

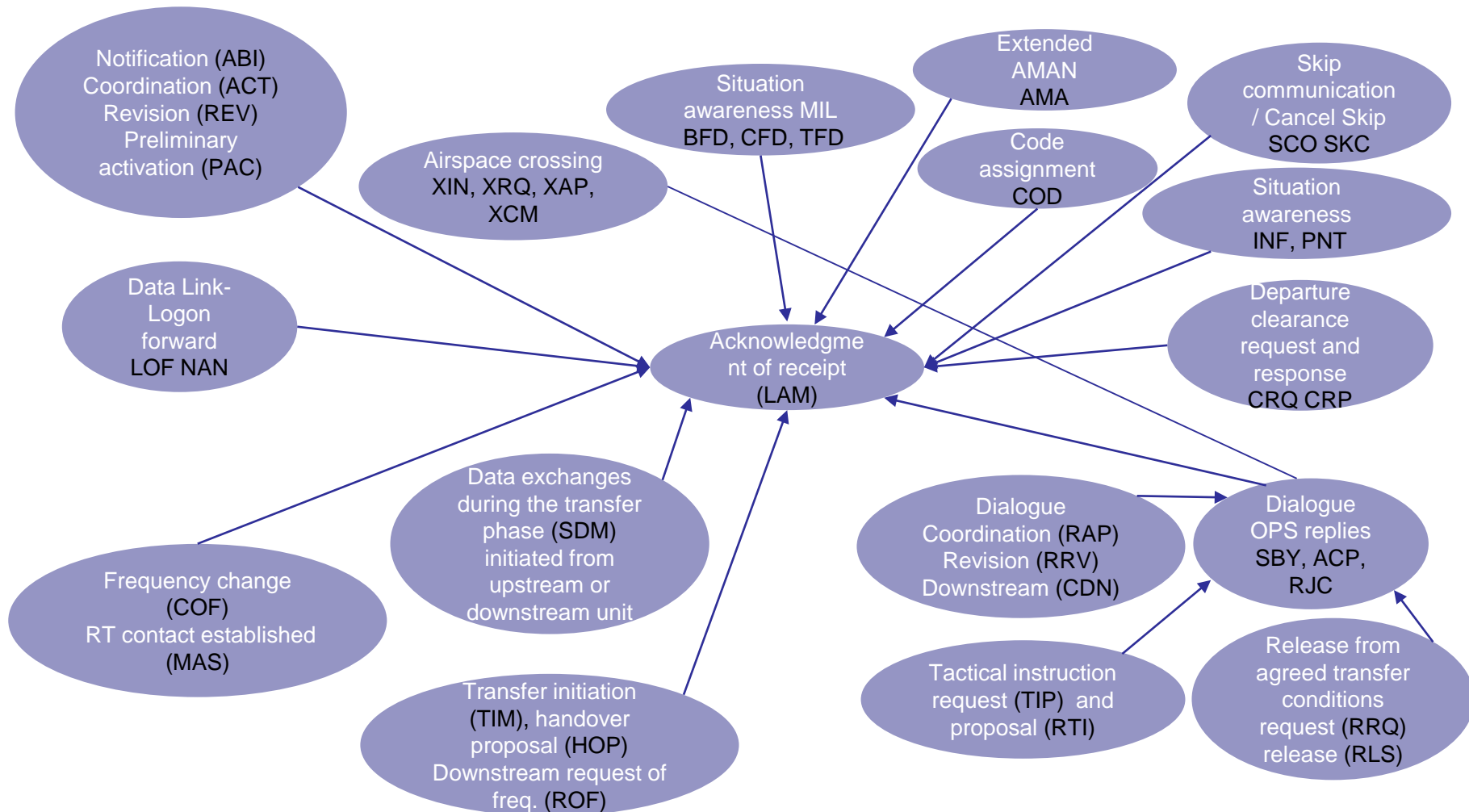
Supporting
European
Aviation



OLDI message set



Current set of OLDI messages



Basic messages (ABI)

Advance Boundary Information Message (ABI) is used to satisfy the following operational requirements:

- provide for acquisition of missing flight plan data;
- provide advance boundary information and revisions thereto for the next ATC unit;
- update the basic flight plan data;
- facilitate early correlation of radar tracks;
- facilitate accurate short-term sector load assessment;
- request the assignment of an SSR code from the unit to which the above notification is sent, if required.

