International Civil Aviation Organization

Twenty Fifth Meeting of the Communications/ Navigation and Surveillance Sub-group (CNS SG/25) of APANPIRG

Video Tele-Conference, 18 – 22 October 2021

Agenda Item 3: Aeronautical Fixed Service (AFS)

3.3. Review Report of Seventh Meeting of the Asia Pacific AIDC Task Force (APA TF/7);

REVIEW OF OUTCOMES OF APA TF/7 MEETING

(Presented by the Secretariat)

SUMMARY

The paper presents the report of Seventh Meeting of the Asia/Pacific ATS Inter-Facility Data-Link Communication Implementation Task Force (APA TF/7), held from 07 to 09 June 2021, for review and action.

1. INTRODUCTION

1.1 The Seventh Meeting of the Asia/Pacific ATS Inter-Facility Data-Link Communication Implementation Task Force (APA TF/7) was held via video tele-conference from *07 to 09 June 2021*. The meeting was attended by 113 participants from 17 States and 2 International Organization. APA TF/7 meeting report, working papers, information papers, and other resources can be accessed by following link:

https://www.icao.int/APAC/Meetings/Pages/2021-APA-TF7.aspx

1.2 This paper summarized relevant information and updates from APA TF/7 with the highlight on the achievements and future arrangement of APA TF to be reviewed by CNS SG/25.

2. DISCUSSION

Update the AHMS/ATN Implementation Status Table and the AIDC Implementation Table- Sec (WP/03)

2.1 The meeting updated the ATN/AMHS/AIDC implementation table. The meeting recommended to remove AIDC and ATM System Implementation columns from the table provided and format it into a separate Excel Sheet. The formatted excel sheet is prepared and provided in Appendix to WP/04 discussed in the meeting.

2.2 Singapore provided an updated Graphical Display on the AIDC implementation and planning status based on the inputs provided to the meeting via the updates by States to AIDC

implementation. The updated Graphical Display on the AIDC implementation and planning status is provided in **Appendix A** to this paper.

AIDC Implementation in Singapore (IP/03)

2.3 Singapore shared some of the implementation and operational issues which could be taken into consideration by other States in their implementation of AIDC. Singapore shared implementation issues about disruption of the connection links that would result in unsuccessful AIDC message transmission/exchanges due to message non-reception/timeouts. The first use of the APAC Regional Common aeRonautical Virtual Private Network (CRV) for AIDC was introduced and it was informed that this is a step forward to address any existing latency issues associated with AFTN routing setups noted in some other connections.

AIDC Operational Trial in Manila FIR- Philippines (IP/07)

2.4 Philippines presented updates on the AIDC trial implementation in Manila FIR. Philippines informed that it has done successful AIDC implementation with Singapore, Hong Kong, Taipei and Ujung Pandang ACCs. Philippines shared the table with the results of AIDC tests and trial operations with six (6) adjacent centres.

AIDC Implementation in Malaysia (IP/08)

2.5 Malaysia shared the status of AIDC implementation plan in Malaysia at Kuala Lumpur FIR and Kota Kinabalu FIR. The ICAO Secretariat informed that ICAO APAC Regional Air Navigation Plan suggest to implement the five AIDC messages as per **APANPIRG Conclusion 24/17**, and the five identified AIDC Messages should be *implemented as far as practicable.*

AIDC Implementation in Thailand (IP/09)

2.6 Thailand informed that in 2020, Thailand has successfully implemented AIDC communications with three out of four adjacent ATSUs excluding Yangon FIR (Myanmar). AIDC operational trial between Thailand and Myanmar needed to be suspended due to situations in Myanmar. For unsuccessful flights, as current AIDC communications do not implement ABI and CDN message exchanges, the issue could be estimated time at boundary differs from flight plan trajectory more than 45 minutes or Coordination point in EST is not relevant to flight plan route.

AIDC Implementation in India (IP/10)

2.7 India informed that AIDC trials have been carried out between various domestic ATS units are already exchanging live AIDC messages. India shared the status of AIDC Implementation for different pairs of the countries. Meeting was informed that India is keen to conduct operational trials between *Kolkata-Dhaka, Mumbai- Karachi (Pakistan), Chennai-Jakarta* and *Varanasi-Kathmandu* subject to readiness from the concerned states and India is engaged towards entering into contract with M/S PCCW for CRV in Q3 2021 and Service readiness by Q4 2021 in line with CRV contract and service readiness by counterpart BBIS states. This would provide with a robust and reliable medium for AIDC data interchange between the adjoining FIRs of neighbouring countries.

AIDC Implementation in Indonesia (IP/11)

2.8 Indonesia shared information related to the AIDC implementation status in Indonesia, particularly in Ujung Pandang FIR (Ujung Pandang ACC) with its adjacent Area Control Centres

(ACCs) and other relevant matters during the implementation phase. Meeting was informed that currently, Ujung Pandang ACC and Jakarta ACC are being fulfilled the requirements to go to the operational trials. Target of implementation is in 4Q2021. Indonesia shared detailed information about each AIDC Implementation and testing.

AIDC Implementation in China (IP/12)

2.9 China presented the AIDC implementation progress and plan in China with adjacent ATSUs, the issues and experience encountered during the implementation. China informed that in the technical tests, several issues occurred due to the ATM automation system's software defects that interrupted the AIDC handover process. Additionally, the transmission of AIDC messages between adjacent ATSUs under the AFTN network has significant latency, resulting in unsuccessful AIDC message transmission due to message timeouts. It was proposed that by setting up a dedicated line between the AFTN Data & Message Handling System (DMHS) of the ATSUs, the average delay of this link is reducing to less than 5 seconds, and the handover success rate is increasing to more than 95%.

China and Laos Started the AIDC Pre-Operational Trials - China (IP/13)

2.10 China informed that at present, Kunming FIR and Vientiane FIR are connected by an international route A581. Phased progress of AIDC technical test has been made between China and Laos after years of efforts. The AIDC pre-operational trials started on January 12, 2021 and the success rate reached above 90%. It was informed that daily summary and analysis of the failed AIDC handover via emails have been made by technical staff from both sides.

Hybrid Application of AIDC and OLDI- China (IP/14)

2.11 China discussed the application of AIDC and OLDI between Shenyang ACC, Beijing and Khabarovsk air traffic control area, and illustrate the two protocol parameters settings and handover process in NUMEN3000 system. It was informed that at present, Shenyang ACC communicates with Beijing FIR through AIDC (Air Traffic Services Inter facility Data Communications) protocol that uses in Asian-Pacific region, and with Khabarovsk FIR through OLDI (On-Line Data Interchange) protocol of European standard, which improves efficiency of handover and lowers controllers' workload. It was further described that when the automatic system performs the electronic handover of the flight, it will first trigger judgment method of handover according to the relevant handover parameters of AIDC and OLDI configured in the system and then it performs the handover based on the corresponding handover process according to the triggered handover method (AIDC or OLDI).

Progress of AIDC Implementation in Lao PDR (IP/16)

2.12 Lao PDR informed that it had implemented AIDC system since 2016. It had successfully implemented on AIDC with Bangkok and Phnom Penh ACCs in 2020 and has stipulated AIDC operational trials with the adjacent ACCs. The paper presented the overview status on AIDC operation and AIDC operational trials plan with AIDC coordination partners. Lao PDR further informed that Lao PDR has defined plan to perform AIDC operational trials with other adjacent ACCs by using AIDC messages and shared the plan with the meeting for information and further discussion. Additionally, by WP/08 under Agenda Item 4 titled *Status update on AIDC system with adjacent units*, Lao PDR shared the Proposal of AIDC Implementation Plan Phase 2 for Lao PDR.

AIDC Implementation Issues Report- Indonesia, India, and Singapore (WP/04)

2.13 The Meeting reviewed and discussed the consolidated implementation issues collected and presented by Indonesia with supports by India and Singapore. The AIDC reported issues till date were

presented for review and discussion by the meeting. Totally 105 issues were consolidated. The meeting considered that the issue table would continue to serve as a reference for other States. A summary of the identified issues is shown in the Table below. The Issue report is provided in **Appendix B** to this paper.

