



INTERNATIONAL CIVIL AVIATION ORGANIZATION

ASIA AND PACIFIC OFFICE

**SUMMARY REPORT
OF
ICAO SPECIAL IMPLEMENTATION PROJECT (SIP) SEMINAR
ON
ATS INTER-FACILITY DATA COMMUNICATION (AIDC)**

Bangkok, Thailand, 12 – 13 October 2010

1. INTRODUCTION

1.1 Special Implementation Project (SIP) Seminar on ATS Inter-Facility Data Communication (AIDC) was held at ICAO Regional Office, Bangkok, Thailand from 12 to 13 October 2010.

2. OBJECTIVE OF THE SEMINAR

2.1 The objective of the Seminar was to assist the States in the APAC Region in implementing AIDC which it is expected, will have significant favorable effects on the safety of operations and efficiency of air traffic management.

3. OPNING OF THE SEMINAR

3.1 On behalf of Mr. Mokhtar A. Awan, ICAO Regional Director for the Asia and Pacific Regions, Mr. Li Peng, Regional Officer CNS, ICAO APAC Regional Office extended a warm welcome to the participants. He highlighted that the primary purpose of the Seminar was to promote implementation of AIDC between adjacent FIRs. He introduced the co-facilitators for the Seminar Mr. Warren Beeston from Airservices Australia and Mr. Paul Radford from Airways New Zealand. He highlighted their extensive knowledge, qualification and their rich experience in Air Traffic Management and AIDC implementation and thanked them and their administrations for the support provided.

3.2 Mr. Warren Beeston, National ATM Systems Manager of Airservices Australia and Mr. Paul Radford, Manager Oceanic Systems, Airways, New Zealand in their opening remarks, highlighted the importance of the Seminar and expressed their pleasure in assisting the Seminar. They encouraged participants in taking the opportunity to exchange experience and to discuss implementation related issues.

4. ATTENDANCE

4.1 The Seminar was attended by 40 participants from Australia, China, Hong Kong China, India, Indonesia, Germany (DFS), Japan, Malaysia, New Zealand, the Philippines, Singapore, Thailand and Viet Nam. An Industry representative from Thales also attended the Seminar. List of participants is at **Attachment 1**.

5. FACILITATORS

5.1 The Seminar was facilitated by Mr. Warren Beeston, National ATM Systems Manager of Airservices Australia and Mr. Paul Radford, Manager Oceanic Systems, Airways, New Zealand. Mr. Li Peng was the secretary of Seminar. The Seminar was also assisted by Mr. Sujan Saraswati, Regional Officer CNS and Messrs. Leonard C. Wicks and Kyotaro Harano, Regional Officers ATM of ICAO APAC Regional Office.

6. LANGUAGE AND DOCUMENTATION

6.1 The Seminar was conducted in English only, inclusive of all papers, presentations and this Report.

1. SUBJECT DISCUSSED

1.1 The agenda of the Seminar and list of papers is provided at **Attachment 2**. Following subjects with related information were discussed:

- a) Background information and objective of the Seminar
- b) Benefits of using AIDC
- c) Exchange information on experience gained and lessons learnt
- d) Discussions and clarification on the messages set used
- e) Discussions on training requirements for operational and technical personnel
- f) Technical requirement and development including testing platform and requirement
- g) ATM System Vendors' perspective
- h) History of APAC ICD for AIDC development and status of PAN Regional ICD for AIDC including identification additional information need to be included
- i) Amendment No. 1 to FPL and its impact to AIDC
- j) Review the template for bilateral letter Agreement (MoU) on AIDC
- k) Updating implementation status in the planning tables table and CNS/ATM implementation m matrix
- l) Discussions on the development of planner for AIDC implementation

2. IMPLEMENTATION STATUS AND EXCHANGE OF EXPERIENCE GAINED AND LESSON LEARNT

2.1 Following States/Administration provided information on the planning and implementation status to the Seminar: Representative from Thales also presented its input from an ATM system vendor's perspective.

- Australia
- China
- Hong Kong China
- Indonesia
- Japan
- New Zealand
- Thailand

2.2 It was recognized that complexities of implementation of AIDC requires common efforts of a team consisting of members with both technical and operational background.