The ABI is a notification message. ABI is available in ICAO and ADEXP formats.

Basic messages (ACT)

Activate message (ACT) is used to cover the following operational requirements:

- Replace the verbal boundary estimate by transmitting automatically details of a flight from one ATC unit to the next prior to the transfer of control;
- Update the basic flight plan data in the receiving ATC unit with the most recent information;
- Facilitate distribution and display of flight plan data within the receiving ATC unit to the working positions involved;
- Enable display of correlation in the receiving ATC unit;
- Provide transfer conditions to the receiving ATC unit.

ACT is available in ICAO and ADEXP formats.

Basic messages (REV)

The Revision Message (REV) is used to transmit revisions to coordination data previously sent in an ACT message provided that the accepting unit does not change as a result of the modification.

Example in ADEXP:

-TITLE **REV**
-REFDATA
 -SENDER -FAC **E**
 -RECVR -FAC **L**
 -SEQNUM **002**
-ARCID **AMM253**
-ADEP **LMML**
-COORDATA
 -PTID **ALESO**
 -TO **1226**
 -TFL **F310**
-ADES **EGBB**

Example in ICAO:

(REVE/L873-AMM253-LMML-
ALESO—EGBB-
14/KUNAV/1239F390-15/ALKLO
DCT KUNAV DCT MIKROM)

Basic messages (MAC, PAC)

The message for abrogation of coordination (MAC) is used to indicate to the receiving unit that the co-ordination or notification previously effected for a flight is being abrogated. The MAC is not a replacement for a Cancellation (CNL) message, as defined by ICAO, and therefore, shall not be used to erase the basic flight plan data.

The preliminary activation message (PAC) satisfies the following operational requirements:

- notification and pre-departure co-ordination of a flight where the time of flight from departure to the COP is less than that which would be required to comply with the agreed time parameters for ACT message transmission;
- notification and pre-departure co-ordination of a flight by a local (aerodrome / approach control) unit to the next unit that will take control of the flight;
- provide for acquisition of missing flight plan data in case of discrepancies in the initial distribution of flight plan data;
- request the assignment of an SSR code from the unit to which the above notification / co-ordination is sent, if required.

Situation Awareness (BFD, CFD,TFD)

The purpose of the basic flight data message (BFD) is:

- to forward basic flight data from civil units to military units and, if bilaterally agreed, from military units to civil units and between civil units;
- to forward basic flight data to an ATSU which requires information on the flight but whose airspace is not planned to be penetrated by the flight, e.g. where the route takes the flight close to the boundary and a LoA exists requiring such flights to be notified of co-ordinated.

The purpose of the change flight data message (CFD) is to notify the interested unit of:

- all significant changes to flight data previously sent to this unit with a BFD / CFD;
- all flight data required to be notified by bilateral agreement and not included in the BFD or previous CFDs.

The purpose of the terminate flight data message (TFD) is:

- to inform the receiving unit about the termination of the flight plan or route segment within the airspace of the sending unit;
- to inform the receiving unit about the landing of the flight;
- to remove the flight plan in the system of the receiving unit, if necessary.

Airspace crossing (XIN, XRQ, XAP, XCM)

The purpose of the cross intention notification (XIN) message is to forward the intention to cross an airspace controlled by a civil unit with a flight controlled by military unit or vice versa. The XIN message may be used to update an XIN message sent earlier on the same flight.

The purpose of the crossing clearance request (XRQ) message is to forward a request to cross an airspace controlled by a civil unit with a flight controlled by military unit or vice versa. The XRQ message may be used by the unit that has obtained an agreed crossing to modify that agreement.

The purpose of the crossing alternate proposal (XAP) message is to transmit a counter-proposal by a controller to the route / area crossing details proposed by another controller. If bilaterally agreed, the XAP message may be used by the controller in charge of the airspace to be crossed to propose a modification to agreed route / area crossing details.

