



**International Civil Aviation Organisation
West and Central Africa Office**

Tenth Meeting of the FANS I/A Interoperability Team (SAT/FIT/10: 1 to 2 June 2015)

Abidjan, Côte d'Ivoire (1-5 June 2015)

Agenda Item 4: System performance monitoring and maintenance

Status of AIDC implementation between Dakar and Abidjan ATS centres

(Presented by ASECNA SENEGAL)

SUMMARY

<p>This aim of this paper is to present the state of the AIDC implementation between Dakar and Abidjan ATS centres and the need for its extension to other neighbouring ATS centres.</p>
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1. INTRODUCTION

Dakar ATC centre is equipped with the TOPSKY system V3.20.15 version for air traffic management in its airspace. The system is compatible with ICAO protocols, AIDC (ATS Interfacility Data Communication) and OLDI (On-Line Data Interchange)

2. DISCUSSION

2.1 AUTOMATIC PROCESSING

AIDC messages are sent via the AFTN network; AFTN sends the flight plan (FPL) to the TOPSKY system with the FF indicator: the system takes the most current FPL.

When triggering AIDC procedure and without any rejection, we would have the following messages :

- ABI: received thirty (30) minutes before the estimated time of passage of the aircraft at the sector limits
- EST: received twenty (20) minutes before the estimated time of entry of the aircraft to the sector limit. The strip for the flight is automatically generated;
- TOC: received five (05) minutes before the aircraft estimated time of passing the sector boundary.
- AOC: received by the transferring centre upon acceptance of the flight by the receiving centre.

2.2 STATISTICS

	MONTHLY	WEEKLY	DAILY
JANUARY 2015	1- 958	1- 206	1- 54
	2- 150	2- 33	3- 8
FEBRUARY 2015	1- 933	1- 245	1- 17
	2- 141	2- 37	3- 3
MARCH 2015	1- 1261	1- 275	1- 34
	2- 190	2- 40	3- 5
APRIL 2015	1- 967	1- 313	1- 28
	2- 150	2- 49	3- 4

Caption

1 = Total number of AIDC messages

2 = Total number of involved aircraft

This table represents:

- the number of exchanged messages (4119) and the number of concerned messages (631) between Dakar and Abidjan ATS centres from January 1, 2015 to April 27, 2015;
- the average number of AIDC messages exchanged per day , per week and per month ;

It appears that for a given flight, six to seven AIDC messages are exchanged.

2.3 ADVANTAGES, DISADVANTAGES AND RECOMMENDATIONS

2.3.1. Benefits:

- automation and standardization of coordination,
- possibility of significant reduction or even elimination of LHDs,
- receiving elements of the FPL with the ABI, even if the AFTN centre address receiver was omitted when they were sent,
- reducing the risk of errors and misunderstandings that may arise from verbal coordination,
- reducing ATC workload.

2.3.2. Disadvantages

- In case of data revisions for coordinating, the use of the voice is more effective than AIDC;

2.4. Recommendations

We recommend taking advantages of the AIDC or OLDI opportunities with the implementation of interoperability between SAT neighbouring member ATC centres, for a total automatic coordination.

3. ACTION BY THE MEETING

3-1 The FIT10 Meeting is invited to support the recommendations contained in this paper and to encourage concerned centres to take advantage of the automation to ensure the capacity, efficiency and enhanced air traffic safety over the South Atlantic Area.

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