2.3 It was also noted with interest that the flexibility of implementation exists in the form of a dedicated standalone AIDC server or processor installed separately interconnecting with other ATCC via the AFTN. It fetches the Flight Plan information from the ATM system. A sample of such kind of implementation was presented to the Seminar by Hong Kong China.

3. SEMINAR EVALUATION

3.1 The Seminar provided implementation related information and guidance to the participants and provided a platform for sharing experience gained and lessons learnt.

3.2 The Seminar was well received by the participants. The feedback survey conducted at the end of the seminar showed that all the participants found the seminar to be Useful / Very Useful and rated its content Good/Excellent.

3.3.1 The participants expressed appreciation to ICAO Regional Office and Facilitators for conducting the Seminar and for the good arrangements made.

4. RECOMMENDATIONS

4.1 The Seminar developed following recommendations:

- States were urged to implement AIDC in accordance with the regional air navigation plan and ICD for AIDC;
- The Seminar identified a number of items that should be considered for inclusion as new material in the Pan Regional ICD for AIDC. These items are listed in **Appendix A** to this Summary Report;
- An AIDC implementation planner proposed by Hong Kong China was endorsed by the Seminar. Hong Kong China was requested to further update the planner for the three phases as agreed at the Seminar. The seminar recommended it to be adopted by APANPIRG as a planning tool for AIDC implementation. It was also recommended to make this tool available on the website for the States to update the information on-line. The agreed planner is provided in the **Appendix B** to this report; and
- The Seminar reviewed and updated some planning tables. The updated AIDC implementation status is reflected in the **Appendix C** to this report.

5. CLOSING OF THE SEMINAR

5.1 Participants were thanked for their significant and active contributions, their participation in the discussions and for their input on the information exchanges regarding various implementation issues.

5.2 The Participants also thanked the facilitators for their leadership in successfully conducting the Seminar.

**ADDITIONAL ITEMS TO BE CONSIDERED FOR INCLUSION IN
THE PAN REGIONAL ICD FOR AIDC**

The Seminar noted the latest information on the development of Pan Regional ICD for AIDC provided by USA. FAA has been re-formatting V.0.3 of a combined ICD. It is frozen and no changes will be made. The source of materials (either from NAT or ASIA/PAC) is being identified. This work is nearly completed and will then be reviewed by an ad-hoc working group. When combined document is agreed upon, it will get a signoff from NAT and ASIA/PAC PIRGs.

Ad-hoc working group then will need to address new materials taking into account lessons learnt from global implications and experience resulting from recent initiatives.

Taking into account recent development and initiatives, the Seminar identified a number of items that should be considered for inclusion as new material in the Pan Regional ICD for AIDC.

- CRC – guidance on dealing with different flavours
- Field size guidance for software developers
- Handling Regional differences in Field 18
- Parsing Rules – standardise?
- Training Requirements
- Performance Monitoring
- AFTN Infrastructure
- Contingency Planning
- Interface Testing including expected results
- Examples of actual implementations e.g. message sets in use and reasons for the same as guidance.
- Any metrics on quantifying safety benefits? Quantifying workload reduction etc.

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CNS/ATM Implementation Planning Matrix

State/Organization	ATN G/G Boundary Intermediate System (BIS) Router/AMHS	AIDC	CPDLC	Navigation*			ADS-B/ Multilateration	ADS-C	Remarks
				En-route	Terminal	Approach			
AFGHANISTAN									
AUSTRALIA	ATN tests were conducted. BIS Router and Backbone BIS Router and AMHS implemented.	AFTN based AIDC Implemented between Brisbane and Melbourne, Auckland, Nadi and Auckland. AIDC is also in use between Melbourne and Mauritius. Conducting trials between Brisbane and Makassar in 2010.	Implemented and integrated with ATM systems to support FANS1/A equipped aircraft.	Implemented	Implemented		<p>A total of 29 UAP and 14 WAM stations are delivering ADS-B data to serve a 5 Nm separations service and fully operational.</p> <p>ADS-B mandate applies from 12/2013 at and above FL290.</p> <p>WAM operating in Tasmania. Commissioned in 2010.</p> <p>WAM being installed in Sydney to serve 3 Nm separation service and PRM application, expected to be operation 2010.</p>	FANS 1/A ADS-C implemented.	

