

International Civil Aviation Organization



**THE FIRST MEETING OF AERONAUTICAL
COMMUNICATION SERVICE(ACS)
IMPLEMENTATION CO-ORDINATION GROUP
OF APANPIRG (ACSICG/1)**



Seoul, Republic of Korea, 13-16 May 2014

Agenda Item 9: PAN Regional AIDC ICD

**PAN REGIONAL ATS INTER-FACILITY DATA COMMUNICATION (AIDC) ICD
ADOPTION AND RELATED ISSUES WITH ADJACENT ATS UNITS**

(Presented by India)

SUMMARY

This paper summarizes the adoption of Pan Regional ICD globally and issues with adjacent ATSUs in implementing the ICD.

Strategic Objectives:

A: Safety

C: Environmental Protection and Sustainable Development of Air Transport

Global Plan Initiatives:

GPI-17 Data link applications

GPI-22 Communication infrastructure

1. Introduction

1.1. ICAO has recognized ATS Inter-facility Data Communications (AIDC) as an effective tool to reduce manual intervention and ground-ground coordination errors between adjacent ATS Units.

1.2. Inter-regional AIDC task force was setup to provide globally harmonized guidance and addresses the ground-ground data link provision from a technical and operational point of view taking into account lessons learned, global implications and guidance on recent initiatives.

1.3 AIDC standards, as defined in the PAN ICD, provide a harmonized means for data interchange between ATS units during the notification, coordination, and transfer of control phases of operations.

1.4 PAN ICD is expected to be promulgated shortly in 2014 as an ICAO document.

2. Discussion

2.1 The message sets and procedures described in the PAN ICD have been designed for use with the existing Aeronautical Fixed Telecommunications Network (AFTN) and the future Aeronautical Telecommunication Network (ATN).

2.2 In the interest of global standardization, ICAO methods and messages as defined in PANS-ATM Appendix 3 Air Traffic Services Messages, were used wherever possible. New messages have been identified using existing ICAO field definitions to the extent possible.

2.3 This guidance shall be ratified by the respective participating PIRGs and will have a status of an ICAO regional guidance material. It contains material that may eventually become Standards and Recommended Practices (SARPs) or PANS provisions when it reaches the maturity and stability necessary for adoption or approval.

2.4 Issues to be resolved for adoption of PAN Regional AIDC ICD

2.4.1 After the PAN Regional ICD is in place it is envisaged that there will be certain implementation issues that may require resolution for homogenous implementation of AIDC globally.

2.4.2 Success of AIDC implementation will depend on bilateral cooperation between concerned states/ATSUs. The implementation of AIDC to enable data transfers between automated ATS systems is expected to be accomplished through strict bilateral agreements or Memorandum of Understanding (MOU) on AIDC arrangements to be established between the participating ATSUs.

2.4.3 Bilateral implementation of the PAN Regional ICD may require synchronization of technology refresh cycles and maintaining backward compatibility of the automation systems for smooth exchange of AIDC messages.

2.4.4 Compatibility with existing automation systems using OLDI, replacement of OLDI with PAN Regional ICD or coexistence of OLDI and AIDC applications are key issues that may need to be addressed in some of the regions for homogeneous implementation.

2.5 Given the need to minimize the coordination errors, it becomes imperative that states involved plan their activities concurrently and exchange and coordinate their plan and modalities bilaterally with concerned states to achieve harmonious AIDC implementation in the Region.

3. Actions by the meeting

3.1 The meeting is invited to:

- a) note the contents of this paper; and
- b) urge states in Asia/Pac region to share their plan and experiences with concerned states for an expeditious AIDC implementation in a time bound manner.
