International Civil Aviation Organization

MIDANPIRG Air Traffic Management Sub-Group

Eighth Meeting (ATM SG/8)
(Amman, Jordan, 7 – 10 November 2022)

Agenda Item 4:   **Planning and Implementation subject related to ATM/SAR**

OLDI/AIDC IMPLEMENTATION STATUS AND NEEDS

(Presented by the Secretariat)

SUMMARY
This paper presents the status of implementation of OLDI/AIDC in the MID region.
Action by the meeting is at paragraph 3.
REFERENCE(S)
- ICAO MID Air Navigation Plan Volume II   - CNS SG/11 meeting (Muscat, Oman, 16-19 May 2022)

1. **INTRODUCTION**

1.1   The OLDI/AIDC module is aimed at improving the flow of traffic by allowing neighboring ATS units to exchange flight data automatically in the form of coordination and transfer messages. 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 his/her AoR with a reduction of the workload associated to flight coordination and transfer. The increased accuracy and data integrity is the one of the elements permits the safe application of reduced separations.

1.2   It was recognized that the implementation of AIDC/OLDI would improve significantly the coordination process and would reduce the amount of coordination failures between ACCs, which has been identified as a major long-standing issue by MIDRMA Board. Consequently, the implementation of AIDC/OLDI would enhance safety and reduce ATC workload.

2. **DISCUSSION**

CNS SG/11 Meeting (Muscat, Oman, 16-19 May 2022) Outcomes

2.1   The CNS SG/11 meeting (Muscat, Oman, 16-19 May 2022) noted the following challenges associated with AIDC/OLDI Implementation in some of the MID States:

a) no prior experience with OLDI/AIDC;

b) system compatibility issues;

c) OLDI version compatibility;

d) development of the Concept of operation;

e) training ATCOs and ATCAs;

f) cyber Security; and

g) availability of communication links.

2.2   The meeting agreed on the need that ICAO organize a workshop on OLDI/AIDC to provide a forum for sharing experience and knowledge provision.

2.3   The meeting also requested Oman and UAE for sharing their OLDI/AIDC experience with other MID States.

2.4   The meeting noted the actions taken towards implementation of AIDC between Muscat and Mumbai. The AIDC testing is still ongoing with VABB. Oman informed the meeting it might reconsider the implementation of OLDI with Mumbai due to:

- system compatibility issues.
- high possibility confusion due to different concept of operation.
- media dependencies (Point to Point vs AFTN/AMHS network).
- different LoA agreements specially on the systems requirements with different States.

2.5   The meeting noted that Oman is working with their ATM System provider to resolve the system Technical issues with Mumbai.

2.6   The meeting recalled that the ATN-IPS WG5 meeting (Cairo, Egypt, 11-13 March 2013) 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. Furthermore, the meeting was informed that the ATN-IPS WG5 agreed that OLDI implementation should be considered and accepted as Regional variation of AIDC implementation.

2.7   The meeting recalled the regional agreement that States that are interfacing with adjacent Regions may require to support and implement dual capabilities (AIDC and OLDI). And the selected protocol would be agreed upon bilaterally. As a lesson learned, the meeting agreed that ICAO MID to coordinate with AFI to explore the possibility of agreement on a common inter-regional protocol and provide feedback to the CNS SG/12 and ATM SG/8 for further discussion.

DRAFT CONCLUSION 11/4:   EXCHANGE OF FLIGHT DATA AND ATS MESSAGES

That, MID States consider to include in the bilateral agreements between adjacent States technical and operational specifications for the automatic coordination and exchange of flight data and ATS messages.

2.8   The meeting reviewed the MID Doc 006 - MID Region Guidance for the Implementation of AIDC/OLDI and agreed it needs a comprehensive update and a new chapter should be added on AIDC Testing using Oman provided testing material.

2.9　　　　The meeting noted that Bahrain and Saudi Arabia are in progress of implementing OLDI connection with adjacent States. It was noted also that Iraq ATM Automation system supports AIDC and OLDI capabilities.

