



**Twenty Second Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/22)**

Papeete, Tahiti, 12-14 March 2008

Agenda Item 4 - AIDC

TIARE validation phase and operational impacts

Presented by DSNA/SEAC-PF

SUMMARY

This working paper provides information on the TIARE system validation in 2008 and their impact on operations.

1. INTRODUCTION

The TIARE system being currently deployed in Tahiti ACC includes AIDC (ATS Inter-facility Data Communication) version 2 and DATALINK functionalities.

The validation of these two functions will have an impact on operations with adjacent ATSUs and airlines, as ESARR/4 risk mitigation means need to be enforced.

2. AIDC V2 VALIDATION PROCESS

2.1. Objective

The TIARE project would like to validate this function by exchanging AIDC v2 messages with ACNZ and FAA.

2.2. Proposed process

SEAC-PF proposes to:

- assess the feasibility of AIDC tests schedule with ACNZ and FAA during the meeting,
- identify the relevant point(s) of contacts,
- finalize an AIDC test document between Tahiti and ACNZ from the existing draft version for June 2008,
- operate the tests planned for July 2008 (week 28 or 29) with ACNZ, using test platforms. In case of successful results, a one-day test on real traffic would be organized using phone coordination as a risk mitigation means;
- finalize an AIDC test document between Tahiti and FAA from the existing draft version for September 2008,

- operate the tests planned for October 2008 (week 43 or 44, to be confirmed) with ACNZ and FAA, using tests platforms.
- if agreed between ACNZ, FAA and SEAC-PF, subsequent AIDC test periods could be set up before commissioning (end of December 2008), using relevant risk mitigation means.

3. DATALINK VALIDATION PROCESS

For the validation of datalink, SEAC-PF proposes to:

- Perform dedicated CPDLC and ADS-C tests with a targeted airline, week 28 or 29, using relevant risk mitigation means. SEAC-PF would like to know if Air Tahiti Nui agrees to be involved in these tests.
- In case of successful results, perform CPDLC and ADS-C tests with other airlines operating in the FIR. During such tests, operational clearances will be transmitted by CPDLC and HF position reports will be required from aircrew.
- For accuracy/safety assessment purpose, in relation with end-2009 reduction of separations target, the frequency of ADS-C report will be fixed to its final value of 14 minutes as of January, 1st 2009.

4. OPERATIONAL IMPACTS

4.1. AIDC v2 validation impacts

From mid June 2008 to end of December 2008, SEAC-PF proposes to stop exchanging actual coordination messages with ACNZ and revert to phone co-ordinations.

From end of December 2008 on, AIDC v2 automatic coordination with ACNZ and FAA will be commissioned, releasing the need for phone co-ordinations.

Moreover, to prevent further occurrences of the truncated routes problem, SEAC-PF proposes to stop the sending of ABI messages to ACNZ from the 1st of April 2008. The sending of ABI messages to Tahiti ACC by ACNZ would be maintained until mid June 2008.

4.2. Datalink validation impacts

Potential impacts of the TIARE validation on delivered Datalink services are as follows:

- Possible unavailability of ADS/CPLDC services during short periods (1 day), with advanced notice (NOTAMs),
- Request of HF position reports when entering the FIR for the full FIR crossing, until the end of the validation periods.

5. ACTION BY THE MEETING

ACNZ and FAA are invited to give remarks and validate the AIDC test proposed process.

Aircraft operators are invited to give remarks and validate the datalink test proposed process.