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State/Organization	ATN G/G Boundary Intermediate System (BIS) Router/AMHS	AIDC	CPDLC	Navigation*		Approach	ADS-B/ Multilateration	ADS-C	Remarks
				En-route	Terminal				
AUSTRALIA (Cont'd)							ASMGCS using multilateration operational in Melbourne & Sydney in 2010. Brisbane and Perth being installed.		
BANGLADESH	BIS Router and AMHS planned for 2011.	AIDC between Dhaka and CTG, Dhaka and Sylhet planned for 2011.		Not yet planned	Not yet planned		Not yet planned	Not yet planned	
BHUTAN	ATN BIS Router and UA service 2011.					Procedures developed for NPA.			
BRUNEI DARUSSALAM	ATN BIS Router planned for 2009 and AMHS planned for 2009-2011.								
CAMBODIA	BIS Router and AMHS planned for 2011.	Planned 2009	Planned 2009			Procedure developed for NPA.			
CHINA	ATN Router and AMHS deployed in 2008. Tripartite BBIS trial completed with Bangkok and Hong Kong, China	AIDC between some of ACCs within China has been implemented. AIDC between several other ACCs are being	Implemented to ATS Rout. L888 route, Trial on HF data link conducted for use in	Implemented in certain airspace. L888, Y1 and Y2 routes.	RNAV (GNSS) implemented in certain airports. Beijing, Guangzhou, Tianjin.	Ali, Linzhi and Lhasa airports	ADS-B trial has been conducted in 2006. 5 UAT ADS-B sites are operational and used for flight training of	FANS 1/A based ADS-C implemented. L888 route.	

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State/Organization	ATN G/G Boundary Intermediate System (BIS) Router/AMHS	AIDC	CPDLC	Navigation*			ADS-B/ Multilateration	ADS-C	Remarks
				En-route	Terminal	Approach			
	<p>in Jan. 2003.</p> <p>ATN trial with Hong Kong using XOT over internet conducted in 2006, Further trials planned in 2009.</p> <p>AMHS/ATN technical tests with Macau completed in 2009.</p> <p>ATN/AMHS tests with ROK, India , Hongkong China planned in 2010.</p>	<p>implemented.</p> <p>AIDC between Sanya and Hong Kong put in to operational use in Feb 2007.</p> <p>AIDC between Qingdao and Incheon planned for 2013.</p>	western China.				<p>CAFUC.</p> <p>Another ADS-B project for ATS route between Chengdu and Jiuzhai using 1090ES conducted since 2008. Will be followed by Chengdu – Lhasa and B215 route.</p>		
HONG KONG, CHINA	<p>ATN and AMHS technical trial with Japan conducted in 2003.</p> <p>64 Kbps ATN Link with Bangkok put into operational use in June 2004.</p> <p>Preliminary ATN/AMHS technical trials with China (Beijing) using VPN over</p>	<p>AFTN-based AIDC with Sanya put into operational use in February 2007.</p> <p>AIDC trial with other adjacent ATS authorities planned for end 2010.</p> <p>AIDC technical trial being conducted with Taibei in 2010.</p>	<p>FANS 1/A based CPDLC trials completed in 2002.</p> <p>VDL Mode-2 technical trial conducted in 2002.</p> <p>D-ATIS, D-VOLMET and 1-way PDC implemented in 2001.</p>	Implemented in certain airspace	Implemented in certain airspace	<p>RNAV (GNSS) departure procedures implemented in July 2005.</p> <p>RNP AR APCH procedures for 07L/25R runways implemented in June 2010.</p>	<p>A larger-scale A-SMGCS covering the whole Hong Kong International Airport put into operational use in April 2009.</p> <p>Data collection/analysis on aircraft ADS-B equipage in Hong Kong airspace</p>	FANS 1A trials for ADS-C completed in 2002.	