Fault Categories	APA TF/7 (2021)		
	Issues Reported	Closed	Open
a. Communication Link	9	3	6
b. ATM System	61	29	32
c. AIDC Message	17	15	2
d. Airspace Design/Procedures	13	4	9
e. Other	5	2	3
Total	**105**	**53**	**52**

Lessons Learnt From AIDC Implementation in India (WP/07)

2.14 India presented various technical and operational issues that may be encountered in the process of AIDC implementation and possible solutions. It was informed that India has taken commendable steps in implementation of AIDC between ATC centers within various FIRs within the country as well as with ATC Centers of other neighboring countries. Mr. Kwek Chin Lin informed that AIDC Planning Team of ICAO HQ CP-OPDLWG is drafting the document for an AIDC Implementation and Guidance Document for all regions, which takes reference from some portions of ICAO APAC AIDC Implementation and Operations Guidance Document Edition 1.0 as well as other references. The document, will be applicable to all ICAO Member States. Therefore, it may not be useful to propose or made further improvements or to add any new content into current ICAO APAC AIDC Implementation and Operations Guidance Document.

Updates from RASMAG/25- Sec (IP/06)

2.15 The Twenty-Fifth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/25) was held from *27 to 30 October 2020* by Video Teleconference (VTC). The ICAO secretariat provided a regional safety monitoring assessment summary, which highlighted the Hot Spot Summary in the **Table 3** in the meeting report as below to RASMAG/25:

Table 3: Comparison Summary of LHD Hot Spots

ID	Involved FIRs	Identified	Remarks
A1	Kolkata/Chennai/Dhaka – Yangon	2015	Potential non-hot spot
A2	Chennai – Kuala Lumpur	2015	LHDs increased
B	Incheon	2015	AKARA Corridor
D	Manila – all adjacent FIRs	2015	LHDs reduction
F	Mogadishu – Mumbai	2015	LHDs reducing
G	Sana'a/Muscat – Mumbai	2015	Cat. E LHDs (Sana'a improved)
J	Jakarta – Singapore/Kota Kinabalu	2018	Minor, Cat. E LHDs
M	Colombo - Melbourne	2019	Potential non-hot spot
N	Oakland USA – Hawaii CEP	2019	Cat. E LHDs

Review of the Terms of Reference and Achievements of APA Task Force- Sec (WP/05)

2.16 Meeting was informed that significant achievements have been made since the establishment of this task force, including the preparation of AIDC Planning Table in the Regional Air Navigation Plan, development of AIDC Implementation and Operations Guidance Document, maintenance of AIDC Issues Report, summary of AIDC focal points, the Implementation Status Chart as well as the sharing of the experience gained by States/Administration in the challenging process of AIDC implementation. The meeting was informed that the *ToR will be reviewed based on the scope and work may be undertaken by ATMAS TF within available time and resources.*

2.17 The meeting updated the **List of focal points for AIDC Implementation**. The list of focal points updated by the meeting is provided in **Appendix C** to the paper. The focal points should refer to ATMAS TF for sharing any issues or information related to AIDC Implementation.

Outstanding Tasks/Action Item and Recommendations for APA Task Force- Sec (WP/06)

2.18 Considering that different States in the region are presently at different stages of AIDC implementation, necessity to maintain the functions of APA TF persists, to facilitate appropriate guidance for upcoming States and provide a coordination framework among States for wider and effective implementation of AIDC across the APAC region. Meeting discussed that by comparing the Terms of Reference (ToR) of ACSICG and ATMAS/TF, it should be agreeable to identify ATMAS/TF as the contributory body under CNS SG to take over any outstanding action items of APA TF, and the expertise of APA TF experts should be retained through appropriate arrangement after the dissolution.

2.19 As the ATM automation system covered a wide spectrum of operational concepts, various technologies, projects implementation, the ATMAS/TF/1 meeting considered it necessary to kick off the group's future works with a well-defined plan and propose ad hoc groups to further progress action items. It was proposed that AIDC specialists may work as nominated members of an ad hoc expert group within ATMAS/TF to follow up the concerns and issues arisen from the AIDC implementation activities in the region. With aforementioned, it is suggested to consider the following draft decision on the future of APA TF:

<table>
<tr><td colspan="2">Draft Decision (APA TF/7/1) - Dissolution of APA TF</td></tr>
<tr><td>What: Noting that most of the tasks outlined in the ToR have been achieved and the completion of residual part of action items will be undertaken by ATMAS/TF.

That, the APA TF be dissolved.</td><td>Expected impact:
☐ Political / Global
☐ Inter-regional
☒ Economic
☐ Environmental
☒ Ops/Technical</td></tr>
<tr><td>Why: The APA TF terms of reference have been completed and pending action items will be undertaken by ATMAS/TF.</td><td>Follow-up: ☐Required from States</td></tr>
<tr><td>When: 22-October-21</td><td>Status: To be adopted by Sub Group</td></tr>
<tr><td colspan="2">Who: ☒Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☒APANPIRG ☒Other: ATMAS/TF</td></tr>
</table>

2.20 The draft decision is endorsed by ATMAS TF. Appropriate action on the ToR and tasks/action items of ATMAS/TF have been done and being submitted to CNS SG for adoption by

WP/14. The ATMAS/TF will design future meeting structure to accommodate the AIDC related functions and maintain the effectiveness in promoting AIDC implementation.

Application of Electronic Handover Technology between High Level and Low Level Sectors- China (IP/15)

2.21 China introduced an operational situation of horizontal and vertical handover co-exist, taking the flight handover between upper and lower sectors in Chengdu and Chongqing of CAAC, and the complex operational environment between Chengdu, Chongqing and Xi'an solution based on using the application of MH/T 4029.3, to realize the vertical and horizontal electronic handover in the complex operational environment.

Update on ICAO APAC Regional Webinars-Sec (IP/02)

2.22 The meeting was informed about the 18 webinars to be hosted by ICAO APAC office in the year 2021 as ICAO APAC series of webinars along with the objectives of webinars related to CNS i.e. ICAO APAC Cybersecurity Webinar, Webinar on Implementation of CRV in APAC region, SWIM workshop, and Webinar on Implementation of ADS-B. The meeting was invited to contribute individual practice and experience to the webinar of interest as a speaker and to take maximum advantages of the webinars by registering more participants from states.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the information contained in this paper;

b) note the Communication Link related issues in **Open** status recorded in the **Appendix B** *AIDC Implementation Issues Report* and take any necessary follow-up actions;

c) note the focal points mentioned in **Appendix C** and future arrangements for following up the issues related to AIDC;

d) note that AIDC implementation monitoring and coordination will be done by ATMAS TF while Telecommunications issue will be addressed by ACSICG; and

e) discuss any relevant matters as appropriate.

