



ARABIAN SEA INDIAN OCEAN ATS  
COORDINATION GROUP AND INDIAN  
OCEAN STRATEGIC PARTNERSHIP TO  
REDUCE EMISSIONS WORKING GROUP  
MEETING

## ARABIAN SEA INDIAN OCEAN ATS COORDINATION GROUP AND INDIAN OCEAN STRATEGIC PARTNERSHIP TO REDUCE EMISSIONS WORKING GROUP MEETING

DOHA, QATAR 4-5 JUNE 2014

### Agenda Item 5: Work programs for 2014

#### Implementation of AIDC and standardised Letters of Agreement (LoA)

(Presented by Airservices)

#### SUMMARY

This Information Paper summarises the work completed so far towards the implementation of AIDC messaging and standardised Letters of Agreement between Airservices and its neighbouring ANSPs.

### 1. INTRODUCTION

- 1.1 The implementation of the following initiatives were identified as key goals for ASIOACG/INSPIRE partners at the Combined Fourth Meeting of ASIOACG/8 and INSPIRE/4 in Melbourne, Australia, November 2013 ('the Combined Meeting'):
  - a) RNAV 10 and RNP 4 airspace; and
  - b) AIDC messaging.
- 1.2 Airspace in the Melbourne FIR was classified as RNAV 10/RNP 4 airspace in 2009; therefore, the implementation of AIDC messaging between Melbourne and its neighbours is a key goal for Airservices in 2014.
- 1.3 In addition to the implementation of AIDC messaging, Airservices has committed to working towards the implementation of standardised inter-unit Letters of Agreement (LoA) between ANSPs in the ASIOACG/INSPIRE region.

### 2. DISCUSSION

- 2.1 AIDC messaging is already in use across the Melbourne-Johannesburg Oceanic FIR boundary, and the Melbourne-Mauritius FIR boundary. Voice communication is still the primary means of coordination across these boundaries due to airspace display limitations.

- 2.2 Since the Combined Meeting in November 2013, Airservices, AASL and MACL have commenced work towards the implementation of AIDC messaging across the Melbourne-Colombo FIR boundary, and the Melbourne-Malé FIR boundary.
- 2.3 An exchange of test messages between Colombo and Melbourne using a dummy AFTN address in March 2014 has demonstrated the viability of the communication link between the ATSUs; further testing prior to 30 June 2014 will confirm the results of the initial tests.
- 2.4 The next stage of the implementation of AIDC between Colombo and Melbourne will be the establishment of an AIDC messaging LoA and the exchange of AIDC messages relating to live traffic. During this stage of testing, voice communication will remain the primary means of coordination to ensure that the testing does not interfere with the processing of traffic. At the completion of the testing, AIDC messaging will be integrated into the existing Melbourne-Colombo LoA.
- 2.5 An exchange of test messages between Malé and Melbourne has not yet commenced due to system limitations. Once these limitations have been overcome, a testing regime will commence similar to that between Colombo and Melbourne.
- 2.6 Standardised inter-unit LoA as identified at the Combined Meeting in 2013 have been progressively implemented by Airservices and its neighbouring ANSPs in 2014 as a part of the annual review process. The structure of the following agreements have been standardised:
- a) Melbourne-Colombo
  - b) Melbourne-Malé;
  - c) Melbourne-Mauritius; and
  - d) Melbourne-Johannesburg Oceanic.
- 2.7 The structure of the standardised inter-unit LoA is:
- a) introduction - purpose and scope of the LoA;
  - b) airspace definition;
  - c) separation standards - vertical, longitudinal and lateral;
  - d) coordination;
  - e) communication; and
  - f) agreed methods of LoA revision and dissemination.
- 2.8 The implementation of other ASIOACG/INSPIRE initiatives will assist with the further standardisation of the inter-unit LoA. For example the implementation of RNAV 10/RNP 4 airspace across the region will reduce the need for the specification of separation standards that are not applicable on both sides of FIR boundaries and the implementation of AIDC messaging will reduce the need for the specification of coordination and communication procedures.

### **3. ACTION BY THE MEETING**

- 3.1 The meeting is invited to:
- a) note the work completed by Airservices and its neighbouring ANSPs for the purposes of implementing AIDC in the ASIOACG/INSPIRE region; and
  - b) note the format of the standardised LoA and work towards further standardisation across the region.