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State/Organization	ATN G/G Boundary Intermediate System (BIS) Router/AMHS	AIDC	CPDLC	Navigation*			ADS-B/ Multilateration	ADS-C	Remarks
				En-route	Terminal	Approach			
	<p>Internet connection conducted in September 2006.</p> <p>Operational AMHS commissioned in July 2009.</p> <p>ATN/AMHS circuit with Macao put into operational use in Dec. 2009.</p> <p>ATN/AMHS interoperability tests with other adjacent communications centres commenced in late 2009, viz Taipei (2009), Beijing (2010), Japan (2012)</p> <p>AMHS trial with Philippines in late 2010.</p> <p>ATN/AMHS into operation in end 2009.</p>	AIDC technical trial with Philippines to be determined.	PDC service upgraded to 2-way data link in June 2008.				<p>conducted on quarterly basis since 2004.</p> <p>ADS-B trial using a dedicated ADS-B system was conducted in April 2007. Further ADS-B trial planned for 2010.</p>		
MACAO, CHINA	ATN/AMHS interoperability test with Beijing commenced in Mar								ATZ within Hong Kong and Guangzhou

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				En-route	Terminal	Approach			
	2009. ATN/AMHS circuit with Hong Kong put into operational use in end Dec 2009.								FIRs. In ATZ full VHF coverage exist. Radar coverage for monitoring purposes.
COOK ISLANDS									
DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA	The ATN BIS Router and AMHS to be implemented in 2011.	With neighboring ACCs to be implemented TBD		Implemented in certain ATS routes G711, B467		RNAV(GNSS) Non-precision approach to be implemented in 2011.	ADS-B has been used as back-up surveillance of SSR since 2008.		
FIJI	ATN BIS Router and AMHS implementation by 4 th quarter 2010.	AFTN based AIDC implemented between Nadi, Brisbane, Auckland and Oakland.	Implemented and integrated with ATM systems to support FANS1/A equipped aircraft.	Implemented		Implemented	ADS- B /multilateration ground stations installed. Surveillance service will be provided starting from end of 2012	FANS 1/A ADS-C implemented.	
FRANCE (French Polynesia Tahiti)		Implementation of limited message sets with adjacent centres under discussion.	FANS-1. Implemented since 1996.					FANS 1/A ADS-C implemented since March 1999.	

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State/Organization	ATN G/G Boundary Intermediate System (BIS) Router/AMHS	AIDC	CPDLC	Navigation*			ADS-B/ Multilateration	ADS-C	Remarks
				En-route	Terminal	Approach			
INDIA	ATN BBIS router and AMHS Physical installation over. SAT in May 2008, Operational trials being conducted with Singapore with live traffic exchange. Coordinating with China, Thailand , Pakistan and Oman for conduct of test.	AFTN Based AIDC capable coordinating with Bangladesh and Pakistan for iimplementation.	FANS-1 implemented at Kolkata, Chennai, Mumbai and Delhi.	SBAS Technical development in 2007. Implementation planned for 2009.			Trial planned for 2006. ASMGCS Implemented at IGI Airport New Delhi.	FANS 1/A ADS-C implemented at Kolkata, Chennai, Delhi and Mumbai.	
INDONESIA	ATN BIS Router and AMHS Trial with Singapore being conducted in 2010. ATNBIS Router and AMHS are still on going trial with Singapore to be finished in 2010 (Part D: AMHS Commission)	Brisbane and Makassar in operational trial since March 2010.	FANS-1/A. CPDLC in Ujung Pandang FIRs already operational since Sep. 2010.				27 ADS-B ground stations have been installed in 2009. Upgrading ATC automation at Makasar for ADS-B application capabilities in 2009. Plan to install 3 additional ground stations.	FANS-1/A ADS-C trial planned at Jakarta and Ujung Pandang ACC in 2007. FANS-1/A ADS-C in Ujung Pandang FIRs is completely trial operational and will be full operational in September 2010.	

