



International Civil Aviation Organization

MIDANPIRG Air Traffic Management Sub-Group

Fourth Meeting (ATM SG/4)
(Amman, Jordan, 29 April – 3 May 2018)

Agenda Item 5: Airspace Management Issues

**OLDI IMPLEMENTATION BETWEEN
BAHRAIN ACC AND UAE SHEIKH ZAYED ACC**

(Presented by Bahrain CAA)

SUMMARY

This paper presents a brief overview of successful implementation of Online Data Interchange (OLDI) between Bahrain ACC and UAE Sheikh Zayed ACC.

Automated ATC coordination via OLDI assures ATC that the ATM system(s) will pass the correct and up to date flight plan information to the downstream unit within the mutually agreed time, automatically with automated confirmation, without the need for voice coordination.

Anticipated results are increased reliability of inter-facility coordination, reduced coordination failures as well as allowing ATCO concentration and workload to shift to the primary function of separation of aircraft.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 The implementation of Online Data Interchange (OLDI) between Bahrain and surrounding states has been a goal for the Ministry of Transport and Telecommunications in Bahrain for many years.

2. DISCUSSION

2.1 At 10:30UTC on the 2nd July 2017, the first stage of Bahrain OLDI Transition was successfully implemented between Bahrain FIC and the UAE SZC.

2.2 The successful OLDI implementation followed many months of background work by a number of staff in Bahrain and the UAE, and was made possible by the close fraternal cooperation between the two States.

2.3 Many barriers needed to be crossed in order for this first stage to come to fruition. Including, hardware changes, ISP connections, system software changes, modified Letter of Agreement and training. All of which called for close coordination between the two States to achieve the desired outcome.

2.4 To provide a secure means of data transfer, the UAE kindly provided Bahrain with hardware, including two Routers with Firewalls and a WAN interface Router, to enable direct connection to the UAE System Cloud, secured at both ends by Firewalls controlled by each State individually. The resulting “data link “provides for a very secure and reliable relay of real-time flight data information.

2.5 Significant ATCO training was carried out in both States so that all staff affected were fully prepared for the implementation. The Bahrain TopSky ATM Display System was modified to provide enhanced Controller and Assistant situational awareness of the coordination status of each aircraft, and to minimize workload.

2.6 The results have been a significant reduction in voice coordination between the two States which has provided for safer and more efficient air traffic control services for both States.

2.7 The system has proven extremely stable with reported faults well within safety tolerances and there has been minimal system down time for maintenance. Recent MIDRMA reports show a significant reduction in Coordination Failures between Bahrain and the UAE.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) recognize the cooperative efforts of UAE SZC ACC Management and Staff; and
- b) encourage Bahrain Adjacent FIRs to contact Bahrain representatives listed below for further information and preliminary OLDI implementation with their ATM Systems:
 - Ali Hattab, ATM System Development Specialist (Ahattab@mtt.gov.bh); and
 - Mark Shone ATM System Specialist (mshone@mtt.gov.bh).