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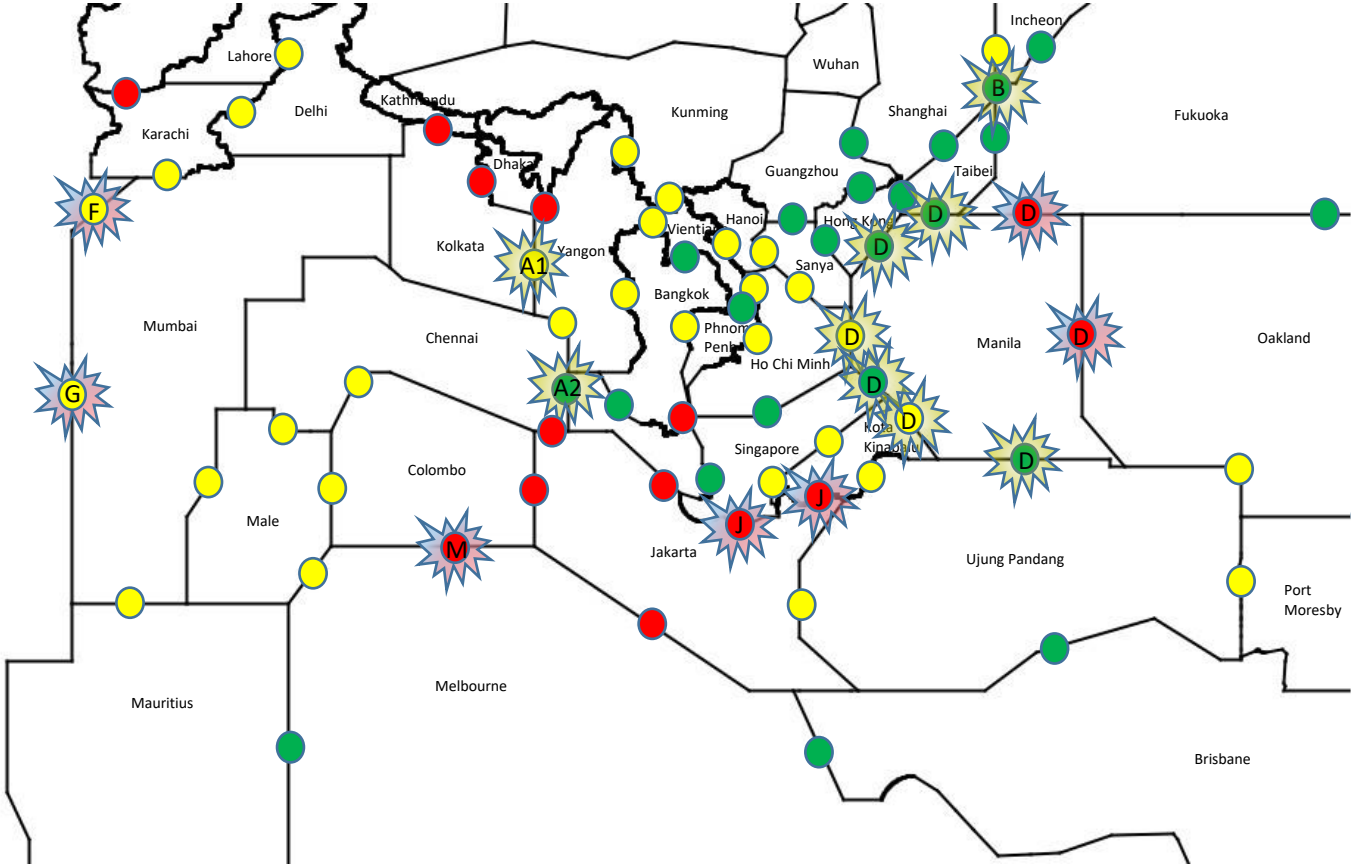

AsiaPac AIDC Implementation Status (Jun 2021)

AIDC ISSUES FORM - APA TF/7 (2021)

Issue reference	Reporting State/ATSU	Pairing FIR1/FIR2	Date of Reported	Date of Occurrence	Fault Category	Description of Fault	Frequency	Priority (assessed by TF or RO)	ATSU/ Vendor	Actions Taken/ Updated Date	
1	2	3	4	5	6	7	8	9	10	11	12
AIDC-ISSUE-1	Australia / Brisbane ACC Australia / Melbourne ACC	Brisbane / Melbourne	2016-01-02	-	b. ATM System, or	Limited AIDC V3 compliance (partial compliance on block levels only, no weather deviations or other optional formats)	Frequent	Low	Brisbane ACC & Melbourne ACC/ THALES	Software limitation / 02Jan2016	**OPEN**
AIDC-ISSUE-2	Australia / Brisbane ACC Australia / Melbourne ACC	Brisbane / Melbourne	2016-01-02	-	b. ATM System, or	LRM may contain incorrect field number	Occasionally	Low	Brisbane ACC & Melbourne ACC/ THALES	Software limitation / 02Jan2016	**OPEN**
AIDC-ISSUE-3	Australia / Brisbane ACC Australia / Melbourne ACC	Brisbane / Melbourne	2016-01-02	-	b. ATM System, or	Limited CDN capability. Limited ability to transmit CDN messages, and cannot always correctly process received CDN messages	Occasionally	Low	Brisbane ACC & Melbourne ACC/ THALES	Software limitation / 02Jan2016	**OPEN**
AIDC-ISSUE-4	Australia / Brisbane ACC Australia / Melbourne ACC	Brisbane / Melbourne	2016-01-02	-	b. ATM System, or	Unable to process a received CPL message	Occasionally	Low	Brisbane ACC & Melbourne ACC/ THALES	Software limitation / 02Jan2016	**OPEN**
AIDC-ISSUE-5	Australia / Brisbane ACC Australia / Melbourne ACC	Brisbane / Melbourne	2016-01-02	-	b. ATM System, or	Only a limited number of characters (250) in Field 18 are supported.	Occasionally	Low	Brisbane ACC & Melbourne ACC/ THALES	Software limitation / 02Jan2016	**OPEN**
AIDC-ISSUE-6	Australia / Brisbane ACC Australia / Melbourne ACC	Brisbane / Melbourne	2016-01-02	-	b. ATM System, or	No support for AIDC messages developed in AIDC V2 and onwards (e.g. FAN, FCN, ADS, TRU etc.).	Frequent	Low	Brisbane ACC & Melbourne ACC/ THALES	Software limitation / 02Jan2016	**OPEN**
AIDC-ISSUE-7	India / Delhi ACC	Delhi / Lahore	2020-07-01	-	b. ATM System, or	Messages from Lahore to Delhi like ABI were rejected by Delhi system due to Error Message 61 (CRC Error). No AIDC messages being received from Lahore as per latest observation.	Frequent	High	Delhi ACC/ INDRA	Error is perhaps because Lahore System is generating extra spaces. Lahore should start the AIDC coordination with Delhi. There should be joint observation and exercise conducted to assess the status.	**OPEN**
AIDC-ISSUE-8	India / Delhi ACC	Delhi / Karachi	2020-07-01	-	b. ATM System, or	Messages from Karachi to Delhi like ABI were rejected by Delhi system due to Error Message 61 (CRC Error). Karachi has done changes through OEM. The problem still persists with majority of error message 61 and 57 as per latest observation.	Frequent	High	Delhi ACC/ INDRA	Error is perhaps because Karachi ATM system is generating extra spaces. Action is required at Karachi to avoid generation of extra spaces. Karachi should start the AIDC coordination with Delhi. There should be joint observation and exercise conducted to assess the status.	**OPEN**
AIDC-ISSUE-9	India / Delhi ACC	Delhi / Varanasi	2020-01-07	-	a. Communication Link, or	Two test trials were conducted with good results.Trial operations are going on. AFTN latency issues observed at times. TOC and AOC msg not successfully handled by INDRA ATM system at Delhi..Hardware and software issues with ATC automation system at Varanasi. Issues with Flightplan also observed.	Occasionally	Low	Delhi ACC/ INDRA Varanasi ACC/ INDRA	The Issues are being taken up with vendors.	**OPEN**

