INTERNATIONAL CIVIL AVIATION ORGANIZATION

ASIA AND PACIFIC OFFICE

REPORT OF THE AIDC REVIEW TASK FORCE MEETING

Brisbane, Australia
27-28 March 2003

The views expressed in this Report should be taken as those of the Task Force and not of the Organization. This Report will be submitted to the ATS/AIS/SAR/SG/13 Meeting for review and for any further action.

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1. Introduction

1.1 The AIDC Review Task Force (AIDC/R TF) was held in Brisbane at Marriott Hotel, Australia from 27 to 28 March 2003. The meeting was hosted by Airservices, Australia.

1.2 On behalf of Mr. Bernie Smith, Chief Executive Officer of Airservices, Australia, Mr. Jeffrey Bollard, Chief Engineer, Technical Standards Safety and Environment Assurance extended a warm welcome to all the participants. He recalled the history of development of the regional ICD for AIDC and emphasized the need for review and updating of the ICD to meet requirement of ATM automation.

1.2 On behalf of Mr. L. B. Shah, ICAO Regional Director, Mr. John Richardson, Regional Officer ATM of the ICAO Asia/Pacific Regional Office expressed gratitude and appreciation to the Airservices of Australia for hosting the meeting and for the excellent arrangement made. He highlighted the task and main objectives of the meeting.

2. Attendance

3.1 The meeting was attended by thirty five experts from Australia, China, Hong Kong China, Fiji, India, Japan, New Zealand, Pakistan, Singapore, Thailand, United States, IFALPA and SITA. A list of participants is at Attachment 1.

3. Officers and Secretariat

3.1 Mr. Warren Beeston, ATC supervisor and expert for ATM automation from Australia was elected Chairman and presided over the meeting.

3.2 Mr. John Richardson, Regional Officer, ATM and Mr. Li Peng, Regional Officer, CNS of the ICAO Asia and Pacific Regional Office acted as the Secretaries for the meeting.

4. Agenda of the Meeting

4.1 The Agenda items adopted by the meeting were as follows.

Agenda Item 1: Review Asia/Pacific Regional Interface Control Document (ICD) for ATS Inter-facility Ground/Ground Data Communications (AIDC)
Agenda Item 2: Review of experience gained and lessons learned in the implementation of the AIDC
Agenda Item 3: Develop an updated version of the Asia/Pacific ICD for AIDC
Agenda Item 4: Future Work Program
Agenda Item 5: Any other business

5. Organization, Working Arrangements and Language

5.1 The meeting met as a single body. The working language was English inclusive of all documentation and this Report. List of Working Papers and Information Papers presented at the meeting is at Attachment 2.

Agenda Item 1: Review Asia/Pacific Regional Interface Control Document for ATS Inter-facility Ground/Ground Data Communications (AIDC)

1.1 Under this agenda item, the meeting reviewed Decision 13/9 of APANPIRG/13 in reactivating the AIDC Task Force to undertake the task of updating the ASIA/PAC Interface Control Document (ICD) for ATS Interfacility Data Communications (AIDC) and to present the results of their review to APANPIRG ATS/AIS/SAR/SG/13 meeting to be held in Bangkok 23-27 June 2003.
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1.2 The meeting recalled that the 5th Meeting of APANPIRG held in Bangkok October 1994 noted a draft ASIA/PAC Regional Interface Control Document (ICD) for Ground/Ground ATS Inter-facility Data Communications (AIDC) which had been developed based on the work undertaken by the North Atlantic Systems Planning Group (NATSPG) and Automatic Dependent Surveillance (ADS) Panel had been reviewed by the 2nd AFTN Management Task Force, the 4th ATS/AIS Sub-Group, the 3rd COM/MET Sub-Group and the 5th CNS/ATM/IC/SG meetings. Taking into account the respective parts of the reports of these meetings including their draft decisions/conclusions, the APANPIRG/5 in its Decision 5/1decided to establish an AIDC Task Force to finalize the ICD.

1.3 The AIDC Task Force was composed of technical and operational experts from Australia, France, Hong Kong China, Japan, Malaysia, New Zealand, Pakistan, Singapore, Thailand, United States and IATA with rapporteur from Australia.

1.4 As a result of the AIDC Task Force, the ASIA/PAC regional ICD for ATS Inter-Facility Ground/Ground Data Communications (AIDC) Version 1.0 was issued on 1 June 1995.

