



**International Civil Aviation Organization  
Western and Central African Office**

**Twenty-First Meeting on the improvement of Air Traffic Services over  
the South Atlantic (SAT/ FIT/11)  
Lisbon, Portugal (06-07 June 2016)**

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**Agenda Item 5: Review of SAT/FIT/10 Report**

**Operational requirements for the implementation and operation of AIDC in the  
SAT Region**

(Presented by the Secretariat)

**SUMMARY**

The SAT FIT /10 meeting decided to monitor the implementation of AIDC in the SAT region to promote harmonization of operational requirement for greater benefit in the management of air traffic in the SAT area and therefore decided to add to the Group's agenda.

This paper intends to start the process of coordination among SAT FIR and establish a framework for collaboration develop and implement a harmonized operational requirements among in the SAT FIRs.

Reference: SAT FIT 10 Report

Action required: See paragraph 3

**1. Introduction**

1.1 The SAT FIT /10 meeting decided to monitor the implementation of AIDC in the SAT region to promote harmonization of operational requirement for greater benefit in the management of air traffic in the SAT area and therefore decided to add to the Group's agenda.

**2. Discussion**

2.1 Some ANSPs in the SAT area have already commenced AIDC implementation in accordance with regional planning and/or modernization of ATM infrastructure without established framework for coordination among adjacent air traffic control units, particularly in the SAT region.

2.2 A well-coordinated approach in AIDC implementation will reduce ATC workload; improve ground-ground communications, reduce coordination errors and improved predictability of traffic movement, inuring to improvements in safety, capacity and efficiency in the management of air traffic.

**3. Action Required:**

3.1 The meeting is invited to:

- a) Note the information in the paper and attachments;
- b) Update the information in Table 1 attached to the report;
- c) Urge SAT States/ANSPs to nominate a focal point for operational of AIDC in the SAT region;  
and
- d) Appoint a Lead to coordinate the development and harmonized implementation of operational requirements and submit reports to SAT FIT meetings.

### AIDC implementation operational requirements

<b>Country</b>	<b>ACCs</b>	<b>Neighboring ACCs</b>	<b>Comments</b>
<b>Angola</b>	Luanda		
<b>Aragentina</b>	Eizeza		
<b>Brazil</b>	Atlantico		
<b>Cabo Verde</b>	Sal		
<b>Cote d'Ivoire</b>	Abidjan	Accra, Roberts, Recife	
<b>French Guyana</b>	Cayenne+		
<b>Ghana</b>	Accra	Abidjan	
<b>Mauritania</b>	Niouakchott		
<b>Morocco</b>	Casablanca		
<b>Portugal</b>	Lisbon		
	Santa Maria		
<b>Senegal</b>	Dakar	Sal, Recife	
<b>Spain</b>	Canarias		
<b>South Africa</b>	Johannesburg		
<b>Trinidad&amp; Tobaggo</b>	Piarco		
<b>Uruguay</b>	Montevideo		

Table -1

### Set of AIDC Messages for short terms trials

Messages	Parameters	Observations
ABI (Advanced Boundary information)	Automatically sent by the system 20 to 30 minutes before the aircraft boundary estimated time.	The strip must be in coordinated state. The strip will not be sent if an EST or CPL has been already sent for the concerned flight ABI message updates data of the receiving centre
CPL (Current Flight Plan)	Automatically sent by the system 30 minutes before the aircraft boundary estimated time	Cannot be done prior to the flight activation
EST (Coordination Estimate)	Automatically sent by the system 20 minutes before the aircraft boundary estimated time	Cannot be done prior to the flight activation Any change on the estimates, or FL or entry point must be subject to oral communication
CDN (Coordination)	Sent manually	
ACP (Acceptance)	Sent automatically by the system after checking that a valid EST message does exist	
MAC (Coordination Cancellation)	Sent automatically by the system	Sent after transmitting a CPL, ABI or EST message and when the aircraft route changes so that the receiving centre is no more the same
REJ (Reject)	Manually sent by the controller	
EMG (Emergency)	Manually sent by the controller	
LAM (Logical Acknowledgement)	Sent automatically by the system	After receiving and processing a message
LRM (Logical Rejection)	Sent automatically by the system	In case of syntax error in the header or the body of the message
TOC (Transfer of Control)	Sent automatically by the system to the receiving centre	Indicates that the traffic will be handed over
AOC (Acceptance of Control)	Sent automatically by the system to the transferring centre	Constitutes an acknowledgement to the TOC message. PS: the transferring unit can send an AOC message to the receiving centre to cancel the TOC sent previously
MIS (Freetex General P)		

Table - 2

## Coordination status

The coordination status for every flight is shown on the controller screen. That is:

- The letter 'N' (on the strip) if the receiving centre is unknown
- The letter 'S' (on the strip) if an EST or CPL message has been sent
- The letter 'U' (on the strip) and an alarm U-LAM in the label if a LAM message has not been received beyond a deadline defined in the system
- The letter 'X' (on the strip) and an alarm U-LAM in the label if an ACP message has not been received beyond a deadline defined in the system
- The letter 'A' (on the strip) if an ACP message is received after a CPL or an EST message has been sent.

There is no indication on the status if no message has been sent

## Focal points for coordination and follow up

ANSPs	Operational personnel	Technical personnel	Comments
ASA			
ASECNA			
DECEA			
ATNS			
ENAIRE			
NAVCONTROL			

Table - 3

Coordination and facilitation: