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Abstract

This specification describes the requirements and message formats for the execution of notification, co-ordination and transfer of communication to flights between air traffic control units by the use of electronic data transfer between flight data processing systems.

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OLDI	Messages	Co-ordination	Bi-lateral Agreement
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DOCUMENT APPROVAL

AUTHORITY	NAME AND SIGNATURE	DATE
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DOCUMENT CHANGE RECORD

The following table records the complete history of the successive editions of the present document.

EDITION NUMBER	EDITION DATE	REASON FOR CHANGE	PAGES AFFECTED
1.0	12/92	First released OLDI Standard	
2.2	9/98	Released issue incorporating all comments received during the approval and endorsement stages.	Whole Document
2.3 Proposed Issue	12/01	Incorporation of Amendment 1 to Edition 2.2 – inclusion of aircraft capability data	ABI, ACT, REV, Annex A
3.00	31/10/2003	Comments from IDTF/6 Meeting	Multiple
Released Issue 4.0	20/10/2007	Update of the EUROCONTROL On-Line Data Interchange (OLDI) Specification for the formal consultation comments	Multiple
Released Issue 4.1	16/01/2008	Editorial correction of the EUROCONTROL On-Line Data Interchange (OLDI) Specification Edition 4.0	Multiple
Released Issue 4.2	16/12/2010	Editorial correction of the EUROCONTROL On-Line Data Interchange (OLDI) Specification Edition 4.14	Multiple
Released Issue 4.3	18/12/2017	Update of the EUROCONTROL On-Line Data Interchange (OLDI) Specification with the corrigendum of OLDI 4.2, comments provided by OLDI Specification review group and outcome of the public formal consultation	Multiple
Released Issue 5.0	14/07/2020	Update of the EUROCONTROL On-Line Data Interchange (OLDI) Specification taking into account comments provided by OLDI group and outcome of the public formal consultation	Multiple (see foreword)
Released Issue 5.1	24/05/2023	Update of the EUROCONTROL On-Line Data Interchange (OLDI) Specification taking into account comments provided by OLDI group	Multiple (see foreword)
Released Issue 6.0	23/04/2026	Update of the EUROCONTROL On-Line Data Interchange (OLDI) Specification taking into the scope defined with NM cooperative arrangements to enhance its robustness, address future operational needs, update processes and messages included in Commission Implementing Regulation (EU) 2023/1771 and revise other messages.	Multiple (see s1.4)

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FOREWORD

1 Responsible Body

The EUROCONTROL Specification for On-Line Data Interchange (OLDI), Edition 6.0, has been prepared by the EUROCONTROL Network Manager Directorate (NMD) together with the operational stakeholders (mainly ANSPs) and properly consulted with them and with major ATM system manufacturers as the members of the OLDI group of the EUROCONTROL NETOPS cooperative arrangement.

2. Purpose of the OLDI Specification

The EUROCONTROL Specification for On-Line Data Interchange (OLDI) describes the requirements and message formats for the execution of notification, co-ordination and transfer of communication to flights between air traffic control units by the use of electronic data transfer between flight data processing systems.

To facilitate implementation, common rules and message formats were elaborated and agreed by the Agencies concerned and incorporated in Edition 1 of the EUROCONTROL Standard for On-Line Data Interchange, first published in 1992. The EUROCONTROL Specification for OLDI has evolved following regular stakeholder implementation feedback.

Edition 6.0 of the EUROCONTROL OLDI Specification is developed to meet the latest requirements of operational stakeholders.

3. Specification Scope

The scope of the OLDI Specification includes the facilities and messages to be provided between Flight Data Processing Systems (FDPSs) serving ATS units and contain:

- The notification of flights;
- The co-ordination required prior to the transfer of flights from one unit to the next;
- Situational awareness;
- The transfer of communication of such flights;
- The co-ordination dialogue;
- Support to air-ground data link;
- Support other flight-centric data exchanges not directly linked to the transfer of flights;
- Co-ordination between Area Control Centres and Oceanic Control Centres.
- Some non-flight-centric exchanges to align data between neighbouring ATS units;
- Support to Skip functionality.

This document:

- Defines the message format and rules for the content;
- Describes the facilities required at such units which are a prerequisite to the use of data interchange for this purpose.

The OLDI Specification defines the message format and rules for the content; it also describes the facilities required at such units which are a prerequisite for the use of data interchange.

4. Target Audience

The primary audiences for the EUROCONTROL OLDI Specification are operational and technical stakeholders from the Air Traffic Management and Air Navigation Services communities.

5. Structure of this document

5.1 Proposed Changes

Proposed Changes are detailed in the Introduction to this specification.

The proposed changes give priority to the mandated coordination and transfer processes.

Proposed Significant changes compared to OLDI Specification, Edition 5.1, are shown next together with the proposed changes for future operations.

Chapters 1-3 contain a description of this document and some high-level requirements.

5.2 User Requirements

Part I, Chapters 4 and 5 show the User Requirements driving the proposed changes as either General Operational Requirements or General Technical Requirements.

5.3 Implementation modelling

Part II, Chapters 6 - 17 contain detailed operational requirements relevant for OLDI data exchanges that model how the implemented change will look.

6. Maintenance of this Document

The EUROCONTROL[1] OLDI Specification has been developed under the EUROCONTROL Regulatory and Advisory Framework (ERAF) and is maintained by EUROCONTROL in accordance with this Framework and in line with the EUROCONTROL Standards Development Procedures. The Document Update Procedures are described in detail in Annex G.

The update cycles of the OLDI and ADEXP specifications are synchronised due to the close interdependency of the operational and technical subject areas.

OLDI guidance material is published as a separate EUROCONTROL Guidelines document [GUID]. Its update cycle follows the approval of the OLDI specification.

7. Relationship between OLDI and the Regulatory Framework

The processes for automated coordination are covered by COMMISSION IMPLEMENTING REGULATION (EU) 2023/1771, appendix 2.

The EUROCONTROL OLDI Specification is referenced as an Acceptable Means of Compliance in the EASA Detailed Specifications (DS) for:

- certification/declaration of equipment.
    - The Flight Data Processing (FDP) equipment, the Flight Data Processing System (FDPS) performances and Data Link (DL) equipment should comply with the specific provisions of relevant chapters of OLDI specification.
- statement of compliance of Air Traffic Management / Air Navigation Services (ATM/ANS) ground equipment.
    - The extended Arrival Manager (AMAN) equipment list should comply with the specific provisions of the relevant chapters of the current OLDI specification.

8. Relationship to Edition 5.1 of the EUROCONTROL Specification for On-Line Data Interchange

Edition 6.0 of the EUROCONTROL Specification for On-Line Data Interchange supersedes Edition 5.1.

[1] EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION

9. Relationship to Other Documents

There are interdependencies between the EUROCONTROL OLDI specification 6.0 and the following documents:

- EUROCONTROL Guidelines for On-Line Data Interchange, EUROCONTROL-GUID-176;
- EUROCONTROL Specification for ATS Data Exchange Presentation (ADEXP);
- EUROCONTROL Guidance Material for Flight Data Processing System (FDPS);
- EUROCONTROL Specification on Data Link Services;
- Best practices for the implementation of Extended AMAN;
- EUROCONTROL Specification for the Initial Flight Plan, EUROCONTROL-SPEC-101;
- OLDI modernisation study, edition 1.0;
- ATC-ATC TBO group- recommendations for way forward;
- ICAO Procedures for Air Navigation Services - Air Traffic Management, ICAO Document 4444, 16th Edition, Amendment 12, dated 28th November 2024;
- ICAO Annex 10 for ATN B1 and B2 related messages.

10. Conventions

The following editorial practice has been followed in the writing of the requirements:

- Requirements using "**shall**" are mandatory to claim compliance with the Specification;
- For the Recommended Requirements "**should**" is used;
- For the Optional Requirements "**may**" is used.

The mandatory requirements marked as bilaterally agreed shall be implemented into the system and operationally deployed depending on the LoA provisions and identified operational needs.

Cross-references to the documents listed in section **2** are identified by a label such as [GUID].

Every requirement within this document follows a pre-defined format, namely:
OLDI-[Vn]-[procedure / message]-[nnn]-[M | R | O] [Text of requirement]
where:

- [Vn] V followed by a numeric, which identifies the major edition number of this specification;
- [procedure / message]: 3-5 characters, which identifies the procedure or message to which the requirements apply, e.g. ACT;
- [nnnn]: numeric, which identifies the sequence number of the requirement;
- [M | R | O]: M (mandatory), R (recommended), O (optional), which identifies the type of requirements.

Requirements may be followed by a free text note to give additional information.

EXECUTIVE SUMMARY

Edition 6.0 of the EUROCONTROL OLDI specification addresses the key issues of:

- Data set robustness;
- Information availability across the network;
- Adoption of the relevant future operational concepts and needs;
  - Alignment with the ATC-ATC TBO Use Cases;
  - Alignment with the Operational Improvements identified in the OLDI Modernisation Study.
- Factors affecting the cost and quality of local implementation

The need for data set consistency and common information availability drives the need for selection of mandatory messages and in-depth testing for each specific local system interface.

Implementation priorities for the proposed changes follow EU legal obligations, feedback from operational stakeholders and emerging future operational requirements.

The OLDI Specification implementation trend is positive, with a core set of messages consistently available across the European Network. The current OLDI mechanisms support more than half of the Operational Use Cases identified by the ATC-ATC TBO stream led by the SESAR Deployment Manager. If the future capabilities included in the OLDI Modernisation Study and the envisaged Network Trajectory Service are also considered, almost 2/3 of these Operational Use Cases will be addressed. However, to respond to operational needs until 2035-2038, OLDI specifications might need further adaptations and introduction or decommissioning of some messages. In addition, there are 21 operational improvements listed in the OLDI Modernisation Study to be considered for a phased implementation.

In today's context, OLDI message procurement costs are relatively low. Message selection is a local decision creating some data set differences between the ATC / ANS systems. The data set differences lead to a sub-optimal availability of operational information and add difficulties to cross border data set integration and validation. Implementation costs vary widely across the stakeholder community depending upon the message choices and the local implementation approach chosen for system integration and validation activities. The need for data set consistency and common information availability drives the selection of mandatory messages and in-depth testing for each specific local system interface.

The OLDI group proposes to reduce some of this system complexity by:

- simplifying the mandatory message implementation requirements
- removing messages with no implementation at this time.
  NB - Removed messages will either be available by the OLDI Guidance material once it has been updated or completely suppressed as requested by the OLDI Stakeholders.

A thorough review of the set of OLDI messages has been conducted with the objective to increase robustness and to streamline the OLDI specification by reducing optional fields to an absolute minimum, implementing the common format as agreed and, further detail the description of how the messages should be processed. The final aim is to list an essential set of OLDI messages with their mandatory fields for implementation.

As a result of the recent review the following improvements have been made to the OLDI specification:

- Strengthen the OLDI specification to be stricter/less open to interpretation:
- All optional and bilateral agreement fields have been re-assessed;
- Exceptions to standard Use Cases, very specific implementations of the specifications can now be found in the OLDI Guidance Material, e.g. optional fields and bilateral agreement needs.
- When multiple ways are possible to express a data item, this specification makes one of the ways mandatory.
- Multiple purpose messages (or data-items) have been corrected.

- Removal of those messages not supported by Operational Use Case from the OLDI specification and transfer them to the OLDI Guidance Material.
- Make ADEXP the default format.
- Made Route exchanges mandatory, where deemed appropriate.
- Converted (parts of) the OLDI Guidance Material into requirements.

The comprehensive update reflected in edition 6.0 of the OLDI specification intends to address the key issues discussed here. Such comprehensive update of OLDI specification impedes that the backwards compatibility between different editions of the OLDI specification cannot be guaranteed.

1. Introduction

1.1 Purpose

This Edition of the EUROCONTROL Specification for OLDI has been thoroughly reviewed and updated by the OLDI Group, established under the NETOPS cooperative arrangement.

Flights which are being provided with an ATS service are transferred from one ATS unit to the next in a manner designed to ensure complete safety. In order to accomplish this objective, it is a standard procedure that the passage of each flight across the boundary of the areas of responsibility of the two units is co-ordinated between them beforehand and that the control of the flight is transferred when it reaches an agreed time or position in reference to the said boundary.

Where it is carried out by telephone, individual flight data coordination is a major support task for ATS units. The operational use of connections between Flight Data Processing Systems (FDPSs) for the purpose of replacing such verbal "estimates", referred to as On-Line Data Interchange (OLDI), began within Europe in the early nineteen eighties.

To facilitate implementation, common rules and message formats were elaborated and agreed by the agencies concerned and incorporated in Edition 1 of the EUROCONTROL Standard for On-Line Data Interchange, first published in 1992. The EUROCONTROL Specification for OLDI has evolved following regular implementation feedback. Edition 6.0 of the Specification has been produced to meet the latest requirements and comments submitted by operational stakeholders.

1.2 Scope

This document specifies the facilities and messages to be provided between FDPSs serving ATS units for the purpose of achieving:

- The notification of flights;
- The co-ordination required prior to the transfer of flights from one unit to the next;
- Situational awareness;
- The transfer of communication of such flights;
- The co-ordination dialogue;
- Support to air-ground data link;
- Support other flight-centric data exchanges not directly linked to the transfer of flights;
- Co-ordination between Area Control Centres and Oceanic Control Centres.
- Some non-flight-centric exchanges to align data between neighbouring ATS units;
- Support to Skip functionality.

This document:

- Defines the message format and rules for the content;
- Describes the facilities required at such units which are a prerequisite to the use of data interchange for this purpose.

It is recommended that the data flows specified in this document be used for the internal system interfaces between units served by the same system to facilitate interoperability between internal and external units.

1.3 Applicability

OLDI-V6-GEN-10-R This Specification **should** be applied by ANSPs to OLDI facilities between units providing an ATS service.

OLDI-V6-GEN-20-O The operational data within the messages defined within this Specification **may** be applied within systems which provide service to more than one ATSU.

OLDI-V6-GEN-30-O The operational data within the messages defined within this Specification **may** be applied between systems used by other types of units than ATSUs (i.e. Military units, Airports, etc.).

1.4 Proposed Changes

1.4.1 OLDI specification proposed changes – Priority

The following are the most significant changes and additions from Edition 5.1 to Edition 6.0 concerning the mandatory and optional processes listed in the Commission Implementing Regulation (EU) 2023/1771:

1. Removal of ICAO format for all OLDI messages and removal of examples with ICAO format;
2. References to COP are changed into boundary or now include the term ‘gate’ as well;
3. Notification process:
   - Route and message reference in case of revised ABI are added in requirement OLDI-V6-ABI-10-M. Previous ADES and flight rules are added in requirement OLDI-V6-ABI-20-M while route was removed from the same requirement. SID identifier, Departure Runway, Arrival Runway and trajectory points are added in requirement OLDI-V6-ABI-30-O;
   - Estimate data replaces COP in requirement OLDI-V6-ABI-90-M, while route, flight rules and flight type are added. Former requirement OLDI-ABI-85-O is suppressed, while OLDI-V6-ABI-110-M for message reference is added. New requirement OLDI-V6-ABI-150-M for an update of system flight plan after the acknowledgement of ABI is added. New requirement OLDI-V6-ABI-160-M for ABI acknowledgement is added;
   - Four new examples are developed.
4. Initial coordination process:
   - Route is added in requirement OLDI-V6-ACT-10-M. Previous ADES and flight rules are added in requirement OLDI-V6-ACT-20-M, while route was removed from the same requirement and SID identifier, Departure Runway, Arrival Runway and Trajectory points are added in requirement OLDI-V6-ACT-30-O;
   - The requirement OLDI-V6-ACT-170-M is amended to cover the update of system flight plan after the acknowledgement of ACT. Former requirement OLDI-ACT-190-M regarding acknowledgement in case of a discrepancy is removed;
   - Two new examples are developed.
5. Revision of coordination process:
   - Message reference is added in requirement OLDI-V6-REV-10-M, while estimate data and COP are removed from the same requirement. Estimate data, route, type of flight and flight rules are added in requirement OLDI-V6-REV-20-M. Route is removed from OLDI-V6-REV-30-M while previous ADES is added in the same requirement. Message reference is removed from the bilaterally agreed items (former OLDI-REV-40-M). The trajectory points and Arrival Runway data items were added in requirement OLDI-V6-REV-40-O;
   - Estimate data, route, type of flight and flight rules are added in requirement OLDI-V6-REV-60-M, while ETO and transfer flight level are removed. Requirement OLDI-V6-REV-70-M is reworded to be aligned with OLDI-V6-REV-60-M, while in requirement OLDI-V6-REV-80-M COP and route are removed. Former requirements OLDI-REV-85-O and OLDI-REV-86-O are removed. OLDI-V6-REV-120-M is re-worded to require the flight is co-ordinated. New requirements OLDI-V6-REV-150-M, OLDI-V6-REV-160-M and OLDI-V6-REV-210-M are included, and former OLDI-REV-190-M and OLDI-REV-200-M are removed to harmonise acknowledgement;
   - All requirements for formatting of REV message are removed as they either refer to ICAO format or for ADEXP they are covered in the section of Data insertion rules. The SSR Code subsection with its requirement (former OLDI-REV-150-M) is removed.
   - An example is developed.
6. Abrogation of coordination:
   - COP is removed from OLDI-V6-MAC-10-M, while the message reference is added to the same requirement and removed from OLDI-V6-MAC-20-M. Former requirement OLDI-MAC-90-M is removed as redundant. OLDI-V6-MAC-100-M is modified to

simplify the use of co-ordination status and reason. OLDI-V6-MAC-130-M, OLDI-V6-MAC-140-M and OLDI-V6-MAC-150-M requirements are added to harmonise processing of received messages. OLDI-V6-MAC-190-M requirement is included and former OLDI-MAC-160-M and OLDI-MAC-170-M requirements are removed to harmonise acknowledgement.

- A new example is added.

7. Basic flight data:
    - Assigned heading, assigned speed and assigned ROC/ROD are added in requirement OLDI-V6-BFD-20-M, while EOBD and Delay or Holding indicator are added in requirement OLDI-V6-BFD-30-O. The former requirements OLDI-BFD-40-M, OLDI-BFD-50-O and OLDI-BFD-60-O were moved to chapter 17 concerning route processing. OLDI-V6-BFD-110-R regarding lack of acknowledgement has been changed into a recommended requirement and former OLDI-BFD-150-M is removed. A new example is developed.
8. Change to basic flight data:
    - Track or direct clearance is removed from requirement OLDI-V6-CFD-20-M, while EOBD and Delay or Holding indicator are added requirement OLDI-V6-CFD-30-O. OLDI-V6-CFD-150-R regarding lack of acknowledgement has been changed into a recommended requirement and former requirement OLDI-CFD-160-M is removed.
9. Pre-departure coordination and notifications process:
    - Route and message reference in case of revised PAC are added in requirement OLDI-V6-PAC-10-M, Route and message reference were removed from OLDI-V6-PAC-30-M, while Departure runway, SID identifier and CFL were transferred from former OLDI-PAC-40-M to OLDI-V6-PAC-30-M. Requirement OLDI-V6-PAC-40-O is amended by the inclusion of trajectory points. The requirement OLDI-PAC-90-M and OLDI-PAC-100-M were merged into new requirement OLDI-V6-PAC-110-M. Former requirement OLDI-PAC-130-M is deleted;
    - Several requirements concerning the processing of PAC were amended/deleted or aligned with the processing and acknowledgement (new requirements OLDI-V6-PAC-180-M, OLDI-V6-PAC-190-M and OLDI-V6-PAC-210-M) of other OLDI messages. OLDI-V6-PAC-240-M is modified to explicitly mentioned that PAC can be sent at an agreed time before ETOT. New requirement OLDI-V6-PAC-260-M is added to indicate LAM as PAC acknowledgment.
    - A new example for the PAC message was developed.
10. Change of Frequency process:
    - Position of flight is removed as bilaterally agreed item, while the sector identifier is added in OLDI-V6-COF-30-M. ADEP/ADES are removed as optional data items and released flight level limit is added in OLDI-V6-COF-40-O. Former OLDI-COF-40-M, OLDI-COF-50-M and OLDI-COF-80-M are removed and the conditions to trigger COF are clarified in OLDI-V6-COF-60-M, OLDI-V6-COF-70-M and OLDI-V6-COF-80-O;
    - One requirement for COF content presentation added (OLDI-V6-COF-130-M). New requirements OLDI-V6-COF-100-M, OLDI-V6-COF-110-M and OLDI-V6-COF-160-M are added and former OLDI-COF-120-M and OLDI-COF-130-M are removed to harmonise acknowledgement. New requirement OLDI-V6-COF-140-O is added to display COF to the skipped ATS unit. Two new requirements concerning the forwarding of COF message in case of Skipped ATS unit are added (OLDI-V6-COF-150-M and OLDI-V6-COF-170-M),
11. Manual Assumption of communication process:
    - The optional data items for MAS message (ADEP, ADES) were removed. The optional requirement related to automatic MAS transmission after “Frequency monitoring” is removed (former OLDI-MAS-30-O). Former OLDI-MAS-40-M regarding use with COF is removed;
    - New requirements OLDI-V6-MAS-40-M, OLDI-V6-MAS-50-M and OLDI-V6-MAS-90-M are added and former OLDI-MAS-70-M and OLDI-MAS-80-M are removed to harmonise acknowledgement. New requirement OLDI-V6-MAS-80-O is added to display MAS to the skipped ATS unit. Two new requirements concerning the forwarding of MAS message in case of Skipped ATS unit are added (OLDI-V6-MAS-70-M and OLDI-V6-MAS-100-M).
12. Logon Forward process:

- Minor editorial changes and one new requirement (OLDI-V6-LOF-40-M) to support skipping an ATS unit.

13. Next data authority notified process:
    - New requirement for NAN sending if revised NDA (OLDI-V6-NAN-100-M);
    - Two new requirements (OLDI-V6-NAN-80-M and OLDI-V6-NAN-130-M) to support skipping an ATS unit.
14. Crossing intention notification, crossing clearance request, crossing counter proposal crossing cancelation:
    - Due to no operational implementation of XIN, XRQ, XAP and XCM messages in the last 25 years, these messages are transferred to the OLDI Guidance Material.

1.4.2 OLDI specification proposed changes, Significant

This cluster encompass the proposed significant Changes of other OLDI message contained in OLDI specification edition 5.1 and new exchanges to cater upcoming operational needs.

15. New SFP message for the exchange of sectorisation and frequency plans;
16. New RST and PST messages to request and to provide the STAR and arrival runway for a specific flight;
17. New FDM message for provision of accepting ATS unit frequency and sector for a specific flight;
18. New BYP and SKN messages to support sector and ATC unit skip;
19. Complete revision of SCO and SKC messages to support sector and ATC unit skip;
20. New CCD message to cancel a dialogue by the dialogue initiator;
21. Removal of ACT and REV messages as dialogue messages (only RAP and RRV will be used for the dialogue exchanges);
22. Removal of INF message as it is covered by the BFD message;
23. Removal of HOP message as no operational use cases were identified;
24. TFD message:
    - Inclusion of Date of flight in OLDI-V6-TFD-30-O. Make the warning for TFD non-acknowledgement case a recommended requirement. Former requirement OLDI-TFD-130-M regarding the lack of operational reply is removed.
25. TIM message:
    - Purpose of the TIM message reduced, indicating a triggering event for provision of FDM message and start of the transfer phase. Also, removal of the possibility to forward executive control data and removal of bilaterally agreed data items. New requirement (OLDI-V6-TIM-80-R) moved from ROF (former OLDI-ROF-70-R) to indicate that ROF reception could trigger TIM. New requirements OLDI-V6-TIM-90-M, OLDI-V6-TIM-100-M, OLDI-V6-TIM-110-M and OLDI-V6-TIM-140-M are added and former OLDI-TIM-120-M and OLDI-TIM-130-M are removed to harmonise processing and acknowledgement. New requirements OLDI-V6-TIM-130-O and OLDI-V6-TIM-150-M developed to support message transmission in case of ATS unit skip
26. ROF message:
    - The sector identifier is added as a bilaterally agreed item. All optional data items were removed (former OLDI-ROF-25-O). New requirements OLDI-V6-ROF-60-M, OLDI-V6-ROF-70-M and OLDI-V6-ROF-110-M are added and former OLDI-ROF-80-M and OLDI-ROF-90-M are removed to harmonise acknowledgement. Two new requirements concerning the forwarding of ROF message in case of Skipped ATS unit are added (OLDI-V6-ROF-100-O and OLDI-V6-ROF-120-M). The requirement OLDI-ROF-70-R is moved to TIM.
27. SDM message:
    - The purpose of the message has been reduced to the transmission of executive data not requiring a dialogue. The exchange of frequency per flight by the accepting unit is done via a separate new message (FDM), thus, related requirements are removed from SDM. A requirement for route is removed. New requirement OLDI-V6-SDM-40-M was introduced.
28. COD message:
    - The message reference is mandatory is case COD is a reply to ABI/PAC with code request. Many outdated requirements were removed and a few added to align

message processing and acknowledgement. A new requirement for the COD message processing by the receiving unit was developed. New requirement OLDI-V6-COD-30-M was added for unsolicited COD transmission.

29. PNT message:
    - Almost all requirements are revised and amended and some requirements were suppressed as redundant. A new example is developed.
30. AMA message:
    - Route is removed as a bilaterally agreed data item. Two new requirements OLDI-V6-AMA-170-M and OLDI-V6-AMA-220-M are added to align processing and acknowledgement, including the creation of a section for acknowledgement.
31. CRQ message was completely revisited as:
    - Estimate data is removed as a mandatory data item. SID /COP and proposed transfer flight level are added as mandatory items. Route and message reference are removed as bilaterally agreed data items. Many requirements were amended and/or deleted as the consequence of CRP message content change. Old examples are suppressed and new examples added.
32. CRP message was completely revisited as:
    - Transfer flight level is removed as mandatory data item. SSR code, SID/COP and CFL are added as mandatory items. Route, approved take-off time and frequency are removed as bilaterally agreed data items. Many requirements were amended and/or deleted as the consequence of CRQ message content change. Old examples are suppressed and new examples added.
33. RAP message:
    - Requirement OLDI-V6-RAP-20-M is amended indicating that the manual referral needs to include the manual referral reason. DCT request is added as optional item. Requirement OLDI-V6-RAP-30-M is amended indicating the condition for an automatic and/or a manual RAP. Former requirement OLDI-RAP-100-R regarding reason for referral is removed. A new requirement for presentation of non-standard condition is added. A new requirement for an update of system flight plan after ACP is added. The RAP rejection subsection and two new requirements were introduced.
34. RRV message:
    - The purpose of RRV is amended. Requirement OLDI-V6-RRV-20-M is amended indicating that the manual referral needs to include the manual referral reason. DCT request is added as optional item. A new requirement for presentation of non-standard conditions is added. A new requirement for an update of system flight plan after ACP is added. The RRV acceptance and rejection requirements were amended/drafted.
35. CDN message:
    - The requirement OLDI-V6-CDN-20-M is amended by a removal of estimate data and making route and DCT request as separate data items. A new requirement concerning message reference in case of unsolicited CDN is added. A new requirement for presentation of conditions triggering CDN message is added. A new requirement is added in case of no acknowledgement. New examples were developed.
36. LAM message:
    - Former OLDI-LAM-50-M requirement is removed as the follow-up in case of lack of acknowledgement is described in each message. A new requirement is added to indicate that the message reference corresponds to the acknowledged message.
37. SBY message:
    - The requirement OLDI-V6-SBY-20-M is amended to remove the reference to XAP, XRQ, ACT and REV messages. Two new requirements are added to indicate that the message reference corresponds to the acknowledged message and that SBY is not acknowledged.
38. ACP message:
    - The purpose of ACP is aligned with the new content. Remove the reference to XAP, XRQ, ACT and REV messages. Requirements OLDI-ACP-20-M and OLDI-ACP-30-M are removed. Some requirements for ACP message processing and acknowledgement are added or removed for harmonisation.
39. RJC message:

- The purpose of RJC is aligned with the new content. Remove the reference to XAP, XRQ, ACT and REV messages. Former requirement OLDI-RJC-20-M concerning sector identifier is removed. A new requirement for RJC message processing is added, while the requirement OLDI-ACP-50-O is removed.