2.10　　　　Based on all the above, the meeting had agreed to the following Draft Conclusion:

> *DRAFT CONCLUSION 11/5:　　　AIDC/OLDI IMPLEMENTATION*
>
> *That,*
>
> a) *a Workshop on AIDC/OLDI be organized in 2023; and*
>
> b) *to review and update the ICAO MID Doc 006 MID Region Guidance for the Implementation of AIDC/OLDI during the Workshop for review and endorsement by MIDANPIRG/20.*

2.11　　　　Since implementation of AIDC/OLDI capability priority 1 is one of the requirements of the MID States in the MID ANP Volume II, the following States will be subject to deficiency in the MID Air Navigation Deficiency Database (MANDD):

ACC	Adjacent ACCs			
Amman	Cairo (1)	Jeddah (1)	Tel Aviv (1)	
Baghdad	Ankara (1)	Kuwait (1)		
Bahrain	Doha (1)	Jeddah (1)	Kuwait (1)	Riyadh (1)
Beirut	Nicosia (1)			
Cairo	Amman (1)	Nicosia (1)	Jeddah (1)	Khartoum (1)
Doha*	Bahrain (1)			
Emirates	Jeddah (1)			
Jeddah/ Riyadh	Amman (1)	Bahrain (1)	Cairo (1)	Emirates (1)
	Khartoum (1)	Muscat (1)		
Khartoum	Addis (1)	Cairo (1)	Jeddah (1)	Juba (1)
Kuwait	Baghdad (1)	Bahrain (1)		
Muscat	Tehran (1)	Jeddah (1)	Mumbai (1)	
Tehran	Ankara (1)	Bahrain (1)	Karachi (1)	Muscat (1)

3.　　ACTION BY THE MEETING

3.1　　　　The meeting is invited to:

a) review and update the Status of AIDC/OLDI implementation in the MID Region at **Appendix A**;

b) review and update list of AIDC/OLDI focal point at **Appendix B**;

c) urge States to implement AIDC/OLDI as per the applicability table at **Appendix A**;

d) review the list of States which are subject to deficiency in paragraph 2.11;

e) urge relevant States to provide required Corrective Action Plan (CAP) in accordance item c);

f) Oman provides required update regarding paragraph 2.5; and

g) Actively participate in AIDC/OLDI workshop in paragraph 2.10 and share experiences with other MID States.

MID Region AIDC/OLDI Applicability Area (Priority 1 and 2 for Implementation)
As of December 2019

ACC	Adjacent ACCs					
Amman	Cairo (1)	Baghdad (2)	Damascus (2)	Jeddah (1)	Tel Aviv (1)	
Baghdad	Amman (2)	Ankara (1)	Damascus (2)	Jeddah (2)	Tehran (2)	Kuwait (1)
Bahrain	Doha (1)	Emirates (1)	Jeddah (1)	Kuwait (1)	Riyadh (1)	Tehran (2) AFTN MSG	Dammam (2)
Beirut	Damascus (2)		Nicosia (1)			
Cairo	Amman (1)	Athena (2)	Jeddah (1)	Khartoum (1)	Nicosia (1)	Tel Aviv (2)	Tripoli (2)
Damascus	Amman (2)	Ankara (2)	Bagdad (2)	Beirut (2)	Nicosia (2)	
Doha*	Bahrain (1)	Emirates (1)	Jeddah (2)	Riyadh (2)		
Emirates	Bahrain (1)	Doha (1)	Jeddah (1)	Muscat (1)	Tehran (2) AFTN MSG	
Jeddah	Amman (1)	Asmara (2)	Baghdad (2)	Bahrain (1)	Cairo (1)	Doha (2)	Emirates (1)
	Khartoum (1)	Kuwait (2)	Muscat (1)	Riyadh (1)		Sana'a (2)	
Riyadh	Bahrain (1)	Doha (2)	Kuwait (2)	Jeddah (1)		
Khartoum	Addis (1)	Asmara (2)	Brazzaville (2)	Cairo (1)	Entebbe (2)	Jeddah (1)	Juba (1)
	Kinshasa (2)	N'Djamena (2)	Nairobi (2)	Tripoli (2)			
Kuwait	Baghdad (1)	Bahrain (1)	Jeddah (2)	Tehran (2)		
Muscat	Emirates (1)	Jeddah (1)	Karachi (2)	Mumbai (1)	Sana'a (2)	Tehran (1) AFTN MSG	
Sana'a	Djibouti (Addis Ababa) (2)	Asmara (2)	Jeddah (2)	Mogadishu (2)	Mumbai (2)	Muscat (2)	
Tehran	Ankara (1)	Ashgabat (2)	Baghdad (2)	Bahrain (1) AFTN MSG	Baku (2)	Emirates (2) AFTN MSG	Kabul (2)
	Karachi (1)	Kuwait (2)	Muscat (1)	Yerevan (2)			
Tripoli	Algiers (2)	Cairo (2)	Khartoum (2)	Malta (2)	N'Djamena (2)	Niamey (2)	Tunis (2)

(1) = Priority 1 for implementation based on the number of traffic movements and/or operational needs (Green color means already implemented)

(2) = Priority 2 for implementation based on the number of traffic movements or if other solution is in place such as exchange of information via AFTN

AIDC/OLDI FOCAL POINTS

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