Issue reference	Reporting State/ATSU	Pairing FIR1/FIR2	Date of Reported	Date of Occurrence	Fault Category	Description of Fault	Frequency	Priority (assessed by TF or RO)	ATSU/ Vendor	Actions Taken/ Updated Date	
AIDC-ISSUE-10	India / Delhi ACC	Delhi / Nagpur	2020-07-01	-	a. Communication Link, or	Observational trials conducted in March 2020. AFTN latency issues observed at times. TOC and AOC message not successfully handled by INDRA ATM system at Delhi. Hardware and software issues with ATC automation system at Nagpur. Issues of missing FPL also observed.	Occasionally	Low	Delhi ACC/ INDRA Nagpur ACC/ INDRA	The Issues are being taken up with vendors.	**OPEN**
AIDC-ISSUE-11	India / Delhi ACC	Delhi / Ahmedabad	2020-07-01	-	a. Communication Link, or	New LOA signed. Coordination between Ahmedabad and Delhi happening mainly through AIDC. AFTN latency issues observed at times. TOC and AOC messages not successfully handled by INDRA ATM system at Delhi. For some flights AIDC messages not generated. Hardware and software issues with ATC automation system at Ahmedabad.	Occasionally	Low	Delhi ACC/ INDRA Ahmedabad ACC/ INDRA	The issues are being taken up with vendors.	**OPEN**
AIDC-ISSUE-12	India / Ahmedabad ACC	Ahmedabad / Nagpur	-	-	a. Communication Link, or	AFTN latency issues observed at times. AFTN (AMSS) to be upgraded to support unimpeded AIDC message handling.	Occasionally	High	Ahmedabad ACC/ INDRA	New AMSS installation at Nagpur has been proposed. Same is under process. / 30Jan2018	**OPEN**
AIDC-ISSUE-13	India / Ahmedabad ACC	Ahmedabad / Karachi	2014-06-04	-	c. AIDC Message, or	ABI messages exchanged between two system and messages were rejected due route error and mismatch in coordination timing. Modification in airways was required for Ahmedabad and Karachi DBM. On 12 June 2014 required modification were made in airways (like imaginary points) for effectively acceptance of AIDC messages. ABI messages of some of the aircrafts were not correlated with FPL available in ATS automation system. Karachi has done changes through OEM. Re-testing is in progress.	Frequent	High	Ahmedabad ACC/ INDRA	Coordination protocol dialogue timeout was observed. Karachi AMSS-AFTN system time was also synchronized. Automatic time synchronization through GPS server in AMSS-AFTN system at Ahmedabad and Karachi was done for smooth exchange of AIDC messages. Rejection of AIDC messages have reduced / 30Nov2015	**CLOSED**
AIDC-ISSUE-14	India / Varanasi ACC	Varanasi / Nagpur	-	-	b. ATM System, or	AFTN (AMSS) to be upgraded at Nagpur to support unimpeded AIDC message handling. Some HMI issues at both the stations.	Frequent	Low	Varanasi ACC/ INDRA Nagpur ACC/ INDRA	New AMSS installation at Nagpur has been proposed. Same is under process / 30Jan2018	**OPEN**
AIDC-ISSUE-15	India / Kolkata ACC	Kolkata / Varanasi	-	-	b. ATM System, or	Some HMI issues at Varanasi. AIDC has been suspended.	Frequent	Low	Kolkata ACC/ INDRA Varanasi ACC/ INDRA	Nil / 1July2020	**OPEN**
AIDC-ISSUE-16	India / Kolkata ACC	Kolkata / Nagpur	-	-	b. ATM System, or	AFTN (AMSS) to be upgraded to support unimpeded AIDC message handling. Some HMI issues at Nagpur. AIDC has been suspended	Frequent	Low	Kolkata ACC/ INDRA Nagpur ACC/ INDRA	New AMSS installation at Nagpur has been completed / 1July2020	**OPEN**

Issue reference	Reporting State/ATSU	Pairing FIR1/FIR2	Date of Reported	Date of Occurrence	Fault Category	Description of Fault	Frequency	Priority (assessed by TF or RO)	ATSU/ Vendor	Actions Taken/ Updated Date	
AIDC-ISSUE-17	India / Kolkata ACC	Kolkata / Chennai	-	-	a. Communication Link, or	LOA signed and AIDC Under trial phase. 1. The ICAO route truncation indicator is not supported by INDRA system. 2. Kolkata system does not support adaptation of multiple center name for one ACC. Therefore different AIDC parameters cannot be adapted for different sectors like OCC and ACC sectors posing operational problems.	Occasionally	Medium	Kolkata ACC/ INDRA Chennai ACC/ RAYTHEON	Chennai has supressed ABI transmission/reception processing.	**OPEN**
AIDC-ISSUE-18	India / Chennai ACC	Chennai / Nagpur	-	-	b. ATM System, or	The ICAO route truncation indicator is not supported by Aircon2100 system.	Occasionally	Medium	Chennai ACC/ RAYTHEON Nagpur ACC/ INDRA	New AMSS installation at Nagpur has been proposed. Same is under process. / 30Jan2018	**OPEN**
AIDC-ISSUE-19	India / Chennai ACC	Chennai / Colombo	2015-08-06 2015-10-06 2015-12-06	-	b. ATM System, or	Though the initial test in November 2014 was quite successful. The test in June 2015 were not successful, due to technical issues at Colombo. Re-testing have to be done after rectification at Colombo. The re-testing was done after rectification of identified technical issues at Colombo. Testing was successful. Will start trials for limited hours.	Rare	Low	Chennai ACC/ RAYTHEON	Nil / 30Jan2018	**OPEN**
AIDC-ISSUE-20	India / Chennai ACC	Chennai / Maldives	2014-11-25	-	c. AIDC Message, or	Trials were mostly successful barring some LRMs, like reference ID in ODF 3 is not as per ICD.	Rare	Medium	Chennai ACC/ RAYTHEON Maldives ACC/ SELEX	Message transaction rate is 100% and the message delivery was successful / 30Nov2015	**CLOSED**
AIDC-ISSUE-21	India / Chennai ACC	Chennai / Trivandrum	-	-	b. ATM System, or	Even after sending a rejection or counter coordination message by Chennai, the sending station continues to send the CDN message. The ICAO route truncation indicator is not supported by INDRA Aircon 2100 system.	Occasionally	Medium	Chennai ACC/ RAYTHEON Trivandrum ACC/ INDRA	Nil / 30Jan2018	**OPEN**
AIDC-ISSUE-22	India / Chennai ACC	Chennai / Mangalore	-	-	b. ATM System, or	Even after sending a rejection or counter coordination message by Chennai, the sending station continues to send the CDN message.	Occasionally	Medium	Chennai ACC/ RAYTHEON	Nil / 30Jan2018	**OPEN**
AIDC-ISSUE-23	India / Chennai ACC	Chennai / Trichy	-	-	b. ATM System, or	Even after sending a rejection or counter coordination message by Chennai, the sending station continues to send the CDN message.	Occasionally	Medium	Chennai ACC/ RAYTHEON	Nil / 30Jan2018	**OPEN**
AIDC-ISSUE-24	India / Chennai ACC	Chennai / Hyderabad	-	-	b. ATM System, or	The SSR Codes received through AIDC message are getting retained in Chennai FDPS for days and are not available for re-use. Controller have to use Chennai adapted pool of limited SSR codes for track correlation. As a result the adapted Chennai pool of SSR codes gets exhausted very soon. AIDC testing is temporarily suspended.	Frequent	High	Chennai ACC/ RAYTHEON Hyderabad ACC/ SELEX	SSR code issue at Chennai resolved / 29Mar2019	**CLOSED**