40. RRQ message:
    - Requirement OLDI-V6-RRQ-20-M is amended by replacing CFL with release fight level limit. The wording of requirement OLDI-V6-RRQ-30-M is amended.
41. RLS message:
    - The purpose of RLS message was slightly adapted. The requirement OLDI-V6-RLS-20-M is amended by replacing CFL with Release Flight level limit. The wording of requirement OLDI-V6-RLS-50-M is amended.
42. RTI message:
    - The purpose of RTI message was changed and clearly described. The requirement OLDI-V6-RTI-20-M is amended by removing DCT request, DCT clearance and CFL. The optional items route and planned transfer position are suppressed. A new requirement for presentation of proposed conditions is added. A new requirement for an update of system flight plan after ACP is added.
43. TIP message:
    - The purpose of TIP message was changed and clearly described. The requirement OLDI-V6-TIP-20-M is amended by removing track or DCT clearance and CFL. The optional items route and planned transfer position are suppressed. A new requirement for presentation of proposed conditions is added. A new requirement for an update of system flight plan after ACP is added.
44. OCM message:
    - The purpose of OCM message was changed and clearly described. The requirement OLDI-V6-OCM-20-M is amended by removing the operational data item and adding three new data items: time not before, time not later and time separation from preceding aircraft. Assigned speed was removed from requirement OLDI-V6-OCM-40-M. A new requirement OLDI-V6-OCM-50-M is added to indicated that assigned speed is bilaterally agreed. The requirement OLDI-V6-OCM-120-M was amended to permit automatically creation of system flight plan from OCM message or manual queuing. A few requirements were deleted as redundant and several requirements were amended.
45. The former Special route processing requirements section is split into two sections concerning the processing requirements of estimate data and route and trajectory processing requirements. The previously recommended practices for route processing in the OLDI Guidance Material are translated into requirements;
46. The Data insertion rules section was completely revisited and aligned with the content of new/amended messages, redundant items are removed and new ones were added (Change of Flight Rules, Actual Date of arrival, arrival runway, estimated flight level, skipped sector, skipped frequency, sector list, elementary sector list, elementary sector identifier, time not before, time not after, gate identifier, ICAO ATS unit facility designator, time separation from preceding aircraft, delay or holding indicator). The release indication data item will contain two additional possibilities for left or right turns. The use of ZZZ was either removed or its meaning clarified for some fields;
47. Diagrams contained in annexes A, B, C and D are modified to indicate a correct sequence of OLDI message and extended to include new OLDI messages;
48. Diagrams contained in former annexes C and D are moved to OLDI Guidance Material;
49. Annex E is included to group the OLDI messages based on their applicable exchange phase.
50. Annex F is included to map regulatory requirements.

The OLDI specification needs to be capable of covering the future operational needs as identified by the ATC-ATC TBO stream. Also, the OLDI specification needs to address the operational improvements listed in the OLDI Modernisation Study (21 operational improvements in total). The OLDI specification is in a good position to be adapted (including new messages) to extend the coordination and transfer capabilities and non-flight-centric exchanges. The goal is to cover 1/3 of OPS use cases that are neither supported by the current OLDI specification nor modernised OLDI via SWIM and the NM Trajectory Service (i.e. approximately 20 new use cases to be addressed).

However, it should be stressed that developing new messages to support the identified operational improvements and operational use cases until 2038 is not a simple task and, therefore, this work is planned to be carried out through this and further editions of the OLDI specification.
Therefore, updates in this update of OLDI specification are limited to:

- Address the most urgent and prioritised Operational Use Cases (coming from the ATC-ATC TBO framework) and Operational improvements (coming from the OLDI Modernisation Study);
- Inclusion of basic and relevant Trajectory data (not whole trajectory, only AoI segment) in the subset of OLDI messages to allow OLDI to support ATC-ATC trajectory exchanges.

2. References

ICAO Document 4444 - Procedures for Air Navigation Services Air Traffic Management (PANS-ATM)

The following document contains provisions which, through reference in this text, constitute provisions of this EUROCONTROL Specification:

[PANS-ATM] Procedures for Air Navigation Services - Air Traffic Management, ICAO Document 4444, 16th Edition, Amendment 12, dated 28th November 2024.

At the time of publication of this EUROCONTROL Specification, the editions indicated for the referenced documents were valid.

OLDI-V6-REF-10-M Any revision of the procedures in the referenced ICAO documents **shall** be immediately taken into account to revise this EUROCONTROL Specification.
Note: *The revision of this document will be done in accordance with the agreed update mechanism for the OLDI Specification.*

OLDI-V6-REF-20-M Revisions of the other referenced documents **shall** form part of the provisions of this EUROCONTROL Specification after they are formally reviewed and incorporated into this EUROCONTROL Specification.

OLDI-V6-REF-30-M In the case of conflict between the requirements of this EUROCONTROL Specification and the contents of other EUROCONTROL documents, this EUROCONTROL Specification **shall** take precedence.

ICAO Annex 10

The following document contains references to ICAO Annex 10 for ATN B1 and B2 related messages.

EUROCONTROL Documents

The following EUROCONTROL document is referenced in this Specification:

[ADEXP] EUROCONTROL Specification for ATS Data Exchange Presentation, EUROCONTROL-SPEC-107, Edition 3.4, dated 24/05/2023 *(Note: current Ed. 3.4 will be superseded by Ed.4.0 prepared by the OLDI Group to be aligned with OLDI Ed. 6.0)*.

[GUID] EUROCONTROL Guidelines for On-Line Data Interchange, EUROCONTROL-GUID-176, Edition 1.2, dated 14/07/2020 *(Note: current Ed. 1.2 will be superseded by Ed. 2.0 prepared by the OLDI Group to be aligned with OLDI Ed. 6.0)*.

Other Documents

OLDI modernisation study edition 1.0, 2/12/2023, develop by LEONARDO.
ATC-ATC TBO group- recommendations for way forward October 2024.

3. Definitions and Abbreviations

3.1 Message Field Definitions

The data fields which are given in each of the messages in this document are described in section 16. This section makes reference to the ADEXP specification and describes the derivation of the content in general. Any unique requirements applicable to a particular message or circumstance are specified in the concerned prior sections.

OLDI-V6-GEN-40-M The requirements for the format and content of data fields described under the 'Data Content' section for each message **shall** be as described in section 16 unless described specifically in another section of this Specification.

3.2 Definitions - General

OLDI-V6-GEN-50-M For the purposes of this EUROCONTROL Specification, the following definitions **shall** apply:

Accepting Unit:	The ATS unit next to take control of an aircraft.
Acknowledgement:	Notification that a message has been received and found to be correctly processable.
Activation:	The process in a receiving ATS unit whereby the flight plan for the referent flight is upgraded to include the data provided by the transferring unit as part of the co-ordination process between the two units and which results in the provision of the data to controllers.
ADEXP Format:	Format utilised for the ground - ground transmission of ATS messages.
Altitude:	The vertical distance of a level, a point or an object considered as a point, measured from mean sea level.
Application:	That part of an ATS sub-system that conforms to this specification and interfaces with such entities in other ATS systems.
Area of Responsibility:	An airspace of defined dimensions within which an ATS unit provides air traffic services.
Area of Interest	The airspace volume for which the ATS unit requires information such as entering flights, airspace status, etc. This area includes the area of responsibility.
Association:	A procedure in which a system matches a received OLDI message with a system flight plan in the database.
ATS Unit:	Air Traffic Services Unit means variously area control centre, approach control unit or aerodrome control tower.
Automated acceptance:	Acceptance of the co-ordination/transfer conditions as a result of an automated system processing.
Availability:	The degree to which the system or component is operational and accessible when required for use.
Boundary:	The limits (lateral and vertical) delineating the area of responsibility of an ATS unit.
Cleared Flight Level:	The flight level to or at which a flight has currently been cleared by ATC.
Co-ordination:	Co-ordination between ATS Units of the planned passage of flights across the common boundary, in order to ensure flight safety.
Co-ordination Message:	A generic term referring to a message used for accomplishing ATC co-ordination. These include the CDN, which is a specific message described in section 11.412.4.
Co-ordination Phase:	In respect of a given flight, the phase during which the transferring and accepting ATS units agree the conditions under which a flight will pass from the control of one to the other.
Co-ordination Point:	A point on or adjacent to the boundary known by the ATS units in a co-ordination sequence and referred to in co-ordination messages.
Correlation:	The process of linking system flight plan data and the radar track of the same flight.

Departure Flight Level:	The flight level to which the flight is initially cleared to climb, issued as part of a departure clearance.
Estimate Data:	A set of data referred to in notification and co-ordination messages including the co-ordination point or gate, time at the COP/boundary and transfer flight level.
Executive Control:	Executive control is performed by the controller having executive responsibility of separation of flight.
Flight Plan:	Specified information provided to ATS units, relative to an intended flight or portion of flight of an aircraft.
Flight Level Block:	A flight level block defining an airspace vertically, including the given flight levels.
Generate:	A process in an ATC system where relevant data is extracted from the data base(s) and a message is created for transmission to a receiving ATS unit.
Gate:	2D airspace window in the boundary between two ATS units known by their respective systems in a co-ordination sequence and referred to in co-ordination messages. It provides awareness of the boundary crossing, without requiring identification of the exact boundary crossing point. The boundary crossing point is identified by the accepting ATS Unit using route info.
Letter of Agreement:	Document that specifies the exchange of flight data and the associated procedures between ATS Units for the purpose of notification, co-ordination and transfer of flights or for information exchange for flights for which the responsibility of the control does not change.
Level:	A generic term relating to vertical position of an aircraft in flight; within this Specification the term level or flight level includes altitude in those cases where it is used.
Manual acceptance:	Acceptance of the co-ordination/transfer conditions as a result of a controller action.
Notification:	Transmission by the transferring unit of data to update the system at the receiving unit in preparation for the co-ordination phase.
Non standard conditions:	Conditions that are not in accordance with the ones specified in Letters of Agreement.
Receiving Unit:	The ATS unit which receives data.
Reliability:	The probability that the ground installation operates within the specified tolerances.
Requested Flight Level:	A flight level requested by the flight in the flight plan.
Revision:	An amendment to data sent previously by the transferring ATS unit to the receiving ATS unit.
Sending Unit:	The ATS Unit which sends data.
Standard conditions:	Conditions that are in accordance with the ones specified in Letters of Agreement.
Supplementary Flight Level:	A level at, below, or above which a flight has been co-ordinated to cross the transfer of control point. The supplementary level, if present, is an element of the exit level.
System Flight Plan:	Information derived from the flight plan of a specific flight held and updated within an FDPS.
Time-out:	A mechanism applied at the sending and at the receiving units to facilitate the timely provision of an operational reply to messages that are referred to the controller or the provision of an acknowledgement to messages that are correctly received and processed automatically. This mechanism is applied as well to messages that are a reply to a prior requesting message.
Transaction Time:	A time interval following the initiation of a message during which transmission, initial processing in the receiving system, generation and transmission of an acknowledgement message, and its identification in the transferring system are performed.
Transfer Flight Level:	The flight level agreed during the co-ordination if in level flight, or the cleared flight level to which the flight is proceeding if climbing or descending at the boundary.
Transfer of Control Point:	A point, on the flight path of an aircraft, at which the responsibility for providing ATS to the aircraft is transferred from one ATS unit to the next.

Note: *The transfer of control point is not necessarily coincident with the co-ordination point.*

Transfer Phase: A phase of flight following the co-ordination phase, during which the transfer of communication is executed.

Transferring Unit: ATS unit in the process of transferring the responsibility for providing an air traffic control service to an aircraft to the next ATS unit along the route of flight.

Transmit: Communicate a message from one system to another.

Transmission error: Any error associated to a message that prevents the processing of that message in the receiving unit.

VCI Instruction: If using Data-Link, this is the moment when “Contact” or “Monitor Frequency” is uplinked**,** otherwise when the pilot is instructed to change frequency.

Warning: A message displayed at a working position when a process supported by OLDI has failed.

3.3 Abbreviations

OLDI-V6-GEN-60-M The following abbreviations **shall** apply for the purposes of this document:

ABI	Advance Boundary Information message
ACC	Area Control Centre
ACM	ATC Communication Management
ACP	Acceptance message
ACT	Activate message
ADEXP	ATS Data Exchange Presentation
AFN	ATS Facilities Notification
AoI	Area of Interest
AoR	Area of Responsibility
AMA	Arrival Management message
APP	Approach Control Unit
ATC	Air Traffic Control
ATM	Air Traffic Management
ATS	Air Traffic Services
ATSU	Air Traffic Services Unit
BFD	Basic Flight Data message
BYP	Bypass Proposal message
CCD	Cancel Co-ordination Dialogue message
CDA	Current Data Authority
CDN	Co-ordination message
CFD	Change To Flight Data message
CFL	Cleared Flight Level
CM	Context Management
CNL	Flight Plan Cancellation
COD	SSR Code Assignment message
COF	Change of Frequency message
COP	Co-ordination Point

CPDLC	Controller- Pilot Data Link Communications
CRP	Clearance Response message
CRQ	Clearance Request message
CWP	Controller Working Position
EOBT	Estimated Off-Block Time
ETA	Estimated Time of Arrival
ETO	Estimated Time Over
ETOT	Estimated Take-Off Time
FDM	Frequency Data Message
FDPS	Flight Data Processing System
FRA	Free Route Airspace
FRF	Further Route of Flight
GAT	General Air Traffic
HMI	Human Machine Interface
ICAO	International Civil Aviation Organisation
ICD	Interface Control Document
IFR	Instrument Flight Rules
INF	Information message
LACK	Logical acknowledgement (air-ground data link)
LAM	Logical Acknowledgement message
LoA	Letter of Agreement
LOF	Log-On Forwarding message
MAC	Message for Abrogation of Co-ordination message
MAS	Manual Assumption of Communications message
MIL	Military
NAN	Next Authoritymessage
NDA	Next Data Authority
NM	Nautical Mile
OAT	Operational Air Traffic
OCM	Oceanic Clearance message
OLDI	On-Line Data Interchange
ORCAM	Originating Region Code Assignment Method
PAC	Preliminary Activation message
PANS	Procedures for Air Navigation Services
PNT	Point message
PST	Provide STAR message
RAP	Referred Activate Proposal message
REV	Revision message
RJC	Reject Co-ordination message
RLS	Release message

ROF	Request on Frequency message
RRQ	Release Request message
RRV	Referred Revision Proposal message
RST	Request STAR message
RTF	Radio Telephony Facilities
RTI	Request Tactical Instructions message
RVSM	Reduced Vertical Separation Minimum
SBY	Stand-by message
SCO	Skip Communication message
SDM	Supplementary Data message
SFL	Supplementary Flight Level
SFP	Sectorisation and Frequency Plan message
SID	Standard Instrument Departure
SKC	Skip Cancellation message
SKN	Skip Notification message
SSR	Secondary Surveillance Radar
STAR	Standard Instrument Arrival Route
SYSCO	System Supported Co-ordination
TBO	Trajectory Based Operation
TFD	Terminated Flight Data message
TI	Transfer Initiation
TIM	Transfer Initiation message
TIP	Tactical Instructions Proposal message
TWR	Aerodrome Control Tower
UTC	Co-ordinated Universal Time
VCI	Voice Contact Information
VFR	Visual Flight Rules

PART I: GENERAL OPERATIONAL AND TECHNICAL REQUIREMENTS

The chapters 4 and 5 contain general operational and technical requirements relevant for OLDI data exchanges.

4. General Operational Requirements

4.1 Introduction

This section describes the general operational requirements necessary for the implementation of an OLDI facility between ATS units.

4.2 Flight Data Processing System Requirements

4.2.1 Application Functions

OLDI-V6-GEN-70-M The systems used for the provision of OLDI facilities **shall** be able to automatically receive, store, process, extract and deliver for display, and transmit OLDI related data in real-time.

OLDI-V6-GEN-80-M The FDPS **shall** reflect current operational data relevant to the OLDI function as required by this Specification, updated either automatically, through manual input, or by a combination of both.

OLDI-V6-GEN-90-M The FDPS **shall** identify the next ATS unit on the aircraft trajectory derived from the trajectory of the flight and the expected transfer flight level.

OLDI-V6-GEN-100-M The following **shall** be agreed bilaterally:

- Co-ordination Points (COPs);
- Reference points used for bearing and distance notations in identifying the COP on direct, off-ATS route segments, where used;
- Gates.

OLDI-V6-GEN-110-M The system **shall** be able to provide co-ordination and transfer message warnings to the operational positions responsible for the co-ordination of the flights concerned.

4.2.2 Human-Machine Interface (HMI)

OLDI-V6-GEN-120-M The HMI **shall** be able to display the operational contents of OLDI messages and relevant warnings related to received messages (or their absence) for immediate attention.

Note: *The operational content is not meant to be displayed in text form.*

OLDI-V6-GEN-130-M The HMI **shall** provide ATC staff with a means to modify the data from which the operational contents of the messages are derived as required in this document.

OLDI-V6-GEN-140-M The HMI **shall** indicate that the transmission of the message is in progress or has been successfully transmitted as appropriate.

OLDI-V6-GEN-150-M A warning to the appropriate ATC or technical position(s) **shall** be generated automatically if no acknowledgement has been received within the parameter time following a transmission of a co-ordination or transfer message.

OLDI-V6-GEN-160-M Such a warning **shall** be in a form that immediately attracts the attention of the appropriate working position.

OLDI-V6-GEN-170-R The HMI at ATC positions using OLDI **should** provide a warning if the OLDI facility is not available.

4.2.3 Initiation of Messages

OLDI-V6-GEN-180-M Each system **shall** contain a set of system parameters to ensure timely, automatic initiation of OLDI messages.

OLDI-V6-GEN-190-R The capability to manually initiate the transmission of a co-ordination message prior to the calculated transmission time **should** be provided.

OLDI-V6-GEN-200-M The automatic event **shall** always be assured, if manual initiation is not executed.

OLDI-V6-GEN-210-M The system **shall** utilise time parameters to define the following:

- lead time, prior to transmission, when the operational contents of the messages within the transferring unit are displayed;
- lead time, global or per COP/Gate, to transmit the message, where applicable;
- time after transmission of a message within which an application level acknowledgement is to be received (time-out).

OLDI-V6-GEN-220-M The system **shall** permit the transmission of messages, triggered by events.

OLDI-V6-GEN-230-O The system **may** permit message initiation, triggered by advanced functions.

OLDI-V6-GEN-240-M A message **shall** be transmitted without delay when the required information becomes available at a time later than that at which it would otherwise have been transmitted.

4.2.4 Reception of Messages

OLDI-V6-GEN-250-M The ATC system **shall** be able to send, receive and process OLDI messages in accordance with this Specification.

OLDI-V6-GEN-260-M The ATC system **shall** be able to output flight data in accordance with the message received and display required warnings in case of inconsistency in the data received.

OLDI-V6-GEN-270-M The ATC system **shall** be able to generate and transmit acknowledgement messages automatically at the application level.

OLDI-V6-GEN-280-M An acknowledgement message (Logical Acknowledgement (LAM) or Stand-by (SBY) Message) **shall** be generated and transmitted when the corresponding message has been processed and the presentation of the results of the processing to the appropriate position(s), as necessary, is assured.

4.3 Time Estimate Derivation

OLDI-V6-GEN-290-R In order to ensure the accuracy of time estimate data, information derived from the most accurate data source **should** be used.

4.4 Operational Evaluation

4.4.1 Evaluation Period

OLDI-V6-GEN-300-M Each new OLDI facility, including a new facility on an existing link, **shall** be subject to an evaluation period to verify the data integrity, accuracy, performance, compatibility with ATC procedures and overall safety prior to its operational implementation.

4.4.2 Operational Introduction Date

OLDI-V6-GEN-310-M The date of the operational introduction, implying completion of the evaluation period, **shall** be formally agreed between the two ATS units.

4.4.3 Management of Bilaterally Agreed and Optional requirements

OLDI-V6-GEN-320-M Each individual item of data marked as bilaterally agreed **shall** be implemented into the system and allowed to be separately enabled and configured for each OLDI connection.

OLDI-V6-GEN-330-O Each individual item of data marked as optional **may** be implemented into the system depending on identified operational needs.

5. General Technical Requirements

5.1 Introduction

This section describes the general technical requirements necessary for the implementation of an OLDI facility between ATS units and the classification and performance requirements of the different types of messages used.

5.2 Flight Data Processing System Requirements

5.2.1 Flight Data Base

OLDI-V6-TEC-10-M ATS Units which utilise a facility described in this document **shall** be provided with data from an FDPS which contains all the information required for the display, processing and compilation of the messages as specified.

5.2.2 Data Communications Capability

OLDI-V6-TEC-20-M The FDPS **shall** be able to receive and transmit flight data in the ADEXP format applicable to the message as specified in this document via a data communication medium which supports the OLDI function.

OLDI-V6-TEC-30-R The FDPS **should** have the development potential to allow the addition of new messages that may be included in future editions of this specification.

OLDI-V6-TEC-40-M Within the performance requirements specified in this document, the data communication medium **shall** provide a rapid and reliable application-to-application data exchange by:

- assuring the integrity of OLDI message transmission;
- monitoring the status of the communications network.

OLDI-V6-TEC-50-M The FDPS **shall** warn the working positions when anomalies are detected by the data communications system.

5.3 Recording of OLDI Data

5.3.1 Content

OLDI-V6-TEC-60-M The contents of all OLDI messages and the time of reception **shall** be recorded.

5.3.2 Facilities

OLDI-V6-TEC-70-M Facilities **shall** be available for the retrieval and display of the recorded data.

5.4 Availability, Reliability, Data Security and Data Integrity

5.4.1 Availability

OLDI-V6-TEC-80-M The OLDI facility **shall** be available during the hours of normal and peak traffic flows between the two ATS units concerned.

OLDI-V6-TEC-90-R The OLDI facility **should** be available 24 hours every day.

OLDI-V6-TEC-100-M Any scheduled down-time periods (and thus the planned availability time) **shall** be bilaterally agreed between the two ATS units concerned.

5.4.2 Reliability

OLDI-V6-TEC-110-M Reliability on every OLDI link **shall** be at least 99.86 % (equivalent to a down-time of not more than 12 hours per year based on 24-hour availability).

OLDI-V6-TEC-120-M Where operationally justified, a reliability of at least 99.99% (equivalent to a down-time of not more than 52 minutes per year, based on 24 Hour availability) **should** be provided.

5.4.3 Data Integrity

OLDI-V6-TEC-130-M The failure rate at application level **shall** be less than or equal to one transmission error per 2000 messages.

5.5 Transaction Times

The transaction times specified include transmission, initial processing at the receiving / accepting unit, creation of the acknowledgement message, its transmission and reception at the transferring unit.

OLDI-V6-TEC-140-M The maximum transaction times for the OLDI messages **shall** be as specified in the Table 1.

Table 1 – Maximum OLDI Message Transaction Times

90 % of transmitted/received messages	99.8 % of transmitted/received messages
4 sec	10 sec

OLDI-V6-TEC-150-M If no acknowledgement has been received within the specified time after transmission (time-out), a message **shall** be considered to have been unsuccessfully transmitted or processed, and a warning output is triggered as specified in the pertinent section in this document.

PART II: DETAILED OPERATIONAL REQUIREMENTS

The chapters 6-17 contain detailed operational requirements relevant for OLDI data exchanges.

6. Basic Procedure

6.1 Advance Boundary Information Message (ABI)

6.1.1 Purpose

The ABI is a notification message that covers the following operational requirements:

- Provide for acquisition of missing flight plan data;
- Provide advance boundary information and revisions thereto for the next ATS unit;
- Update the basic flight plan data;
- Facilitate early correlation of radar tracks;
- Facilitate accurate short-term sector load assessment;
- Request the assignment of an SSR code from the unit to which the above notification is sent, if required.

6.1.2 Message Contents

OLDI-V6-ABI-10-M The ABI message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- SSR Mode and Code (if available);
- Departure Aerodrome;
- Estimate Data;
- Destination Aerodrome;
- Number and Type of Aircraft;
- Type of Flight;
- Route;
- Message Reference, in case of revised ABI;
- Equipment Capability and Status.

Note: *If the SSR code is not assigned or not available, it may be omitted. Depending on the aircraft identification method applied, the SSR code and Mode element may contain the current SSR code or the SSR code at the transfer of control point.*

OLDI-V6-ABI-20-M If bilaterally agreed, the ABI message **shall** contain any of the following items of data:

- Previous Aerodrome of Destination, in case of diversion;
- Other Flight Plan Data;
- Flight rules.

OLDI-V6-ABI-30-O The ABI message **may** contain the following items of data:

- Formation Group Information;
- SID Identifier;
- Departure Runway;
- Trajectory Points;
- Arrival Runway.

6.1.3 Rules of Application

6.1.3.1 General

OLDI-V6-ABI-40-M Except as provided for in OLDI-V6-ABI-70-M and OLDI-V6-ABI-80-R below, one or more ABI messages **shall** be sent for each flight planned to cross the boundary of areas of responsibility subject to OLDI procedures.

OLDI-V6-ABI-50-M The use of the code request function **shall** be agreed bilaterally.

OLDI-V6-ABI-60-M When sent, the ABI message **shall** precede the Activate (ACT) or Referred Activate Proposal (RAP) message.

OLDI-V6-ABI-70-M ABI message generation **shall** be inhibited if a Preliminary Activation (PAC) message is to be sent.

OLDI-V6-ABI-80-R ABI transmission **should** be inhibited if the ACT or RAP message is due for transmission immediately or within a bilaterally agreed time interval.

Note: *The purpose of this recommendation is to avoid the attempted simultaneous resolution of anomalies at different positions at the receiving unit in respect of ABI and ACT messages for the same flight.*

OLDI-V6-ABI-90-M A revised ABI message **shall** be sent if the subsequent ACT message has not been generated and any of the following data items change or are modified:

- Estimate Data;
- Expected SSR code at the transfer of control point;
- Destination Aerodrome;
- Type of Aircraft;
- Equipment Capability and Status;
- Flight Rules;
- Number and Type of Flight;
- Route.

OLDI-V6-ABI-95-M If bilaterally agreed to exchange any of the data items contained in requirement **OLDI-V6-ABI-20-M**, a revised ABI message **shall** be sent if any of these data items are changed.

OLDI-V6-ABI-100-R A revised ABI message **should** be sent if the subsequent ACT message has not been generated and the estimated time over (ETO) at the boundary differs from that in the previous ABI message by more than the time specified in the Letter of Agreement (LoA).

OLDI-V6-ABI-110-M The message reference in a revised ABI, **shall** contain the message number of the preceding ABI message.

6.1.3.2 Processing in the Receiving Unit

OLDI-V6-ABI-120-M The ATC system receiving an ABI message **shall** attempt association with the corresponding system flight plan data.

OLDI-V6-ABI-130-M If the system fight plan association is unsuccessful, a system flight plan **shall** be created automatically or the ABI message queued for manual intervention.

Note: *If no syntax and/or semantic discrepancies are found in the received ABI message, a system flight plan could be automatically created by the receiving system. If syntax and/or semantic discrepancies are found in the received ABI message, the ABI message could be referred to the operator for correction and manual creation of a system flight plan by the receiving system.*

OLDI-V6-ABI-140-M If the association is successful but a discrepancy is identified between the data in the message and corresponding data in the receiving system, the discrepancy **shall** be referred to an appropriate position for resolution.

OLDI-V6-ABI-150-M If the association is successful and no discrepancy is identified, the system flight plan of the receiving system **shall** be updated with the content of the received ABI, including route or trajectory points data items.

OLDI-V6-ABI-160-M If no discrepancy is present in the received ABI message that would inhibit correct processing, an acknowledgement **shall** be returned.

Note: *A LAM message is generated regardless of the results of the flight plan association attempt.*

OLDI-V6-ABI-170-M If the ABI message includes a request for the assignment of an SSR code and is correctly processed, a COD message **shall** be returned in addition to the acknowledgement.

6.1.3.3 Criteria for Message Transmission

OLDI-V6-ABI-180-M The message **shall** be transmitted a parameter number of minutes before the estimated time at the boundary.

OLDI-V6-ABI-190-R Upon a change in the sequence of concerned ATS units, a delay **should** be applied between the MAC transmission to the unit to which notification had previously been sent for the flight and the initiation of ABI to the new ATS unit.

OLDI-V6-ABI-200-M The ABI generation parameter(s) **shall** be bilaterally agreed between the ATS units concerned.

OLDI-V6-ABI-210-R The ABI generation parameter(s) **should** be variable, based on the provisions of the LoA.

OLDI-V6-ABI-220-R The ABI generation parameter(s) **should** be defined separately for each of the COPs/Gates.

OLDI-V6-ABI-230-O An ABI message **may** be sent to the downstream ATS unit, triggered by the reception of an ABI message from the upstream ATS unit.

6.1.4 Acknowledgement of ABI

6.1.4.1 Acknowledgement

OLDI-V6-ABI-240-M The ABI message **shall** be acknowledged by the generation and transmission of a LAM message.

6.1.4.2 No Acknowledgement

OLDI-V6-ABI-250-R If no LAM message is received as an acknowledgement for an ABI message, a warning **should** be displayed at the appropriate position.

6.1.4.3 No COD Message

OLDI-V6-ABI-260-M If a COD message is not received in response to a code request included in the ABI message, a warning **shall** be displayed at the appropriate position.

OLDI-V6-ABI-270-M Where the code request function is used, the time-out value to be applied for the COD reception **shall** be agreed bilaterally.

6.1.5 Examples

Example 1

"Air 2000" 253, a Boeing 757 from Malta to Birmingham estimating ALESO at 1221 UTC, flying at FL350 at a true airspeed of 480 knots, planned to route via UT10 ALESO UT420 BUZAD UL10 HON, squawking A7012 and requesting FL390. The following are equivalent examples of the ABI message sent from Reims to London ACC.

-TITLE **ABI**
-REFDATA

-SENDER -FAC **E**
-RECVR -FAC **L**
-SEQNUM **001**
-ARCID **AMM253**
-SSRCODE **A7012**
-ADEP **LMML**
-COORDATA
-PTID **ALESO**
-TO **1221**
-TFL **F350**
-ADES **EGBB**
-ARCTYP **B757**

-WKTRC **M**
-FLTTYP **N**
-BEGIN EQCST
-EQPT **W/EQ**
-EQPT **Y/NO**
-END EQCST
-ROUTE **N0480F390 UT10 ALESO UT420 BUZAD UL10 HON**
-FLTRUL **I**
-ALTRNT1 **EGLL**
-ALTRNT2 **EGKK**

Example 2

Same as example 1 with an inclusion of Mode S capability and status

-TITLE **ABI**
-REFDATA
-SENDER -FAC **E**
-RECVR -FAC **L**
-SEQNUM **001**
-ARCID **AMM253**
-SSRCODE **A7012**
-ADEP **LMML**
-COORDATA
-PTID **ALESO**
-TO **1221**
-TFL **F350**
-ADES **EGBB**
-ARCTYP **B757**
-FLTTYP **N**
-BEGIN EQCST
-EQPT **W/EQ**
-EQPT **Y/NO**
-EQPT **R/EQ**
-SUREQPT **S/EQ/E**
-END EQCST
-PBN **B1D1**
-ROUTE **N0480F390 UT10 ALESO UT420 BUZAD UL10 HON**
-ADESOLD **EGCC**

Example 3

Military Flight TER157 changing flight rules and type, in diversion to alternate airport. The exchanged ABI contains trajectory points instead of route.

-TITLE **ABI**
-REFDATA
-SENDER -FAC **LWSS**

-RECVR -FAC **BSR**
-SEQNUM **089**
-ARCID **TER157**
-SSRCODE **A5542**
-ADEP **LIRF**
-COORDATA
-PTID **VELBA**
-TO **1502**
-TFL **F310**
-ADES **LBPD**
-ARCTYP **A330**
-WKTRC **M**
-FLTTYP **M**
-BEGIN EQCST
-EQPT **W/EQ**
-EQPT **Y/NO**
-END EQCST
-ROUTE **N0450F370 SARAX DCT XAXAN DCT POTOK**
-BEGIN RTEPTS
-PT
-PTID **SARAX**
-TO **1452**
-FL **F290**

-PT
-PTID **GEO01**
-TO **1455**
-FL **F310**

-PT
-PTID **XAXAN**
-TO **1459**
-FL **F310**

-PT
-PTID **VELBA**
-TO **1502**
-FL **F310**

-PT
-PTID **POTOK**
-TO **1511**
-FL **F310**
-END RTEPS
-GEO
-GEOID **GEO01**
-LATTD **420597N**
-LONGTD **230174E**
-FLTRUL **Y**
-ADESOLD **LTBA**
-CHGRUL **XAXAN**
-FLIGHTTYPECHG **OAT**
-RULECHG **VFR**

Example 4

Flight WZZ345 within cross-border FRA exiting via GATE12.

-TITLE **ABI**
-REFDATA
-SENDER -FAC **ATSA**
-RECVR -FAC **ATSB**

-SEQNUM **544**
-ARCID **WZZ345**
-SSRCODE **A3325**
-ADEP **LIRF**
-COORDATA
-GID **GATE12**
-TO **1302**
-TFL **F330**
-ADES **LBSF**
-ARCTYP **A320**
-WKTRC **M**
-FLTTYP **N**
-BEGIN EQCST
-EQPT **W/EQ**
-EQPT **Y/NO**
-END EQCST
-ROUTE **N0460F330 LIRIM DCT FR1 DCT FR2 DCT FR4**

Example 5

Revised ABI for the flight WZZ345 within cross-border FRA with the change of TFL.

-TITLE **ABI**
-REFDATA
-SENDER -FAC **ATSA**
-RECVR -FAC **ATSB**
-SEQNUM **589**
-MSGREF
-SENDER -FAC **ATSA**
-RECVR -FAC **ATSB**
-SEQNUM **544**
-ARCID **WZZ345**
-SSRCODE **A3325**
-ADEP **LIRF**
-COORDATA
-GID **GATE12**
-TO **1304**
-TFL **F370**
-SFL **F345A**
-ADES **LBSF**
-ARCTYP **A320**
-WKTRC **M**
-FLTTYP **N**
-BEGIN EQCST
-EQPT **W/EQ**
-EQPT **Y/NO**
-END EQCST
-ROUTE **N0460F330 LIRIM DCT FR1 DCT FR2 DCT FR4**

Example 6

ABI for the flight WZZ345 with trajectory points.

-TITLE **ABI**
-REFDATA
-SENDER -FAC **LWSS**
-RECVR -FAC **BSR**
-SEQNUM **089**
-ARCID **TER157**
-SSRCODE **A5542**
-ADEP **LIRF**

-COORDATA
-PTID **VELBA**
-TO **1502**
-TFL **F310**
-ADES **LBPD**
-ARCTYP **A330**
-WKTRC **M**
-FLTTYP **M**
-BEGIN EQCST
-EQPT **W/EQ**
-EQPT **Y/NO**
-END EQCST
-ROUTE **N0450F370 SARAX DCT XAXAN DCT POTOK**
-BEGIN RTEPTS
-PT
-PTID **SARAX**
-TO **1452**
-FL **F290**

-PT
-PTID **GEO01**
-TO **1455**
-FL **F310**

-PT
-PTID **XAXAN**
-TO **1459**
-FL **F310**

-PT
-PTID **VELBA**
-TO **1502**
-FL **F310**

-PT
-PTID **DOTAM**
-TO **1507**
-FL **F310**

-PT
-PTID **POTOK**
-TO **1511**
-FL **F310**
-END RTEPS
-GEO
-GEOID **GEO01**
-LATTD **420597N**
-LONGTD **230174E**
-FLTRUL **Y**
-ADESOLD **LTBA**
-CHGRUL **XAXAN**
-FLIGHTTYPECHG **OAT**
-RULECHG **VFR**

Example 7

ABI with SSR code request:

-TITLE **ABI**
-REFDATA
    -SENDER -FAC **E**
    -RECVR -FAC **L**
    -SEQNUM **001**
-ARCID **AMM253**
-SSRCODE **REQ**
-ADEP **LMML**
-COORDATA
    -PTID **ALESO**
    -TO **1221**
    -TFL **F350**
-ADES **EGBB**
-ARCTYP **B757**
-FLTTYP **N**
-BEGIN EQCST
    -EQPT **W/EQ**
    -EQPT **Y/NO**
-END EQCST
-ROUTE **N0480F390 UT10 ALESO UT420 BUZAD UL10 HON**

6.2 Activate Message (ACT)

6.2.1 Purpose

The ACT message satisfies the following operational requirements:

- Replace the verbal boundary estimate by transmitting automatically details of a flight from one ATS unit to the next prior to the transfer of control;
- Update the basic flight plan data in the receiving ATS unit with the most recent information;
- Facilitate distribution and display of flight plan data within the receiving ATS unit to the working positions involved;
- Enable display of correlation in the receiving ATS unit.

6.2.2 Message Contents

OLDI-V6-ACT-10-M The ACT message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- SSR Mode and Code;
- Departure Aerodrome;
- Estimate Data;
- Destination Aerodrome;
- Number and Type of Aircraft;
- Type of Flight;
- Equipment Capability and Status;
- Route.

Note: *If the SSR code is not assigned or not available, it may be omitted, but only in exceptional cases (e.g. transponder failure) or in cases where it is bilaterally agreed (e.g. Military or VFR flights exempted from SSR code assignment). Depending on the aircraft identification method applied, the SSR code and Mode element (data item A.7) may contain the current SSR code or the SSR code at the transfer of control point.*

OLDI-V6-ACT-20-M If bilaterally agreed, the ACT message **shall** contain any of the following items of data:

- Previous Aerodrome of Destination in case of diversion;
- Flight Rules;
- Other flight plan data;
- Actual Take-Off Time.

Note: *The Actual Take-Off Time is normally used in the cases where the ACT follows a PAC or a CRQ message.*

OLDI-V6-ACT-30-O The ACT message **may** contain the following items of data:

- Approach Type;
- Formation Group Information;
- SID identifier;
- Departure Runway;
- Trajectory Points;
- Arrival Runway.

6.2.3 Rules of Application

6.2.3.1 General

OLDI-V6-ACT-40-M One ACT message **shall** be sent for each eligible flight foreseen to cross the boundary between two ATS units except as provided for in requirement OLDI-V6-ACT-140-M.

OLDI-V6-ACT-50-M The ACT message **shall** be generated and transmitted automatically at the calculated time as specified in the LoA, unless manually initiated at an earlier time.

OLDI-V6-ACT-60-R It **should** be possible to manually trigger the transmission of an ACT message prior to the calculated time of transmission.

OLDI-V6-ACT-70-M An ACT message **shall** be generated and transmitted on the departure of a flight if a PAC or CRQ message was transmitted earlier.

OLDI-V6-ACT-80-M The operational contents of the ACT message due to be transmitted **shall** be made available at the working position of the transferring ATS unit responsible for the co-ordination of the flight prior to the actual transmission.

OLDI-V6-ACT-90-R In relation to requirement OLDI-V6-ACT-80-M, the time at which it is calculated that the ACT is to be transmitted automatically **should** be displayed together with its contents.

OLDI-V6-ACT-100-M The ACT message **shall** contain the most recent information on the flight, reflecting the expected exit conditions.

OLDI-V6-ACT-110-M The relevant working position **shall** be notified of the transmission of the ACT message.

OLDI-V6-ACT-120-M Acceptance by the receiving unit of the transfer conditions implied in the ACT message **shall** be assumed, unless the receiving unit initiates co-ordination to amend them.

OLDI-V6-ACT-130-M The co-ordinated transfer conditions and the fact that the LAM has been received **shall** be presented to the ATC staff at the transferring unit.

Note: *As soon as a LAM has been received, the ACT message data becomes operationally binding to both ATS units unless the receiving unit initiates co-ordination in accordance with OLDI-V6-ACT-120-M.*

OLDI-V6-ACT-140-M A further ACT message **shall** only be sent to the same co-ordination partner if the previous one has been abrogated by the use of a MAC message.

OLDI-V6-ACT-150-M Following the transmission of an ACT message, a flight **shall** be considered to be co-ordinated either after the message has been acknowledged by a LAM or when the completion of co-ordination has been indicated manually at the transferring unit.

6.2.3.2 Processing in the Receiving Unit

OLDI-V6-ACT-160-M The ATC system receiving an ACT message **shall** attempt association with the corresponding flight plan data.

OLDI-V6-ACT-170-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, the operational content **shall** update the system flight plan, including route or trajectory points data items.

OLDI-V6-ACT-180-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, the required data **shall** be output at operational ATC and other positions as appropriate.

OLDI-V6-ACT-190-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement **shall** be returned.

OLDI-V6-ACT-200-M If a corresponding system flight plan is found and a discrepancy is found that inhibits correct processing of the message and the sector responsible for accepting control of the flight can be identified, the operational content of the message **shall** be displayed at the appropriate working position.

OLDI-V6-ACT-210-M If a corresponding system flight plan cannot be found and the sector responsible for accepting control of the flight can be identified, a system flight plan **shall** be created.

OLDI-V6-ACT-220-M If a corresponding system flight plan cannot be found and the sector responsible for accepting control of the flight can be identified, an acknowledgement **shall** be returned.

OLDI-V6-ACT-230-M If a corresponding system flight plan cannot be found and the sector responsible for accepting control of the flight can be identified, the operational content of the message **shall** be displayed at the appropriate working position.

OLDI-V6-ACT-240-M In all other cases, the acknowledgement **shall** be inhibited.

6.2.3.3 Criteria for Message Transmission

OLDI-V6-ACT-250-M The message **shall** be transmitted at or as soon as possible after the earlier of the times determined from the following:

- a parameter number of minutes before the estimated time at the boundary;
- the time at which the flight is at a bilaterally agreed distance from the boundary.

Note: *When a flight is transferred on a direct routing the requirement above will refer to the boundary crossing determined in accordance with Estimate data processing requirements.*

OLDI-V6-ACT-260-R Upon a change in the sequence of concerned ATS units, a delay **should** be applied between the MAC transmission to the unit to which co-ordination had previously been effected for the flight and the initiation of an ACT message to the new unit.

OLDI-V6-ACT-270-M The ACT generation parameter(s) **shall** be bilaterally agreed between the ATS units concerned.

OLDI-V6-ACT-280-M The ACT generation parameter(s) **shall** be variable based on the provisions of the LoA.

OLDI-V6-ACT-290-R The ACT generation parameter(s) **should** be defined separately for each of the COPs/Gates.

OLDI-V6-ACT-300-M The specified parameters **shall** allow sufficient time for:

- the transmitting unit to update the transfer flight level to reflect the expected conditions at the boundary; and
- the receiving unit to process the ACT and generate and transmit a LAM but still allow for verbal co-ordination to be carried out by the transferring unit and resultant action initiated by the accepting unit if the exchange of data fails.

6.2.4 Acknowledgement of ACT

6.2.4.1 Acknowledgement

OLDI-V6-ACT-310-M The ACT message **shall** be acknowledged by the generation and transmission of a LAM message.

6.2.4.2 No Acknowledgement Cases

OLDI-V6-ACT-320-M If no LAM message is received as an acknowledgement for an ACT message, a warning **shall** be displayed at the ATC position responsible for the co-ordination of the flight.

6.2.5 Examples

The following examples are an extension of those provided for the ABI message in section 6.1 - Advance Boundary Information Message (ABI); all details are the same except the ETO at the boundary, which is 1226 in the ACT message shown.

Example 1

-TITLE **ACT**
-REFDATA
    -SENDER -FAC **E**
    -RECVR -FAC **L**
    -SEQNUM **005**
-ARCID **AMM253**
-SSRCODE **A7012**
-ADEP **LMML**
-COORDATA
    -PTID **ALESO**
    -TO **1226**
    -TFL **F350**
-ADES **EGBB**
-ARCTYP **B757**

-WKTRC **M**
-FLTTYP **N**
-BEGIN EQCST
    -EQPT **W/EQ**
    -EQPT **Y/NO**
    -EQPT **R/EQ**
    -SUREQPT **S/UN**
-END EQCST
-PBN **O1D1**
-ROUTE **UT10 ALESO UT420 BUZAD UL10 HON**
-FLTRUL **I**
-ADESOLD **EGNM**
-ATOT **1309**

Example 2

-TITLE **ACT**
-REFDATA
    -SENDER -FAC **LWSS**
    -RECVR -FAC **BSR**
    -SEQNUM **115**
-ARCID **TER157**
-SSRCODE **A5542**
-ADEP **LIRF**
-COORDATA
    -PTID **VELBA**
    -TO **1504**
    -TFL **F310**
-ADES **LBPD**
-ARCTYP **A333**
-WKTRC **M**
-FLTTYP **M**
-BEGIN EQCST
    -EQPT **W/EQ**
    -EQPT **Y/NO**

-END EQCST
-ROUTE **N0450F370 SARAX DCT XAXAN DCT POTOK**
-BEGIN RTEPTS
-PT
-PTID **SARAX**
-TO **1451**
-FL **F290**

-PT
-PTID **REF01**
-TO **1456**
-FL **F310**

-PT
-PTID **VELBA**
-TO **1502**
-FL **F310**

-PT
-PTID **DOTAM**
-TO **1507**
-FL **F310**

-PT
-PTID **POTOK**
-TO **1511**
-FL **F310**
-END RTEPTS
-REF
-REFID **REF01**
-PTID **XAXAN**
-BRNG **035**
-DISTNC **18**
-FLTRUL **I**
-ADESOLD **LTBA**
-CHGRUL **REF01**
-FLIGHTTYPECHG **OAT**
-RULECHG **VFR**

Example 3

-TITLE **ACT**
-REFDATA
-SENDER -FAC **ATSA**
-RECVR -FAC **ATSB**
-SEQNUM **589**
-ARCID **WZZ345**
-SSRCODE **A3325**
-ADEP **LIRF**
-COORDATA
-GID **GATE14**
-TO **1304**
-TFL **F350**
-ADES **LBSF**
-ARCTYP **A320**
-WKTRC **M**
-FLTTYP **N**
-BEGIN EQCST
-EQPT **W/EQ**

-EQPT **Y/NO**
-END EQCST
-ROUTE **N0460F330 LIRIM DCT FR2 DCT FR4**

Example 4 - ACT for a formation flight group with three aircraft

-TITLE **ACT**
-REFDATA
-SENDER -FAC **M**
-RECVR -FAC **L**
-SEQNUM **633**
-ARCID **AGC335**
-SSRCODE **A4123**
-ADEP ESCM
-COORDATA
-PTID **SASOR**
-TO **1405**
-TFL **F310**
-ADES **EFKK**
-ARCTYP **F16**
-WKTRC **M**
-FLTTYP **N**
-NBARC **3**
-BEGIN EQCST
-EQPT **W/EQ**
-EQPT **Y/NO**
-END EQCST
-ROUTE **N0460F330 LIRIM DCT FR2 DCT FR4**
-BEGIN FRMGROUP
-FRMFLI
-ARCID **AGC335**
-ARCTYP **F16**
-SSRCODE **A4123**
-FRMFLI
-ARCID **AGC3351**
-ARCTYP **EUFI**
-SSRCODE **A4124**
-FRMFLI
-ARCID **AGC3352**
-ARCTYP **F35**
-SSRCODE **A4125**
-END FRMGROUP

6.3 Revision Message (REV)

6.3.1 Purpose

The REV message is used to transmit revisions to co-ordination data previously sent in an ACT message, provided that the accepting ATS unit does not change as a result of the modification.

6.3.2 Message Contents

OLDI-V6-REV-10-M The REV message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- Departure Aerodrome;
- Destination Aerodrome;
- Message Reference.

OLDI-V6-REV-20-M The REV message **shall** contain the following items of data if they have changed:

- Estimate Data;
- SSR Mode and Code;
- Route;
- Type of flight;
- Flight Rules;
- Equipment Capability and Status.

OLDI-V6-REV-30-M If bilaterally agreed, the REV message **shall** contain the following item:

- Previous Aerodrome of Destination, in case of diversion.

OLDI-V6-REV-40-O The REV message **may** contain the following items of data:

- Approach Type;
- Formation Group Information;
- Trajectory Points;
- Arrival Runway.

6.3.3 Rules of Application

6.3.3.1 General

OLDI-V6-REV-50-O One or more REV messages **may** be sent to the ATS unit to which a flight has been currently co-ordinated by the use of an ACT or RAP message.

OLDI-V6-REV-60-M The change of any of the following elements **shall** trigger the sending of a REV message:

- Estimate Data;
- SSR Mode and Code;
- Route;
- Type of flight;
- Flight Rules;
- Equipment capability and status.

OLDI-V6-REV-70-M A REV message **shall** be sent when the ETO at the boundary, which is contained in the Estimate Data, differs from that in the previous message by more than a bilaterally agreed value **OLDI-V6-REV-80-M** If bilaterally agreed, a REV message **shall** be sent when there is a change of Previous Aerodrome of Destination, in case of diversion.

OLDI-V6-REV-90-M The message reference, **shall** contain the message number of the preceding ACT/RAP or, in case of revised REV, the preceding REV message.

OLDI-V6-REV-100-M Acceptance by the receiving ATS unit of the transfer conditions implied by the REV message **shall** be assumed, while the receiving ATS unit initiates co-ordination to amend them.

OLDI-V6-REV-110-M A message changing a capability that results in the need to include data concerning an additional capability as specified in section 16.31 'Equipment Capability and Status' **shall** include the additional capability.

6.3.3.2 Processing in the Receiving Unit

OLDI-V6-REV-120-M If the flight has been co-ordinated from the same ATS unit, the ATC system receiving a REV message **shall** attempt association with the corresponding system flight plan.

OLDI-V6-REV-130-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, the operational content **shall** update the system flight plan.

OLDI-V6-REV-140-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, the required data **shall** be displayed at the operational ATC and other positions as appropriate.

OLDI-V6-REV-150-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgment **shall** be returned.

OLDI-V6-REV-160-M If the subject flight was not co-ordinated from the same ATS unit and a corresponding system flight plan is not found, or a discrepancy is present in the message that would inhibit correct processing, the acknowledgement **shall** be inhibited.

6.3.3.3 Criteria for Message Transmission

OLDI-V6-REV-170-M The REV message is event driven and **shall** be transmitted immediately following the relevant input or update.

OLDI-V6-REV-180-M Due to the fact that no changes may be effected by the use of the REV message after the flight is at a specified time/distance from the boundary, the time and distance parameters **shall** be bilaterally agreed.

Note: *If specified in the Letter of Agreement between adjacent ATS units, additional data items (e.g. route info) that do not affect the agreed transfer conditions can be exchanged within REV messages until transfer of the flight, regardless of time or distance parameters.*

OLDI-V6-REV-190-R The REV generation parameter(s) **should** be defined separately for each of the COPs/Gates.

6.3.3.4 Change of Receiving ATS Unit

OLDI-V6-REV-200-M The use of a REV message **shall** be inhibited if a revision of flight plan data leads to a change of the receiving ATS unit (see Message for the Abrogation of Co-ordination).

6.3.4 Acknowledgement of REV

6.3.4.1 Acknowledgement

OLDI-V6-REV-210-M The REV message **shall** be acknowledged by the generation and transmission of a LAM message.

6.3.4.2 No Acknowledgement

OLDI-V6-REV-220-M If no LAM message is received as an acknowledgement for a REV message, a warning **shall** be displayed at the ATC position responsible for the co-ordination of the flights.

OLDI-V6-REV-230-M In no-LAM cases, a verbal revision **shall** be initiated by the transferring ATS unit.

6.3.5 Examples

Example 1

-TITLE **REV**
-REFDATA
    -SENDER -FAC **E**
    -RECVR -FAC **L**
    -SEQNUM **035**
-MSGREF
    -SENDER -FAC **E**
    -RECVR -FAC **L**
    -SEQNUM **007**-ARCID **AMM253**
-ADEP **LMML**
-COORDATA
    -PTID **ALESO**
    -TO **1226**
    -TFL **F310**
-ADES **EGBB**

Example 2

-TITLE **REV**
-REFDATA
    -SENDER -FAC **E**
    -RECVR -FAC **L**
    -SEQNUM **042**
-ARCID **AMM253**
-ADEP **LMML**
-ADES **EGBB**
-SSRCODE **A2317**
-ROUTE **N0480F390 UT10 ALESO UT420 DCTHON**
-MSGREF
    -SENDER -FAC **E**
    -RECVR -FAC **L**
    -SEQNUM **035**

Example 3

-TITLE **REV**
-REFDATA
    -SENDER -FAC **E**
    -RECVR -FAC **L**
    -SEQNUM **057**
-ARCID **AMM253**
-ADEP **LMML**
-ADES **EGBB**
-BEGIN EQCST
    -EQPT **W/NO**-END EQCST
-MSGREF
    -SENDER -FAC **E**
    -RECVR -FAC **L**
    -SEQNUM **042**

Example 4

-TITLE REV
-REFDATA
    -SENDER -FAC E
    -RECVR -FAC L
    -SEQNUM 010
-MSGREF
    -SENDER -FAC **E**
    -RECVR -FAC **L**
    -SEQNUM **994**
-ARCID **AMM253**
-ADEP **LMML**
-COORDATA
    -PTID **KUNAV**
    -TO **1239**
    -TFL **F350**
-ADES **EGNM**
-ADESOLD **EGBB**
-ROUTE **N0480F390 UT10 KUNAV UT421**

Example 5

-TITLE **REV**
-REFDATA
    -SENDER -FAC **ATSA**
    -RECVR -FAC **ATSB**
    -SEQNUM **654**
-MSGREF
    -SENDER -FAC **ATSA**
    -RECVR -FAC **ATSB**
    -SEQNUM **589**
    -ARCID **WZZ345**
-ADEP **LIRF**
-COORDATA
    -GID **GATE14**
    -TO **1311**
    -TFL **F390**
    -SFL **F365A**
-ADES **LBSF**
-ROUTE **N0460F330 LIRIM DCT FR1 DCT FR4**

6.4 Message for the Abrogation of Co-ordination (MAC)

6.4.1 Purpose

A MAC message is used to indicate to the receiving ATS unit that any coordination or notification previously effected for a flight is being completely abrogated. The MAC is not meant to be used to erase the basic flight plan data.

6.4.2 Message Contents

OLDI-V6-MAC-10-M The MAC message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- Departure Aerodrome;
- Destination Aerodrome;
- Message Reference.

OLDI-V6-MAC-20-M If bilaterally agreed, the MAC message **shall** contain the following items of data:

- Co-ordination Status and Reason.

6.4.3 Rules of Application

6.4.3.1 General

OLDI-V6-MAC-30-M A MAC message **shall** be sent to an ATS unit to which co-ordination had previously been effected for a flight, by the use of an ACT or RAP message, when one of the following occurs:

- the expected level at the boundary is different from the level contained in the previous message, resulting in a change of the next ATS unit in the co-ordination sequence;
- the route of flight has been altered which results in a change of the next ATS unit in the co-ordination sequence;
- the system flight plan is cancelled in the sending unit and the co-ordination is no longer relevant;
- a MAC is received from the previous ATS unit in respect of the flight that requires an effective abrogation towards the downstream unit based on bi-lateral agreements.

Note: *The operational requirement to send a MAC on reception of a MAC from the previous unit is to be assessed. If operational procedures make that a new ACT is received shortly after the reception of the MAC (e.g. because traffic climbs faster/slower than expected and is re-coordinated by another unit), there might be no need to immediately send a MAC to the downstream unit if this has no impact. Sending a MAC in this case might even create nuisance to the ATCO at the receiving unit.*

OLDI-V6-MAC-40-M When the MAC message is sent due to a flight level or route change, notification and/or co-ordination, as appropriate, **shall** be effected with the new ATS unit in the co-ordination sequence.

OLDI-V6-MAC-50-R A delay **should** be applied between the MAC transmission to the ATS unit to which co-ordination or notification had previously been effected for the flight and the initiation of co-ordination or notification to the new ATS unit, if bilaterally agreed.

Note: *This is to avoid that the ABI/ACT/PAC/RAP is received by the new ATS unit before the MAC abrogates the previous co-ordination or notification.*

OLDI-V6-MAC-60-M A MAC message **shall** be sent when the co-ordination for a departing flight, effected by the use of a PAC or CRQ message, is abrogated.

OLDI-V6-MAC-70-R A MAC message **should** be sent when the notification (ABI message) previously effected for a flight is cancelled due to any of the reasons specified in requirement OLDI-V6-MAC-30-M or the flight is delayed en-route and a revised estimate cannot be determined automatically.

OLDI-V6-MAC-80-M The Message reference **shall** contain the Message number of the last ABI, PAC, CRQ, ACT, RAP, REV, RRV or CDN message transmitted and acknowledged for the flight.

Note: *In case of RAP, RRV or CDN, the dialogue must have been concluded with an acceptance.*

OLDI-V6-MAC-90-R The MAC message **should** identify the status to which the co-ordination or notification is to revert and the reason for the abrogation.

OLDI-V6-MAC-100-M If included, the Co-ordination Status and Reason **shall** be one of the following two options:

1. When the receiving ATS unit is no longer the next co-ordination partner:
   a. the Status is INI (initial);
   b. the Reason is one of the following:
      i. TFL if the Reason is a change of transfer flight level;
      ii. RTE if the Reason is a change of route (including diversion);
      iii. CAN if the Reason is a cancellation;
      iv. OTH for any other Reason or if the Reason is unknown.
2. When the co-ordination or notification effected using the previous ABI, PAC, CRQ, RAP , ACT, REV or RRV message is abrogated or the flight is in holding for an indefinite period but the flight is expected to be subject to a new notification or co-ordination sequence with the same ATS unit:
   a. the Status is NTF (notification);
   b. the Reason is one of the following:
      i. DLY if the Reason is a delay prior to departure;
      ii. HLD if the Reason is a hold;
      iii. OTH for any other Reason, or if the Reason is unknown.

OLDI-V6-MAC-110-M If the flight is to be re-notified or re-co-ordinated, a new notification and/or co-ordination message, as appropriate, **shall** be sent.

OLDI-V6-MAC-120-M The system **shall** retain the capability to correctly process a new notification and/or co-ordination message from either the previous transferring ATS unit or a different ATS unit in a new co-ordination sequence.

6.4.3.2 Processing in the Receiving Unit

OLDI-V6-MAC-130-M The ATC system receiving a MAC message **shall** attempt association with the corresponding system flight plan data.

OLDI-V6-MAC-140-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement **shall** be returned.

OLDI-V6-MAC-150-M If a corresponding system flight plan is not found or a discrepancy is present in the message that would inhibit correct processing, the acknowledgement **shall** be inhibited.

OLDI-V6-MAC-160-M The working position(s) in the receiving ATS unit which are provided with flight details **shall** be notified of the abrogation.

Note: *The basic flight plan data stored in the receiving ATS unit remains unchanged upon reception of a MAC message.*

OLDI-V6-MAC-170-O The received MAC message **may** be referred to the appropriate position for manual intervention.

Note: *This can be necessary to allow further actions e.g. decorrelation of the flight.*

OLDI-V6-MAC-180-R On the reception of a MAC message, a previously received LOF and/or NAN message **should** be abrogated.

6.4.4 Acknowledgement of MAC

6.4.4.1 Acknowledgement

OLDI-V6-MAC-190-M The MAC message **shall** be acknowledged by the generation and transmission of a LAM message.

6.4.4.2 No Acknowledgement

OLDI-V6-MAC-200-M If ATC co-ordination is being abrogated and no LAM message is received, a warning **shall** be displayed at the ATC position responsible for the co-ordination.

Note: *In such cases a verbal abrogation of co-ordination should be effected by the transferring ATS unit, as bi-laterally agreed.*

6.4.5 Examples

Example 1: An ABI message was sent by Amsterdam ACC to Brussels ACC for flight HOZ3188, planned at FL190; the flight subsequently requests to climb to FL270 and is so cleared, thus entering Maastricht airspace instead of Brussels.

Example 2: An ABI and, later, an ACT message are sent to Maastricht, but, before reaching the boundary, the aircraft returns to Amsterdam Airport and the route and destination are amended in the sending ATS unit's system; a MAC is sent to Maastricht as shown below.

Example 3: An ABI and, later, an ACT message are sent to Sofia ACC, but due the avoidance of bad weather the flight is rerouted via Makedonia ACC, a MAC is sent to Sofia ACC as shown below.

Example 4: An ABI and, later, an ACT message are sent to Makedonia ACC, but due the restrictions applied by Makedonia ACC, the flight is put in indefinite holding and a MAC is sent to Makedonia ACC as shown below.

Example 1

-TITLE **MAC**
-REFDATA
-SENDER -FAC **AM**
-RECVR -FAC **BC**
-SEQNUM **112**
-ADEP **EHAM**

-ADES **LFPG**
-ARCID **HOZ3188**
-CSTAT
-STATID **INI**
-STATREASON **TFL**
-MSGREF
-SENDER -FAC **AM**
-RECVR -FAC **BC**
-SEQNUM **105**

Example 2

-TITLE **MAC**
-REFDATA
-SENDER -FAC **AM**
-RECVR -FAC **MC**
-SEQNUM **096**
-ADEP **EHAM**
-ADES **LFPG**
-ARCID **HOZ3188**
-CSTAT
-STATID **INI**
-STATREASON **RTE**
-MSGREF
-SENDER -FAC **AM**
-RECVR -FAC **MC**
-SEQNUM **085**

Example 3

-TITLE **MAC**
-REFDATA
-SENDER -FAC **LWSS**
-RECVR -FAC **LBSF**
-SEQNUM **123**
-ADEP **EHAM**

-ADES **LGAT**
-ARCID **AFR543**
-CSTAT
-STATID **INI**
-STATREASON **RTE**
-MSGREF
-SENDER -FAC **LWSS**
-RECVR -FAC **LBSF**
-SEQNUM **007**

Example 4

-TITLE **MAC**
-REFDATA
-SENDER -FAC **LWSS**
-RECVR -FAC **LGMD**
-SEQNUM **559**
-ADEP **EDDF**

-ADES **LGRP**
-ARCID D**LH775**
-CSTAT
-STATID **NTF**
-STATREASON **HLD**
-MSGREF
-SENDER -FAC **LWSS**
-RECVR -FAC LGMD
-SEQNUM **498**

6.5 Preliminary Activation Message (PAC)

6.5.1 Purpose

The PAC message satisfies the following operational requirements:

- Notification and pre-departure co-ordination of a flight where the time of flight from departure to the boundary is less than that which would be required to comply with the agreed time parameters for ACT message transmission;
- Notification and pre-departure co-ordination of a flight by a local ATS unit (aerodrome /approach control) to the next ATS unit that will take control of the flight;
- Provide for acquisition of missing flight plan data in case of discrepancies in the initial distribution of flight plan data;
- Request the assignment of an SSR code from the ATS unit to which the above notification/co-ordination is sent, if required.

6.5.2 Message Contents

OLDI-V6-PAC-10-M The PAC message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- SSR Mode and Code;
- Departure Aerodrome;
- Estimated Take-Off Time or Estimate Data;
- Destination Aerodrome;
- Number and Type of Aircraft;
- Route;
- Message Reference, in case of a revised PAC.

Note: *If the SSR code is not assigned or not available, it may be omitted, but only in exceptional cases (e.g. transponder failure) or in cases where it is bilaterally agreed (e.g. Military or VFR flights exempted from SSR code assignment). Depending on the aircraft identification method applied, the SSR code and Mode element (data item A.7) may contain the current SSR code or the SSR code at the transfer of control point.*

OLDI-V6-PAC-20-M A PAC message sent from an Aerodrome/TMA control unit or an ACC **shall** contain the following items of data:

- Type of Flight;
- Equipment Capability and Status.

OLDI-V6-PAC-30-M If bilaterally agreed, the PAC message **shall** contain any of the following items of data:

- Previous Aerodrome of Destination in case of diversion;
- Departure Runway;
- SID Identifier;
- Cleared Flight Level;
- Other flight plan data.

OLDI-V6-PAC-40-O The PAC message **may** contain the following items of data:

- Formation Group Information;
- Trajectory Points.

6.5.3 Rules of Application

6.5.3.1 General

OLDI-V6-PAC-50-M One or more PAC messages **shall** be sent for each flight planned to cross the boundary of areas of responsibility where the time from departure to the boundary would not permit the ACT message to be sent at the required time.

OLDI-V6-PAC-60-M One or more PAC messages **shall** be sent by the Aerodrome/Approach unit to the next unit for each departing flight for which either notification or co-ordination is required.

OLDI-V6-PAC-70-R For the implementation of the PAC / LAM message exchange between units, the relevant TWR/APP systems **should** be provided with a means to input and forward "start-up", "push-back", "taxi" or similar information from which the ETOT may be derived in order to calculate the ETO at the boundary and initiate the transmission of the PAC.

OLDI-V6-PAC-80-M As bilaterally agreed, the message **shall** contain either:

- Estimated Take-Off Time; or
- Estimate Data.

OLDI-V6-PAC-90-M The use of the code request function, if required, **shall** be agreed bilaterally.

OLDI-V6-PAC-100-M A revised PAC message **shall** be sent if, before departure, there is a change to any item of data included in the previous PAC message.

OLDI-V6-PAC-110-M The Message Reference in a revised PAC **shall** contain the message number of the preceding PAC message.

OLDI-V6-PAC-120-O If CRQ and/or CRP messages are not implemented, a PAC message **may** be sent from a TWR unit to the downstream ATS unit (TMA or ACC) for pre-departure coordination.

6.5.3.2 Processing in the Receiving Unit

OLDI-V6-PAC-130-M The ATC system receiving a PAC message **shall** attempt association with the corresponding system flight plan.

OLDI-V6-PAC-140-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, the operational content **shall** update the system flight plan.

OLDI-V6-PAC-150-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, the required data **shall** be output at operational ATC and other positions as appropriate.

OLDI-V6-PAC-160-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement **shall** be returned.

OLDI-V6-PAC-170-M If a corresponding system flight plan is not found and the sector responsible for accepting control of the flight is identified, a system flight plan **shall** be created automatically or the PAC message queued for manual intervention.

OLDI-V6-PAC-180-M If a corresponding system flight plan is not found and the sector responsible for accepting control of the flight is identified, the required data **shall** be output at operational ATC and other positions as appropriate.

OLDI-V6-PAC-190-M If a corresponding system flight plan is not found and the sector responsible for accepting control of the flight is identified, an acknowledgement **shall** be returned.

Note: *A LAM message is generated regardless of the results of the flight plan association attempt.*

OLDI-V6-PAC-200-M If a corresponding system flight plan is found but a discrepancy is identified between the data in the message and the corresponding data in the receiving system, the discrepancy **shall** be referred to an appropriate position for resolution.

OLDI-V6-PAC-210-M If a discrepancy is found that inhibits correct processing of the message, the acknowledgement **shall** be inhibited.

OLDI-V6-PAC-220-M The data in a second or subsequent PAC message **shall** supersede the data in the previous message.

OLDI-V6-PAC-230-M If the PAC message includes a request for the assignment of an SSR code and is correctly processable, a COD message **shall** be returned in addition to the acknowledgement.

6.5.3.3 Criteria for Message Transmission

OLDI-V6-PAC-240-M PAC message transmission **shall** be initiated by a push-back, start-up, taxi or at a bilaterally agreed time before ETOT.

OLDI-V6-PAC-250-R Upon a change in the sequence of concerned ATS units, a delay **should** be applied between the MAC transmission to the ATS unit to which notification/co-ordination had previously been effected for the flight and the initiation of PAC to the new ATS unit.

6.5.4 Acknowledgement of PAC

6.5.4.1 Acknowledgement

OLDI-V6-PAC-260-M The PAC message **shall** be acknowledged by generating and transmitting a LAM message.

6.5.4.2 No Acknowledgement

OLDI-V6-PAC-270-M If no LAM message is received as an acknowledgement for a PAC message, a warning **shall** be displayed at the position in the ATS unit responsible for co-ordination with the next ATS unit.

OLDI-V6-PAC-280-M In no-LAM cases, verbal co-ordination **shall** be initiated.

6.5.4.3 No COD Message

OLDI-V6-PAC-290-M If a COD message is not received in response to a code request included in the PAC message, a warning **shall** be displayed at an appropriate position.

OLDI-V6-PAC-300-M Where the code request function is to be used, the time-out value to be applied **shall** be agreed bilaterally.

6.5.5 Examples

Example 1 - Estimated Take-Off Time and Code Request

-TITLE **PAC**
-REFDATA
    -SENDER -FAC **BA**
    -RECVR -FAC **SZ**
    -SEQNUM **002**
-ARCID **CRX922**
-SSRCODE **REQ**
-ADEP **LFSB**
-ETOT **1638**
-ARCTYP **B737**
-NBARC **2**
-WKTRC **M**

-FLTTYP **N**
-ADES **LSZA**
-BEGIN **EQCST**
-EQPT **W/EQ**
-EQPT **Y/NO**
-EQPT **R/NO**
-SUREQPT **S/UN**
-END **EQCST**
-ROUTE **N0480F390 UB4 BNE UB4 BPK UB3 HON**
-MSGREF
-SENDER -FAC **BA**
-RECVR -FAC **SZ**
-SEQNUM **0012**-FLTRUL **I**
- -ALTRNT1 **LSZH**
-ALTRNT2 **LSGG**
-RWYDEP **16**
-SID **JOSE1A**
-CFL
-FL **F210**

Example 2 - Time at boundary

-TITLE **PAC**
-REFDATA
-SENDER -FAC **D**
-RECVR -FAC **L**
-SEQNUM **025**
-ARCID **EIN636**
-SSRCODE **A5102**
-ADEP **EIDW**
-COORDATA
-PTID **LIFFY**
-TO **1640**
-TFL **F150**
-SFL **F110A**
-ARCTYP **B737**
-ADES **EBBR**
-ROUTE **N0470F330 LIFFY DCT MAKED DCT NAGUP**
-RWYDEP **18**
-SID **JOSE1B**
-CFL
-FL **F190**

Example 3 - PAC/revised PAC with time over the boundary (Gate)

-TITLE **PAC**
-REFDATA
-SENDER -FAC **ATSA**
-RECVR -FAC **ATSB**
-SEQNUM **766**
-ARCID **DLH534**
-SSRCODE **A3364**
-ADEP **LROT**
-COORDATA
-GID **GATE01**
-TO **1534**
-TFL **F150**

-SFL **F110A**
-ADES **LDFR**
-ARCTYP **A320**
-ROUTE **N0460F330 LIRIM DCT FR1 DCT FR2 DCT FR4**
-RWYDEP **19B**
-SID **LTO2**
-CFL
-FL **F190**

Example 4 - Revised PAC message

-TITLE **PAC**
-REFDATA
-SENDER -FAC **ATSA**
-RECVR -FAC **ATSB**
-SEQNUM **792**
-MSGREF
-SENDER -FAC **ATSA**
-RECVR -FAC **ATSB**
-SEQNUM **766**

-ARCID **DLH534**
-SSRCODE **A3364**
-ADEP **LROT**
-COORDATA
-GID **GATE01**
-TO **1536**
-TFL **F170**
-SFL **F110A**
-ADES **LDFR**
-ARCTYP **A320**
-ROUTE **N0460F330 LIRIM DCT FR1 DCT FR2 DCT FR4**
-RWYDEP **19B**
-SID **LTO2**
-CFL
-FL **F190**

6.6 Logical Acknowledgement Message (LAM)

6.6.1 Purpose

The LAM is the means by which the receipt and safeguarding of a transmitted message is acknowledged to the sending unit by the receiving unit.

The LAM processing provides the ATC staff at the sending unit with the following:

- A warning when no acknowledgement has been received;
- An indication that the message being acknowledged has been received, processed successfully, found free of errors, stored and, where relevant, is available for presentation to the appropriate working position(s).

6.6.2 Message Contents

OLDI-V6-LAM-10-M The LAM message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Message Reference.

6.6.3 Rules of Application

6.6.3.1 General

The rules for the return of a LAM are specified in the sections of this document defining the processing of each message.

OLDI-V6-LAM-20-M The LAM message **shall** be generated and transmitted without human intervention.

OLDI-V6-LAM-30-M The use of the LAM message to avoid the need for technical messages to ensure the integrity of data transmissions **shall** be forbidden.

OLDI-V6-LAM-40-M The LAM message **shall** be generated and transmitted immediately so that the transaction time requirement of the message being acknowledged can be achieved.

OLDI-V6-LAM-50-M The Message Reference **shall** contain the Message Number of the message being acknowledged.

6.6.4 Acknowledgement of LAM

OLDI-V6-LAM-60-M The acknowledgement of a LAM message **shall** be inhibited.

6.6.5 Example

-TITLE **LAM**
-REFDATA
-SENDER -FAC **L**
-RECVR -FAC **E**
-SEQNUM **012**
-MSGREF
-SENDER -FAC **E**
-RECVR -FAC **L**
-SEQNUM **001**

7. Ground – Ground Situational Awareness

7.1 General

7.1.1 Description of Requirement

This section describes the data transfer applicable for the notification and co-ordination of flights between ATSUs and between ATSUs and air defence units where the information is being provided to make the receiving unit aware of the flights concerned but not for an intended later transfer of control. The messages are defined for the following purposes:

- Notification of flights to military agencies including military ATSUs and air defence units providing service within the same airspace as the ATSU providing the data;
- Notification of flights which are to operate adjacent to the boundary of the airspace under the jurisdiction of the ATSU to the ATSU having jurisdiction of the airspace on the other side of the boundary.

7.1.1.1 Flight Data Exchange

The flight data exchange consists of the exchange of a basic set of information when a flight is about to enter the area of interest of the concerned unit. The Basic Flight Data (BFD) message provides more detailed data, supplemented with updates and additions to that information (Change of Flight Data (CFD) message) as the flight progresses through the concerned airspace. The additions may include, when agreed nationally, the controller's intention. The availability of this information will reduce the need for controller-to-controller verbal co-ordination. Although in principle the data exchange should be automatic, in certain cases it may be desirable to initiate the exchange by a specific controller input. The flight plan termination, triggered by the exiting AoI or landing within AoI is notified to the concerned ATSUs via Terminate Flight Data (TFD) message.

7.2 Basic Flight Data Message (BFD)

7.2.1 Purpose

The purpose of the BFD is to:

- Forward basic flight data from civil ATS units to military ATS units and, if bilaterally agreed, from military ATS units to civil ATS units and between civil ATS units;
- Forward basic flight data to an ATS unit which requires information on the flight but whose airspace is not planned to be penetrated by the flight, e.g. where the trajectory takes the flight close to the boundary and an LoA exists requiring such flights to be notified of co-ordinated;
- Identify the controller/console having the flight under control, particularly where it may not be apparent from the current position of the flight as is the case at a number of military ATS units;
- Activate the system flight plan in the receiving unit, if necessary;
- Allow correlation of radar data with flight plan data.

7.2.2 Message Contents

OLDI-V6-BFD-10-M The BFD message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- SSR Mode and Code.

OLDI-V6-BFD-20-M If bilaterally agreed, the BFD message **shall** contain any of the following items of data:

- Departure Aerodrome;
- Destination Aerodrome;
- Number and Type of Aircraft;
- Trajectory Points;
- Equipment Capability and Status;
- Assigned Heading, if applicable;
- Assigned Speed, if applicable;
- Assigned Rate of Climb/Descent, if applicable;
- Other flight plan data;
- Requested Flight Level;
- Speed;
- Route;
- Cleared Flight Level;
- Estimated Off-Block Time;
- Type of Flight.

Note: *The Other Flight Data item may contain any Item of the ICAO FPL or any other bilaterally agreed data item.*

OLDI-V6-BFD-30-O The BFD message **may** contain the following items of data:

- Sector Identifier;
- Previous SSR Mode and Code;
- Next SSR Mode and Code;
- Approach Type;
- Formation Group Information;
- Estimated Off-Block Date;

- Delay or Holding indicator.

Note 1: *The sector identifier contains the sector identifier of sending ATS unit.*

Note 2: *In some cases the Sector Identifier item will contain the identifier of the appropriate working position (e.g. in the case of military units that don't have defined sectors).*

7.2.3 Processing

7.2.3.1 General

OLDI-V6-BFD-40-M When inserted, the sector identifier **shall** contain the identifier of the position having control of the flight.

7.2.3.2 In the Sending Unit

OLDI-V6-BFD-50-M The BFD **shall** be transmitted automatically for each flight meeting the bilaterally agreed conditions for notification of the interested ATS units.

OLDI-V6-BFD-55-O The BFD **may** be transmitted manually for a specific flight.

7.2.3.3 In the Receiving Unit

OLDI-V6-BFD-60-M If no discrepancy that would inhibit correct processing is found, the receiving ATS unit **shall** attempt association with a system flight plan.

OLDI-V6-BFD-70-M If a corresponding flight plan can be found, an acknowledgement **shall** be sent, the data shall update the system flight plan and be available for correlation.

OLDI-V6-BFD-80-M If no corresponding system flight plan can be found, an acknowledgement **shall** be sent, a system flight plan shall be created based on the received data and be made available for correlation.

OLDI-V6-BFD-90-M If the message cannot be correctly processed, no acknowledgement **shall** be returned.

7.2.4 Acknowledgement of BFD

OLDI-V6-BFD-100-M The BFD **shall** be acknowledged by a LAM message.

OLDI-V6-BFD-110-R If no acknowledgement has been received within a specified time, a warning **should** be displayed at the appropriate position.

7.2.5 Example

-TITLE **BFD**
-REFDATA
    -SENDER -FAC **EBBUZXZQ**
    -RECVR -FAC **EBSZZXZQ**
    -SEQNUM **006**
-ARCID **DLH151**
-SSRCODE **A2157**
-ADEP **EDDW**
-ADES **GMME**
-BEGIN RTEPTS
    -PT
        -PTID **WOODY**
        -TO **1235**
        -FL **F210**
    -PT
        -PTID **CIV**
        -TO **1239**
        -FL **F330**
    -PT
        -PTID **BPK**

-TO **1244**
-FL **F330**

-PT
-PTID **NEBUL**
-TO **1249**
-FL **F330**
-END RTEPTS
-ARCTYP **B737**

-WKTRC **M**
-BEGIN **EQCST**
-EQPT **W/EQ**
-EQPT **Y/NO**
-EQPT **R/EQ**
-SUREQPT **S/EQ/E**
-END **EQCST**

-ROUTE **N0480F390 UB4 BNE UB4 BPK UB3 HON**
-FLTRUL **I**
- ALTRNT1 **EDDF**
-ALTRNT2 **EDDH**

-RFL **F330**
-SPEED **N0480**
-CFL
-FL **F230**
-EOBT **1205**
-FLTTYP **N**
-SECTOR **ZURICH**
-PREVSSRCODE **A2153**
-NEXTSSRCODE **A2257**

-TITLE **BFD**
-REFDATA
-SENDER -FAC **LWSS**
-RECVR -FAC **LBSR**
-SEQNUM **511**
-ARCID **THY3345**
-SSRCODE **A2157**
-ADEP **LATI**
-ADES **LGFJ**
-BEGIN RTEPTS
-PT
-PTID **PEPLO**
-TO **1235**
-FL **F310**
-PT
-PTID **GOSTI**
-TO **1239**
-FL **F330**
-PT
-PTID **SKP**
-TO **1244**
-FL **F330**
-PT
-PTID **SINKO**
-TO **1248**
-FL **F330**
-PT

-PTID **VELBA**
-TO **1253**
-FL **F330**
-PT
-PTID **OKANA**
-TO **1257**
-FL **F330**
-END RTEPTS
-ARCTYP **B737**

-WKTRC **M**
-BEGIN **EQCST**
-EQPT **W/EQ**
-EQPT **Y/NO**
-SUREQPT **S/EQ/E**
-END **EQCST**
-FLTRUL **I**
-DLE **GOSTI 0012**
-ROUTE **N0480F330 TRN UG4 GOSTI UG12 VELBA UM3 MUNOR**

7.3 Change to Flight Data Message (CFD)

7.3.1 Purpose

The purpose of the CFD is for the ATS unit controlling the flight to notify the interested ATS unit of:

- All bilaterally changes to flight data previously sent to this ATS unit with a BFD/CFD;
- All flight data required to be notified by bilateral agreement and not included in the BFD or previous CFDs.

7.3.2 Message Contents

OLDI-V6-CFD-10-M The CFD message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Message Reference;
- Aircraft Identification.

OLDI-V6-CFD-20-M If bilaterally agreed, the CFD message **shall** contain any of the following items of data:

- SSR Mode and Code;
- Departure Aerodrome;
- Destination Aerodrome;
- Number and Type of Aircraft;
- Trajectory Points;
- Assigned Heading;
- Assigned Speed;
- Assigned Rate of Climb/Descent;
- Release Indication;
- Other flight plan data;
- Route;
- Cleared Flight Level.

Note: *The Other Flight Data item may contain any Item of the ICAO FPL or any other bilaterally agreed data item.*

OLDI-V6-CFD-30-O The CFD message **may** contain the following items of data:

- Sector Identifier;
- Previous SSR Mode and Code;
- Next SSR Mode and Code;
- Estimated Off-Block Time;
- Estimated Off-Block Date;
- Equipment Capability and Status;
- Approach Type;
- Formation Group Information;
- Delay or Holding indicator.

Note 1: *The sector identifier contains the sector identifier of sending ATS unit.*

Note 2: *In some cases the Sector Identifier item will contain the identifier of the appropriate working position (e.g. in the case of military units that don't have* defined sectors).

7.3.3 Processing

7.3.3.1 General

OLDI-V6-CFD-40-M A CFD **shall** only be sent for a flight, which has previously been notified by a BFD.

OLDI-V6-CFD-50-M The Message Reference in a CFD **shall** contain the Message Number of the preceding BFD, or in case of revised CFD, the Message Number of the preceding CFD.

OLDI-V6-CFD-60-M If included, the Trajectory points **shall** contain at least the points ahead of the present position of the flight, with flight level and estimated times.
Note: *The supplementary flight level consists of a level calculated at the point or the received/transmitted coordinated level at the point.*

OLDI-V6-CFD-70-O A supplementary flight level **may** be added if necessary.

OLDI-V6-CFD-80-M When inserted, the sector identifier **shall** contain the identifier of the position having control of the flight.

7.3.3.2 In the Sending Unit

OLDI-V6-CFD-90-M A CFD **shall** be transmitted automatically whenever a significant change occurs to flight data which was sent previously or when data that requires notification by bilateral agreement, is added.

7.3.3.3 In the Receiving Unit

OLDI-V6-CFD-100-M The system receiving the CFD **shall** attempt association with a corresponding flight plan.

OLDI-V6-CFD-110-M If a corresponding flight plan is found and no discrepancy that would inhibit correct processing is found, an acknowledgement **shall** be returned.

OLDI-V6-CFD-120-M If a corresponding flight plan is found and no discrepancy that would inhibit correct processing is found, the data **shall** update the system flight plan and make it available to the controller immediately.

OLDI-V6-CFD-130-M If the message cannot be associated with a corresponding flight plan or it cannot be correctly processed, the acknowledgement **shall** be inhibited.

7.3.4 Acknowledgement of CFD

OLDI-V6-CFD-140-M The CFD **shall** be acknowledged by a LAM message.

OLDI-V6-CFD-150-R If no acknowledgement has been received within the specified time, a warning **should** be displayed at the appropriate position.

7.3.5 Example

-TITLE **CFD**
-REFDATA
    -SENDER -FAC **EBBUZXZQ**
    -RECVR -FAC **EBSZZXZQ**
    -SEQNUM **007**
-MSGREF
    -SENDER -FAC **EBBUZXZQ**
    -RECVR -FAC **EBSZZXZQ**
    -SEQNUM **006**
-ARCID **DLH151**
-SECTOR **BRUW**
-CFL
    -FL **F290**
-BEGIN RTEPTS
    -PT

-PTID **WOODY**
-TO **1235**
-FL **F210**
-SFL **F190A**
-PT
-PTID **CIV**
-TO **1239**
-FL **F290**
-SFL **F250A**
-PT
-PTID **NEBUL**
-TO **1240**
-FL **F330**
-END RTEPTS
-ARCTYP **B737**

-WKTRC **M**
-BEGIN **EQCST**
-EQPT **W/EQ**
-EQPT **Y/NO**
-SUREQPT **S/EQ/E**
-END **EQCST**
-ROUTE **N0480F330 UB4 BNE UB4 BPK UB3 HON**
-FLTRUL **I**
-ALTRNT1 **EDDF**
-ALTRNT2 **EDDH**
-CFL
-FL **F230**
-EOBT **1205**
-FLTTYP **N**
-SECTOR **ZURICH**
-SSRCODE **A2234**
-PREVSSRCODE **A2153**
-NEXTSSRCODE **A2257**
-ADEP **EDDW**
-ADES **GMME**
-AHEAD **310**
-ASPEED **K0650**
-RATE **C20**
-RELEASE **F**
-DLE **MAGNO 0011**

7.4 Terminate Flight Data Message (TFD)

7.4.1 Purpose

The purpose of the TFD is to:

- Inform the receiving unit about the termination of the flight plan or route segment within the airspace of the sending unit;
- Inform the receiving unit about the landing of the flight;
- Remove the flight plan in the system of the receiving unit, if necessary.

7.4.2 Message Contents

OLDI-V6-TFD-10-M The TFD message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Message Reference;
- Aircraft Identification.

OLDI-V6-TFD-20-M If bilaterally agreed, the TFD message **shall** contain any of the following items of data:

- Departure Aerodrome;
- Destination Aerodrome;
- Estimated Off Block Time;
- Estimated Off Block Date.

OLDI-V6-TFD-30-O The TFD message **may** contain the following items of data:

- Actual Time of Arrival;
- Actual Date of Arrival;
- Previous Aerodrome of Destination, in case of diversion.

7.4.3 Processing

7.4.3.1 General

OLDI-V6-TFD-40-M A TFD **shall** only be sent for a flight, which has previously been notified by a BFD.

OLDI-V6-TFD-50-R The Message Reference in a TFD **should** contain the Message Number of the BFD exchanged between the two ATS units for the subject flight.

7.4.3.2 In the Sending Unit

OLDI-V6-TFD-60-M The TFD **shall** be transmitted automatically for each flight meeting the bilaterally agreed conditions for termination of flight data of the interested ATS units.
Note: *TFD message can also be sent upon processing of a MAC message.*

7.4.3.3 In the Receiving Unit

OLDI-V6-TFD-70-M The system receiving the TFD **shall** attempt association with a corresponding system flight plan.

OLDI-V6-TFD-80-M If a corresponding system flight plan is found and no discrepancy that would inhibit correct processing is found, an acknowledgement **shall** be returned.

OLDI-V6-TFD-90-M If a corresponding system flight plan is found and no discrepancy that would inhibit correct processing is found, the corresponding system flight plan or system flight plan segment **shall** be terminated.

OLDI-V6-TFD-100-M If the message cannot be associated with a corresponding system flight plan or it cannot be correctly processed, the acknowledgement **shall** be inhibited.

7.4.4 Acknowledgement of TFD

OLDI-V6-TFD-110-M The TFD **shall** be acknowledged by a LAM message.

OLDI-V6-TFD-120-R If no acknowledgement has been received within the specified time, a warning **should** be displayed at the appropriate position.

7.4.5 Examples

Example 1

-TITLE **TFD**
-REFDATA
    -SENDER -FAC **EBBUZXZQ**
    -RECVR -FAC **EBSZZXZQ**
    -SEQNUM **008**
-MSGREF
    -SENDER -FAC **EBBUZXZQ**
    -RECVR -FAC **EBSZZXZQ**
    -SEQNUM **006**
-ARCID **DLH151**
-ADEP **GMME**
-ADES **EDDW**
-ADESOLD **EDDH**
-EOBT **1205**
-EOBD **200615**

Example 2

-TITLE **TFD**
-REFDATA
    -SENDER -FAC **EBBUZXZQ**
    -RECVR -FAC **EBSZZXZQ**
    -SEQNUM **010**
-MSGREF
    -SENDER -FAC **EBBUZXZQ**
    -RECVR -FAC **EBSZZXZQ**
    -SEQNUM **009**
-ARCID **DLH151**
-ADEP **GMME**
-ADES **EDDW**
-EOBT **1105**
-EOBD **200615**
-ATA **1535**

8. Transfer of Communication

8.1 General

8.1.1 Introduction

This section of the Specification describes the facilities and messages that support the radar hand-over aspect of the transfer of control procedure. They shall be implemented where bilaterally agreed.

OLDI-V6-TOC-10-M Transfer of Communication facilities **shall** take place only if the ATS unit is utilising the co-ordination facilities described for the basic procedure.

8.1.2 Message Sequence

OLDI-V6-TOC-20-M Transfer of Communication message exchange **shall** take place only after the completion of initial co-ordination. (i.e. an ACT or RAP dialogue has been completed by a LAM or ACP or verbally co-ordinated).

OLDI-V6-TOC-30-M Transfer of Communication message exchange **shall** be inhibited whilst co-ordination is outstanding ().

Note: *As long as LAM is not received for ACT/REV, or ACP/RJC after SBY is still in progress, the transfer phase cannot be initiated.*

8.1.3 Transfer of Communications

OLDI-V6-TOC-40-M The method of signifying the actual change of communication of flights **shall** be bilaterally agreed between the two ATS units concerned.

OLDI-V6-TOC-50-M The conditions **shall** be one of the following:

- the transferring ATS unit sends a Change Of Frequency message (COF);
- the accepting ATS unit sends a Manual Assumption of Communication message (MAS);
- both of the above.

OLDI-V6-TOC-60-R Both COF and MAS messages **should** be used between two adjacent air/ground data-link equipped ATS units.

OLDI-V6-TOC-70-M The method **shall** be agreed between the two ATS units for each traffic flow.

Note: *Alternative methods may be used for different flows, e.g. one ATS unit may generate COF messages for flights leaving its airspace and MAS messages for flights entering its airspace. In such a case, it would not be necessary for the other ATS unit to enter any messages to signify transfer of communication.*

8.2 Change of Frequency Message (COF)

8.2.1 Purpose

8.2.1.1 General

The COF message is sent by the transferring ATS unit to the accepting ATS unit, to indicate that the flight has been instructed to contact the accepting controller.
The message may include the facility for the transferring controller to release the flight from the agreed transfer conditions when it has established radio communication with the accepting controller.
The earliest time or distance before the boundary at which a COF is sent may be bilaterally agreed.

8.2.2 Message Contents

OLDI-V6-COF-10-M The COF message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification.

OLDI-V6-COF-20-M The COF message **shall** contain any of the following items of data, if available:

- Release Indication;
- Cleared Flight Level;
- Assigned Heading;
- Direct Clearance;
- Assigned Speed;
- Assigned Rate of Climb/Descent.

Note 1: COF message contains the Cleared Flight Level (CFL) applied by the transferring ATS unit.

OLDI-V6-COF-30-M If bilaterally agreed, the COF message **shall** contain the following items of data:

- Frequency;
- Sector Identifier.

Note 1: The frequency data item contains the frequency of the accepting ATS unit.

Note 2: The Sector Identifier data item contains the Sector ID of the transferring ATS unit.

OLDI-V6-COF-40-O The COF message **may** contain any of the following items of data:

- Released Flight Level Limit.

8.2.3 Rules of Application

8.2.3.1 General

OLDI-V6-COF-50-M The COF message **shall** initiate the Transfer phase if not already initiated by a TIM message.

OLDI-V6-COF-60-M For a data-link connected aircraft, the COF message **shall** be initiated by the transferring system, immediately after a successful VCI instruction “Contact” or “Monitor Frequency”.

OLDI-V6-COF-70-M If not covered by **OLDI-V6-COF-60-M**, the COF **shall** be manually initiated by the transferring controller.

OLDI-V6-COF-80-O After ROF reception, the ATC system **may** indicate that the COF message is available to be manually sent.

8.2.3.2 Processing in the Receiving Unit

OLDI-V6-COF-90-M The ATC system receiving a COF message **shall** attempt association with the corresponding system flight plan.

OLDI-V6-COF-100-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement **shall** be returned.

OLDI-V6-COF-110-M If a corresponding system flight plan is not found or a discrepancy is present in the message that would inhibit correct processing, the acknowledgement **shall** be inhibited.

OLDI-V6-COF-120-M The reception of the COF **shall** be indicated to the accepting controller without delay.

OLDI-V6-COF-130-M The content of a received COF message **shall** be presented to the accepting controller.

OLDI-V6-COF-140-O The content of a received COF message **may** be presented to controller of skipped ATS unit.

OLDI-V6-COF-150-M Following a COF message reception by a skipped ATS unit and successful association with a system flight plan, a COF message **shall** be automatically generated and transmitted to the accepting ATS unit.

Note 1: *The content of the transmitted COF message is based on the data of the received COF message according to the bilateral agreement between the skipped ATS unit and the accepting ATS unit.*

Note 2: *The COF message is automatically transmitted by a skipped ATS unit in case the accepting ATS unit has implemented the COF message.*

8.2.4 Acknowledgement of COF

8.2.4.1 Acknowledgement

OLDI-V6-COF-160-M The COF message **shall** be acknowledged by the generation and transmission of a LAM message.

OLDI-V6-COF-170-M In case of a skipped ATS unit, the acknowledgement of the COF message to the transferring ATS unit **shall** be provided after the reception of COF acknowledgement from the accepting ATS unit.

Note: *The conditional acknowledgement of the COF message is applicable only when the accepting ATS unit has implemented the COF message.*

8.2.4.2 No Acknowledgement Cases

OLDI-V6-COF-180-M If no LAM message is received as an acknowledgement for a COF message, a warning **shall** be displayed at the appropriate ATC position.

8.2.5 Example

-TITLE **COF**
-REFDATA
    -SENDER -FAC **L**
    -RECVR -FAC **E**
    -SEQNUM **030**
-ARCID **AMM253**
-CFL
    -FL **F230**
-AHEAD **310**
-ASPEED **N0450**
-RATE **C20**
-RATELIMIT **MAX**

-RELEASE **D**
-FREQ **127000**
-CRFL1
    -FL **170**

-TITLE **COF**
-REFDATA
    -SENDER -FAC **LWSS**
    -RECVR -FAC **LBSR**
    -SEQNUM **453**
-ARCID **WZZ859**
-CFL
    -FL **F270**
-AHEAD **330**
-ASPEED **N0430**
-RELEASE **C**
-FREQ **129450**
-CRFL2
    -FL **330**

8.3 Manual Assumption of Communications Message (MAS)

8.3.1 Purpose

The MAS message is sent by the accepting ATS unit to the transferring ATS unit indicating that two-way radio contact has been established with the flight.

8.3.2 Message Contents

OLDI-V6-MAS-10-M The MAS message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification.

8.3.3 Rules of Application

8.3.3.1 General

OLDI-V6-MAS-20-M The MAS message **shall** be manually initiated by the accepting controller.

8.3.3.2 Processing in the Receiving Unit

OLDI-V6-MAS-30-M The ATC system receiving a MAS message **shall** attempt association with the corresponding system flight plan.

OLDI-V6-MAS-40-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement **shall** be returned.

OLDI-V6-MAS-50-M If a corresponding system flight plan is not found or a discrepancy is present in the message that would inhibit correct processing, the acknowledgement **shall** be inhibited.

OLDI-V6-MAS-60-M The fact that the MAS message has been received **shall** be presented immediately to the controller.

OLDI-V6-MAS-70-M Following a MAS message reception by a skipped ATS unit and successful association with a system flight plan, a MAS message **shall** be automatically generated and transmitted to the transferring ATS unit.

Note: *The MAS message is automatically transmitted by the skipped ATS unit in case the transferring ATS unit has implemented the MAS message.*

OLDI-V6-MAS-80-O The received MAS message **may** be presented to controller of skipped ATS unit.

8.3.4 Acknowledgement of MAS

8.3.4.1 Acknowledgement

OLDI-V6-MAS-90-M The MAS message **shall** be acknowledged by the generation and transmission of a LAM message.

OLDI-V6-MAS-100-M In case of a skipped ATS unit, the acknowledgement of the MAS message to the accepting unit **shall** be provided after the reception of MAS acknowledgement from the transferring unit.

Note: *The conditional acknowledgement of the MAS message is applicable only when the transferring unit has implemented the MAS message.*

8.3.4.2 No Acknowledgement Cases

OLDI-V6-MAS-110-M If no LAM message is received as an acknowledgement for an MAS message, a warning **shall** be displayed at the appropriate ATC position, as required.

8.3.5 Example

-TITLE **MAS**
-REFDATA
    -SENDER -FAC **L**
    -RECVR -FAC **E**
    -SEQNUM **030**
-ARCID **DLH123**

8.4 Transfer Phase Initiation Message (TIM)

8.4.1 Purpose

The purpose of the TIM is to signify the Transfer Initiation Event and to trigger a reply from the receiving unit to the transferring unit using FDM message, containing the frequency on which the flight is to contact the receiving unit.

OLDI-V6-TIM-10-M The TIM message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification.

8.4.2 Rules of Application

8.4.2.1 General

OLDI-V6-TIM-20-M The TIM message **shall** be generated and transmitted by the transferring unit to the accepting unit without human intervention at a bilaterally agreed time/distance of the flight from the boundary, unless it has already been sent as a result of controller acceptance of a ROF message.

OLDI-V6-TIM-30-M The transmission of a TIM message **shall** be inhibited until the flight has been co-ordinated.

OLDI-V6-TIM-40-M The TIM message **shall not** be transmitted in case a COF message has already been sent.

8.4.2.2 Criteria for Message Transmission

OLDI-V6-TIM-50-M The TIM generation parameter **shall** be the system parameter which may be changed, based on the provisions of the LoAs.

Note: *The system parameters in the context of the OLDI Specification and particularly for the TIM message are considered to be the adaptation data parameters that are modifiable off-line.*

OLDI-V6-TIM-60-R The TIM generation system parameter **should** be defined separately for each of the COPs/Gates.

OLDI-V6-TIM-70-M The co-ordination partners **shall** include the TIM generation parameters in their LoA.

OLDI-V6-TIM-80-R When the ROF message is received by the transferring ATS unit before a TIM has been sent, a TIM message **should** be sent, as a result of controller acceptance of the downstream request.

8.4.2.3 Processing in the Receiving Unit

OLDI-V6-TIM-90-M The ATC system receiving a TIM message **shall** attempt association with the corresponding system flight plan.

OLDI-V6-TIM-100-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement **shall** be returned.

OLDI-V6-TIM-110-M If a corresponding system flight plan is not found or a discrepancy is present in the message that would inhibit correct processing, the acknowledgement **shall** be inhibited.

OLDI-V6-TIM-120-M Upon reception of TIM messages, the receiving unit **shall** transmit an FDM to the transferring unit to indicate the frequency on which the flight is to contact the receiving unit.

OLDI-V6-TIM-130-O Following the receipt of a TIM message associated with a flight that is in a skipped state, a TIM message **may** be automatically transmitted to the accepting ATS unit.

8.4.3 Acknowledgement of TIM

8.4.3.1 Acknowledgement

OLDI-V6-TIM-140-M The TIM message **shall** be acknowledged by the generation and transmission of a LAM message.

OLDI-V6-TIM-150-M In case of a skipped ATS unit, the acknowledgement of the TIM message to the transferring ATS unit **shall** be provided after the reception of TIM acknowledgement from the accepting ATS unit.

Note: *The conditional acknowledgement of the TIM message is applicable only when the accepting ATS unit has implemented the TIM message.*

8.4.3.2 No Acknowledgement Cases

OLDI-V6-TIM-160-M If no LAM message is received as an acknowledgement for a TIM message, a warning **shall** be displayed at the appropriate position.

8.4.4 Examples

Example 1

-TITLE **TIM**
-REFDATA
-SENDER -FAC **L**
-RECVR -FAC **E**
-SEQNUM **029**
-ARCID **AMM253**

Example 2

-TITLE **TIM**
-REFDATA
-SENDER -FAC **LWSS**
-RECVR -FAC **LBSR**
-SEQNUM **042**
-ARCID **WZZ178**

8.5 Request on Frequency Message (ROF)

8.5.1 Purpose

The ROF message is sent by the accepting ATS unit to the transferring ATS unit, when required, requesting the transferring controller to instruct the aircraft to change to the frequency of the accepting controller. The ROF message may be used to request the early transfer of the flight.

8.5.2 Message Contents

OLDI-V6-ROF-10-M The ROF message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification.

OLDI-V6-ROF-20-M If bilaterally agreed, the ROF message **shall** contain the following items of data:

- Frequency;
- Sector Identifier.

Note: *These* data items contain the frequency and sector ID from the accepting ATS unit.

8.5.3 Rules of Application

8.5.3.1 General

OLDI-V6-ROF-30-M The ROF message **shall** be manually initiated by the accepting controller.

OLDI-V6-ROF-40-M The ROF message **shall** be inhibited for flights that are not in co-ordinated state.

8.5.3.2 Processing in the Receiving Unit

OLDI-V6-ROF-50-M The ATC system receiving a ROF message **shall** attempt association with the corresponding system flight plan.

OLDI-V6-ROF-60-M If a corresponding system flight plan in the co-ordinated state is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement **shall** be returned.

OLDI-V6-ROF-70-M If a corresponding system flight plan in the co-ordinated state is not found or a discrepancy is present in the message that would inhibit correct processing, the acknowledgement **shall** be inhibited.

OLDI-V6-ROF-80-M The reception of the ROF message **shall** be indicated to the transferring controller without delay.

OLDI-V6-ROF-90-M The operational contents of the ROF message **shall** be made available to the appropriate ATC position.

Note: *The reception of ROF could trigger the provision of TIM or, depending on local procedures, the transferring controller might transmit COF.*

OLDI-V6-ROF-100-O Following a ROF message reception by a skipped ATS unit and successful association with a system flight plan, a ROF message **may** be automatically generated and transmitted to the transferring ATS unit.

8.5.4 Acknowledgement of ROF

8.5.4.1 Acknowledgement

OLDI-V6-ROF-110-M The ROF message **shall** be acknowledged by the generation and transmission of a LAM message.

OLDI-V6-ROF-120-M In case of a skipped ATS unit, the acknowledgement of the ROF message to the accepting ATS unit **shall** be provided after the reception of the ROF acknowledgement from the transferring ATS unit.

Note: *The conditional acknowledgement of the ROF message is applicable when the transferring ATS unit has implemented the ROF message.*

8.5.4.2 No Acknowledgement Cases

OLDI-V6-ROF-130-M If no LAM message is received as an acknowledgement for a ROF message, a warning **shall** be displayed at the appropriate ATC position.

8.5.5 Example

-TITLE **ROF**
-REFDATA
    -SENDER -FAC **L**
    -RECVR -FAC **E**
    -SEQNUM **030**
-ARCID **AMM253**
-FREQ **127000**
-SECTOR **12**

8.6 Frequency Data Message (FDM)

8.6.1 Purpose

8.6.1.1 General

The primary purpose of the FDM is to notify the transferring ATS unit of the radio telephony frequency to which the flight is to be transferred. An FDM message can be sent automatically by the receiving ATS unit at a system parameter time/distance before the boundary or as a response to a received TIM message.

8.6.2 Message Contents

OLDI-V6-FDM-10-M The FDM message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- Frequency.

Note: *Frequency data item contains the frequency of the accepting ATS unit sector.*

OLDI-V6-FDM-20-M If bilaterally agreed, the FDM shall contain the Sector Identifier of the accepting ATS unit.

Note*: This data item contains the Sector Identifier of the accepting ATS unit.*

OLDI-V6-FDM-30-M In case of response to a TIM message, the FDM message **shall** include the Message Reference of the received TIM message.

8.6.3 Rules of Application

OLDI-V6-FDM-40-M An FDM message **shall** be automatically transmitted to indicate the frequency on which the flight is to contact the accepting ATS unit at the agreed time/distance before the boundary.

OLDI-V6-FDM-50-M An FDM message **shall** be transmitted as a response to the received TIM message with a message reference to the received TIM.

OLDI-V6-FDM-60-M A revised FDM **shall** be sent if the Sector ID or Frequency changes.

OLDI-V6-FDM-70-M The transmission of an FDM message **shall** be inhibited until the flight has been co-ordinated.

8.6.3.1 Processing in the Receiving Unit

OLDI-V6-FDM-80-M The ATC system receiving an FDM message **shall** attempt association with the corresponding system flight plan.

OLDI-V6-FDM-90-M If a corresponding system flight plan is found, an acknowledgement **shall** be returned.

OLDI-V6-FDM-100-M If a corresponding system flight plan is found, the operational contents of the FDM message **shall** be made available to the appropriate controller.

OLDI-V6-FDM-110-M If a corresponding system flight plan cannot be found, or a discrepancy is found that inhibits correct processing of the message, the acknowledgement **shall** be inhibited.

OLDI-V6-FDM-120-M If a corresponding system flight plan cannot be found, or a discrepancy is found that inhibits correct processing of the message, a warning **shall** be output at an appropriate position.

OLDI-V6-FDM-130-M If bilaterally agreed**,** following the receipt of an FDM message associated with a flight that is in a skipped state, a revised SCO message **shall** be automatically transmitted to the transferring ATS unit.

8.6.4 Acknowledgement of FDM

8.6.4.1 Acknowledgement

OLDI-V6-FDM-140-M The FDM message **shall** be acknowledged by the generation and transmission of a LAM message.

8.6.4.2 No Acknowledgement Cases

OLDI-V6-FDM-150-M If no LAM message is received as an acknowledgement for an FDM message, a warning **shall** be displayed at an appropriate position.

8.6.5 Examples

Example 1 - Automatic FDM

-TITLE **FDM**
-REFDATA
    -SENDER -FAC **L**
    -RECVR -FAC **E**
    -SEQNUM **037**
-ARCID **AMM253**
-FREQ **187175**
-SECTOR **UEAST**

Example 2 - FDM as a reply to TIM

-TITLE **FDM**
-REFDATA
    -SENDER -FAC **LBSR**
    -RECVR -FAC **LWSS**
    -SEQNUM **047**
-ARCID **WZZ178**
-FREQ **175175**
-SECTOR **MEAST**
-MSGREF
    -SENDER -FAC **LWSS**
    -RECVR -FAC **LBSR**
    -SEQNUM **042**

9. Support to Air / Ground Data-Link

9.1 Logon Forward Message (LOF)

9.1.1 Purpose

The LOF message is transmitted to provide the ATN logon parameters to the receiving data-link equipped ATS unit, to allow this ATS unit to use the data link applications (CM, CPDLC, ADS-C).

9.1.2 Message Contents

OLDI-V6-LOF-10-M The LOF message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- Aircraft address;
- Departure Aerodrome;
- Destination Aerodrome;
- Logon Type;
- ATN Logon Parameters.

9.1.3 Rules of Application

9.1.3.1 Transferring Unit

OLDI-V6-LOF-20-M One LOF message **shall** be sent for each data-link logged-on flight planned to cross the boundary.

OLDI-V6-LOF-30-O The LOF message **may** contain the following item of data:

- ATNB2 Logon Parameters.

OLDI-V6-LOF-40-M If no LOF message was transmitted from a unit to be skipped to the downstream ATS unit following the initiation of the skip process, a LOF message **shall** be automatically transmitted.

Note1: *The LOF message is automatically transmitted only in case the accepting ATS unit has implemented the LOF message.*

Note2: *If no LOF message has been received by the skipped ATS unit, a LOF message will be transmitted to the accepting ATS unit as soon as the ATN logon parameters are available.*

9.1.3.2 Receiving Unit

OLDI-V6-LOF-50-M The ATC system receiving a LOF message **shall** attempt association with the corresponding system flight plan.

OLDI-V6-LOF-60-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, the content **shall** be included with the system flight plan.

Note: *A check of the 24 bit address obtained from an independent source is normally required for safety purposes. This source is anticipated to be in most cases the FPL. As a consequence, proper care should be taken for implementations that use the above check in order not to replace the 24 bit address received in the FPL with the one received in the LOF.*

OLDI-V6-LOF-70-R If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing of the message and the sector responsible for accepting control of the flight can be identified, the logged-on status of the flight **should** be displayed at the appropriate working position.

OLDI-V6-LOF-80-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement **shall** be returned.

OLDI-V6-LOF-90-M If a corresponding system flight plan is not found or a discrepancy is present in the message that would inhibit correct processing, the acknowledgement **shall** be inhibited.

Note: *The LOF acknowledgment may not be provided in the case of unavailability of one of the local datalink services or message with incorrect syntax.*

9.1.3.3 Criteria for Message Transmission

OLDI-V6-LOF-100-M The LOF message **shall** be transmitted at or as soon as possible after the earlier of the times determined from the following:

- a parameter number of minutes before the estimated time at the boundary;
- the time at which the flight is at a bilaterally agreed distance from the boundary.

