Twenty First Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/21)

Auckland, New Zealand, 6-8 March 2007

Agenda Item 4: Review progress on Open Action Items
AI 17-11

Implementation of AIDC with Oakland

(Presented by Airservices Australia)

SUMMARY

This working paper provides a summary of the implementation of AIDC between Brisbane and Oakland Centres.

1. INTRODUCTION

1.1   AIDC provides the means for automated coordination to be effected between Air Traffic Services Units. When implemented, AIDC had 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. DISCUSSION

2.1   After interoperability testing, the operational use of AIDC with Oakland commenced on 6th July 2006. The method to introduce AIDC was similar to what had been used previously with the implementation of AIDC with both Auckland and Nadi;-

- For a period of time (2 weeks) after AIDC, the controller receiving an EST passed voice confirmation of the coordinated data (e.g. callsign, estimate and level) to the transferring controller. This procedure was to allow controllers to gain confidence in the integrity of the AIDC process.

2.2   AIDC messages exchanged between the two ATSUs include:

- Advance Boundary Information messages (ABI);
- Estimate messages (EST);
- Acceptance messages (ACP);

2.2   In addition Logical Acknowledgement Messages (LAMs) and Logical Rejection Messages (LRMs) are also transmitted as required.

2.3   AIDC hand-offs by way of the Transfer of Control (TOC) and Acceptance of Control messages (AOC) are not in use.

2.4   The protocol of AIDC messages being exchanged is in accordance with the Asia Pacific AIDC ICD Version 2.0, without the Version 2 optional formats. This means that voice coordination is still required under the following circumstances:

- Block levels
- Weather deviations and/or offsets
- Mach Number Technique

3.   AIDC WITH MAKASSAR

3.1   Whilst it does not directly affect ISPACG States, mention is made of the fact that limited AIDC testing to determine interoperability issues has commenced with Makassar (WAAF). However, there are no plans to use AIDC operationally in this region in the immediate future.

4.   ACTION BY THE MEETING

4.1   The meeting is invited to:

a)   Note the introduction of AIDC between Brisbane and Oakland

b)   Note the commencement of AIDC interoperability testing between Brisbane and Makassar.