Issue reference	Reporting State/ATSU	Pairing FIR1/FIR2	Date of Reported	Date of Occurrence	Fault Category	Description of Fault	Frequency	Priority (assessed by TF or RO)	ATSU/ Vendor	Actions Taken/ Updated Date	
AIDC-ISSUE-25	India / Chennai ACC	Chennai / Bengaluru	2015-03-24	-	b. ATM System, or	The SSR Codes received through AIDC message are getting retained in Chennai FDPS for days and are not available for re-use. Controller have to use Chennai adapted pool of limited SSR codes for track correlation. As a result the adapted Chennai pool of SSR codes gets exhausted very soon. AIDC testing is temporarily suspended.	Rare	High	Chennai ACC/ RAYTHEON	SSR code issue at Chennai resolved / 29Mar2019	CLOSED
AIDC-ISSUE-26	India / Mumbai ACC	Mumbai / Ahmedabad	-	-	b. ATM System, or	Some HMI issues at Ahmedabad	Frequent	Low	Mumbai ACC/ RAYTHEON Ahmedabad ACC/ INDRA	Nil / 30 Jun 2020	CLOSED
AIDC-ISSUE-27	India / Mumbai ACC	Mumbai / Nagpur	-	-	b. ATM System, or	Some HMI issues at Nagpur.	Frequent	Low	Mumbai ACC/ RAYTHEON Nagpur ACC/ INDRA	Nil / 30 Jun 2020	CLOSED
AIDC-ISSUE-28	India / Ahmedabad ACC	Ahmedabad / Nagpur	-	-	b. ATM System, or	Some HMI issues at Nagpur.	Frequent	Low	Ahmedabad ACC/ INDRA Nagpur ACC/ INDRA	Nil / 30Jan2018	OPEN
AIDC-ISSUE-29	India / Kolkata ACC	Kolkata / Chennai	-	-	e. Others.	Under trial phase. The acceptance of EST message is in manual mode.	Frequent	Low	Kolkata ACC/ INDRA Chennai ACC/ RAYTHEON	Nil / 30Jan2018	OPEN
AIDC-ISSUE-30	India / Chennai ACC	Chennai / Nagpur	-	-	b. ATM System, or	The ICAO route truncation indicator is not supported by INDRA Aircon 2100 system.	Frequent	Medium	Chennai ACC/ RAYTHEON Nagpur ACC/ INDRA	Nil / 30Jan2018	OPEN
AIDC-ISSUE-31	India / Chennai ACC	Chennai / Maldives	-	-	b. ATM System, or	Seconds field included in lat/long is received which is not as per ICD.	Frequent	Low	Chennai ACC/ RAYTHEON Maldives ACC/ SELEX	Message transaction rate is 100% and the message delivery was successful / 30Nov2015	CLOSED
AIDC-ISSUE-32	India / Chennai ACC	Chennai / Trivandrum	-	-	b. ATM System, or	The ICAO route truncation indicator is not supported by INDRA Aircon 2100 system.	Frequent	Medium	Chennai ACC/ RAYTHEON Trivandrum ACC/ INDRA	Nil / 30Jan2018	OPEN
AIDC-ISSUE-33	India / Chennai ACC	Chennai / Mangalore	-	-	b. ATM System, or	The ICAO route truncation indicator is not supported by INDRA Aircon 2100 system.	Frequent	Medium	Chennai ACC/ RAYTHEON	Nil / 30Jan2018	OPEN
AIDC-ISSUE-34	India / Chennai ACC	Chennai / Trichy	-	-	b. ATM System, or	The ICAO route truncation indicator is not supported by INDRA Aircon 2100 system.	Frequent	Medium	Chennai ACC/ RAYTHEON	Nil / 30Jan2018	OPEN
AIDC-ISSUE-35	India / Chennai ACC	Chennai / Nagpur	-	-	d. Airspace Design/Procedures, or	Airspace configuration issue.	Frequent	Medium	Chennai ACC/ RAYTHEON Nagpur ACC/ INDRA	Nil / 30Jan2018 25th April 2019	CLOSED
AIDC-ISSUE-36	India / Chennai ACC	Chennai / Trivandrum	-	-	d. Airspace Design/Procedures, or	Due to dynamic sectorization of UTV between Chennai and Trivandrum, no AIDC coodination is possible for overflying aircraft. But AIDC is possible for aircraft departing/arriving from/to destinations within the lateral limits of UTV. AIDC coordination not possible for level changes after the initial coordination. NOTIFIED (ABI), INITIAL COORDINATION (EST, CPL), TRANSFER OF CONTROL (TOC, AOC) is possible.	Frequent	Medium	Chennai ACC/ RAYTHEON Trivandrum ACC/ INDRA	The problem can be resolved by permanantly handing over UTV either to Chennai or Trivandrum / 30Jan2018	OPEN
AIDC-ISSUE-37	India / Chennai ACC	Chennai / Mangalore	-	-	d. Airspace Design/Procedures, or	Airspace configuration issue.	Frequent	Medium	Chennai ACC/ RAYTHEON	Nil / 30Jan2018	OPEN
AIDC-ISSUE-38	India / Chennai ACC	Chennai / Trichy	-	-	d. Airspace Design/Procedures, or	Airspace configuration issue.	Frequent	Medium	Chennai ACC/ RAYTHEON	Nil / 30Jan2018	OPEN

Issue reference	Reporting State/ATSU	Pairing FIR1/FIR2	Date of Reported	Date of Occurrence	Fault Category	Description of Fault	Frequency	Priority (assessed by TF or RO)	ATSU/ Vendor	Actions Taken/ Updated Date	
AIDC-ISSUE-39	India / Kolkata ACC	Kolkata / Chennai	-	-	a. Communication Link, or	AFTN latency issues observed at times.	Occasionally	Low	Kolkata ACC/ INDRA Chennai ACC/ RAYTHEON	Nil / 30Jan2018	**OPEN**
AIDC-ISSUE-40	Indonesia / Ujung Pandang ACC	Ujung Pandang / Brisbane	2015-12-03	2010-10-10	b. ATM System, or	The system does not rise notification or alert to Controller when the messages sent and not replied by LAM (no ULAM).	Frequent	Medium	Ujung Pandang ACC/ THALES Brisbane ACC/ THALES	It was a software issue and the software has been upgraded / 21Dec2015	**CLOSED**
AIDC-ISSUE-41	Indonesia / Ujung Pandang ACC	Ujung Pandang / Kinabalu	2015-12-28	2015-12-28	c. AIDC Message, or	Received wrong header of ODF3 from Kinabalu system	Occasionally	High	Ujung Pandang ACC/ THALES Kinabalu ACC/ LEONARDO	Investigation has been carried out by Ujung Pandang and Kinabalu and the issue has been solved since Kinabalu has completely upgrade their ATM system / 5Sep2019	**CLOSED**
AIDC-ISSUE-42	Indonesia / Ujung Pandang ACC	Ujung Pandang / Brisbane	2015-08-01	-	d. Airspace Design/Procedures, or	Ujung Pandang sent back some EST from Brisbane with different time of COP	Occasionally	Medium	Ujung Pandang ACC/ THALES Brisbane ACC/ THALES	It was a software issue and the software has been upgraded. And also there are some modifications in the dataset to solve this problem / 14Dec2015	**CLOSED**
AIDC-ISSUE-43	Indonesia / Ujung Pandang ACC	Ujung Pandang / Brisbane	2015-09-01	-	a. Communication Link, or	There are some AIDC messages between Ujung Pandang and Brisbane which have transit time more than 180 seconds (3 minutes). The AFTN line between Ujung Pandang and Brisbane is routing via Jakarta.	Occasionally	High	Ujung Pandang ACC/ THALES Brisbane ACC/ THALES	Since 10 March 2018 direct communication link (AFTN) has been connected. Need to test and trial in exchanging messages / 10Mar2018	**CLOSED**
AIDC-ISSUE-44	Malaysia / Kuala Lumpur ATCC	Kuala Lumpur / Chennai	2016-03-01	-	e. Others.	We received a lot of complains that Chennai controller didn't respond to CDN.	Frequent	Medium	Kuala Lumpur ATCC/ SELEX Chennai ACC/ RAYTHEON	Call Chennai Oceanic to respond the CDN request / 29Jul2016	**OPEN**
AIDC-ISSUE-45	Malaysia / Kuala Lumpur ATCC	Kuala Lumpur / Chennai	2016-03-01	-	c. AIDC Message, or	Received LRM on ABI for Item 18 (LRM-RMK/48/18/)	Frequent	Medium	Kuala Lumpur ATCC/ SELEX Chennai ACC/ RAYTHEON	SELEX still investigate this problem. The same AFTN message with item 18 received through FDP system but no error detected. Showing that the ABI-AFTN message format is correct but AIDC system unable to process it / 29Jul2016	**CLOSED**