OLDI-V6-LOF-110-R The LOF message **should** be transmitted after the flight has been notified to the receiving ATS unit.

OLDI-V6-LOF-120-M The LOF generation parameter(s) **shall** be included in the LoA between the ATS units concerned.

OLDI-V6-LOF-130-M The LOF generation parameter(s) **shall** be variable based on the provisions of the LoA.

OLDI-V6-LOF-140-R The LOF generation parameters **should** be defined separately for each of the COPs/Gates.

9.1.4 Acknowledgement of LOF

OLDI-V6-LOF-150-M The LOF message **shall** be acknowledged by a LAM message.

OLDI-V6-LOF-160-M If no acknowledgement has been received within a bilaterally agreed parameter time, an air / ground data link contact request to the aircraft **shall** be initiated.

Note: *The preliminary transmission of a CPDLC Next Data Authority message to the aircraft before the contact request may improve the transfer of the CPDLC connection as it allows the aircraft to accept a CPDLC connection request from the receiving ATS unit. However, if the CPDLC uplink message fails, the contact request must be sent.*

9.1.5 Examples

American Airlines operating as flight AAL9599 and registered as N678DL, from Washington to Athens, flying at FL330 at a true airspeed of 454 knots has logged on to Maastricht UAC. At a certain time before entering Reims airspace at entry point MEDIL, Maastricht UAC sends the “LOF” message to Reims UAC. The following are equivalent examples of the “LOF” message sent from MUAC to Reims UAC.

During Wizzair ATN B1+B2 flight 178 from Rome to Istanbul, a LOF message is sent from Skopje ACC to Sofia ACC.

Example 1 - ATN Flight

-TITLE **LOF**
-REFDATA
-SENDER -FAC **MC**

-RECVR -FAC **E**
-SEQNUM **002**
-ARCID **AAL9599**
-ADEP **KIAD**
-ADES **LGAT**
-AF **ATN**
-ARCADDR **47BDFB**
-ATNLOGON
-CMLTSP **414554440089649D0000414352303031010101**
-ADSQVLTSP
-AGAPPQUALIFIER **0**
-AGAPPVERSION **00**
-CPCQVLTSP
-AGAPPQUALIFIER **22**
-AGAPPVERSION **01**
-CPDLCADDRESS **414554440089649D0000414352303031011601**
-ATIQV
-AGAPPQUALIFIER **3**
-AGAPPVERSION **00**

Note 1: *If an aircraft did not indicate that it wants to use one of the applications, the associated AGAPPVERSION is set to '00' and the associated application address field is omitted in the LOF.*

Note 2: *The transmitting unit transmits the LOF message, containing the CPCQVLTSP with AGAPPQUALIFIER '22' and its corresponding CPDLCADDRESS. The receiving data-link equipped unit will use whatever has been indicated in the LOF message.*

Example 2 - ATN B1 + B2 Flight

-TITLE **LOF**
-REFDATA
-SENDER -FAC **LWSS**
-RECVR -FAC **LBSR**
-SEQNUM **047**
-ARCID **WZZ178**
-ADEP **LIRF**
-ADES **LTBA**
-AF **ATN**
-ARCADDR **ABC123**
-ATNLOGON
-CMLTSP **8183657500A49CD7000100004747313301111**
-ADSQVLTSP
-AGAPPQUALIFIER **0**
-AGAPPVERSION **00**
-CPCQVLTSP
-AGAPPQUALIFIER **22**
-AGAPPVERSION **01**
-CPDLCADDRESS **8183657500A49CD700010000474731330AAAA**
-ATIQV
-AGAPPQUALIFIER **3**
-AGAPPVERSION **00**
-ATNLOGONB2
-ADSQVLTSP
-AGAPPQUALIFIER **0**
-AGAPPVERSION **01**
-ADSADDRESS **8183657500A49CD7000100004747313301111**
-CPCQVLTSP
-AGAPPQUALIFIER **22**
-AGAPPVERSION **02**
-CPDLCADDRESS **8183657500A49CD700010000474731330AAAA**

9.2 Next Authority Notified Message (NAN)

9.2.1 Purpose

The NAN message notifies the receiving air/ground data link equipped ATS unit that it can initiate a Controller Pilot Data Link Communication (CPDLC) Start Request with the aircraft because the aircraft is authorised to accept a CPDLC connection request from the receiving air/ground data link equipped ATS unit.

9.2.2 Message Contents

OLDI-V6-NAN-10-M The NAN message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- Departure Aerodrome;
- Destination Aerodrome.

9.2.3 Rules of Application

9.2.3.1 Transferring Unit

OLDI-V6-NAN-20-M A NAN message **shall** be sent for each eligible flight crossing the boundary.

Note: *The eligible flight is the one for which LOF message was sent to the downstream ATS unit and NDA message to the aircraft.*

9.2.3.2 Receiving Unit

OLDI-V6-NAN-30-M The ATC system receiving a NAN message **shall** attempt association with the corresponding system flight plan.

OLDI-V6-NAN-40-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, a Controller Pilot Data Link Communication (CPDLC) Start Request **shall** be initiated with the aircraft.

OLDI-V6-NAN-50-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement **shall** be returned.

OLDI-V6-NAN-60-M If a corresponding system flight plan is not found or a discrepancy is present in the message that would inhibit correct processing, the acknowledgement **shall** be inhibited.

OLDI-V6-NAN-70-M If no NAN message has been received within a bilaterally agreed parameter time, local air/ground data link procedures **shall** apply to initiate the Start Request.

Note: *These local air/ground data link procedures define conditions and parameters under which it is operationally wanted to apply CPDLC with an equipped aircraft (e.g. time parameter/distance before first sector or aircraft calling the first sector).*

OLDI-V6-NAN-80-M Following the receipt of a NAN message by a skipped ATS unit, a NAN message **shall** be automatically transmitted to the accepting unit.

Note: *The NAN is automatically transmitted only in case the accepting unit has implemented the NAN message.*

9.2.3.3 Criteria for Message Transmission

OLDI-V6-NAN-90-M The NAN message **shall** be generated and transmitted after the Next Data Authority Request with the aircraft has been acknowledged by the airborne system.

Note: *NAN is sent if the preceding LOF was acknowledged.*

OLDI-V6-NAN-100-M Following the uplink of revised NDA to the aircraft, a NAN message **shall** be transmitted.

9.2.4 Acknowledgement of NAN

OLDI-V6-NAN-110-M The NAN message **shall** be acknowledged by a LAM message.

OLDI-V6-NAN-120-M If no acknowledgement has been received within a specified time, local air/ground data link procedures **shall** apply.

OLDI-V6-NAN-130-M In case of a skipped ATS unit, the acknowledgement of the NAN message to the transferring unit **shall** be provided after the reception of NAN acknowledgement from the accepting ATS unit.

Note: *The conditional acknowledgement of the NAN message is applicable only when the accepting unit has implemented the NAN message.*

9.2.5 Example

-TITLE **NAN**
-REFDATA
-SENDER -FAC **MC**
-RECVR -FAC **E**
-SEQNUM **003**
-ARCID **AAL9599**
-ADEP **KIAD**
-ADES **LGAT**

10. Supplementary Messages

10.1 SSR Code Assignment Message (COD)

10.1.1 Purpose

The COD message satisfies the operational requirements:

- For the issue of a Mode A SSR code by one ATS unit to another for a specified flight when requested.
- For providing a Mode A SSR code by one ATS unit to another for specified flight parameter time before EOBT/boundary.

10.1.2 Message Contents

OLDI-V6-COD-10-M The COD message **shall** contain the following items of data:

- Message type;
- Message number;
- Aircraft identification;
- SSR mode and code;
- Departure aerodrome;
- Destination aerodrome.

OLDI-V6-COD-20-M In case the COD message is an operational reply to ABI/PAC, the Message reference of the received ABI/PAC **shall** be included.

10.1.3 Rules of Application

10.1.3.1 Processing in the Sending unit

OLDI-V6-COD-30-M When bilaterally agreed, the COD message **shall** be transmitted a parameter time before EOBT/the boundary.

OLDI-V6-COD-40-M The COD message **shall** be automatically transmitted upon reception of code request received in an ABI or PAC message.

OLDI-V6-COD-50-M The SSR code contained within the COD message **shall** be the code to be assigned to the flight.

10.1.3.2 Processing in the Receiving unit

OLDI-V6-COD-60-M The ATC system receiving a COD message **shall** attempt association with the corresponding system flight plan.

OLDI-V6-COD-70-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement **shall** be returned.

OLDI-V6-COD-80-M If a corresponding system flight plan is found and no discrepancy is present in the message that inhibit correct processing, the received SSR code contained in the COD message **shall** be used to update the system flight plan.

OLDI-V6-COD-90-M If a corresponding system flight plan is not found or a discrepancy is present in the message that would inhibit correct processing, the acknowledgement **shall** be inhibited.

10.1.4 Acknowledgement of COD

OLDI-V6-COD-100-M The COD message **shall** be acknowledged by the generation and transmission of a LAM message.

10.1.4.1 No Acknowledgement Cases

OLDI-V6-COD-110-M If no LAM message is received as an acknowledgement for a COD message, a warning **shall** be displayed at an appropriate position.

10.1.5 Examples

Example 1 - COD message as response to ABI requesting SSR Code

-TITLE **COD**
-REFDATA
    -SENDER -FAC **P**
    -RECVR -FAC **PO**
    -SEQNUM **011**
-ADEP **LFPO**
-ADES **KEWR**
-ARCID **AAL905**
-SSRCODE **A0767**
-MSGREF
    -SENDER -FAC **PO**
    -RECVR -FAC **P**
    -SEQNUM **007**

Example 2 - COD message without request

-TITLE **COD**
-REFDATA
    -SENDER -FAC **LGAV**
    -RECVR -FAC **LGSR**
    -SEQNUM **087**
-ADEP **LGSR**
-ADES **EDDF**
-ARCID **DLH5437**
-SSRCODE **A1537**

10.2 Point Message (PNT)

10.2.1 Purpose

The Point message (PNT) is sent to another unit to point out a flight in order to facilitate verbal communication, irrespective of whether co-ordination has taken place or not.
The Point message causes the data block and/or the flight data to be highlighted to the controller. Where the flight is uncoordinated and possibly unknown, flight plan data is provided to be available at the sector at which the flight is to be highlighted.

10.2.2 Message Contents

OLDI-V6-PNT-10-M The PNT message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- Departure Aerodrome;
- Destination Aerodrome;
- Sector Identifier.

OLDI-V6-PNT-20-M If bilaterally agreed, the PNT message **shall** contain any of the following items of data:

- Pointing Sector Identifier;
- Position of the Flight;
- SSR Mode and Code;
- Number and type of aircraft;
- Route.

10.2.3 Rules of Application

10.2.3.1 General

OLDI-V6-PNT-30-R A PNT message **should** contain the sector identifier.

OLDI-V6-PNT-40-M The Point message **shall** be manually initiated.

OLDI-V6-PNT-50-M The position of the flight, where inserted, **shall** be specified by the use of latitude/longitude unless it has been agreed bilaterally to use range and bearing from a known point.

OLDI-V6-PNT-60-O Time data **may** be included with position data.

OLDI-V6-PNT-70-O The flight level data **may** be included within the position data and it represents the actual flight level at that time.

OLDI-V6-PNT-80-M The sector identifier **shall** contain the logical position identifier, e.g. sector identifier or approach control position, at which the data is to be presented/ highlighted.

Note: *The sector identifier would normally be input via the HMI.*

OLDI-V6-PNT-90-M The pointing sector identifier **shall** contain the logical position identifier, e.g. sector identifier or approach control position, from which the point action is originated.

10.2.3.2 Processing in the Receiving Unit

OLDI-V6-PNT-100-M If not already correlated, an attempt **shall** be made to correlate the received flight data with the track for the flight.

Note: *The flight data received by PNT message may be presented in some flight plan lists, subject of HMI requirements at the receiving unit.*

OLDI-V6-PNT-110-M Subject to the HMI requirements at the receiving unit and the area being displayed at the position concerned, the flight data **shall** be made available at the specified sector.

OLDI-V6-PNT-120-M Subject to the HMI requirements at the receiving unit and the area being displayed at the position concerned, the flight data block for the flight **shall** be displayed and highlighted at the specified sector.

Note: *The data is highlighted for a period of time determined by the receiving unit or until manual action.*

OLDI-V6-PNT-130-M If no discrepancy is present in the received PNT message that would inhibit correct processing, an acknowledgement **shall** be returned.

10.2.4 Acknowledgement of PNT

OLDI-V6-PNT-140-M The PNT message **shall** be acknowledged by a LAM message.

OLDI-V6-PNT-150-O If no LAM message is received as acknowledgement, a warning **may** be displayed at the sector which originated the Point.

10.2.5 Examples

An ATCO in sector UK (LFFF alias P) want to communicate with an ATCO in sector LP (LFMM alias A) about the flight AFR49YA.

Example 1

-TITLE **PNT**
-REFDATA
    -SENDER -FAC **P**
    -RECVR -FAC **A**
    -SEQNUM **051**
-ARCID **AFR49YA**
-SSRCODE **A1000**
-ADEP **LFLC**
-ADES **LFPG**
-ARCTYP **E190**
-GEO
    -GEOID **GEO01**
    -LATTD **461458N**
    -LONGTD **0032317E**
-POSITION
    -PTID **GEO01**
    -STO **102741**
    -FL **178**
-SECTOR **LP**
-PNTSECTOR **UK**

Example 2

-TITLE **PNT**
-REFDATA
    -SENDER -FAC **E**
    -RECVR -FAC **L**
    -SEQNUM **005**
-ARCID **AMM253**
-SSRCODE **A7012**
-ADEP **LMML**
-ADES **EGBB**
-ARCTYP **B757**
-POSITION **REF01**

-REF
    -REFID **REF01**
    -PTID **ALESO**
    -BRNG **345**
    -DISTNC **15**
-SECTOR **TANGO**
-PNTSECTOR **UZ**

10.3 Supplementary Data Message (SDM)

10.3.1 Purpose

10.3.1.1 General

The primary purpose of the Supplementary Data Message (SDM) is to transmit control data and changes thereto from the transferring ATS unit to the accepting ATS unit.

10.3.2 Message Contents

10.3.2.1 Messages from the Transferring Unit

OLDI-V6-SDM-10-M The SDM message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification.

OLDI-V6-SDM-20-M The SDM message **shall** contain any of the following items of data, if assigned and they do not require acceptance from the receiving ATS unit:

- Assigned Heading
- Direct Clearance;
- Assigned Speed;
- Assigned Rate of Climb/Descent;
- Cleared Flight Level.

Note: *SDM message contains the Cleared Flight Level (CFL) applied by the transferring ATS unit.*

10.3.3 Rules of Application

OLDI-V6-SDM-30-M SDM messages **shall** be automatically transmitted by the transferring ATS unit and following changes to any of the items of data described in requirement OLDI-V6-SDM-20-M.

OLDI-V6-SDM-40-M The earliest time or distance before the boundary at which an SDM is sent **shall** be bilaterally agreed.

OLDI-V6-SDM-50-M A revised SDM message **shall** contain only the fields which have changed.

OLDI-V6-SDM-60-M The co-ordination data **shall** remain unmodified irrespective of the content of an SDM message.

10.3.3.1 Processing in the Receiving Unit

OLDI-V6-SDM-70-M The ATC system receiving an SDM message **shall** attempt association with the corresponding system flight plan.

OLDI-V6-SDM-80-M If a corresponding system flight plan in the co-ordinated state is found, an acknowledgement **shall** be returned.

OLDI-V6-SDM-90-M If a corresponding system flight plan in the co-ordinated state is found, the operational contents of the SDM message **shall** be made available to the appropriate controller.

OLDI-V6-SDM-100-M The content of received SDM message **shall** be presented to the appropriate ATC position.

OLDI-V6-SDM-110-M If a corresponding system flight plan cannot be found, or a discrepancy is found that inhibits correct processing of the message, the acknowledgement **shall** be inhibited.

OLDI-V6-SDM-120-M If a corresponding system flight plan cannot be found, or a discrepancy is found that inhibits correct processing of the message, a warning **shall** be output at an appropriate position.

10.3.4 Acknowledgement of SDM

10.3.4.1 Acknowledgement

OLDI-V6-SDM-130-M The SDM message **shall** be acknowledged by the generation and transmission of a LAM message.

10.3.4.2 No Acknowledgement Cases

OLDI-V6-SDM-140-M If no LAM message is received as an acknowledgement for an SDM message, a warning **shall** be displayed at an appropriate position.

10.3.5 Examples

Example 1 - SDM message using the AHEAD

-TITLE **SDM**
-REFDATA
    -SENDER -FAC **L**
    -RECVR -FAC **E**
    -SEQNUM **028**
-ARCID **AMM253**
-AHEAD **290**
-ASPEED **N0420**
-RATE **D25**
-CFL
    -FL **F190**

Example 2 - SDM message using the DCT

-TITLE **SDM**
-REFDATA
    -SENDER -FAC **L**
    -RECVR -FAC **E**
    -SEQNUM **028**
-ARCID **AMM253**
-DCT **ALESO HONUR**
-ASPEED **N0420**
-RATE **D25**
-CFL
    -FL **F190**

Example 3 - SDM message with LAT/LONG

-TITLE **SDM**
-REFDATA
    -SENDER -FAC **LWSS**
    -RECVR -FAC **LBSR**
    -SEQNUM **037**
-ARCID **WZZ178**
-DCT **GEO01 REF07**
-REF
    -REFID **REF07**
    -PTID **VELBA**
    -BRNG **010**

-DISTC **45**
-GEO
-GEOID **GEO01**
-LATTD **420597N**
-LONGTD **230174E**
-ASPEED **N0420**
-RATE **D22**
-CFL
-FL **F350**

10.4 Request STAR Message (RST)

10.4.1 Purpose

The Request STAR (RST) message is sent by the transferring ATS unit to the receiving ATS unit to request the Standard Instrument Arrival Route (STAR) and Arrival Runway for a specific flight. The exchange of RST message is performed during the notification and coordination phases and inhibited during the transfer phase.

10.4.2 Message Contents

OLDI-V6-RST-10-M The RST message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- Departure Aerodrome;
- Destination Aerodrome.

10.4.3 Rules of Application

10.4.3.1 Criteria for message transmission

OLDI-V6-RST-30-M An RST message **shall** be sent to the accepting ATS unit on manual initiation by the transferring controller.

OLDI-V6-RST-40-M The RST message **shall** be inhibited during the transfer phase.

10.4.3.2 Processing in the accepting Unit

OLDI-V6-RST-50-M If a corresponding system flight plan can be found, an acknowledgement **shall** be returned.

OLDI-V6-RST-60-M The accepting ATS unit **shall** automatically reply with a PST message (operational reply) providing STAR and runway for the specific flight.

10.4.3.3 Processing in the transferring Unit

OLDI-V6-RST-70-R If a PST message is received with no info or missing info (no data about STAR or arrival runway), the transferring ATS unit **should** initiate another RST message for the same flight.

OLDI-V6-RST-80-M If a PST message is not received in response to RST for the requested flight, a warning **shall** be displayed at the appropriate ATC position.

OLDI-V6-RST-90-M The time-out value to be applied for PST provision after RST **shall** be bilaterally agreed.

10.4.4 Acknowledgement of RST

OLDI-V6-RST-100-M The RST message **shall** be acknowledged by a LAM message.

OLDI-V6-RST-110-M If no acknowledgement has been received within a specified time, a warning **shall** be displayed at the appropriate ATC position.

OLDI-V6-RST-120-O Once the LAM timeout has expired and a warning has been presented, a new RST **may** be sent by the transferring ATS unit.

10.4.5 Example

-TITLE **RST**
-REFDATA
    -SENDER -FAC **MC**
    -RECVR -FAC **E**
    -SEQNUM **765**
-ARCID **WZZ1871**
-ADEP LIRF
-ADES LTFM

10.5 Provide STAR (PST) message

10.5.1 Purpose

The Provide STAR (PST) message is sent by the accepting ATS unit to the transferring ATS unit as:

- A response to RST message, providing the Standard Instrument Arrival Route (STAR) and Arrival Runway for a specific flight.
- An automatically generated message within a time/distance parameter before the boundary.

The exchange of PST message is performed during the notification and coordination phases.

10.5.2 Message Contents

OLDI-V6-PST-10-M The PST message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- Departure Aerodrome;
- Destination Aerodrome;
- Message reference (only in case of reply to RST);
- STAR;
- Arrival Runway.

10.5.3 Rules of Application

10.5.3.1 Criteria for message transmission

OLDI-V6-PST-20-M A PST message **shall** be automatically sent by the accepting ATS unit as:

- A response to the transferring ATS unit's request to provide a STAR (RST message);
- Or a time/distance parameter before the boundary as soon as a STAR is assigned.

OLDI-V6-PST-30-M If PST is a reply to an RST message and the STAR or arrival runway are not yet assigned, the PST message **shall** be provided with "null" indication in the STAR or arrival runway fields.

OLDI-V6-PST-40-M In case of an unsolicited PST, the PST message **shall** include the latest assigned STAR and arrival runway.

OLDI-V6-PST-50-M If a PST is a reply to an RST message, the message reference **shall** contain the message number of the RST message to which the PST replies.

OLDI-V6-PST-60-R If the assigned STAR or arrival runway changes after the PST transmission, a revised PST message with updated data items **should** be sent.

OLDI-V6-PST-70-M The PST message **shall** be inhibited during the transfer phase.

10.5.3.2 Processing in the transferring unit

OLDI-V6-PST-80-M If a corresponding system flight plan can be found, an acknowledgement **shall** be sent.

OLDI-V6-PST-90-M The operational content **shall** be made available to the transferring sector position.

OLDI-V6-PST-100-M The operational content (STAR and/or Arrival Runway) **shall** be used to update the system flight plan.

OLDI-V6-PST-110-M In case that received STAR/Arrival Runway changes the agreed transfer conditions, a revised ABI or REV/RRV messages **shall** be sent to indicate the revised transfer conditions.

10.5.4 Acknowledgement of PST

OLDI-V6-PST-120-M The PST message **shall** be acknowledged by a LAM message.

OLDI-V6-PST-130-M If no acknowledgement has been received within a specified time, a warning **shall** be displayed at the appropriate ATC position.

10.5.5 Examples

Example 1 - PST as a reply to RST

-TITLE **PST**
-REFDATA
    -SENDER -FAC **E**
    -RECVR -FAC **MC**
    -SEQNUM **789**
-ARCID **WZZ1871**
-ADEP LIRF
-ADES LTFM
-MSGREF
    -SENDER -FAC **MC**
    -RECVR -FAC **E**
    -SEQNUM **765**
-STAR **ARR05**
-RWYARR **03R**

Example 2 - PST as reply to RST (in case that arrival runway is not yet assigned)

-TITLE **PST**
-REFDATA
    -SENDER -FAC **D**
    -RECVR -FAC **F**
    -SEQNUM **711**
-ARCID **AFR1532**
-ADEP LEBL
-ADES LFPG
-MSGREF
    -SENDER -FAC **F**
    -RECVR -FAC **D**
    -SEQNUM **698**
-STAR **TON01**
-RWYARR **NULL**

Example 3 - Unsolicited PST

-TITLE **PST**
-REFDATA
    -SENDER -FAC **M**
    -RECVR -FAC **Y**
    -SEQNUM **534**
-ARCID **THY5134**
-ADEP LIRF
-ADES LGIS
-STAR **ELEFT03**
-RWYARR **07L**

10.6 Sectorisation and Frequency Plan (SFP) Message

10.6.1.1 Purpose

The Sectorisation and Frequency Plan (SFP) message is sent automatically whenever the sector plan is changed. This message is provided to the number of predefined ATS units with whom the exchange is bilaterally agreed. The content of a Sectorisation and Frequency Plan message is extracted from local FDPS upon the decision of an ATC supervisor to apply a new sectorisation and it is locally dependent. The exchanges of this message will allow sharing of the correct sector configuration with the associated frequency with all receiving ATS units.

10.6.2 Message Contents

OLDI-V6-SFP-10-M The SFP message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Sector List.

OLDI-V6-SFP-20-M The Sector List **shall** include:

- the ATC sector identifiers;
- the list of Elementary Sectors that constitute each ATC sector.

OLDI-V6-SFP-30-M The Elementary Sector list shall contain:

- the Elementary Sector identifiers;
- the division flight levels of an elementary sector;
- the associated frequency of the elementary sector.

10.6.3 Processing

10.6.3.1 Sending unit

OLDI-V6-SFP-40-M The SFP message **shall** be automatically sent to each receiving ATS unit for each change of Sectorisation and Frequency Plan for a bilaterally agreed set of Elementary sectors.

OLDI-V6-SFP-50-M The SFP message **shall** be provided to the number of predefined ATS units with whom the exchange is bilaterally agreed.

OLDI-V6-SFP-60-M The SFP message **shall** contain the ATC sectors, Elementary sectors and their frequencies relevant to each partner.
***Note**: The content of the SFP message per partner might differ in order to include the neighbouring sectors with that partner only.*

OLDI-V6-SFP-70-M It **shall** be possible to manually generate and send an SFP message to each specific partner.
***Note**: The manually triggered SFP contains the same content of an automatically generated SFP for each partner.*

10.6.3.2 Receiving Unit

OLDI-V6-SFP-80-M The SFP message content **shall** update relevant data in the receiving ATS unit.

OLDI-V6-SFP-90-O The SFP message **may** trigger the recalculation of the relevant transfer conditions for the coordinated flights.

10.6.4 Acknowledgement of SFP

OLDI-V6-SFP-100-M The SFP message **shall** be acknowledged by generating and transmitting a LAM message.

10.6.4.1 No Acknowledgement Cases

OLDI-V6-SFP-110-M If no LAM message is received as an acknowledgement for an SFP message, a warning **shall** be displayed at the appropriate working position.

