

**Twenty-Sixth Meeting of the Cross Polar Trans East Air Traffic Management
Providers' Work Group (CPWG/26)**

(Vancouver, Canada October 30-November 1, 2018)

Agenda Item 6: Action Item Update

**Air Traffic Service Interfacility Data Communication (AIDC)
between
Anchorage ARTCC and Magadan ACC**

(Action Item #CP 14-02)

(Presented by the Federal Aviation Administration)

SUMMARY

This paper reports the status of AIDC implementation between Anchorage Air Route Traffic Control Center (ARTCC) and Magadan Area Control Centre (ACC).

1 Introduction

1.1. At CPWG/24 and 25, FAA provided information papers describing joint efforts, between FAA and State Air Traffic Management Corporation of Russia (State ATM), to implement ATS Interfacility Data Communication (AIDC) between Anchorage ARTCC and Magadan ACC. This paper provides a brief update on the progress of that effort.

2 Discussion

2.1. Effective June 26, 2018, Anchorage and Magadan have resumed online AIDC testing. The two facilities have signed an MOU extending the test to February 2019. In the interim, FAA and State ATM continue the work to improve the AIDC message exchange success rate.

2.2. For the period September 1 through 15, 2018, Anchorage initiated 1484 individual coordination exchanges with Magadan for westbound flights. The 1484 number does not represent 1484 individual westbound flights, but rather the number of coordination messages which were required for the actual 1,105 westbound flights. (Flights which change altitudes in between the time initial coordination is completed and the time the aircraft reaches the FIR boundary will require one, or more, additional coordination exchanges. Consequently, one flight may be the subject of two or more AIDC exchanges.)

2.3. Of the 1484 westbound AIDC coordination exchanges mentioned in 2.2, only one was rejected by the Magadan controller (but the flight was eventually accepted through manual coordination). Behind this number however, there were 41 other instances where the Anchorage AIDC coordination message was rejected by the Magadan computer (rather than by the Magadan controller). These computer rejection messages (referred to as "Logical Reject Messages" or "LRMs") are the result of errors either in the message syntax or the software adaptation. The 41 LRM'd messages also represent 41 instances where the two controllers were forced to resort to manual, i.e. verbal, coordination.

2.4. Described in terms of percentage, the overall AIDC message success rate for westbound transfers from Anchorage to Magadan, for the 15-day period, was 97.2%. (The success rate for eastbound transfers is comparable.) The remaining 2.8% of unsuccessful AIDC messages remains the focus for improvement.

3 Recommendation

3.1. The Meeting is invited to note the information provided in this paper.