated and limited use of AIDC.

#### Europe – Asia/Pacific Trans-Regional Issues

6.10 There is a long-standing problem with the incompatibility of the some elements of the European On-Line Data Interchange (OLDI) system with the more global AIDC messages from the Russian Federation to China and Mongolia. It is possible that a solution may be determined by the Inter-Regional APAC/NAT AIDC Task Force.

#### Middle East/Africa – Asia Trans-Regional Issues

6.20 The problem of OLDI conversions to AIDC between India and the Sultanate of Oman had prevented implementation of AIDC trans-regionally in this area thus far.

### Preferred ATM Service Levels (PASL)

#### PASL Phase I (expected implementation by 12 November 2015)

##### ATM Systems

7.35 ATM systems should enable AIDC (version 3 or later) between ATC units where transfers of control are conducted unless alternate means of automated communication of ATM system track and flight plan data are employed (ASBU Priority 1). As far as practicable, the following AIDC messages types should be implemented:

 Advanced Boundary Information (ABI);

 Coordinate Estimate (EST);

 Acceptance (ACP);

 TOC; and

 Assumption of Control (AOC).

*Note: the 18th Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/18) determined that the following interface areas required AIDC priority implementation in order to reduce Large Height Deviations:*

*a) Indonesia: between Jakarta and Chennai/Ujung Pandang/Brisbane/Melbourne FIRs;*

*b) India: between Chennai and Kuala Lumpur FIRs;*

*c) Philippines: between Manila and Fukuoka/Taibei/Hong Kong/Ho Chi Minh/Singapore/Kota Kinabalu/ Ujung Pandang FIRs; and*

*d) China: between –*

*i. Urumqi and Lahore FIRs; and*

*ii. Beijing and Ulaan Baatar FIRs.*

##### Terminal Operations

7.49 ATM systems should enable AIDC, or an alternative process that achieves at least the same level of performance as AIDC, between en-route ATC units and terminal ATC units where transfers of control are conducted (ASBU Priority 1).