Issue reference	Reporting State/ATSU	Pairing FIR1/FIR2	Date of Reported	Date of Occurrence	Fault Category	Description of Fault	Frequency	Priority (assessed by TF or RO)	ATSU/ Vendor	Actions Taken/ Updated Date	
AIDC-ISSUE-46	Malaysia / Kuala Lumpur ATCC	Kuala Lumpur / Chennai	2016-03-01	-	b. ATM System, or	AIDC system send more than three times CDN for time revision.	Frequent	Medium	Kuala Lumpur ATCC/ SELEX Chennai ACC/ RAYTHEON	This problem happen because we had set our AIDC system that CDN will send automatically if there is a time revision more than 3 minutes. Due to complain from Chennai, we stop the automatic send and instruct our Controllers to send all CDN message, including time revision manually / 29Jul2016	CLOSED
AIDC-ISSUE-47	Malaysia / Kuala Lumpur ATCC	Kuala Lumpur / Chennai	2016-03-01	-	c. AIDC Message, or	Did not receive ACP on EST. After 180 seconds system triggered LRM	Frequent	Medium	Kuala Lumpur ATCC/ SELEX Chennai ACC/ RAYTHEON	This was due to latency of receiving the ACP message. Change the ACP parameter from 180 seconds to 255 seconds / 29Jul2016	CLOSED
AIDC-ISSUE-48	Maldives / Maldives ACC	Maldives / Melbourne	2014-09-17	-	c. AIDC Message, or	Melbourne reported a small number of messages contain a route designator in Field 15 prior to entry COP.	Occasionally	Medium	Maldives ACC/ SELEX Melbourne ACC/ THALES	Vendor investigated and provided updated software / 22May2015	CLOSED
AIDC-ISSUE-49	Maldives / Maldives ACC	Maldives / Colombo	2014-03-13	-	c. AIDC Message, or	Colombo reported Message ID out to VCCC had wrong ID sent from our system.	Frequent	High	Maldives ACC/ SELEX	Configuration corrected / 15Mar2014	CLOSED
AIDC-ISSUE-50	Maldives / Maldives ACC	Maldives / Colombo	2014-04-06	-	b. ATM System, or	When Male sends ABI message within Colombo domestic squawk range, it causes complication in their system.	Frequent	High	Maldives ACC/ SELEX	Colombo changed their domestic SSR code allocation / 16Mar2015	CLOSED
AIDC-ISSUE-51	Maldives / Maldives ACC	Maldives / Melbourne	2014-09-17	-	c. AIDC Message, or	Melbourne reported that Field 15 route information contains seconds in the latitude/longitude information generated from our system.	Occasionally	Medium	Maldives ACC/ SELEX Melbourne ACC/ THALES	Vendor investigated and provided updated software / 22May2015	CLOSED
AIDC-ISSUE-52	Maldives / Maldives ACC	Maldives / -	2014-11-25	-	c. AIDC Message, or	Reference ID of Optional Data Field 3 (ODF) is incorrect in message received by VOMM.	Frequent	Medium	Maldives ACC/ SELEX	Vendor investigated and provided updated software / 22May2015	CLOSED
AIDC-ISSUE-53	Maldives / Maldives ACC	Maldives / -	2014-11-25	-	c. AIDC Message, or	Chennai automation system rejected latitude/longitude represented with seconds (041627N0733138E).	Occasionally	Medium	Maldives ACC/ SELEX	Vendor investigated and provided updated software / 22May2015	CLOSED
AIDC-ISSUE-54	Maldives / Maldives ACC	Maldives / Colombo	2015-11-19	-	c. AIDC Message, or	Colombo reported LRM received from VRMM saying invalid SSR equipment in FPL.	Occasionally	Medium	Maldives ACC/ SELEX	Configuration changed / 23Feb2016	CLOSED
AIDC-ISSUE-55	Maldives / Maldives ACC	Maldives / Colombo	2015-11-19	-	c. AIDC Message, or	ABI and CPL message in ICAO 2012 FPL format sent from Colombo rejected.	Occasionally	High	Maldives ACC/ SELEX	Software updated / 23Feb2016	CLOSED

Issue reference	Reporting State/ATSU	Pairing FIR1/FIR2	Date of Reported	Date of Occurrence	Fault Category	Description of Fault	Frequency	Priority (assessed by TF or RO)	ATSU/ Vendor	Actions Taken/ Updated Date	
AIDC-ISSUE-56	Singapore / Singapore ACC	Singapore / -	2015-11-11	-	c. AIDC Message, or	Rejection of ABI message due to unknown point in route	Occasionally	Low	Singapore ACC/ THALES	Need to update ATMS dataset to include SIDs-STARs that may be filed by operator / 17Nov2015	CLOSED
AIDC-ISSUE-57	Singapore / Singapore ACC	Singapore / -	2015-11-11	-	d. Airspace Design/Procedures, or	Rejected EST message due to invalid flight plan state (coordinated) were queued in erroneous folder.	Occasionally	Low	Singapore ACC/ THALES	Air Traffic Control Support Officer would verify the information on the EST message against the coordinated flight plan. To follow up with the upstream ATSU if any discrepancies were discovered / 12Nov2015	CLOSED
AIDC-ISSUE-58	Singapore / Singapore ACC	Singapore / -	2015-11-11	-	a. Communication Link, or	Message time out parameter set too short whereby ACP messages from downstream ATSU were not processed. More prevailing with network was busy.	Occasionally	High	Singapore ACC/ THALES	Need to update ATMS dataset to increase the timeout parameter / 17Nov2015	CLOSED
AIDC-ISSUE-59	Indonesia / Ujung Pandang ACC	Ujung Pandang / Brisbane	2018-01-11	-	b. ATM System, or	Received abnormal EST message (sent back EST) from Brisbane for southbound traffic that previously Ujung Pandang has already sent the EST	Rare	Low	Ujung Pandang ACC/ THALES Brisbane ACC/ THALES	Brisbane has been modified dataset parameter / 12May2018	CLOSED
AIDC-ISSUE-60	Indonesia / Ujung Pandang ACC	Ujung Pandang / Brisbane	2018-01-11	-	b. ATM System, or	Received MAC message from Brisbane for flight from YSSY to YMML	Rare	Low	Ujung Pandang ACC/ THALES Brisbane ACC/ THALES	Brisbane has been modified dataset parameter / 12May2018	CLOSED
AIDC-ISSUE-61	Indonesia / Ujung Pandang ACC	Ujung Pandang / Brisbane	-	-	b. ATM System, or	No response messages LAM or LRM were received (blank) from receiving unit as a reply for previous sent messages.	Frequent	High	Ujung Pandang ACC/ THALES Brisbane ACC/ THALES	There was a poor (unstable) connection in Jakarta's AMHS in that period occurrence date. Had been solved / 16Nov2019	CLOSED
AIDC-ISSUE-62	Indonesia / Ujung Pandang ACC	Ujung Pandang / -	2017-03-10	-	b. ATM System, or	ACP message does not process correctly. Coordination status field of the strip remains "S" and the ACP message is displayed in "Message_In" window	Frequent	High	Ujung Pandang ACC/ THALES	Investigation has been carried out by Ujung Pandang and categorized this problem as software issue / 11Feb2017	OPEN
AIDC-ISSUE-63	Indonesia / Ujung Pandang ACC	Ujung Pandang / Manila	2016-03-10	-	c. AIDC Message, or	AOC message format from Ujung Pandang does not contain ODF 3	Frequent	Medium	Ujung Pandang ACC/ THALES Manila ACC/ THALES	Since Manila used new ATM System (TopSky-HE) last year there was no AOC issue related to ODF3. Last AIDC test with Manila used TopSky-HE was generally good / 21Mar2018	CLOSED
AIDC-ISSUE-64	Indonesia / Ujung Pandang ACC	Ujung Pandang / Manila	2017-05-17	-	c. AIDC Message, or	ABI message from Manila's Topsky-C contained incomplete route of flight	Frequent	High	Ujung Pandang ACC/ THALES	Since Manila used new ATM System (TopSky-HE) last year there was no ABI issue. Last AIDC test with Manila used TopSky-HE was generally good / 21Mar2018	CLOSED