1.5 APANPIRG/13 decided to reconvene the Task Force to re-examine and update the ASIA/PAC ICD for AIDC published in June 1995 so as to allow States implement their new systems with confidence and certainty and in a consistent and harmonized manner.

1.6 The meeting was informed that while reviewing APANPIRG Decision 13/9 (AIDC Review Task Force), the Air Navigation Commission noted that the Operational Data Link Panel (OPLINKP) had already initiated the development of a comprehensive amendment to the PANS-ATM and the Manual of Air Traffic Services Data Link Applications (Doc. 9694) concerning AIDC. The amendment to the PANS-ATM would facilitate the amendment process at the regional ICD level. Therefore, the latest development by OPLINKP at its joint meeting of Working Group A and B held in Brussels, Belgium from 19 to 28 February 2003 relating to AIDC was presented to the meeting.

1.7 The Meeting was informed that the soft copy of ICD for AIDC issued in 1995 was developed with early Word Perfect format and letter size which is no longer workable. A converted A4 version in Word Document provided to the meeting was found with some errors in the Appendix A to the ICD. The meeting agreed that the A4 version with corrections made during the meeting be considered as Version 1.1 and be used as the baseline document.

Agenda Item 2: Review of experience gained and lessons learned in the implementation of the AIDC

2.1 Under this agenda item, the meeting reviewed experience gained and lessons learned in the implementation of the AIDC between several air traffic control centres in the region.

2.2 Japan informed the meeting of their experience of using the sub set of current AIDC ICD between the Japan and USA. AIDC circuit with Oakland ARTCC is connected to the Oceanic Data Processing (ODP) System at Tokyo ACC through an AFTN Gateway. Japan has a plan to implement AIDC between Tokyo ACC and Anchorage ARTCC and the timing of the implementation is being negotiated. The AFTN based AIDC service with Republic of Korea is planed for implementation around 2006. Japan will initiate discussions with other adjacent ACCs for using AIDC.

2.2.1 The meeting was also informed that after the initial AIDC messages exchanged, the coordination process between controllers Tokyo and Oakland are still carried out by voice communication. The possibility of reducing voice communication is being explored.

2.2.2 In order to maximize the potential benefit of ADS-C information from FANS 1/A equipped aircraft operating on Pacific routes, Japan suggested that a more detailed ADS message format should be defined in the AIDC ICD.

2.3 Thailand informed the meeting of their domestic AIDC system and the experiences gained from the implementation of domestic AIDC in Thailand. It was informed that automatic AIDC does not support some rare cases of the ATC operation. During the coordination phase, AIDC integrated with FDP does not fully allow the controllers to negotiate the conditions with which a flight would be crossing the boundary. Moreover, the controllers do not have the chance to freely exchange free-text messages. For the manual AIDC, the only automated part of the system is the feeding of flight plan information from flight plan distribution system. With standalone AIDC, the controllers are allowed to interact among one another by the use of any AIDC message at any time. The controllers still have to take care of each execution of flight notification, flight coordination, flight transfer, or any other coordination by themselves. Workload of controllers has not decreased.

2.3.1 Actions for improvements of AIDC system in Thailand are being taken to meet the following requirements:

- Automated ground-ground controller coordination with the possibility to manual operation in some cases;
- Conformance to ATN-based AIDC standards.

2.4 Australia gave an overview on using AIDC in the Australian FIRs. Airservices, Australia began using AIDC messages during the commissioning of the Australian Advanced Air Traffic System (TAAATS) in 1998. Initially messages were only exchanged between the TAAATS ATC centers located in Melbourne and Brisbane.

2.4.1 AIDC service was established between Brisbane and Auckland centers in 2000 after successful testing and modifications to the Letter of Agreement (LOA). The messages exchanged are same as those between Brisbane and Melbourne centres. The transition to ‘no voice coordination’ was staggered so as to ensure that both centres were comfortable with the process, procedures and that any messaging errors or unexpected events could be investigated before proceeding. The transition process involved the receiving centre contacting the sending centre when the EST message was

received and confirming the crossing conditions. Once both centres were confident with the use of AIDC messages, voice coordination was eliminated except in situations where AIDC messaging did not provide adequate support (e.g. Mach Number Technique, block level clearances and weather deviations).

2.4.2 In late 2002, Auckland and Brisbane centers participated in a trial using CDN, REJ and ACP messages to negotiate amendments to crossing conditions after the EST message has been sent. These messages are expected to be incorporated into operational procedures during the first half of 2003. Australia has also performed AIDC inter-operability testing with Oakland, Mauritius and Nadi centers, as well as military units under the command of the Royal Australian Air Force.

2.5 The following lessons learnt by Australia and other States were identified as useful for States to consider prior to implementing AIDC service.

2.5.1 Flight Plan database accuracy

The accuracy of the flight plan database must be maintained at all times. Controllers and flight data officers must ensure that the flight plan information accurately represents the cleared route and level. As the use of RVSM and RNP becomes more prevalent, flight plan ancillary information accuracy is also important.

There have been occasions where erroneous data has been exchanged between ATSUs leading to confusion in a downstream centres' airspace.

2.5.2 Lead time for database or procedure changes

Since commencing operations with TAAATS, Australia has become acutely aware of the need to allow sufficient time to inform and/or negotiate with adjacent units before implementing adaptation changes. Time must be allowed for adjacent units to consider changes, implement their own changes and perform staff training as necessary.

2.5.3 Procedures coordination between centres

Prior to exchanging 'operational' messaging with adjacent centres Airservices Australia has adopted a policy of using scripted message tests to ensure compatibility. This is typically followed by a period of 'data checking' to ensure that the information is correct and accurate. Once this process is complete operational messaging is implemented in accordance with published Letters of Agreement (LOA).

2.5.4 Staff training

Initial training of staff for AIDC was significant due to the fact that no automated messaging system was in use prior to TAAATS. Training needed to encompass basic messaging rules, messaging errors, parameters and procedures. Flight data coordinators received additional training dealing with message errors and flight plan database management. Adaptation specialists were trained on the adaptation capabilities and limitations for defining AIDC messaging conditions.

2.5.5. System failures

Procedures were required to deal with the possibility of system failures; either of TAAATS, adjacent systems or the AFTN. The workload increase associated with a failure of AIDC messaging is significant as coordination information must be manually entered, and voice coordination re-established (where applicable).

2.5.6 Human Factors Issues

It has been noted that with the removal of voice coordination, controllers must compensate for the lack of prompting that voice coordination provides. Controllers must also be aware of what is being sent and when it is being sent so as to ensure that the coordination information is correct.

2.5.7 Reduced coordination errors

Operational statistics have shown that the use of AIDC messages between centres has reduced the number of coordination errors that previously occured. This is primarily due to the fact that information is composed and transmitted automatically.

2.5.8 Reliable Communications

Reliable and high performance availability of AFTN circuit or dedicated lines are required for supporting AIDC services. IDD can only be used as last resource.

2.5.9 Overcome language problems

Language difficulties are overcome by using AIDC service, thus safety of the operation is enhanced.

2.6 It was clarified that electronic strips were updated using AIDC messages for controllers. If some AIDC messages are not received at the expected time, an alert will be provided to the controller.

2.7 Regarding a question if any man power saving by using AIDC, it was advised that time used for coordination by controllers have been reduced with which they can spend more time for separation in a more quiet environment.

2.8 Nevertheless, voice coordination has to be used when system or AFTN failure occur during which period, workload for controllers would increase. This also happened for scheduled system outages for adaptation or software upgrades.

2.9 It was noted that a longer period that expected was required for controllers to gain confidence in the reliability of the AIDC service.

Agenda Item 3: Develop an updated version of the Asia/Pacific ICD for AIDC

3.1 Through the implementation of AIDC services between several ACCs in the region, States have become aware of differing interpretations of some aspects of the ICD for AIDC. It was realized that additional message sets or indications are required to be included in the regional ICD for AIDC.

3.2 The following changes and proposals by States based on their experience gained were discussed at the meeting. The reasons for proposed changes and items added are briefly listed below:

Block levels in coordination

3.2.1 The specifications in the ICD currently do not cater for the transmission of block levels in coordination (EST, PAC, CPL) or negotiation (CDN) messages. The meeting noted that appropriate amendments to cater for block levels are in the process of being incorporated into amendments for PANS-ATM Doc. 4444, and the Manual of Air Traffic Services Data Link Applications (Doc. 9694). Under present AIDC functionality, block level clearances require voice coordination resulting in an increase in workload. With growing traffic levels, any voice coordination would increase the risk of coordination with error. Therefore, the meeting identified the need for incorporation of an appropriate amendment into the ICD for AIDC.

3.2.2 It was agreed that block level information could be transmitted as optional data in any message containing Field 14.

Mach Number Technique

3.2.2.1 The specifications in the ICD currently do not cater for the transmission of clearances involving speed control (e.g. Mach Number Technique) in coordination (EST, PAC, CPL) or negotiation (CDN) messages. The meeting noted that this subject of proposal was accepted without amendment by the OPLINKP meeting in Brussels in February 2003 on a method of coordinating an assigned Mach Number between two ATSUs by adding a new field to the boundary estimate variable. The amended information is in the process of being incorporated into an amendment for PANS-ATM Doc. 4444 and the Manual of Air Traffic Services Data Link Applications (Doc. 9694). The meeting therefore agreed that associated message set supporting MNT be added to the ICD for AIDC.

3.2.2.2 It was further agreed that coordination using Mach Numbers Technique by AIDC messages between ATS Units should only be carried out in accordance with a bilateral agreement.

3.2.2.3 Concerns were expressed for using the Letter “E” for exact Mach Number which may easily be confused with the meaning for “East” or “Either side” etc. Japan proposed that no letter is used for indicating exact Mach Number. Considering simplicity for software programming this group with five characters and no other better alternate letter available, the meeting agreed to the use of letter E as proposed.

3.2.2.4 It was agreed that mach number technique information could be transmitted as optional data in any message containing Field 14.

3.2.3 **Weather Deviations Offsets**

The specifications in the ICD currently do not cater for the transmission of weather deviations or offsets in coordination (EST, PAC, CPL) or negotiation (CDN) messages. The meeting noted that this subject was presented at the OPLINKP meeting in March 2001 to consider a method of

coordinating offsets or weather deviations between two ATS Units. The methodology proposed was to add a new field to the boundary estimate variable. It was acknowledged that in the rare event that an aircraft executing an offset clearance requested a weather deviation, voice coordination would still be required. The meeting noted that the proposal was accepted by the OPLINK Panel with minor amendments. The amended information is in the process of being incorporated into an amendment for PANS-ATM Doc. 4444 and the Manual of Air Traffic Services Data Link Applications (Doc. 9694). The meeting therefore agreed that the proposed message set supporting weather deviations be inserted to the ICD for AIDC.

3.2.3.1 With regard to a concern expressed for using Letter "E" for either side in this situation, which could be misinterpreted as "East", it was clarified that "E" for either side is in line with CPDLC specification. The meeting agreed that the message set for weather deviation would be an optional element.

3.2.3.2 Japan proposed that messages sets in ICD for AIDC should support different units of measurements. Hong Kong, China suggested that this issue should be discussed at OPLINK panel. Recognizing that a measurement system used between adjacent ATS units would be subject to a bilateral agreement, it was agreed that a bilateral agreement would be sufficient to cover this matter.

3.2.3.3 It was agreed that transmission of weather deviation or offset information could be transmitted as optional data in any message containing Field 14.

Notification and coordination of distances between aircraft

3.2.4 The specifications in the ICD currently do not cater for the transmission of distance separation between aircraft in coordination (EST, PAC, CPL) or negotiation (CDN) messages. This matter was discussed at the OPLINKP meeting in February 2003. It was proposed to add a new field to the boundary estimate variable. It was also acknowledged that in the event that one aircraft was being separated from two preceding aircraft by an RNAV distance standard that voice coordination would be required. The purpose of this amendment was to facilitate the coordination of the distance between aircraft when RNAV separation was being applied. With the increasing implementation of RNP type airspace and the associated reduced (distance) separation standards, the requirement for ATC to be able to coordinate such separation would increased. It was noted that the proposal was accepted by the OPLINK Panel without amendments. The amended information is in the process of being incorporated into an amendment for PANS-ATM Doc. 4444 and the Manual of Air Traffic Services Data Link Applications (Doc. 9694.)

3.2.4.1 There was general agreement that a means of coordinating the distance between aircraft by AIDC was required. However, discussions revealed several scenarios where the methodology proposed could not be applied. Therefore, it was agreed that further work was required before inclusion into the AIDC ICD.

Flight Transition Diagram

3.2.5 The meeting agreed to replace the existing hand drawn Flight Transition Diagram with new Figure D-1 Flight Transition Diagram with several amendments proposed by Australia.

Description of the CDN message

3.2.6 The meeting agreed to the description of the CDN message and the additional guidance material for the use of the CDN message for incorporation into the AIDC ICD as proposed by Australia.

Standardization of expressions within the ICD for AIDC

3.2.7 A number of errors and different abbreviations or formats have been found in the current ICD for AIDC. The meeting agreed to the following corrections and editorial changes to be made in the new version of ICD for AIDC.

- ATSU for air traffic services unit;
- ASIA/PAC for Asia and Pacific;
- IA-5 be used for the character code;
- (/) be used as an oblique stroke in the examples of MIS messages in the Appendix A;
- Decoding of LAM should be "Logical Acknowledgement Message";
- The term - Interfacility will be used to replace Inter-facility;
- AIDC stands for "ATS Interfacility Data Communications";
- Replace "Rules of the Air and Air Traffic Services (PANS-RAC, Doc. 4444)" with "Air Traffic Management (PANS-ATM, Doc 4444)";
- Use of new name of ICAO Panels: such as to replace ADSP with OPLINKP;
- Use of authentic ICAO logo.

3.2.8 The Meeting also agreed to remove all attachments and any references to the attachments in the ICD for AIDC.

3.2.9 The Meeting agreed to allow the Chairman to make minor word and grammatical changes to the ICD provided there was no change to intent.

3.3 The meeting identified the need to provide monitoring function at application level as proposed by United States. The meeting agreed to use an ASM (application status monitor) message at the application level to verify if the ATC application on the other end is on-line. The periodic interval between transmissions of such messages should be determined based on the needs of the operational environment. Typical interval value may be between 5 and 30 minutes.

3.4 The meeting supported the insertion of "LAM" and "LRM" with additional clarification.

3.5 The meeting discussed and agreed to the examples changes in the ICD with real life scenarios.

Support the transfer of a FANS-1/A CPDLC service

3.6 Since the adoption of the ICD, FANS-1/A equipped aircraft have been introduced into the Asia/Pacific region. ATS units throughout the region are offering CPDLC services to take advantage of the reduced communication delays that are inherent in that media. In areas where certain reduced separation minima are in place the ATS units are using CPDLC to meet the direct controller pilot communications requirements. When aircraft using CPDLC are transiting from one FIR to another FIR, their data communication connection must be transferred to the downstream ATS unit. This connection forwarding is currently accomplished using the complex ATS Facilities Notification (AFN) procedure.

3.6.1 The meeting agreed to include FAN and FCN messages in the ICD for AIDC as options (data to be determined) which will include ICAO 24 bit aircraft address. Further discussion can be conducted through E-mails as interim means.

3.7 It was noted that there is no defined method for coordinating an amended destination via AIDC. New Zealand expressed the view that they can make a change to destination by using field 16, of the ABI or CPL message. This may cause problems for some states as there is no indication of an amendment to previously sent data. Australia proposed to allow amendment to the destination in field 16, in the optional field 22 where routes changes are contained. Hong Kong, China also has similar difficulty for changing the destination in the AIDC messages and suggested seeking advice from North Atlantic Systems Planning Group for how they handle a change of destination in NAT OLDI/AIDC.

3.8 Hong Kong, China indicated that their AIDC system could resend CDN and EST messages with new numbers when overdue conditions occur as agreed with their neighboring ATS Unit. After discussion, the meeting supported using the same sequence number to resend these messages as specified in the ICD. Hong Kong, China advised that they would investigate their procedure and also agreed that no changes in this respect would be made in the ICD.

3.9 As result of review and discussion, the meeting formulated the following draft conclusion for adoption of updated version of the ICD for AIDC by APANPIRG with agreed additions and changes made by the meeting. The details of the changes are indicated in the draft ASIA/PAC regional ICD for AIDC Version 2.0, which is provided in the Appendix 1 to this report.

Draft Conclusion 1/1 - ASIA/PAC Interface Control Document (ICD) for ATS Interfacility Data Communications (AIDC)

That, the updated ASIA/PAC ICD for AIDC provided in Appendix 1 to the report of AIDC Review Task Force be adopted and published as Version 2.0.

Agenda Item 4: Future Work Program

4.1 Thailand informed the meeting of their plan for moving to ATN based AIDC. The general concept of ATN based AIDC was provided to the meeting for information in accordance with specifications contained in ICAO documents. Thailand has been developing ATN based AIDC which is expected to be ready to use ATN based by the end of 2004.

4.2 The meeting noted that current communication infrastructure used to support existing AIDC is based on AFTN. The meeting also noted that the regional plan for implementation of ground element of ATN is 2005. The meeting further noted that development of ATN based ICD for AIDC is in the task list for ATN Transition Task Force. Continuing support for current messages sets as updated by this meeting and contained in the ICD for AIDC version 2.0 should be ensured during the transition period. Therefore the meeting formulated following draft conclusion:

Draft Conclusion 1/2 - Continuing support for ICD based AIDC messages

That, States ensure backward compatibility of AIDC message sets contained in the updated ASIA/PAC ICD for AIDC during the transition to ATN.