A crossing cancelation message (XCM) message is used to indicate to the addressed unit that the notification or co-ordination previously effected for a flight is being abrogated.

Transfer messages (COF, MAS, TIM)

The change of frequency (COF) is sent by the transferring unit to the accepting unit, to indicate that the flight has been instructed to contact the accepting controller. The message may include the facility for the transferring controller to release the flight from the agreed transfer conditions when it has established radio communication with the accepting controller.

The manual assumption of communication (MAS) is sent by the accepting unit to the transferring unit indicating that two-way radio contact has been established with the flight.

The purpose of the transfer initiation (TIM) message is to:

- signify the Transfer Initiation (TI) event (the end of the co-ordination phase and the start of the transfer phase);
- simultaneously forward executive control data from the transferring to the accepting unit.

Transfer messages (SDM, HOP, COF)

The primary purpose of the supplementary data message (SDM) is to transmit control data and changes thereto from the transferring unit to the accepting unit.

The purpose of the handover proposal (HOP) message is:

- for the transferring controller to propose the flight for hand-over to the accepting controller;
- to forward modifications to the executive control data which require the approval of the accepting controller, as bilaterally agreed (the SDM is used to forward such modifications which do not require the approval of the accepting controller).

The request frequency (ROF) is sent by the accepting unit to the transferring unit, when required, requesting the transferring controller to instruct the aircraft to change to the frequency of the accepting controller. The message may be used:

- in reply to a HOP to signify the acceptance of the flight under the proposed conditions;
- to request the early transfer of the flight and optionally under specific operational conditions.

Coordination dialogue messages (RAP, RRV, CDN)



The referred activation proposal (RAP) message satisfies the following operational requirements:

- the proposal by the transferring controller and referral to the accepting controller of flights with non-standard transfer conditions;
- allow the transferring controller, if he/she requires to do so, to force the referral to the accepting controller of standard transfer conditions for a specific flight.

The referred revision proposal (RRV) message shall provide for revision of previously sent and agreed transfer conditions in the following cases:

- when the proposed transfer conditions in the revision are non-standard;
- when the proposed revision is standard, but the transferring controller wants to refer the revision to the accepting controller.

The coordination (CDN) message satisfies the following operational requirements:

- to forward a counter proposal from the accepting controller to the transferring controller as a reply to an ACT, a RAP, a REV or an RRV message;
- to initiate a proposed modification to agreed transfer conditions by the accepting controller to the transferring controller.

Coordination dialogue messages (RTI, TIP, RRQ, RLS)



The request tactical instructions (RTI) message is sent by the accepting unit to the transferring unit to request the transfer of a flight on an assigned heading, speed, rate of climb or descent or on a direct routing.

The tactical instructions proposal (TIP) message is sent by the transferring unit to the accepting unit to co-ordinate the transfer of a flight on an assigned heading, speed, rate of climb or descent or on a direct routing. The content of the TIP message will supplement the co-ordination data contained in the ACT and REV messages.

The release request (RRQ) message is sent by the accepting unit to the transferring unit to request the release of a flight from the agreed transfer conditions after initial co-ordination has taken place or immediately if Transfer of Communication has already taken place.

The release (RLS) message is sent by the transferring unit to the accepting unit to release a flight from the agreed transfer conditions after initial co-ordination has taken place. The RLS message can be sent at any time after the flight has been co-ordinated either unsolicited or in response to a Release Request (RRQ) message.

Data Link and Oceanic (LOF, NAN, OCM)

The oceanic clearance message (OCM) is sent by the Oceanic Area Control Centre to the Area Control Centre responsible for the flight before entering ICAO NAT Area to satisfy the following operational requirements:

- Provide the last Area Control Centre transferring unit with the acceptance conditions as communicated to the flight crew;
- For traffic departing close to the oceanic boundary, provide in advance the coordination acceptance conditions for planning purposes.

The logon forward (LOF) message is transmitted to provide the ATN logon parameters to the receiving data-link equipped unit, to allow the unit to use the data link applications (CM, CPDLC, ADS-C).

