International Civil Aviation Organization

WORKING PAPER

ASSEMBLY — 38TH SESSION

TECHNICAL COMMISSION

Agenda Item 33: Air Navigation — Standardization

OLDI AS AIDC REALIZATION IN THE MID REGION

(Presented by the United Arab Emirates)

EXECUTIVE SUMMARY

The aviation systems block upgrade (ASBU) B0-25 recommends "Increased interoperability, efficiency and capacity through ground-ground integration". To this end ATS inter-facility data communication (AIDC) is presumed by many States. EUROCONTROL uses a different tool called On Line Data Interchange (OLDI) satisfying all AIDC requirements.

The AIDC and the OLDI are tools to coordinate flight data between air traffic service units (ATSU) and both satisfies the basic coordination of flight notification, coordination and transfer of control.

Additional options like pre-departure coordination, Civil-Military coordination and air-ground data link for forwarding log-on parameters are available in the OLDI.

The majority of States in the MID Region has either implemented or is planning to implement OLDI and have no intention of using only AIDC.

Action: The Assembly is invited to:
a)   recommend that OLDI implementation be accepted as MID regional variation of AIDC implementation; and
b)   urge States to capitalize on opportunities provided by OLDI and wherever both AIDC and OLDI are implemented, choose the suitable option satisfying the requirements of the partnering States.

Strategic Objectives:	This working paper relates to the Environmental Protection and Sustainable Development of Air Transport Strategic Objective
Financial implications:	Not applicable
References:	Doc 9694, *Manual of Air Traffic Services Data Link Applications* MID Region ATN-IPS WG5 Meeting Report MID Region ATN-IPS WG5 WP4, Appendix A

(3 pages)

1.   **INTRODUCTION**

1.1   Seeking to ensure continuous safety improvement and air navigation modernization, the International Civil Aviation Organization (ICAO) has developed the strategic systems approach termed aviation systems block upgrades (ASBUs). The latter, which define programmatic and flexible global systems, allows all States to advance their Air Navigation capacities based on their specific operational requirements.

1.2   The ASBU approach has four Blocks, namely Block 0, Block 1, Block 2 and Block 3. Each Block is further divided into Modules. Block 0 is composed of Modules containing technologies and capabilities that are implemented to date.

1.3   Module 25 in Block 0 is introduced to improve coordination between air traffic service units (ATSUs) by using ATS inter-facility data communication (AIDC). The transfer of communication in a data link environment improves the efficiency of this process. The data link environment enhances capacity, efficiency, interoperability, safety and reduces cost.

2.   **DISCUSSION**

2.1   EUROCONTROL uses a different tool called On Line Data Interchange (OLDI) satisfying all AIDC requirements. The AIDC and the OLDI are tools to coordinate flight data between air traffic service units (ATSU) and both satisfies the basic coordination of flight notification, coordination and transfer of control. Additional options like pre-departure coordination, Civil-Military coordination and air-ground data link for forwarding log-on parameters are available in the OLDI.

2.2   The OLDI is a proven technology and is in operational use for more than twenty years in the European Region and for more than four years in the United Arab Emirates. This technology meets all the AIDC requirements and is kept up to date to cope with the new developments in the industry. An example is the release of OLDI version 4.2 to accommodate ICAO new flight plan (FPL) requirements.

2.3   Based on the analysis carried out during the MID region ATN-IPS WG5 meeting it was noted that the majority of States in the MID Region have either implemented OLDI or are planning to implement OLDI and have no intention of using only AIDC. Therefore, the meeting agreed that OLDI implementation should be considered and accepted as Regional variation of AIDC implementation as was the case in the European Region.

2.4   The MID Region ATN-IPS WG5 meeting further agreed that if both AIDC and OLDI are implemented, then it will be a bilateral issue and some States that are interfacing with adjacent Regions may require to support and implement dual capabilities (AIDC and OLDI).

2.5   The MID Region is monitoring the work of the joint taskforce harmonization of AIDC and OLDI in NAT and ASIA PAC as it is important to harmonize AIDC and OLDI in order that States in the interface areas have smooth operations

3.   **CONCLUSION**

3.1   The implementation of OLDI in the MID Region should be accepted as a variation AIDC implementation. Wherever both AIDC and OLDI are implemented then States should choose the suitable one satisfying the requirements of the partnering State.

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