10.6.5 Example

-TITLE **SFP**
-REFDATA
-SENDER -FAC **E**
-RECVR -FAC **L**
-SEQNUM **054**
-BEGIN **SECLIST**
-**ASEC**
-SECTOR **EASTL**
-BEGIN **ESLIST**
-ESEC
-SECID **EAST01** -FLBLOCK **-FL210 -FL315** -FREQ **118125**
-ESEC
-SECID **EAST02** -FLBLOCK **-FL315 -FL335** -FREQ **118125**
-ESEC
-SECID **EAST03** -FLBLOCK -**FL335 -FL345** -FREQ **119725**
-END **ESLIST**
-**ASEC**
-SECTOR **EASTM**
-BEGIN **ESLIST**
-ESEC
-SECID **EAST04** - FLBLOCK **-FL345 -FL355** -FREQ **130500**
-ESEC
-SECID **EAST05** -FLBLOCK -**FL355 -FL365** -FREQ **130500**
-ESEC
-SECID **EAST06** -FLBLOCK -**FL365 -FL375** -FREQ **132035**
-ESEC
-SECID **EAST07** -FLBLOCK -**FL375 -FL385** -FREQ **132035**
-END **ESLIST**
-**ASEC**
-SECTOR **EASTU**
-BEGIN **ESLIST**
-ESEC
-SECID **EAST08** -FLBLOCK -**FL385 -FL395** -FREQ **120025**
-ESEC
-SECID **EAST09** -FLBLOCK -**FL395 -FL415** FREQ **125075**
-ESEC
-SECID **EAST10** -FLBLOCK -**FL415 -FL610** -FREQ **125075**
-END **ESLIST**
-**ASEC**
-SECTOR **WESTL**
-BEGIN **ESLIST**
-ESEC
-SECID **WEST01** -FLBLOCK -**FL210 -FL305** -FREQ **119625**
-ESEC
-SECID **WEST02** -FLBLOCK -**FL305- FL325** -FREQ **120775**
-ESEC
-SECID **WEST03** -FLBLOCK -**FL325 -FL335** -FREQ **120775**
-ESEC
-SECID **WEST04** -FLBLOCK -**FL335 -FL345** -FREQ **120775**
-END **ESLIST**

-**ASEC**

-SECTOR **WESTM**
-BEGIN **ESLIST**
-ESEC
-SECID **WEST05** -FLBLOCK -**FL345 -FL355** -FREQ **130325**
-ESEC
-SECID **WEST06** -FLBLOCK -**FL355 -FL365** -FREQ **130325**
-ESEC
-SECID **WEST07** -FLBLOCK -**FL365 FL375** -FREQ **130325**
-ESEC
-SECID **WEST08** -FLBLOCK -**FL375 -FL385** -FREQ **133875**
-END **ESLIST**
-**ASEC**
-SECTOR **WESTU**
-BEGIN **ESLIST**
-ESEC
-SECID **WEST09** -FLBLOCK -**FL385 -FL405** -FREQ **122175**
-ESEC
-SECID **WEST10** -FLBLOCK -**FL405 -FL415** -FREQ **122175**
-ESEC
-SECID **WEST11** -FLBLOCK -**FL415 -FL610** -FREQ **122175**
-END **ESLIST**
-END **SECLIST**

10.7 Arrival Management Message (AMA)

10.7.1 Purpose

Arrival management provides the capability for an accepting ATS unit to pass to the transferring ATS unit information on the time that a flight is required to lose or gain, in order to optimise the approach sequence. The AMA message satisfies the following operational requirements in order to alleviate ATC workload in co-ordinating arriving flights:

- Provide the transferring ATS unit with the time that the flight is required to lose or gain before joining the arrival management metering fix;
- Where procedures have been bilaterally agreed between the ATS units concerned, provide the transferring ATS unit with a target time for the flight to be at the COP;
- When bilaterally agreed, provide the transferring ATS unit with a speed advisory. The speed advisory needs to be communicated to the flight, prior to transfer.

10.7.2 Message Contents

OLDI-V6-AMA-10-M The AMA message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- Departure Aerodrome;
- Destination Aerodrome.

OLDI-V6-AMA-20-M Where bilaterally agreed, the AMA message **shall** contain one or more of the following items of data:

- Metering Fix and Time over Metering Fix;
- Total Time to Lose or Gain;
- COP and AMAN time;
- Assigned speed;
- Application point;
- Arrival sequence number.

10.7.3 Rules of Application

10.7.3.1 General

OLDI-V6-AMA-30-M The use of AMA messages **shall** be as specified in the Letters of Agreement between participating ATS units governing the application of the arrival management procedure.

OLDI-V6-AMA-40-M The Letters of Agreement **shall** specify the airports for which arrival management procedures are to apply and whether the ATS unit performing the arrival management function is authorised to issue a time at which eligible flights are to cross the boundary or COP.

OLDI-V6-AMA-50-M An AMA message **shall** be sent when it is required to notify the transferring ATS unit that a flight eligible as specified in the LoA is required to absorb delay as the result of arrival management processing.
Note: *This document does not describe the basis for the calculation.*

OLDI-V6-AMA-60-M The time associated with the metering fix **shall** contain the proposed time at which the flight should arrive at the point as calculated by the arrival management process.

OLDI-V6-AMA-70-M The ATS unit providing the arrival management service for the destination aerodrome **shall** generate the initial AMA message for a flight.

OLDI-V6-AMA-80-M An AMA message **shall** be sent to the preceding unit on the route of flight by a unit receiving an AMA message if bilaterally agreed.

OLDI-V6-AMA-90-M An additional AMA message **shall** be sent when the time at which the flight is required at the metering fix has changed from that in the previous message by a value at or greater than the time specified in the LoA.

OLDI-V6-AMA-100-M The Total Time to Lose or Gain **shall** contain the adjustment required at the Metering Fix.

10.7.3.2 AMAN Time

OLDI-V6-AMA-110-M The AMA message **shall** include the AMAN time if bilaterally agreed.

OLDI-V6-AMA-120-M If included, the time **shall** contain the proposed time at which the flight should arrive at the point as calculated by the arrival management process.

OLDI-V6-AMA-130-M An additional message **shall** be sent when AMAN time has changed from that in the previous AMA message by a time value at or greater than the value specified in the LoA.

10.7.3.3 Criteria for Message Transmission

OLDI-V6-AMA-140-M The initial message **shall** be sent when arrival management has calculated the position in an optimised sequence of a flight which is subject to a time adjustment strategy which involves at least one other ATS unit.

OLDI-V6-AMA-150-M The initial message **shall** be sent not later than a bilaterally agreed number of minutes before the AMAN time.

OLDI-V6-AMA-160-R With the exception of shorter distance flights, the AMA message **should** be sent after the receipt of an ABI message.

10.7.3.4 Processing in the Receiving Unit

OLDI-V6-AMA-170-M The ATC system receiving an AMA message **shall** attempt association with the corresponding flight plan.

OLDI-V6-AMA-180-M If a corresponding flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement **shall** be returned.

OLDI-V6-AMA-190-M If a corresponding flight plan is found and no discrepancy is present in the message that would inhibit correct processing, the operational content of the message **shall** be made known to the relevant controllers either directly or through the arrival management advisory process.

OLDI-V6-AMA-200-M If a corresponding flight plan cannot be found or a discrepancy is found that inhibits correct processing of the message, the message **shall** be referred to a specified working position.

OLDI-V6-AMA-210-M If a corresponding flight plan cannot be found or a discrepancy is found that inhibits correct processing of the message, the acknowledgement **shall** be inhibited.

10.7.4 Acknowledgement of AMA

OLDI-V6-AMA-220-M The AMA message **shall** be acknowledged by the generation and transmission of an LAM message.

OLDI-V6-AMA-230-M The arrival management process **shall** be advised if no LAM message is received in acknowledgement of the AMA message.

10.7.5 Examples

Example 1 - AMA example with metering fix and time

Flight AZA354 from Rome to Madrid routes via the airspace of Barcelona ACC to that of Madrid ACC, initially estimating to be at COP CLS at 0950. This results in a time at metering fix PRADO of 1010. The flight is eligible for arrival management processing which calculates that an optimum time for the flight to leave PRADO is 10.22 (12 minutes delay).

- The first examples assume that no delay apportionment agreement exists; only the time to lose is passed to Barcelona ACC for onward transmission to the aircraft.
- In the second example, in accordance with a hypothetical bilateral agreement, Madrid must absorb 6 minutes of the delay. For the remainder, the AMA message proposes a 6-minute delay within Barcelona ACC airspace with a resultant time at CLS of 0956.

-TITLE **AMA**
-REFDATA
    -SENDER -FAC **M**
    -RECVR -FAC **BN**
    -SEQNUM **112**
-ARCID **AZA354**
-ADEP **LIRF**
-ADES **LEMD**
-MFX **PRADO**
-TOM **102200**
-TTL **1200**

Example 2 - AMA with metering fix/time and COP/AMANTIME

Flight THY667 from Berlin Tegel to Istanbul Ataturk routes via the airspace of Sofia ACC initially estimating to be at COP RIXEN at 1215. This results in a time at the metering fix within Istanbul TMA of 1225. This flight is subjected to the arrival management process that calculates that an optimum time for the flight to leave the metering fixes within the Istanbul TMA is 1230 (5-minute delay).

In accordance with a hypothetical DHMI – BULATSA Letter of Agreement, Sofia ACC can absorb a delay of 5 minutes. Therefore, the AMA message proposes a 5-minute delay within Sofia ACC with a resulting time at RIXEN of 1220.

TITLE **AMA**
-REFDATA
    -SENDER -FAC **M**
    -RECVR -FAC **BN**
    -SEQNUM **112**
-ARCID **AZA354**
-ADEP **LIRF**
-COP **CLS**
-AMANTIME **095600**
-ADES **LEMD**
-MFX **PRADO**
-TOM **102200**
-TTL **1200**
-ASPEED **K0650**
-APPLIPT **REF05**
-REF
    -REFID **REF05**
    -PTID **CLS**
    -BRNG **270**
    -DISTNC **10**
-SPEEDLIMIT **EQL**

Example 3 - AMA example with COP/AMANTIME

Flight THY335 from Frankfurt to Istanbul Ataturk routes via the airspace of Sofia ACC initially estimating to be at COP RILEX at 1445. This results in a time at the metering fix within Istanbul TMA of 1500. This flight is subjected to the arrival management process that calculates that an optimum time for the flight to leave the metering fixes within the Istanbul TMA is 1508 (8-minute delay).

In accordance with a hypothetical DHMI – BULATSA Letter of Agreement, Sofia ACC can absorb a delay of 8 minutes. Therefore, the AMA message proposes 8-minute delay within Sofia ACC with a resultant time at RILEX of 1453. In order to achieve this, AMA message proposes the speed reduction to 420 knots starting at 50 NM range and 151 bearing from TIMUR.

-TITLE **AMA**
-REFDATA
    -SENDER -FAC **LTBB**
    -RECVR -FAC **LBSR**
    -SEQNUM **1118**
-ARCID **THY667**
-ADEP **EDDT**
-COP **RIXEN**
-AMANTIME **122000**
-ADES **LTBA**

Example 4 - AMA example with COP/AMANTIME and constraint application

-TITLE **AMA**
-REFDATA
    -SENDER -FAC **LTBB**
    -RECVR -FAC **LBSR**
    -SEQNUM **152**
-ARCID **THY335**
-ADEP **EDDF**
-COP **RILEX**
-AMANTIME **145300**
-ADES **LTBA**
-ASPEED **N0420**
-APPLIPT **REF09**
-REF
    -REFID **REF09**
    -PTID **TIMUR**
    -BRNG **151**
    -DISTNC **50**
-SPEEDLIMIT **MAX**

11. Pre-departure Co-ordination

11.1 General

11.1.1 Types of Pre-Departure Co-ordination

The data exchange described in this document supports the following types of co-ordination before take-off:

- Between a TWR unit and TMA/ACC unit (departure control);
- Between the first and second ACC, for flights where the flying time to the boundary is less than the time parameter used for ACT transmission.

In addition, clearance data may or may not be required from the accepting ATS unit.

11.1.2 Message Types

The Preliminary Activation (PAC) message is used where clearance data is not required. The Clearance Request (CRQ) and Clearance Response (CRP) messages are used to request and send clearance data.

The LAM and SBY messages as described in this document are also used.

11.1.3 Inclusion of Time Data

Both the PAC and he CRQ allow the inclusion of Estimated Take Off Time (ETOT).

- Instead of ETOT, PAC message could include a time for an en-route point based on ETOT.

Typically, co-ordination between TWR and TMA/ACC units would use the ETOT and between ACC's would use the same COP/Gate as is used in ACT messages. Co-ordination between a TMA unit and an ACC could use either.

11.1.4 SSR Code Assignment

Both the PAC and he CRQ messages permit the inclusion of either:

- The assigned SSR code; or
- A request for the receiving ATS unit to assign a code.

11.1.5 No Operational Response Required

A PAC message includes the SSR code/request and aircraft capability data. A LAM is returned if the data can be routed to the accepting sector/position. A COD message is separately generated where a SSR code has been requested.

11.1.6 Operational Response Required

A CRQ message may be sent from:

- The TWR unit to the TMA/ACC unit to request a departure clearance.

The CRQ message is acknowledged by a SBY. The request is normally referred to the appropriate controller for issue of a departure clearance. A CRP message is used for the return of the clearance. The notification of the SSR code, if requested, is performed separately by the use of a COD message unless CRQ/CRP are used.

11.1.7 Action After Departure

An ACT message is sent when the flight has taken off after PAC or CRQ pre-departure coordination.

11.2 Clearance Request Message (CRQ)

11.2.1 Purpose

The CRQ message satisfies the following operational requirements:

- Request departure clearance from an aerodrome control unit to the accepting ATSU on the route of flight;
- Request an acceptance flight level from the aerodrome control unit to the accepting ATSU;
- Request the assignment of an SSR code from the unit to which the clearance request is sent, if required.

Note: *If only the SSR code is requested then this may be achieved using the PAC/COD messages.*

11.2.2 Message Contents

OLDI-V6-CRQ-10-M The CRQ message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- Departure Aerodrome;
- Destination Aerodrome;
- Estimated Take-Off Time;
- SSR Mode and Code;
- SID if available or COP;
- Departure Runway;
- Proposed Transfer Flight level.

OLDI-V6-CRQ-20-M If bilaterally agreed, the CRQ message **shall** contain any of the following items of data:

- Estimated Off-Block Time;
- Number and Type of Aircraft.

11.2.3 Rules of Application

OLDI-V6-CRQ-30-M A CRQ message **shall** be sent for each flight that requires a departure clearance from another unit.

OLDI-V6-CRQ-40-M A CRQ message **shall** be sent by the Aerodrome unit to a downstream unit for each departing flight for which a departure clearance is required.

OLDI-V6-CRQ-50-M A revised CRQ message **shall** be sent if the departure runway, the SID or COP was included in the previous CRQ and the departure runway to be used by the flight has been changed or the SID, COP has been changed.

OLDI-V6-CRQ-60-M The message **shall** contain either the assigned SSR code or a request for a code.

OLDI-V6-CRQ-70-M A revised CRQ message **shall** be sent if, before departure, the Estimated Take-Off Time has changed by more than a bilaterally agreed time parameter.

OLDI-V6-CRQ-80-O A revised CRQ **may** be issued to a downstream unit before a CRP can be returned.

OLDI-V6-CRQ-90-M CRQ message generation **shall** be inhibited if a Preliminary Activation (PAC) message is to be sent.

11.2.3.1 Processing in the Receiving Unit

OLDI-V6-CRQ-100-M The ATC system receiving a CRQ message **shall** attempt association with the corresponding flight plan.

OLDI-V6-CRQ-110-M If a corresponding flight plan is found and no discrepancy is present in the message that would inhibit correct processing, the clearance request **shall** be made available at the appropriate position.

OLDI-V6-CRQ-120-M If a corresponding flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement **shall** be returned.

OLDI-V6-CRQ-130-M If a corresponding flight plan is found and no discrepancy is present in the message that would inhibit correct processing, and if the CRQ message includes a request for the assignment of an SSR code and an acknowledgement has been issued in response to the CRQ, an SSR code **shall** be assigned.

OLDI-V6-CRQ-140-M The assigned code **shall** be notified to the requesting unit by the use of a CRP message.

OLDI-V6-CRQ-150-M If a corresponding flight plan cannot be found or a discrepancy is found that inhibits correct processing of the message, the acknowledgement **shall** be inhibited.

OLDI-V6-CRQ-160-M The data in a second or subsequent CRQ message **shall** supersede the data in the previous CRQ message.

OLDI-V6-CRQ-170-M A Clearance Response (CRP) message **shall** be generated in response to a received CRQ which has not been superseded by a subsequent CRQ message.
Note: *No CRP is required in response to a CRQ message which is superseded as it is considered to be replaced by the second CRQ.*

11.2.4 Acknowledgement and Operational response to CRQ

11.2.4.1 Acknowledgement

OLDI-V6-CRQ-180-M The CRQ message **shall** be acknowledged by the generation and transmission of an SBY message.

11.2.4.2 No Acknowledgement

OLDI-V6-CRQ-190-M If no SBY message is received as an acknowledgement for a CRQ message, a warning **shall** be displayed at the position in the aerodrome control unit responsible for co-ordination.

11.2.4.3 No CRP Message

OLDI-V6-CRQ-200-M If a CRP message is not received in response to a clearance request within a bilaterally agreed time interval, a warning **shall** be displayed at an appropriate position.

11.2.5 Example

-TITLE **CRQ**
-REFDATA
-SENDER -FAC **OT**
-RECVR -FAC **OP**
-SEQNUM **813**
-ARCID **LOT644**
-ADEP **LROP**
-ADES **EPWA**
-SSRCODE **REQ**
-ETOT **0340**
-SID **BUKEL1K**
-RWYDEP **08R**
-PROPFL -TFL **F340**
-ARCTYP **E75S**
-NBARC **1**
-EOBT **0330**

11.3 Clearance Response Message (CRP)

11.3.1 Purpose

The CRP message satisfies the following operational requirements:

- Issue of departure clearance data from a downstream ATSU to an aerodrome control unit;
- Issue of an acceptance flight level to an aerodrome control unit from a downstream ATSU;
- Assignment of an SSR code when requested with the request for departure clearance in place of the COD message.

It should be noted that the CRP is sent only in response to a clearance request. Unsolicited revisions to departure clearances and the cancellation of such clearances should be performed manually.

11.3.2 Message Contents

OLDI-V6-CRP-10-M The CRP message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Message Reference;
- Aircraft Identification;
- Departure Aerodrome;
- Destination Aerodrome;
- SSR Mode and Code;
- SID if available or COP;
- Cleared Flight Level.

OLDI-V6-CRP-20-O The CRP message **may** contain:

- Estimated Off-Block Time.

11.3.3 Rules of Application

OLDI-V6-CRP-30-M One CRP message **shall** be sent as a response for last CRQ message received.

OLDI-V6-CRP-40-M The message reference **shall** contain the message number of the departure clearance request (CRQ) to which the message is in response.

OLDI-V6-CRP-50-M The assigned SSR mode and code **shall** be included if requested in the CRQ message.

OLDI-V6-CRP-60-O A revised CRP **may** be sent to an upstream unit in response to a revised CRQ message.

11.3.4 Insertion of Cleared Level

OLDI-V6-CRP-70-M The level to which the flight is to climb **shall** be inserted using the cfl primary field (flight level format only).

11.3.5 Processing in the Receiving Unit

OLDI-V6-CRP-80-M The ATC system receiving a CRP message **shall** attempt association with the corresponding flight plan.

OLDI-V6-CRP-90-M If a corresponding flight plan is found and no discrepancy is present in the message that would inhibit correct processing, a LAM **shall** be returned.

OLDI-V6-CRP-100-M If a corresponding flight plan is found and no discrepancy is present in the message that would inhibit correct processing, data supplied in the CRP message **shall** be made available to the aerodrome control unit in accordance with the applicable operational procedures.

OLDI-V6-CRP-110-M If a corresponding flight plan cannot be found, or a discrepancy is found that inhibits correct processing of the message, no LAM **shall** be returned.

OLDI-V6-CRP-120-M The data in a second or subsequent CRP message **shall** supersede the data in the previous message.

11.3.5.1 CRP Received After Second CRQ Sent

OLDI-V6-CRP-130-M A CRP message received after a second or subsequent CRQ message is sent **may** be displayed or ignored in accordance with the procedures at the unit concerned.

Note: *This requirement is included to cover the case of a second or subsequent CRQ crossing the CRP sent in response to the previous CRQ message; the response to the second CRQ remains outstanding.*

11.3.6 Acknowledgement of CRP

11.3.6.1 Acknowledgement

OLDI-V6-CRP-140-M The CRP message **shall** be acknowledged by generating and transmitting a LAM message.

11.3.6.2 No Acknowledgement

OLDI-V6-CRP-150-M If no LAM is received as an acknowledgement for a CRP message, a warning **shall** be displayed at the position in the ATS unit responsible for co-ordination and verbal co-ordination shall be initiated.

11.3.7 Example

-TITLE **CRP**
-REFDATA
    -SENDER -FAC **OP**
    -RECVR -FAC **OT**
    -SEQNUM **012**
-MSGREF
    -SENDER -FAC **OT**
    -RECVR -FAC **OP**
    -SEQNUM **813**
-ARCID **LOT644**
-ADEP **LROP**
-ADES **EPWA**
-EOBT **0330**
-SSRCODE **A1000**
-SID **BUKEL1K**
-CFL -FL **F280**

12. Dialogue Procedure - Co-ordination

12.1 General

12.1.1 Introduction

The dialogue procedure provides facilities for communication and negotiation between controllers in the co-ordination phase (RAP, RRV, CDN, TIP and RTI) and for communication in the transfer phase (RLS and RRQ).

This section describes messages used in the dialogue procedure in the co-ordination phase where the conditions of transfer are planned.

Procedures for the two phases are not dependent on each other; they can be implemented individually or together.

A number of additional messages are introduced and the capability for either partner to initiate a dialogue is supported.

The co-ordination dialogue procedure allows the identification of:

- Those flights which require to be referred to the controller at the receiving unit for a decision regarding acceptance.

This procedure also allows the interpretation of the LoAs within the two systems to be monitored and for any discrepancy between them to be identified.

12.1.2 The Filter

12.1.2.1 General

The co-ordination dialogue procedure requires that systems identify whether or not transfers are in accordance with LoAs.

The process which checks such compliance is referred to in this document as "the filter". The criteria used to identify the compliance with LoAs provisions include the following data items, as required:

- Agreed co-ordination points/gates;
- Eligible (or ineligible) flight levels which may also be associated with the co-ordination points/gates;
- Aerodromes of departure;
- Aerodromes of destination;
- Agreed direct routes;
- Time and/or distance limits prior to the boundary, after which any co-ordination message is considered non-standard;
- Any other conditions, as bilaterally agreed.

All items in this list may be combined to define more complex conditions.

OLDI-V6-DIA-10-M In the dialogue procedure for co-ordination, the term "standard conditions" **shall** be interpreted as "in accordance with the LoA".

OLDI-V6-DIA-20-M In the dialogue procedure for co-ordination, the term "non-standard conditions" **shall** be interpreted as "not in accordance with the LoA".

OLDI-V6-DIA-30-M Messages sent by transferring ATS units for co-ordinations which are known to be standard **shall** utilise different message types from those for which the conditions are non-standard.

12.1.2.2 Rules for the Transferring Unit

OLDI-V6-DIA-40-M The filter in the transferring ATS unit **shall** review the transfer conditions that are about to be sent to the accepting ATS unit.

OLDI-V6-DIA-50-R If the transfer conditions are found to be non-standard, the fact **should** be drawn to the attention of the transferring controller, for confirmation or modification.

12.1.2.3 Rules for the Accepting Unit

OLDI-V6-DIA-60-O If the check indicates that the received transfer conditions are non-standard, they **shall** be referred to the controller for a decision.

12.1.3 Message Sequence

12.1.3.1 General

Certain rules require to be followed to ensure that co-ordination is complete before any revisions or transfer of control message exchange takes place and also to ensure that controllers at both ATS units do not simultaneously make proposals on the same flight.

OLDI-V6-DIA-70-M An ATS unit **shall** only transmit or acknowledge receipt of a Revision (REV or RRV) message for a flight when it is in the co-ordinated state, i.e. an ACT or RAP dialogue has been completed by a LAM or ACP.

OLDI-V6-DIA-80-M CDN messages **shall** only be eligible for transmission by the accepting ATS unit.

OLDI-V6-DIA-90-M CDN messages **shall** only be transmitted and acknowledged either as part of a dialogue initiated by the reception of an Activate (RAP) or Revision (RRV) message, or at the initiative of the accepting ATS unit when the flight is in the co-ordinated state.

12.1.4 Simultaneous Message Handling

12.1.4.1 General

OLDI-V6-DIA-100-M An ATS unit involved in a co-ordination or transfer message exchange for a flight **shall not** initiate a further co-ordination or transfer message exchange for the same flight with the same ATS unit until either a LAM, ACP or RJC has been received, or a time-out has been reached.

Note: *It is possible for a CDN message to cross with a REV, RRV or MAC message for the same flight sent from the transferring ATS unit. This situation may be identified in the transferring ATS unit by the CDN arriving before the acknowledgement for the transmitted co-ordination message and in the accepting ATS unit by the message from the transferring ATS unit arriving before the acknowledgement of the CDN.*

OLDI-V6-DIA-110-M When a CDN message crosses with a REV, RRV or MAC message for the same flight sent from the transferring ATS unit, the acknowledgement of the CDN message **shall** be inhibited and the REV, RRV or MAC message processed.

12.1.5 Reject Handling

The RJC message terminates a system dialogue. A new system co-ordination must be initiated which reflects the telephone co-ordination where applicable.

12.1.6 Cancel Dialogue

The CCD message is used by the dialogue originator to cancel the system dialogue. A new system co-ordination must be initiated which reflects the telephone co-ordination where applicable.

12.1.7 Operational Reply Time-out

12.1.7.1 General

OLDI-V6-DIA-120-M A time-out mechanism **shall** be applied at the sending and at the receiving ATS units for the reply to messages that are referred to the controller.

OLDI-V6-DIA-130-M The duration of these time-outs **shall** be bilaterally agreed, at the same value for both ATS units.

OLDI-V6-DIA-140-M The expiry of the time-out at the initiating centre **shall** result in a warning being output to the initiating controller, to indicate the need to initiate a telephone co-ordination.

OLDI-V6-DIA-150-M Reply messages received after the expiry of the time-out shall not be acknowledged and **shall** not be presented to the controller.

12.1.8 Implementation

12.1.8.1 General

The dialogue procedures address two phases, namely the co-ordination phase and the transfer phase. The dialogue in the two phases uses different messages and the required transaction times are different. The co-ordination and transfer messages are specified in ADEXP format.

The minimum HMI requirements for the co-ordination dialogue are different from those for the transfer dialogue:

- The transfer dialogue addresses primarily the executive control function and requires a fast and user-friendly HMI;
- The co-ordination dialogue is not as time-critical and therefore its HMI requirements are of a lower order.

12.2 Referred Activate Proposal Message (RAP)

12.2.1 Purpose

The RAP message satisfies the following operational requirements, in addition to those specified for the ACT message in section 6.2:

- The proposal by the transferring controller to the accepting controller of flights with non-standard transfer conditions;
- Allow the transferring controller, if he/she requires to do so, to force the referral to the accepting controller of the transfer conditions for a specific flight.

12.2.2 Message Contents

OLDI-V6-RAP-10-M The contents of the RAP message **shall** be the same as described for the ACT message in the basic procedure.

OLDI-V6-RAP-20-M In case of referral, the RAP message **shall** contain the following data:

- Manual Referral Reason.

OLDI-V6-RAP-30-O The RAP message **may** contain the following data:

- Direct Routing Request.

12.2.3 Rules of Application

12.2.3.1 General

OLDI-V6-RAP-40-M A RAP message **shall** be sent in place of the ACT message for flights crossing the boundary meeting one of the following conditions:

- Automatically, when the transferring system has determined the transfer conditions are non-standard;
- Manually, when the transferring controller proposes the transfer conditions to be referred to the accepting controller.

OLDI-V6-RAP-50-M The operational contents of the RAP message due to be transmitted **shall** be displayed at the relevant working position of the transferring ATS unit responsible for the co-ordination of the flight prior to the actual transmission.

OLDI-V6-RAP-60-R The time when the RAP message is to be transmitted automatically **should** be displayed together with its contents.

OLDI-V6-RAP-70-M The relevant working position of the transferring ATS unit **shall** be notified of the transmission of the RAP message.

12.2.3.2 Processing in the Receiving Unit

OLDI-V6-RAP-80-M The ATC system receiving a RAP message **shall** attempt association with the corresponding system flight plan.

OLDI-V6-RAP-90-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, the operational contents **shall** be referred to the accepting controller.

OLDI-V6-RAP-100-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an SBY message **shall** be returned.

OLDI-V6-RAP-110-M If the message cannot be associated with a system flight plan, or a discrepancy is found that inhibits correct processing of the message, then the operational content of the message **shall** be displayed at the appropriate working position.