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State/Organization	ATN G/G Boundary Intermediate System (BIS) Router/AMHS	AIDC	CPDLC	Navigation*			ADS-B/ Multilateration	ADS-C	Remarks
				En-route	Terminal	Approach			
JAPAN	<p>ATN BBIS router and AMHS installed at 2000. Connection tests with USA 2000 - 2004 and put into operational use in 2005.</p> <p>Connection test with Taipei 2008 - ongoing.</p> <p>Connection tests with Australia, China, Hong Kong, Singapore, Republic of Korea, Europe and Russian Federation is TBD</p>	<p>AFTN based AIDC implemented with Oakland, Anchorage and Incheon.</p> <p>Planned between Fukoka ATMC and Taipei ACC for 2012.</p>	FANS1/A system Implemented in Fukuoka FIR.	SBAS implemented RNAV5 implemented.	RNAV1 implemented	RNP Approach implemented	Two Multilateration Systems have been implemented at Narita and Haneda airports.	FANS 1/A. ADS-C implemented in Fukuoka FIR.	
KIRIBATI									
LAO PDR	ATN BIS Router and AMHS completed planned for implementation with Bangkok in 2010.	AIDC with Bangkok planned for 2010.		Implemented. Planned for 2011.					
MALAYSIA	ATN BIS Router completed 2007. AMHS planned in 2011	AFTN AIDC planned with Bangkok ACC in 2011.	Implemented for Bay of Bengal in July 2008.	Implemented for Oceanic Routes.	Basic RNAV implemented	NPA at KLIA implemented	Implementation of ADS-B proposed in 2010 - 2015.	FANS 1/A ADS-C already implemented for Bay of Bengal area.	

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State/Organization	ATN G/G Boundary Intermediate System (BIS) Router/AMHS	AIDC	CPDLC	Navigation*			ADS-B/ Multilateration	ADS-C	Remarks
				En-route	Terminal	Approach			
MALDIVES	ATN BIS Router/AMHS planned for implementation in the 2011.	Planned for 2011.	FANS1/A installed Trials planned in last quarter of 2007.	Trials planned for 2005-2008. Implementation in later 2008.			Trials planned for 2007-2008. Implementation in late 2008.		
MARSHALL ISLANDS						NPA implemented at Majuro Atoll.			
MICRONESIA (EDERATED STATES OF)									
Chuuk				Implemented					
Kosrae				Implemented					
Pohnpei				Implemented					
Yap				Implemented					
MONGOLIA	ATN BIS Router and AMHS planned for 2005 and 2006. Trial with Bangkok conducted.		Function available. Regular trials are conducted.		GPS procedures are being developed and implemented at 10 airports.		ADS-B trial in progress implementation planned for 2006.	FANS 1/A ADS-C implemented since August 1998.	
MYANMAR	Implementation of AMHS to be completed by the end of 2010.	The capability of ATM Automation system to support AIDC by 2011	Implemented since August 1998.				A plan to implement ADS-B by 2011	Implemented since August 1998.	
NAURU									

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State/Organization	ATN G/G Boundary Intermediate System (BIS) Router/AMHS	AIDC	CPDLC	Navigation*			ADS-B/ Multilateration	ADS-C	Remarks
				En-route	Terminal	Approach			
NEPAL	BIS Router and AMHS planned for 2011.	AFTN/AMHS based AIDC between KTM-CAL, KTM-BAN, KTM-LHASA planned for 2011.			GPS departure and approach has been developed for 8 airports and planned for implementation in 2008.		ADS-B feasibility study planned for 2007.		
NEW CALEDONIA							Three ADS-B ground stations implemented in 2009 to cover international traffic at La tontouta airport serving Tontouta ACC & APP.		
NEW ZEALAND	BIS Router and AMHS implementation planned for 2010.	AFTN based AIDC implemented between New Zealand, Australia, Fiji, Tahiti, Chile and USA.	FANS-1/A. Implemented	Will be implemented as required.	RNAV procedures being implemented as developed.	RNP AR APCH implemented at Queenstown (ZQN).	Domestic trial was conducted in New Zealand. Use will be re-evaluated in 2008. Trial of Area MLAT conducted in 2006. ADS-B planned as an element of MLAT at specific sites for domestic use.*	FANS 1/A Implemented	*MLAT being implemented in Auckland (Surface Movement) and Queenstown.

