



# ICAO

*International Civil Aviation Organization*

**Seventh Meeting of the Asia/Pacific ATS Inter-Facility  
Data-Link Communication Implementation Task Force  
(APA TF/7) of APANPIRG**

Video Teleconference,

**Agenda Item 3:** Sharing of experience on AIDC implementation and update the implementation status

## **AIDC IMPLEMENTATION IN THAILAND**

(Presented by Thailand)

### **SUMMARY**

This paper presents the progress update of the ATS Interfacility Data Communication (AIDC) in Thailand.

## **1. INTRODUCTION**

1.1 Bangkok FIR (Thailand) has four adjacent FIRs, including Kuala Lumpur FIR (Malaysia), Vientiane FIR (Lao PDR), Phnom Penh FIR (Cambodia), and Yangon FIR (Myanmar).

1.2 Thailand has commissioned the new Air Traffic Management (ATM) system, namely Thailand Modernization CNS/ATM System (TMCS) since 12<sup>th</sup> February 2020. The paper presents AIDC implementation information with the recently implemented ATM system during the past year.

## **2. DISCUSSION**

### Thailand AIDC Implementation status

2.1 In 2020, Thailand has successfully implemented AIDC communications with three (out of four) adjacent ATSUs. The AIDC implementation dates of each ATSU are as following table.

Thailand	Adjacent ATSU	Implementation Date
Bangkok ACC	Kuala Lumpur ATCC (Malaysia)	14 <sup>th</sup> March 2020
Bangkok ACC	Vientiane ACC (Lao PDR)	14 <sup>th</sup> July 2020
Bangkok ACC	Phnom Penh ACC (Cambodia)	1 <sup>st</sup> October 2020

**Agenda Item 3**

7-9/03/21

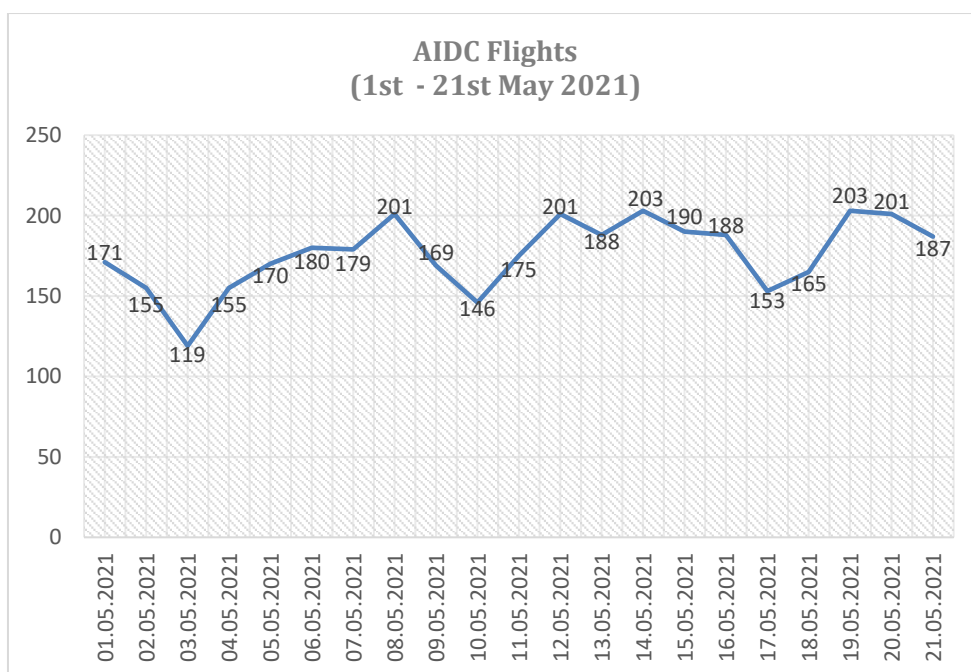
2.2 According to Thailand AIDC implementation plan, Yangon ACC (Myanmar) was the last adjacent ATSU to be implemented. However, AIDC operational trial between Thailand and Myanmar needed to be suspended due to situations in Myanmar. Target AIDC implementation date with Myanmar could not be determined.

2.3 Air traffic crossing Thailand-Lao PDR boundary is the first largest number of international flights in Thailand. Incoming and Outgoing flights from/to Malaysia is the second largest international traffic, followed by Myanmar and Cambodia air traffic. Whilst AIDC connection with Myanmar has not been implemented, current AIDC communications with Lao PDR, Malaysia and Cambodia are served with more than 80 percent of target AIDC traffic.

Thailand AIDC Monitoring

2.4 Since the first period of COVID-19 pandemic, air traffic in Thailand reached the lowest number of flights in April 2020. From that time until 1Q2021, air traffic situation was gradually improving. However, in April 2021, Thailand faced another significant wave of COVID-19 outbreak, then lower the number of air traffic in Thailand.

2.5 From the recent information collected between 1<sup>st</sup> to 21<sup>st</sup> May 2021. The current number of daily operating AIDC flights is illustrated as the following chart. During this period, Thailand had the maximum number of 203 AIDC flights on 14<sup>th</sup> and 19<sup>th</sup> May 2021, whereas it had the minimum number of 119 AIDC flights on 3<sup>rd</sup> May 2021. There are 176 flights on daily average.



2.6 Total number of 3,699 AIDC flights were recorded between 1<sup>st</sup> to 21<sup>st</sup> May 2021 period. There were 3,242 flights success on EST/ACP message exchanges, equal to 87.65 percent of the total flights. The detailed information, including inbound and outbound flight statistic, is described in the following table.

AIDC Flights	Total Number of Flights (1 <sup>st</sup> -21 <sup>th</sup> May 2021)	EST/ACP Success Flights (1 <sup>st</sup> -21 <sup>th</sup> May 2021)	Average AIDC flights per day	Success Rate
Inbound Flights to Thailand	1,824	1,603	87	87.88%
Outbound Flights from Thailand	1,875	1,639	89	87.41%
Total	<u>3,699</u>	<u>3,242</u>	<u>176</u>	<u>87.65%</u>

2.7 According to information in section 2.6, unsuccessful flights are further analysed. As current AIDC communications do not implement ABI and CDN message exchanges, therefore, the issue could be found by one of the following causes.

- Estimated time at boundary differs from flight plan trajectory more than 45 minutes (This information is specific to Thailand ATM – Thales TOPSKY ATC and may not be applicable for other ATM system)
- Coordination point in EST is not relevant to flight plan route

### 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matter as appropriate

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