4.3 The meeting considered that the task assigned by APANPIRG/13 had been completed except for additional work required for message sets to be added into the ICD to support the positional information derived from the FANS 1/A based ADS messages. In reviewing the report of this meeting, ATS/AIS/SAR/SG/13 in June 2003 may wish to formulate an appropriate draft decision for consideration by APANPIRG/14 to decide whether there is a need for further work of the AIDC Review Task Force.

Agenda Item 5: Any other business

5.1 The meeting conducted a survey for status of use of the current ICD for AIDC by administrations attended the meeting, which is provided at Appendix 2 to report of this meeting.

5.2 In closing the meeting, the Chairman thanked the participants for their support which has contributed to a successful outcome of the Task Force.

Appendix 1

To be posted later upon approval

AIDC USAGE IN ASIA/PAC REGION

STATE	AIDC IMPLEMENTATION STATUS						
	IN USE (Yes/No)	**NEIGHBOURING STATES/UNITS**	**IMPLEMENTATION DATE**	**PLANNED (Yes/No)**	**NEIGHBOURING STATES/UNITS**	**PLANNED IMPLEMENTATION DATE**	**DESIGNED IN ACCORDANCE WITH AIDC V.1 (Yes/No)**
Australia	Yes	Melbourne New Zealand Mauritius	1998 2000 2003	Yes	Nadi Oakland South Africa Makassar	2003 TBD TBD TBD	Yes
China	No	No	No	Yes	Hong Kong China	2003/04	Yes
Hong Kong China	No	No	No	Yes	China (Guangzhou) Taipei	2003/04	Yes
Fiji	No			Yes	Australia USA New Zealand	2003 TBD TBD	
India	No			Yes	TBD	TBD	N/A
Japan	Yes	Oakland ARTCC	Jan 1998	Yes	TBD	TBD	Yes
New Zealand	Yes	Australia USA	June 2000 March 2003	Yes	Fiji Tahiti	TBD (Dec 03) TBD (Dec 03)	Yes
Pakistan	No			Yes	TBD	TBD	N/A

Appendix 2 - 2

STATE	AIDC IMPLEMENTATION STATUS						
	IN USE (Yes/No)	**NEIGHBOURING STATES/UNITS**	**IMPLEMENTATION DATE**	**PLANNED (Yes/No)**	**NEIGHBOURING STATES/UNITS**	**PLANNED IMPLEMENTATION DATE**	**DESIGNED IN ACCORDANCE WITH AIDC V.1 (Yes/No)**
Singapore	No	No	N/A	Yes	TBD	TBD	N/A
Thailand	No	No	No	Yes	TBD	TBD	N/A
USA	Yes	Japan/TYO Auckland	1998 Dec 2002	Yes	Anchorage Fiji Brisbane Tahiti	2003 TBD TBD TBD	Yes

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Attachment 1 - 2

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Attachment 1 - 4

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Brisbane, Australia, 27-28 March 2003

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International Civil Aviation Organization

AIDC Review Task Force Meeting

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1	-	Provisional Agenda	Secretariat
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3	3	Coordinating the Distance between Aircraft	Australia
4	3	Coordinating Block Level Clearances	Australia
5	3	Coordinating Mach Numbers Technique	Australia
6	3	Coordinating Weather Deviations and Offsets	Australia
7	3	Coordination of Amended destinations	Australia
8	3	Text Amendment to the AIDC ICD	Australia
9	3	Clarification of “Expected Application Response” in the AICD ICD	Australia
10	2	Use of ATS Inter-Facility Ground/Ground Data Communications (AIDC) by Airservices Australia	Australia
11	3	Proposed Amendments to “Examples” in the AIDC ICD	Australia
12	3	CPDLC Connection Transfer	USA
13	3	Surveillance ADS Message	USA
14	3	Application Status Monitor Message	USA
15	3	Flight State Transition Diagram for AIDC ICD	Australia
16	3	Proposed Amendment to the Description of the CDN message	Australia
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1	-	Meeting Bulletin	Secretariat
2	2	AIDC Operation Experience in Japan	Japan
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4	3	Development by OPLINKP on AIDC	Secretariat