Issue reference	Reporting State/ATSU	Pairing FIR1/FIR2	Date of Reported	Date of Occurrence	Fault Category	Description of Fault	Frequency	Priority (assessed by TF or RO)	ATSU/ Vendor	Actions Taken/ Updated Date	
AIDC-ISSUE-65	Indonesia / Ujung Pandang ACC	Ujung Pandang / Manila	2017-05-17	-	b. ATM System, or	Manila's Topsky-C was continuously sending unnecessary ABI and EST messages	Frequent	High	Ujung Pandang ACC/ THALES	Since Manila used new ATM System (TopSky-HE) last year there was not current issue anymore. Last AIDC test with Manila used TopSky-HE was generally good / 21Mar2018	**CLOSED**
AIDC-ISSUE-66	India / Trivandrum ACC	Trivandrum / Mangalore	-	-	e. Others.	AIDC coordination not possible for Level changes after the initial coordination. ABI, EST, CPL, TOC and AOC is possible.	Frequent	High	Trivandrum ACC/ INDRA	Nil / 30Jan2018	**OPEN**
AIDC-ISSUE-67	India / Trivandrum ACC	Trivandrum / Cochin	-	-	b. ATM System, or	AIDC coordination not possible for level changes after the initial coordination. ABI, EST, CPL, TOC and AOC is possible.	Frequent	High	Trivandrum ACC/ INDRA	Nil / 30Jan2018	**OPEN**
AIDC-ISSUE-68	Singapore / Singapore ACC	Singapore / Manila	2018-03-15	2018-03-12	b. ATM System, or	Link to ATMS is disabled after erroeous service message was received from message center	Frequent	Medium	Singapore ACC/ THALES Manila ACC/ THALES	Fault localized to physical link connection problem / 15Mar2019	**CLOSED**
AIDC-ISSUE-69	Singapore / Singapore ACC	Singapore / Kuala Lumpur	2018-03-15	2018-03-13	b. ATM System, or	Received *"LRM with error code"* upon transmission of messages	Occasionally	Low	Singapore ACC/ THALES Kuala Lumpur ATCC/ LEONARDO	Observation shared with Kuala Lumpur ACC for investigations / 15Mar2019	**CLOSED**
AIDC-ISSUE-70	Singapore / Singapore ACC	Singapore / Manila	2018-03-15	2018-03-12	b. ATM System, or	ABI message requirement for subsequent EST message processing	Frequent	High	Singapore ACC/ THALES Manila ACC/ THALES	Observation shared with Manila ACC for investigations / 15Mar2019	**CLOSED**
AIDC-ISSUE-71	Singapore / Singapore ACC	Singapore / Kuala Lumpur	2019-03-25	2018-12-14	b. ATM System, or	LRM messages recived 2 hours after initial AIDC message transmission	Occasionally	-	Singapore ACC/ THALES Kuala Lumpur ATCC/ LEONARDO	Observation shared with Kuala Lumpur ACC for investigations / 25Mar2019	**CLOSED**
AIDC-ISSUE-72	Singapore / Singapore ACC	Singapore / Kuala Lumpur	2019-03-25	2019-01-18	e. Others.	Invalid EST sent by ATMS	Rare	-	Singapore ACC/ THALES Kuala Lumpur ATCC/ LEONARDO	Fault traced to incorrect flight plan routing, causing FDP to designated the arrival flight as an re-entry flight / 25Mar2019	**CLOSED**
AIDC-ISSUE-73	Singapore / Singapore ACC	Singapore / Kuala Lumpur	2019-03-25	2019-01-22	b. ATM System, or	Non reception of EST messages	Occasionally	-	Singapore ACC/ THALES Kuala Lumpur ATCC/ LEONARDO	Investigations ongoing / 25Mar2019	**CLOSED**
AIDC-ISSUE-74	Singapore / Singapore ACC	Singapore / Kuala Lumpur	2019-03-25	2019-03-06	a. Communication Link, or	Unable to exchange AIDC messages	Occasionally	-	Singapore ACC/ THALES Kuala Lumpur ATCC/ LEONARDO	AFTN link outage / 25Mar2019	**CLOSED**
AIDC-ISSUE-75	Singapore / Singapore ACC	Singapore / Manila	2019-03-25	2019-02-20	b. ATM System, or	AOC/TOC message tranmission constraint	Frequent	-	Singapore ACC/ THALES Manila ACC/ THALES	Dataset settings on Manila ATMS for AOC/TOC messages / 25Mar2019	**CLOSED**
AIDC-ISSUE-76	Singapore / Singapore ACC	Singapore / Manila	2019-03-25	2019-03-11	b. ATM System, or	EST and ACP messages exchanged successfully but not reflected on controller display	Rare	High	Singapore ACC/ THALES Manila ACC/ THALES	Manila ATMS vendor has been informed on the observed issue. Investigations ongoing / 25Mar2019	**CLOSED**

Issue reference	Reporting State/ATSU	Pairing FIR1/FIR2	Date of Reported	Date of Occurrence	Fault Category	Description of Fault	Frequency	Priority (assessed by TF or RO)	ATSU/ Vendor	Actions Taken/ Updated Date	
AIDC-ISSUE-77	Indonesia / Ujung Pandang ACC	Ujung Pandang / Oakland	2019-04-10	2018-12-11	b. ATM System, or	REJ message was accepted but unable to display to Controller HMI and become rejected message in Flight Data HMI (filled in *AIDC_OTHER_QUE* window)	Rare	Medium	Ujung Pandang ACC/ THALES	Investigation has been carried out by Ujung Pandang and categorized this problem as software issue / 21Feb2020	**OPEN**
AIDC-ISSUE-78	India / Chennai ACC	Chennai / Hyderabad Chennai / Bengaluru	-	-	e. Others.	The SSR Codes received through AIDC message are getting retained in Chennai FDPS for days and are not available for re-use. Controller have to use Chennai adapted pool of limited SSR codes for track correlation. As a result, the adapted Chennai pool of SSR codes gets exhausted very soon.	Frequent	High	Chennai ACC/ RAYTHEON Bengaluru ACC/ SELEX Hyderabad ACC/ SELEX	SSR code issue at Chennai resolved 29-03-2019	**CLOSED**
AIDC-ISSUE-79	India / Kolkata ACC	Kolkata / Nagpur, Varanasi, Guwahati, Chennai	-	-	d. Airspace Design/Procedures, or	The route truncation is not supported by INDRA system , hence there is a likelihood of wrong route modification by ABI message in the accepting ATCC.	Frequent	High	Kolkata ACC/ INDRA Nagpur ACC/ INDRA Varanasi ACC/ INDRA Guwahati ACC/ INDRA Chennai ACC/ RAYTHEON		**OPEN**
AIDC-ISSUE-80	Maldives / Maldives ACC	Maldives / Colombo	-	-	b. ATM System, or	Colombo had an issue with their ABI message which was unsuccessful in all 7 AIDC test FPLs. Also their EST showed Error code 62. Rest of the other messages CPL, CDN, TOC, AOC are working perfectly.	Frequent	High	Maldives ACC/ SELEX	Colombo informed that they are consulting with their ATM vendor for the above errors.	**OPEN**
AIDC-ISSUE-81	India / Kolkata ACC	Kolkata / Yangon	2019-04-10	-	b. ATM System, or	Yangon trials in which ABI (from Kolkata to Yangon only) EST, TOC, AOC were successful. Kolkata system was not sending AIDC reference number in ACP messages for which Yangon system was rejecting it. But Kolkata rectified the issue with the support of vendor and ACP was successful. ABI from Yangon system sends the route from COP instead of one point before COP for which Kolkata system rejects the ABI from Yangon.	Frequent	Medium	Kolkata ACC/ INDRA Yangon ACC/ THALES	Yangon has been advised to rectify the issue through vendor/1Apr2019. Yangon has rectified the issue in last quarter of 2019. Further tests successful.	**CLOSED**
AIDC-ISSUE-82	Indonesia / Ujung Pandang ACC	Ujung Pandang / Manila	2020-05-25	2020-04-02	b. ATM System, or	Multiple EST message transmitted from Ujung Pandang to Manila	Occasionally	High	Ujung Pandang ACC/ THALES Manila ACC/ THALES	Investigation has been carried out by Ujung Pandang. Some modifications in dataset parameter related to message transmition value and condition has been changed / 22Nov2020	**CLOSED**
AIDC-ISSUE-83	Indonesia / Ujung Pandang ACC	Ujung Pandang / Manila	2020-07-09	2019-11-02	d. Airspace Design/Procedures, or	Ujung Pandang's controller activated flight data record prior to AIDC EST message transmitted by Manila. This occurrence happened due Manila verbally coordinated FL which is not accordance with FLAS (Flight Level Allocation Scheme).	Frequent	High	Ujung Pandang ACC/ THALES Manila ACC/ THALES	Published temporary SOP for Controller not to manually activate flight data record for which an AIDC EST is expected / 1Dec2019	**CLOSED**

