Twenty Second Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/22)

Papeete, Tahiti, 12-14 March 2008

Agenda Item 7: Other Business

AIDC Update

Presented by Airservices Australia

SUMMARY

This information paper provides an update on TAAATS AIDC functionality.

1. Introduction

1.1 AIDC provides the means for automated coordination to be effected between Air Traffic Services Units. When implemented, AIDC has the potential to reduce coordination errors as well as increasing the number of aircraft that can be processed by a single controller. Other benefits include the potential to automate the processing of airborne re-routes and other flight plan amendments.

2. Exchange of block level information via AIDC

2.1 A TAAATS software upgrade on May 15 2007 introduced functionality to support the exchange of block level information via AIDC.

2.2 The exchange of block level information with adjoining international units commenced shortly afterwards:- NZZO on 7th June 2007 and KZAK on 5th July 2007.

2.3 The exchange of block level information with NFFF commenced on 5th July 2007, however the format of these messages is not in accordance with AIDC V2/V3 protocols.

2.4 Whilst the relative use of block levels is not substantial, the ability to automate the exchange of this information reduces the risks associated with voice coordination.

3. AIDC with Makassar

3.1 As described in IP/18 presented at ISPACG/21, the ATM system at Makassar has AIDC capability. A three month trial of limited AIDC messaging between Brisbane and Makassar Centres will commence on 13 Mar 2008.

3.2 During this trial, AIDC messages will be transmitted for northbound flights only. Messages being exchanged include:

- ABI Advanced Boundary Information
- EST Coordination Estimate
- ACP Acceptance
- TOC Transfer of control
- AOC Assumption of control

3.3 In addition, system messages LAM (Logical Acknowledgement Message), LRM (Logical Rejection Message) and MAC (Coordination Cancellation) will be automatically transmitted as appropriate.

3.4 Southbound AIDC messaging will not be available until problems associated with Makassar automatically including the DOF/ indicator (Date of Flight) in Field 18 of the ABI are resolved. TAAATS does not currently support the DOF/ indicator.

3.5 The implementation of AIDC with Makassar Centre is seen as an important step in overcoming communication and coordination issues between Brisbane and Makassar.

4. ACTION BY THE MEETING

4.1 The meeting is invited to:

a) Note the introduction of AIDC block level capability in TAAATS; and
b) Note the pending trial of AIDC with Makassar.