

**55<sup>th</sup> CONFERENCE OF  
DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGION**

*Denarau Island, Nadi, Fiji  
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**AGENDA ITEM 4: AIR NAVIGATION**

**STATUS OF AIDC IMPLEMENTATION IN INDIA**

Presented by India

**INFORMATION PAPER**

**SUMMARY**

This paper presents current AIDC implementation activities in India and operational issues encountered during implementation.

## STATUS OF AIDC IMPLEMENTATION IN INDIA

### 1. INTRODUCTION

1.1 India is among the states in APAC Region to take part in early ATS Inter-Facility Data Communications (AIDC) implementation. India is committed to AIDC implementation. Therefore, ATS Automation Systems in major ATC Centers in India are AIDC message enabled.

1.2 This paper presents the current AIDC implementation status and the results of extensive trials conducted within the country and with inter/intra region adjacent ATSUs.

### 2. DISCUSSION

2.1 The AIDC provides the datalink capability to enable timely exchange of aeronautical data between adjacent ATSUs during the notification, coordination and transfer phase of flight between different FIRs. AIDC is recognized as an effective tool to reduce manual intervention and coordination errors and is also an important means of minimizing Large Height Deviations (LHD). In view of its inherent merits, India is vigorously pursuing AIDC implementation.

2.2 APAC AIDC version 3.0 is used for AIDC implementation in India. AIDC Implementation Guidance Document (Version 1.0)/July 2017 and CANSO Best Practice Guide has been given due cognizance for appropriate implementation.

2.3 Details of AIDC Implementation status in India are attached to this paper as Annexure-1. The summary given below provides the current status:

2.3.1 **Within India**, successful trials have been carried out at the following ATSUs:

- Delhi – Ahmedabad, Varanasi, Nagpur
- Chennai – Mumbai, Kolkata, Trivandrum, Mangalore, Trichy, Hyderabad, Bengaluru
- Kolkata – Chennai, Nagpur, Varanasi, Guwahati
- Mumbai – Chennai, Ahmedabad, Nagpur

Regular AIDC message exchange between Chennai and Mumbai have already commenced. Some of the ATSUs are exchanging live AIDC messages.

2.3.2 The status on trails with following ATSUs of **intra-region countries** are as under:

- Chennai – Kuala Lumpur (Malaysia): Though SOP is signed, Malaysia is yet to sign LOP.
- Chennai – Male (Maldives): Trials were successful.
- Mumbai-Male (Maldives): Trials were successful.
- Chennai-Colombo (Sri Lanka): PDC will be planned to conduct trails after Sri Lanka addresses the syntax errors in ABI.
- Chennai-Yangon (Myanmar): Trials commenced since January 2018. The issues noticed are being resolved in coordination with the OEM.

2.3.3 India is keen to conduct operational trials between Mumbai-Muscat, Kolkata-Yangon (Myanmar), Kolkata-Dhaka (Bangladesh), Mumbai-Karachi (Pakistan), Delhi – Karachi (Pakistan), Delhi – Lahore (Pakistan), Ahmedabad – Karachi (Pakistan) and Varanasi-Kathmandu subject to readiness of the concerned States. India is coordinating with these States. In the recently concluded BIMT-6 Meeting, India and Myanmar decided to start trial operation between Kolkata-Yangon.

2.3.4 The information on the system availability at ATSU's in Seychelles, Mogadishu and Sana is yet to be received from the concerned states.

2.4 Certain interoperability and operational issues encountered during trials with dissimilar automation systems are mostly resolved and the remaining issues will be resolved with the help of OEM interventions.

2.5 It may be mentioned that the pitfalls associated with AFTN latency are one of the major issues hampering successful implementation. It is surmised that this issue may be resolved to certain extent once the APAC States join the CRV network. India's plan to provide its own dedicated pan-India network known as Futuristic Telecommunication Network (FTI) in the near future for aeronautical data exchange is likely to resolve the latency issues within the country.

2.6 At this stage, India is of the considered opinion that regular coordination and concerted efforts are required between concerned states. Accordingly, the concerned states may share the information on implementation and provide PDC to sign the Bilateral Agreement/LoA/MoU at the earliest.

### **3. ACTION BY THE CONFERENCE**

3.1 The Conference is invited to:

- a) note the information contained in this paper; and
- b) urges the concerned states to coordinate on bilateral basis for early Implementation.

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