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				En-route	Terminal	Approach			
PAKISTAN	ATN/AMHS considered as Phase II implemented since 2010.	Implemented between Karachi and Lahore ACCs Plan to implement AIDC with Mumbai and Muscat for December 2010	Implementation planned from 2005-2010.	Planned for 2005-2010.	RNAV arrival and departure procedure being developed.	NPA (RNP) procedure are being developed and under flight inspection.	Feasibility study for using ADS-B is in hand. One station was installed at ACC Karachi and evaluation is in progress.	Planned for 2005-2010.	Existing Radar system being upgraded.
PAPUA NEW GUINEA				Implemented		Implemented at certain aerodromes.			
PHILIPPINES	ATN G/G BIS Router/AMHS implemented in 2006. AMHS trials with Singapore by end 2008 and Hong Kong planned in 2009.	Planned for 2011.	CPDLC Planned for 2011.				Two ground stations scheduled for implementation in 2013.	FANS 1/A ADS-C planned for 2011.	

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State/Organization	ATN G/G Boundary Intermediate System (BIS) Router/AMHS	AIDC	CPDLC	Navigation*			ADS-B/ Multilateration	ADS-C	Remarks
				En-route	Terminal	Approach			
REPUBLIC OF KOREA	ATN BIS Router/AMHS planned for 2011.	AFTN based AIDC implemented between ACC and Fukuoka ATMC. AIDC between Incheon and Qingdao to be implemented.	PDC & D-ATIS implemented 2003.	RNAV 5 to be implemented 2012.	RNAV 1 to be implemented 2012.	APV Baro VNAV to be implemented 2012.	ADS-B implemented 2008 for SMC in Incheon International Airport.	FANS 1/A based ADS-C implemented since 2003 for contingency purpose.	
SINGAPORE	AMHS implemented. ATN BIS Router trial with Malaysia commenced in 2007 and with Indonesia in 2009. ATN/AMHS interoperability trial with India completed in Oct 2009. Commenced pre-ops trial in Dec 2009. Co-ordinating with UK and Australia on ATN/AMHS trial in Q4 2010.	AFTN based AIDC to be implemented	Implemented since 1997. Integrated in the ATC system in 1999.	Implemented RNAV10	RNAV SIDS and STARS implemented in 2006.	NPA Procedure implemented in 2005.	The airport M-lat system was installed in 2007 and “far-range” ADS-B sensor was installed in 2009.	FANS 1/A ADS-C implemented since 1997. Integrated with ATC system in 1999.	

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				En-route	Terminal	Approach			
SRI LANKA	ATN BIS Router Planned for 2009. AMHS planned along with BIS in 2009.		PDLC in trial operation since November 2000.				ADS-B Trials planned for 2010 and implementation in 2011.	FANS 1 /A ADS-C trial since November 2000.	GPS based domestic route structure being developed.
THAILAND	BBIS/BIS Routers already implemented. Target date for AMHS in 2008.	AFTN based AIDC planned for 2010.	FANS-1/A Implemented.	Under implementation	Implemented at Phuket Airport	Implemented at Phuket	Multilateration implemented in 2006 at Suvarnabhumi Int'l. Airport. ADS-B is planned to be part of future surveillance infrastructure	FANS 1/A ADS-C Implemented.	
TONGA	AMHS planned for 2008.					NPA planned for 2007.	Trial planned for 2010		CPDLC and ADS-C is not considered for lower airspace
UNITED STATES	AMHS implemented. AMHS Atlanta Sept 2009 to serve CAR/SAM,/ North Atlantic/Europe	AFTN based AIDC implemented.	FANS-1/A based CPDLC implemented.	Implemented	Implemented		Being implemented. Fully coverage by end of 2013 for NAS.	Implemented	
VANUATU									

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				En-route	Terminal	Approach			
VIET NAM	BIS Routers planned for 2009. ATN/AMHS trial in 2010 and operation in 2012.	AFTN based AIDC capable from 2009. Trial with Singapore planned in 2012.	CPDLC operational in 2008.	For en-route TBD.	RNAV		TBD	FANS 1/A ADS-C operational trial conducted for oceanic area of Ho Chi Minh FIR since March 2002.	