Issue reference	Reporting State/ATSU	Pairing FIR1/FIR2	Date of Reported	Date of Occurrence	Fault Category	Description of Fault	Frequency	Priority (assessed by TF or RO)	ATSU/ Vendor	Actions Taken/ Updated Date	
AIDC-ISSUE-84	Malaysia / Kuala Lumpur ATCC	Kuala Lumpur / Chennai	2020-07-07	2020-01-02	c. AIDC Message, or	ACP for Chennai EST & CDN were responded timely but Chennai responded with LRM-RMK/5/3.	Frequent	Medium	Kuala Lumpur ATCC/ LEONARDO Chennai ACC/ RAYTHEON	-	**OPEN**
AIDC-ISSUE-85	Malaysia / Kuala Lumpur ATCC	Kuala Lumpur / Chennai	2020-07-07	2020-01-02	c. AIDC Message, or	Chennai responded LRM-RMK/57/ (invalid message) for ABI/EST messages though ABI/EST sent were valid.	Frequent	Medium	Kuala Lumpur ATCC/ LEONARDO Chennai ACC/ RAYTHEON	-	**OPEN**
AIDC-ISSUE-86	Philippines / Manila ACC	Manila / Kinabalu	2019-10-22	2019-10-22	b. ATM System, or	Manila received multiple ABI of RBA635 and JAL720 during AIDC test with Kinabalu	Rare	Low	Manila ACC/ THALES Kinabalu ACC/ LEONARDO	Kinabalu has been advised this issue. Will be observed again in the next AIDC test /	**OPEN**
AIDC-ISSUE-87	Singapore / Singapore ACC	Singapore / Kinabalu	2021-02-01	2021-05-28	b. ATM System, or	Multiple FDRs exist, unable to complete AIDC transaction	Occasionally	Medium	Singapore ACC/ THALES Kinabalu ATCC/ LEONARDO	Ensure flightplan records in ATMS is up to date	**CLOSED**
AIDC-ISSUE-88	Singapore / Singapore ACC	Singapore / Kinabalu	2021-03-01	2021-05-28	b. ATM System, or	Message not compatible with FP state	Occasionally	Medium	Singapore ACC/ THALES Kinabalu ATCC/ LEONARDO	Ensure flightplan state is updated correctly	**CLOSED**
AIDC-ISSUE-89	Singapore / Singapore ACC	Singapore / Kinabalu	2021-04-01	2021-05-28	b. ATM System, or	ACT entry time outside window	Occasionally	Medium	Singapore ACC/ THALES Kinabalu ATCC/ LEONARDO	ATMS parameter reconfiguration/software change	**OPEN**
AIDC-ISSUE-90	Philippines / Manila ACC	Manila / Singapore	2020-01-27	2020-01-27	b. ATM System, or	No AIDC transfer was made due negative FPL (other aircraft)	Occasionally	Medium	Manila ACC/ THALES Singapore ACC/ THALES	Provide appropriate FPL entry	**CLOSED**
AIDC-ISSUE-91	Philippines / Manila ACC	Manila / Singapore	2020-02-26	2020-02-26	b. ATM System, or	No TOC was received from Singapore ACC for CEB538	Occasionally	Medium	Manila ACC/ THALES Singapore ACC/ THALES	Correcting time discrepancies on system FPL	**CLOSED**
AIDC-ISSUE-92	Philippines / Manila ACC	Manila / Singapore	2020-09-21	2020-09-21	b. ATM System, or	No EST message received	Occasionally	Medium	Manila ACC/ THALES Singapore ACC/ THALES	Provide appropriate FPL entry	**CLOSED**
AIDC-ISSUE-93	Philippines / Manila ACC	Manila / Hong Kong	2020-08-03	2020-08-03	b. ATM System, or	Failed EST for CPA104, CPA198 and CSN306. Voice transfer was made to Hong Kong.	Occasionally	Medium	Manila ACC/ THALES	Correcting time discrepancies on system FPL	**CLOSED**
AIDC-ISSUE-94	Philippines / Manila ACC	Manila / Hong Kong	2020-09-19	2020-09-19	b. ATM System, or	No AIDC transfer was made due negative FPL (Qatar Airlines)	Frequent	Medium	Manila ACC/ THALES	Corresponded with air operator to supply Manila with FPL	**CLOSED**
AIDC-ISSUE-95	Philippines / Manila ACC	Manila / Hong Kong	2020-10-13	2020-10-13	b. ATM System, or	Failed EST ACT entry time outside window	Occasionally	Medium	Manila ACC/ THALES	Correcting time discrepancies on system FPL	**CLOSED**
AIDC-ISSUE-96	Malaysia / Kuala Lumpur ATCC	Kuala Lumpur / Chennai	2021-05-28	2021-01-11	b. ATM System, or	Calculated CRC was not tally with received CRC.	Frequent	High	Kuala Lumpur ATCC/ LEONARDO Chennai OCC/ RAYTHEON	-	**OPEN**
AIDC-ISSUE-97	Malaysia / Kuala Lumpur ATCC	Kuala Lumpur / Chennai	2021-05-28	2021-01-13	d. Airspace Design/Procedures, or	Late response by Chennai for CDN messages. Agreed response time by controller is 300 seconds.	Frequent	High	Kuala Lumpur ATCC/ LEONARDO Chennai OCC/ RAYTHEON	-	**OPEN**
AIDC-ISSUE-98	Malaysia / Kuala Lumpur ATCC	Kuala Lumpur / Chennai	2021-05-28	2021-02-14	b. ATM System, or	Chennai transmit second EST or ACP after a complete process cycle of first EST.	Occasionally	High	Kuala Lumpur ATCC/ LEONARDO Chennai OCC/ RAYTHEON	-	**OPEN**
AIDC-ISSUE-99	Malaysia / Kuala Lumpur ATCC	Kuala Lumpur / Chennai	2021-05-28	2021-04-06	b. ATM System, or	LRM transmitted in response to AOC received from Chennai.	Occasionally	High	Kuala Lumpur ATCC/ LEONARDO Chennai OCC/ RAYTHEON	-	**OPEN**
AIDC-ISSUE-100	Malaysia / Kuala Lumpur ATCC	Kuala Lumpur / Singapore	2021-05-28	2021-01-11	d. Airspace Design/Procedures, or	Singapore transmit TOC/AOC message although TOC/AOC is not included in operational implementation	Occasionally	Low	Kuala Lumpur ATCC/ LEONARDO Singapore ACC/ THALES	-	**OPEN**
AIDC-ISSUE-101	Malaysia / Kuala Lumpur ATCC	Kuala Lumpur / Singapore	2021-05-28	2021-04-05	b. ATM System, or	Singapore transmit second EST after a complete process cycle of first EST.	Rare	Medium	Kuala Lumpur ATCC/ LEONARDO Singapore ACC/ THALES	-	**OPEN**

Issue reference	Reporting State/ATSU	Pairing FIR1/FIR2	Date of Reported	Date of Occurrence	Fault Category	Description of Fault	Frequency	Priority (assessed by TF or RO)	ATSU/ Vendor	Actions Taken/ Updated Date	
AIDC-ISSUE-102	Malaysia / Kuala Lumpur ATCC	Kuala Lumpur / Bangkok	2021-05-28	2021-01-14	d. Airspace Design/Procedures, or	Bangkok transmit TOC/AOC message although TOC/AOC is not included in operational implementation.	Occasionally	Low	Kuala Lumpur ATCC/ LEONARDO Bangkok ACC/ THALES	-	**OPEN**
AIDC-ISSUE-103	Malaysia / Kuala Lumpur ATCC	Kuala Lumpur / Bangkok	2021-05-28	2021-04-06	d. Airspace Design/Procedures, or	Bangkok transmit MAC message although MAC is not included in Operational Implementation.	Rare	Low	Kuala Lumpur ATCC/ LEONARDO Bangkok ACC/ THALES	-	**OPEN**
AIDC-ISSUE-104	Malaysia / Kuala Lumpur ATCC	Kuala Lumpur / Bangkok	2021-05-28	2021-01-14	b. ATM System, or	Bangkok transmit second EST after a complete process cycle of first EST.	Rare	Medium	Kuala Lumpur ATCC/ LEONARDO Bangkok ACC/ THALES	-	**OPEN**
AIDC-ISSUE-105	Malaysia / Kuala Lumpur ATCC	Kuala Lumpur / Bangkok	2021-05-28	2021-04-10	d. Airspace Design/Procedures, or	Bangkok transmit EST with incorrect COP due to incorrect FPL route was filed by the airline operator (Not following the Flight Planning)	Occasionally	High	Kuala Lumpur ATCC/ LEONARDO Bangkok ACC/ THALES	-	**OPEN**

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