



| ICAO

CAPACITY & EFFICIENCY

Bahrain OLDI / AIDC Update

AIDC – OLDI Seminar
Cairo, March 3rd – 5th 2014.



Ground – Ground Communication Goals.

- OLDI implementation by last quarter of 2014 with acceptable HMI modifications with at least one neighbor.
- Increase System Capacity by appropriate automation.
- Reduce the number of coordination failures between adjacent units achieving a subsequent increase in safety and improve cross boundary relations.
- Reduce the workload of Assistants during peak periods.
- Reduce noise in the FIC with the reduction in voice coordination.
- Build a Future proof System with reduced ongoing costs.



Current System Overview

- Thales TopSky–C ATM System.
- OLDI Version 2.3 with FPL 2012 Updates.
- Current ECR for OLDI HMI modifications.
- FMTP 2.0 or X25 Capable (only one system-wide).
- Current capable communications link with Qatar (should be able to commence testing shortly).
- AIDC compatible with Asia Pacific ICD V2.0.



OLDI Message Capability

- Messages automatically processed include; ABI, ACT, LAM, PAC (manually sent), CDN (manually sent, queued on reception), COF (manually sent), MAS (manually sent). Note: HOP and ACP can be configured for use System wide instead of COF, MAS if required.



TopSky considerations.

- Current OLDI HMI does not provide appropriate displays to the Controllers and Assistants. We are working with Thales to modify the HMI.
- TopSky-ATC handles APAC AIDC better than OLDI since APAC AIDC allows for CDN dialogues to be used electronically between adjacent centres. It also provides a better HMI at this stage.
- Message recording requirements. AIDC recorded in AFTN Logs.
- Logging of HMI interactions for investigation purposes.



Threats

- HMI Modifications can take time to implement.
- Resource constraints.
- Training requirements and Training Plans must be developed.
- Hardware requirements and availability for successful connections.
- Delayed LOA agreement.



Thank you.