* Navigation – Navigation including Performance Based Navigation (PBN), APV and precision approach

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on ATS Inter-Facility Data Communication AIDC Implementation Seminar
Bangkok, Thailand
12 – 13 October 2010

Attachment 1

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International Civil Aviation Organization

**SPECIAL IMPLEMENTATION PROJECT (SIP) ON ATS
INTER-FACILITY DATA COMMUNICATION
IMPLEMENTATION SEMINAR**

Bangkok, Thailand, 12-13 October 2010

SEMINAR AGENDA

- Objectives:** Provide to the participants up-to-date implementation guidance and information and share experience gained/lessons learnt by those States which have implemented AIDC
- Agenda Item 1:** Adoption of Agenda
- Agenda item 2:** Review requirements of implementation of AIDC in the APAC Region
- The meeting is expected to review the background of SIP Seminar. Significant operational advantages of using AIDC over voice communication for ATS coordination across the FIRs and FASID Table CNS 1E
- Agenda Item 3:** Review version 3 of the Asia/Pacific ICD for AIDC
- Status of AIDC implementation in the region;
 - AIDC ICD versions and complexities caused due to the requirement for one ATS Unit to use different versions of AIDC with various adjoining ATS Units;
- Agenda Item 4:** Review of experience gained and lessons learned in the implementation of AIDC
- To address AIDC Implementation complexities and issues/processes to be considered;
 - review States experience in the implementation of AIDC based on the current ICD
- Agenda Item 5:** Develop Template for bilateral letter of agreement on AIDC
- Technical and Operational Training requirements of using AIDC;
 - Operational complexities of using AIDC;
 - Timing of exchanges.
- Agenda item 6:** Technical development – compatibility of AIDC implementation
- Status of implementing AIDC over IP;
 - Status of development of ATN AIDC.
 - The status of harmonization process between APAC and NAT Region on the AIDC ICD i.e. Status of global harmonized ICD for AIDC.
- Agenda Item 7:** Review outcome of OPLINKP/1 on AIDC and activities of ACP on AIDC
- Agenda Item 8:** Other issues related to AIDC implementation
- Testing the exchange of AIDC messages between all adjoining ATS Units;
 - Making provision for system upgrades (software or data).
- Agenda Item 9:** Any Other Business
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LIST OF WORKING AND INFORMATION PAPERS

WP/IP No.	Agenda Item	Subject	Presented by
WP/1		Provisional Agenda	Secretariat
WP/2	2	Review the FASID Table CNS 1E – ASIA/PAC AIDC Implementation Plan	Secretariat
WP/3	2	Review the FASID Table CNS 1D – ASIA/PAC ATS Direct Speech Circuit Plan	Secretariat
WP/4	4	Review Status of Use of ICD for AIDC	Secretariat
WP/5	2	Benefits of AIDC Implementation	New Zealand
WP/6	8	AIDC Testing and Software Upgrading in New Zealand	New Zealand
WP/7	4	Lessons Learned - the New Zealand Experience	New Zealand
WP/8	3	The Issues Associated with Implementing Different Versions of AIDC	Australia
WP/9	8	Amendment FPL Format and AIDC	Japan
WP/10	2	RASMAG Study on the Effect of AIDC on Safety	Secretariat

INFORMATION PAPERS

IP/1		Meeting Bulletin	Secretariat
IP/2	2	ATS Inter-facility Data Communication (AIDC) Implementation Seminar	Secretariat
IP/3	3	Australian AIDC Performance	Australia
IP/4	3	Australian Implementation of AIDC	Australia
IP/5	3	Review of Development of Asia/Pacific Regional Interface Control Document for ATS Inter-facility Data Communication (AIDC)	Secretariat

SIP AIDC Seminar
Attachment 2 to the Summary Report

WP/IP No.	Agenda Item	Subject	Presented by
IP/6	3	Status of Harmonization Process between Asia Pacific and North Atlantic Regions on the Air Traffic Service Inter-facility Data Communications (AIDC) Interface Control Document (ICD)	USA
IP/7	3	AIDC Implementation Status	New Zealand
IP/8	6	Airways New Zealand – AFTN Message Switch Replacement	New Zealand
IP/9	3	Progress of AIDC Implementation in Japan	Japan
IP/10	4	Implementation Updates by China	China
IP/11	4	Implementation of AIDC Operations in Hong Kong, China	Hong Kong, China
IP/12	4	Thailand AIDC Implementation Status	Thailand
IP/13	6	AIDC Status	Thales
IP/14	6	Status of Development of IP and ATN Based AIDC	Thailand
IP/15	4	Lesson Learned – Adacel Experience	Adacel