The next authority notified (NAN) message satisfies the following operational requirements to notify the receiving air/ground data link equipped ATC unit that it can initiate a Controller Pilot Data Link Communication (CPDLC) Start Request with the aircraft because the aircraft is authorised to accept a CPDLC connection request from the receiving air/ground data link equipped ATC unit.

Skip and Departure handling messages (SCO, SKC, CRQ, CRP)



The skip communication (SCO) message is sent by the accepting unit to indicate that communication with the flight is to pass directly to a sector other than the accepting sector.

The skip cancellation (SKC) message may be used when it is required to cancel an existing skip communication state for a flight after the skip of the first sector in the accepting unit has been established and before the transfer of communications.

The clearance request (CRQ) message satisfies the following operational requirements:

- request departure clearance from an aerodrome control to the next ATSU on the route of flight;
- request an acceptance level by the first ACC on the route of flight from the next unit;
- request the assignment of an SSR code from the unit to which the clearance request is sent, if required.

The clearance response (CRP) message satisfies the following operational requirements where manual acceptance is not required:

- issue of departure clearance data from an ACC to an aerodrome/approach control unit;
- issue of an acceptance level to the first ACC on the route of flight from the next unit;
- assignment of an SSR code where requested with the request for departure clearance in place of the COD message.

Complementary messages (COD, PNT, INF, AMA)

The SSR code assignment (COD) message satisfies the operational requirement for the issue of a Mode A SSR code by one ATSU to another for a specified flight when requested. The COD message also satisfies the operational requirement to inform the transferring ATSU of the next Mode A SSR code when the code assigned cannot be retained by the accepting ATSU.

The point (PNT) message is sent to an adjacent unit to point out a flight in order to facilitate verbal co-ordination, irrespective of whether co-ordination has taken place.

The information (INF) message is used to provide information on specific flights to agencies not directly involved in the co-ordination process between two successive ATC units on the route of flight.

The arrival management (AMA) message satisfies the following operational requirements in order to alleviate ATC workload in co-ordinating arriving flights:

- provide the transferring ATC unit with the time that the flight is to delay/gain at the arrival management metering fix;
- where procedures have been bilaterally agreed between the units concerned, provide the transferring ATC unit with a target time for the flight to be at the COP;
- when bilaterally agreed, provide the transferring unit with a speed advisory. The speed advisory needs to be communicated to the flight, prior to transfer.

Operational replies messages (ACP, RJC, SBY)

The acceptance (ACP) message satisfies the following operational requirements:

- indicate the manual acceptance by a controller in one unit of the transfer conditions proposed by the controller in the other unit in one of the following messages: RAP,RRV,CDN,RTI,TIP, ACT and REV, if either is found to be non-standard;
- when bilaterally agreed, provide the automatic acceptance of an ACT or REV message that has passed the filter in the accepting unit (in place of the LAM);
- when bilaterally agreed, indicate the manual acceptance of a HOP message (in place of the ROF message).

The rejection (RJC) message satisfies the following operational requirements:

- indicate the rejection by a controller in one unit of the transfer conditions proposed by the controller in the other unit in one of the following messages: RAP,RRV,CDN,RTI,TIP, ACT and REV, if either is found to be non-standard;
- indicate the rejection by the controller of crossing clearance or a counter proposal in response to such a request for crossing clearance following the receipt of XRQ and XAP.

The stand-by (SBY) message acknowledges the receipt of a message proposing transfer conditions and indicates that the proposal is being referred to the controller for a decision.



Acknowledgment (LAM)

The logical acknowledgment message (LAM) is the means by which the receipt and safeguarding of a transmitted message is indicated to the sending unit by the receiving unit.

The LAM processing provides the ATC staff at the transferring unit with the following:

- a warning when no acknowledgement has been received;
- an indication that the message being acknowledged has been received, processed successfully, found free of errors, stored and, where relevant, is available for presentation to the appropriate working position(s).

Available in ICAO and ADEXP format.

ICAO format
(LAML/E012E/L001)

ADEXP Format

-TITLE **LAM**

-REFDATA

-SENDER -FAC **L**

-RECVR -FAC **E**

-SEQNUM **012**

-MSGREF

-SENDER -FAC **E**

-RECVR -FAC **L**

-SEQNUM **001**