OLDI-V6-RAP-120-M If the message cannot be associated with a system flight plan and no discrepancy is found that inhibits correct processing of the message, then a system flight plan **shall** be created and an acknowledgement returned.

OLDI-V6-RAP-130-M The non-standard conditions (Estimate Data, Direct Routing Request, Route) triggering RAP **shall** be clearly indicated at the appropriate working position.

OLDI-V6-RAP-140-M In all other cases the acknowledgement of the RAP message **shall** be inhibited.

12.2.3.3 Criteria for Message Transmission

OLDI-V6-RAP-150-M When it is used to force the referral of a proposed co-ordination with standard transfer conditions to the accepting controller, the RAP **shall** be initiated manually by the transferring controller and transmitted immediately.

OLDI-V6-RAP-160-R Upon a change in the sequence of concerned ATS units, a delay **should** be applied between the MAC transmission to the unit to which co-ordination had previously been effected for the flight and the initiation of RAP to the new unit.

OLDI-V6-RAP-170-R Manual triggering of a RAP message before the calculated time of ACT/RAP transmission **should** be allowed at the position responsible for co-ordination of the flight.

OLDI-V6-RAP-180-M The time/distance before the boundary at which RAP messages are automatically transmitted **shall** be the same as for the ACT messages.

12.2.4 Acknowledgement of RAP

12.2.4.1 Acknowledgement

OLDI-V6-RAP-190-M The RAP message **shall** be acknowledged by the generation and transmission of an SBY message.

12.2.4.2 No Acknowledgement Case

OLDI-V6-RAP-200-M If no SBY message is received as an acknowledgement for a RAP message, a warning **shall** be displayed at the relevant working position of the transferring ATS unit responsible for the co-ordination of the flight.

OLDI-V6-RAP-210-M In case no acknowledgment is received, the co-ordination dialogue **shall** be considered unsuccessful.

12.2.5 Operational Reply to RAP

OLDI-V6-RAP-220-O The accepting controller **may** either accept (ACP), counter-propose (CDN) or reject (RJC) the transfer conditions.

12.2.5.1 Acceptance

OLDI-V6-RAP-230-M When the accepting controller elects to accept the proposed transfer conditions, an ACP message **shall** be returned.
Note: *As soon as the ACP message has been received, the RAP message data becomes operationally binding to both of the ATS units.*

OLDI-V6-RAP-240-M The co-ordinated transfer conditions and the fact that the ACP has been received **shall** be presented to the transferring controller.

OLDI-V6-RAP-250-M After the acknowledgment of ACP, the system flight plan on both sides **shall** be updated with agreed transfer conditions (Estimate data, Direct routing request and route if included in RAP content).

OLDI-V6-RAP-260-M After the acknowledgment of ACP, the flight **shall** be considered co-ordinated.

12.2.5.2 Counter-Proposal

OLDI-V6-RAP-270-M When the accepting controller elects to counter-propose transfer conditions, a CDN message **shall** be returned.

12.2.5.3 Rejection

OLDI-V6-RAP-280-M When the accepting controller elects to reject the proposed transfer conditions, an RJC message **shall** be returned (explicit rejection).

OLDI-V6-RAP-290-M In case of rejection, a warning **shall** be displayed at the relevant working position of the transferring ATS unit responsible for the co-ordination of the flight.

OLDI-V6-RAP-300-M The proposed co-ordination **shall** be implicitly rejected if no acceptance has been received by the time that the RAP message times-out.
Note: *The HMI presentation of implicitly rejected RAP proposals could differ from the ones that are explicitly rejected.*

12.2.6 Examples

Example 1 - RAP in case of referral

-TITLE **RAP**
-REFDATA
    -SENDER -FAC **E**
    -RECVR -FAC **L**
    -SEQNUM **022**
-ARCID **AMM253**
-SSRCODE **A7012**
-ADEP **LMML**
-COORDATA
    -PTID **ALESO**
    -TO **1226**
    -TFL **F350**
-ADES **EGBB**
-ARCTYP **B757**
-REASON **MANUAL**
-ROUTE **ARCIG DCT ALESO DCT COLON DCT BEBOK**
-DCT **ALESO BEBOK**

Example 2 - Automatic RAP for non-standard conditions

-TITLE **RAP**
-REFDATA
    -SENDER -FAC **LWSS**
    -RECVR -FAC **LBSR**
    -SEQNUM **176**
-ARCID **ITA245**
-SSRCODE **A6123**
-ADEP **LIRF**
-COORDATA
    -PTID **VELBA**
    -TO **1451**
    -TFL **F230**
-ADES **LBSF**
-ARCTYP **E170**
-ROUTE **TRN DCT VELBA DCT SKJ DCT SINKO DCT VELBA DCT SOF**

Example 3 - RAP in case of Gate and Rerouting proposal

-TITLE RAP

-REFDATA

-SENDER -FAC ATSA

-RECVR -FAC ATSB

-SEQNUM 798

-ARCID AZA987

-SSRCODE A5153

-ADEP LIRF

-COORDATA

-GID GATE6

-TO 1312

-TFL F370

-ADES LCLK

-GEO

-GEOID GEO01

-LATTD 471635N

-LONGTD 291125W

-ROUTE N0460F330 FRA1 DCT FRA5 DCT FRA7 DCT FRA8

-DCT GEO1 FR7

-REASON MANUAL

12.3 Referred Revision Proposal Message (RRV)

12.3.1 Purpose

The RRV message provides for revision of previously sent and agreed transfer conditions in the following cases:

- the proposal by the transferring controller to the accepting controller of flights with non-standard transfer conditions;
- allow the transferring controller, if he/she requires to do so, to force the referral to the accepting controller of the transfer conditions for a specific flight.

12.3.2 Message Contents

OLDI-V6-RRV-10-M The contents of the RRV message **shall** be the same as described for the REV message in the basic procedure.

OLDI-V6-RRV-20-M In case of referral, the RRV message **shall** contain the following data:

- Manual Referral Reason.

OLDI-V6-RRV-30-O The RRV message **may** contain the following data:

- Direct Routing Request.

12.3.3 Rules of Application

12.3.3.1 General

OLDI-V6-RRV-40-M One or more RRV messages **shall** be sent, in place of REV messages, for each revision, if either:

- Automatically, when the transferring system has determined the transfer conditions are non-standard;
- Manually, when the transferring controller proposes the transfer conditions to be referred to the accepting controller.

12.3.3.2 Initiation of Transmission

OLDI-V6-RRV-50-M The RRV message **shall** be transmitted immediately following the detection of a non-standard co-ordination data or when manually initiated.

OLDI-V6-RRV-60-M The relevant working position of the of the transferring ATS unit **shall** be notified of the transmission of the RRV message.

12.3.3.3 Processing in the Receiving Unit

OLDI-V6-RRV-70-M The ATC system receiving a RRV message **shall** attempt association with the corresponding system flight plan.

OLDI-V6-RRV-80-M If a corresponding system flight plan is found in the co-ordinated state and no discrepancy is found that would inhibit correct processing of the message, then the RRV message **shall** be acknowledged.

OLDI-V6-RRV-90-M If no corresponding system flight plan is found in the co-ordinated state or a discrepancy is found that would inhibit correct processing of the message, the acknowledgement of the message **shall** be inhibited.

OLDI-V6-RRV-100-M The proposed transfer conditions **shall** be displayed at the ATC position responsible for the co-ordination of the flight.

OLDI-V6-RRV-110-M The non-standard conditions (Estimate Data, Direct Routing Request, Route) triggering RRV **shall** be clearly indicated at the appropriate working position.

12.3.4 Acknowledgement of RRV

12.3.4.1 Acknowledgement

OLDI-V6-RRV-120-M The message **shall** be acknowledged by the generation and transmission of an SBY message.

12.3.4.2 No Acknowledgement Cases

OLDI-V6-RRV-130-M If no SBY message is received as an acknowledgement for an RRV message, a warning **shall** be displayed at the ATC position responsible for the co-ordination of the flight.

OLDI-V6-RRV-140-M In case no acknowledgment is received, the co-ordination dialogue **shall** be considered unsuccessful.

12.3.5 Operational Reply to RRV

OLDI-V6-RRV-150-O The accepting controller **may** either accept (ACP), counter-propose (CDN) or reject (RJC) an RRV message.

12.3.5.1 Acceptance

OLDI-V6-RRV-160-M When the accepting controller elects to accept the proposed amendment to the agreed transfer conditions, an ACP message **shall** be returned.

OLDI-V6-RRV-170-M The co-ordinated transfer conditions and the fact that the ACP has been received **shall** be presented to the transferring controller.

OLDI-V6-RRV-180-M After the acknowledgment of ACP, the system flight plan on both sides **shall** be updated with agreed transfer conditions (Estimate data and Direct routing request if included in RRV content).

12.3.5.2 Counter-proposal

OLDI-V6-RRV-190-M When the accepting controller elects to counter-propose transfer conditions, a CDN message **shall** be returned.

12.3.5.3 Rejection

OLDI-V6-RRV-200-M When the accepting controller elects to reject the proposed amendment to the agreed transfer conditions, an RJC message **shall** be returned.

OLDI-V6-RRV-210-M In case of rejection, a warning **shall** be displayed at the relevant working position of the transferring ATS unit responsible for the co-ordination of the flight.

OLDI-V6-RRV-220-M The proposed co-ordination **shall** be implicitly rejected if no acceptance has been received by the time that the RRV message times-out.
Note: *The HMI presentation of implicitly rejected RRV proposals could differ from the ones that are explicitly rejected.*

12.3.6 Examples

Example 1 - RRV with the proposal for route and boundary conditions (exit COP) changes

-TITLE **RRV**
-REFDATA
    -SENDER -FAC **E**
    -RECVR -FAC **L**
    -SEQNUM **059**
-MSGREF
    -SENDER -FAC **E**

-RECVR -FAC **L**
-SEQNUM **035**
-ARCID **AMM253**
-ADEP **LMML**
-COORDATA
-PTID **ALESO**
-TO **1423**
-TFL **F290**
-ADES **EGBB**
-REASON **MANUAL**
-ROUTE **ARCIG DCT ALESO DCT COLON DCT BEBOK**

Example 2 - RRV with TFL and DCT change proposal

TITLE **RRV**
-REFDATA
-SENDER -FAC **E**
-RECVR -FAC **L**
-SEQNUM **855**
-MSGREF
-SENDER -FAC **E**
-RECVR -FAC **L**
-SEQNUM **775**
-ARCID **WZZ253**
-ADEP **EDDL**
-COORDATA
-PTID **ALESO**
-TO **1423**
-TFL **F290**
-ADES **LWSF**
-REASON **MANUAL**
-DCT **ALESO BEBOK**

12.4 Co-ordination Message (CDN)

12.4.1 Purpose

The CDN message satisfies the following operational requirements:

- to forward a counter proposal from the accepting controller to the transferring controller as a reply to a RAP or an RRV message;
- to initiate a proposed modification to agreed transfer conditions by the accepting controller to the transferring controller.

12.4.2 Message Contents

OLDI-V6-CDN-10-M The CDN message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Message Reference (only if in response to another message);
- Aircraft Identification;
- Departure Aerodrome;
- Destination Aerodrome.

OLDI-V6-CDN-20-M The CDN message **shall** contain at least one of the following items of data:

- Proposed Transfer Flight Level;
- Direct Routing Request;
- Route.

Note: *CDN message can contain one or several data items listed in this requirement, depending on which are the transfer conditions subject to the dialogue procedure. The item Route contains the requested routing.*

12.4.3 Rules of Application

12.4.3.1 General

OLDI-V6-CDN-30-M The CDN message **shall** be initiated by the accepting controller only.

OLDI-V6-CDN-40-M The CDN message **shall** be used to transmit a counter proposal from the accepting controller to the transferring controller.

Note: *This can be in a dialogue as a reply to a proposal forwarded by a RAP, RRV, or as the start of a dialogue to amend Transfer Flight Level or Direct Routing Request.*

OLDI-V6-CDN-50-M The message reference **shall** be inserted when the CDN message is in reply to another message.

OLDI-V6-CDN-60-M When inserted, the message reference **shall** contain the message number of the message to which the CDN is in reply.

OLDI-V6-CDN-70-R In case of an unsolicited CDN, the Message Reference of the last received co-ordination message **should** be included.

OLDI-V6-CDN-80-M The transmission of the CDN message **shall** be inhibited after a time/distance before the boundary specified in the LoA between the units concerned.

OLDI-V6-CDN-90-M In the event that a CDN message is transmitted effectively simultaneously with a message for the same flight from the transferring unit, e.g. a revision or an abrogation of co-ordination, the acknowledgement and the operational reply **shall** be inhibited.

Note: *The effect of this is that when two messages cross, the one from the transferring unit takes priority and the CDN is dropped by both. Both units can sense the situation by the receipt of the message from the other before receiving the acknowledgement.*

OLDI-V6-CDN-100-M In case of ACP of a transmitted CDN message, the content of the CDN message **shall** be presented to the concerned ATC position and update the system flight plan.
Note: *As soon as an acceptance has been received the CDN message data becomes operationally binding to both of the ATS units.*

12.4.3.2 Processing in the Receiving Unit

OLDI-V6-CDN-110-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, the operational content **shall** be presented at the ATC position responsible for the co-ordination of the flight.

OLDI-V6-CDN-120-M The conditions (proposed TFL, Direct Routing Request, Route) triggering the CDN **shall** be clearly indicated at the appropriate working position.

OLDI-V6-CDN-130-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement **shall** be returned.

OLDI-V6-CDN-140-M If the CDN cannot be associated, or a discrepancy is found that inhibits correct processing of the message, the acknowledgement **shall** be inhibited.

12.4.4 Acknowledgement of CDN

12.4.4.1 Acknowledgement

OLDI-V6-CDN-150-M Under the conditions specified above, the CDN message **shall** be acknowledged by the generation and transmission of an SBY message.

12.4.4.2 No Acknowledgement Cases

OLDI-V6-CDN-160-M If no SBY message is received as an acknowledgement for a CDN message, a warning **shall** be displayed at the ATC position responsible for the co-ordination of the flight.

OLDI-V6-CDN-170-M In case no acknowledgment is received, the co-ordination of the flight **shall** be considered unsuccessful and verbal co-ordination would be initiated.

12.4.5 Operational Reply to CDN

OLDI-V6-CDN-180-O The controller **may** either accept or reject the transfer conditions proposed in a CDN message.

12.4.5.1 Acceptance

OLDI-V6-CDN-190-M When the transferring controller elects to accept the proposed transfer conditions, an ACP message **shall** be returned.

12.4.5.2 Rejection

OLDI-V6-CDN-200-M When the transferring controller elects to reject the proposed transfer conditions, an RJC message **shall** be sent (explicit rejection).

OLDI-V6-CDN-210-M In case of rejection, a warning **shall** be displayed at the relevant working position of the accepting ATS unit responsible for the co-ordination of the flight.

OLDI-V6-CDN-220-M The proposed co-ordination **shall** be implicitly rejected if no acceptance has been received by the time that the CDN message times-out.
Note: *The HMI presentation of implicitly rejected CDN proposals could differ from the ones that are explicitly rejected.*

12.4.6 Examples

Example 1 - CDN as response to RAP/RRV with DCT and TFL counter proposal

-TITLE **CDN**
-REFDATA
-SENDER -FAC **L**
-RECVR -FAC **D**
-SEQNUM **041**
-MSGREF
-SENDER -FAC **D**
-RECVR -FAC **L**
-SEQNUM **025**
-ARCID **EIN636**
-ADEP **EIDW**
-ADES **EBBR**
-PROPFL
-TFL **F270**
-SFL **F110A**
-DCT **BUNAR HONUR**

Example 2 - CDN as response to RRV with counter proposal for TFL and route

-TITLE **CDN**
-REFDATA
-SENDER -FAC **LWSS**
-RECVR -FAC **LBSR**
-SEQNUM **875**
-MSGREF
-SENDER -FAC **LBSR**
-RECVR -FAC **LWSS**
-SEQNUM **534**
-ARCID **DLH875**
-ADEP **LDDM**
-ADES **LWSK**
-ROUTE **N0440F390 DCT FRA01 DCT FR02 DCT FRA05**
-PROPFL
-TFL **F370**

Example 3 - Unsolicited CDN with DCT request

-TITLE **CDN**
-REFDATA
-SENDER -FAC **MC**
-RECVR -FAC **E**
-SEQNUM **762**
-MSGREF
-SENDER -FAC **E**
-RECVR -FAC **MC**
-SEQNUM **645**
-ARCID **KLM5174**
-ADEP **LBSR**
-ADES **EGBB**
-DCT **GOLEM MODAM**

Example 4 - Unsolicited CDN with proposed TFL and DCT request

-TITLE **CDN**
-REFDATA
-SENDER -FAC **MC**
-RECVR -FAC **E**
-SEQNUM **554**
-MSGREF

-SENDER -FAC **E**
-RECVR -FAC **MC**
-SEQNUM **453**
-ARCID **AFR513**
-ADEP **LFPG**
-ADES **LIRF**
-DCT **BITLA GOGOL**
-PROPFL
-TFL **F370**

12.5 Stand-by Message (SBY)

12.5.1 Purpose

The SBY message acknowledges the receipt of a message proposing transfer conditions and indicates that the proposal is being referred to the controller for a decision.

12.5.2 Message Contents

OLDI-V6-SBY-10-M The SBY message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Message Reference.

12.5.3 Rules of Application

12.5.3.1 General

OLDI-V6-SBY-20-M The SBY message **shall** be generated and transmitted automatically immediately in response to:

- a RAP, RRV, RTI, TIP, CRQ, RRQ, BYP or CDN message.

OLDI-V6-SBY-30-M The Message Reference **shall** contain the Message Number of the message being acknowledged.

12.5.4 Acknowledgement of SBY

OLDI-V6-SBY-40-M The acknowledgement of a SBY message **shall** be inhibited.

12.5.5 Example

-TITLE **SBY**
-REFDATA
-SENDER -FAC **L**
-RECVR -FAC **E**
-SEQNUM **027**
-MSGREF
-SENDER -FAC **E**
-RECVR -FAC **L**
-SEQNUM **002**

12.6 Acceptance Message (ACP)

12.6.1 Purpose

The ACP message satisfies the following operational requirements:

- indicate the manual acceptance by a controller in one unit of the transfer conditions proposed by the controller in the other unit in one of the following messages:
  - RAP;
  - RRV;
  - CDN;
  - RTI;
  - TIP.

12.6.2 Message Contents

OLDI-V6-ACP-10-M The ACP message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Message Reference.

12.6.3 Rules of Application

12.6.3.1 General

OLDI-V6-ACP-20-M The Message Reference of the ACP **shall** include the Message Number of the message to which it responds to.

OLDI-V6-ACP-30-M The ACP message **shall** be sent following manual acceptance by the controller of the proposal forwarded by RAP, RRV, RTI, TIP or CDN message.

OLDI-V6-ACP-40-M When an ACP message has been received, the agreed transfer conditions **shall** be binding for both ATS units.

12.6.3.2 Processing in the Receiving Unit

OLDI-V6-ACP-50-M If a corresponding message to which the ACP message refers is found, an acknowledgement **shall** be returned.

OLDI-V6-ACP-60-M If a corresponding message to which the ACP message refers is found, the acceptance **shall** be indicated to the controller.

OLDI-V6-ACP-70-R The content of the accepted RAP, RRV, CDN, RTI or TIP message **should** be used to update the system flight plan.

OLDI-V6-ACP-80-M If a corresponding message to which the ACP message refers is not found, a warning **shall** be output at the appropriate working position.

OLDI-V6-ACP-90-M If a corresponding message to which the ACP message refers is not found, the acknowledgement **shall** be inhibited.

12.6.4 Acknowledgement of ACP

12.6.4.1 Acknowledgement

OLDI-V6-ACP-100-M An ACP message sent as a result of a manual acceptance **shall** be acknowledged by generating and transmitting a LAM message.

12.6.4.2 No Acknowledgement Cases

OLDI-V6-ACP-110-M If no LAM message is received as an acknowledgement for an ACP message sent as a result of a manual acceptance, a warning **shall** be displayed at the ATC position responsible for the co-ordination of the flight.

12.6.5 Example

-TITLE **ACP**
-REFDATA
-SENDER -FAC **M**
-RECVR -FAC **O**
-SEQNUM **455**
-MSGREF
-SENDER -FAC **O**
-RECVR -FAC **M**
-SEQNUM **476**

12.7 Reject Co-ordination Message (RJC)

12.7.1 Purpose

The RJC message satisfies the following operational requirements:

- indicate the rejection by a controller at one unit of the transfer conditions proposed by the controller at the other unit in one of the following messages:
  - RAP;
  - RRV;
  - CDN;
  - RTI;
  - TIP;
  - RRQ;
  - BYP.

The RJC message can only be used in response to one of the above messages.

12.7.2 Message Contents

OLDI-V6-RJC-10-M The RJC message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Message Reference.

12.7.3 Rules of Application

12.7.3.1 General

OLDI-V6-RJC-20-M The Message Reference of the RJC **shall** include the Message Number of the message to which it is in response.

OLDI-V6-RJC-30-M The RJC message **shall** be sent as required in response to a RAP, RRV, CDN, RTI, TIP, RRQ or BYP message.

OLDI-V6-RJC-40-M The RJC message **shall** terminate the system dialogue and any previously agreed co-ordination remains valid.

OLDI-V6-RJC-50-R Following the reception of an RJC message in response to a RAP, RRV, or CDN message, a new co-ordination sequence **should** be initiated, reflecting the telephone co-ordination where applicable.

12.7.3.2 Processing in the Receiving Unit

OLDI-V6-RJC-60-M If a corresponding message to which the RJC message refers is found, the rejection **shall** be indicated at the ATC position responsible for the co-ordination of the relevant flight.

OLDI-V6-RJC-70-M If a corresponding message to which the RJC message refers is found, an acknowledgement **shall** be returned.

OLDI-V6-RJC-80-M The previously agreed co-ordination conditions, if any, **shall** be presented at the concerned ATC position.

OLDI-V6-RJC-90-M If a corresponding message to which the RJC message refers is not found, or a discrepancy is present in the message which prevents processing, no acknowledgement **shall** be returned.

12.7.4 Acknowledgement of RJC

12.7.4.1 Acknowledgement

OLDI-V6-RJC-100-M The RJC message **shall** be acknowledged by the generation and transmission of a LAM message.

12.7.4.2 No Acknowledgement Cases

OLDI-V6-RJC-110-M If no LAM message is received as an acknowledgement for an RJC message, a warning **shall** be displayed at the ATC position responsible for the co-ordination of the flights.

12.7.5 Example

-TITLE **RJC**
-REFDATA
    -SENDER -FAC **MC**
    -RECVR -FAC **E**
    -SEQNUM **746**
-MSGREF
    -SENDER -FAC **E**
    -RECVR -FAC **MC**
    -SEQNUM **324**

12.8 Cancel Coordination Dialogue (CCD)

12.8.1 Purpose

The CCD message intends to cancel an open dialogue (SBY message received without a follow-up by ACP or RJC message). This message will indicate the cancelation of coordination dialogue conditions initiated by RAP, RRV, CDN, RTI, TIP, RRQ, CRQ and BYP messages.

12.8.2 Message Contents

OLDI-V6-CCD-10-M The CCD message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Message Reference.

12.8.3 Rules of Application

12.8.3.1 General

OLDI-V6-CCD-20-M The CCD message **shall** be manually initiated by the ATS unit that started the dialogue procedure.

OLDI-V6-CCD-20-M The CCD message **shall** only be sent after SBY message reception.

OLDI-V6-CCD-30-M The CCD message **shall** include the message reference to the received SBY message, which is as an acknowledgment to RAP, RRV, CDN, RTI, TIP, RRQ, CRQ and BYP messages.

OLDI-V6-CCD-40-M The CCD message **shall** terminate the system dialogue and any previously agreed co-ordination remains valid.

OLDI-V6-CCD-50-O Following the acknowledgement of a CCD message for a RAP, RRV, TIP, RTI or CDN message, a new co-ordination sequence **may** be initiated.

OLDI-V6-CCD-60-O Following the acknowledgement of a CCD message for an RRQ, CRQ or BYP message, a new request **may** be initiated.

OLDI-V6-CCD-70-M The CCD message **shall** be inhibited if an operational reply is received.

OLDI-V6-CCD-80-M The CCD message **shall** be inhibited in case of a counter proposal.

12.8.3.2 Processing in the Receiving Unit

OLDI-V6-CCD-90-M If a corresponding SBY message to which the CCD message refers is found, the cancellation **shall** be indicated at the ATC position responsible for the co-ordination of the relevant flight.

OLDI-V6-CCD-100-M The previously agreed co-ordination conditions **shall** be presented at the concerned ATC position.

OLDI-V6-CCD-110-M If a corresponding SBY message to which the CCD message refers is found, an acknowledgement **shall** be returned.

OLDI-V6-CCD-120-M If no such message is found to be awaiting reply, or a discrepancy is present in the message which prevents processing, no acknowledgement **shall** be returned.

12.8.4 Acknowledgement of CCD

12.8.4.1 Acknowledgement

OLDI-V6-CCD-130-M The message **shall** be acknowledged by the generation and transmission of a LAM message.

12.8.4.2 No Acknowledgement Cases

OLDI-V6-CCD-140-M If no LAM message is received as an acknowledgement for a CCD message, a warning **shall** be displayed at the ATC position that initiates the cancelation of the coordination dialogue responsible.

12.8.5 Example

-TITLE **CCD**
-REFDATA
    -SENDER -FAC **LWSS**
    -RECVR -FAC **LBSR**
    -SEQNUM **511**
-MSGREF
    -SENDER -FAC **LBSR**
    -RECVR -FAC **LWSS**
    -SEQNUM **502**

12.9 Release Request Message (RRQ)

12.9.1 Purpose

The Release Request (RRQ) message is sent by the accepting ATS unit to the transferring ATS unit to request the release of a flight from the agreed transfer conditions. The RRQ message can be initiated any time after the establishment of the initial co-ordination phase but the release will be applied only after the VCI instruction.

12.9.2 Message Contents

OLDI-V6-RRQ-10-M The RRQ message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- Release Indication.

OLDI-V6-RRQ-20-O The RRQ message **may** contain the following item of data to indicate the request to release a flight to climb/descend to a flight level:

- Released Flight Level Limit.

12.9.3 Rules of Application

12.9.3.1 Accepting Unit

OLDI-V6-RRQ-30-M An RRQ message **shall** be sent to the transferring unit on manual initiation by the accepting controller, after the initial co-ordination has taken place.

12.9.3.2 Transferring Unit

OLDI-V6-RRQ-40-M If a corresponding system flight plan can be found, an acknowledgement **shall** be sent.

OLDI-V6-RRQ-50-M The operational content **shall** be made available to the transferring sector position.

12.9.4 Acknowledgement of RRQ

OLDI-V6-RRQ-60-M The RRQ message **shall** be acknowledged by a SBY message.

OLDI-V6-RRQ-70-M If no acknowledgement has been received within a specified time, a warning **shall** be displayed to the sector who initiated the RRQ message.

12.9.5 Operational Reply to RRQ

OLDI-V6-RRQ-80-M The transferring controller **shall** either release the flight or reject the release request.

OLDI-V6-RRQ-90-M When the transferring controller elects to release the flight, a RLS message **shall** be returned.

OLDI-V6-RRQ-100-M When the transferring controller elects to reject the release request, a RJC message **shall** be returned.

12.9.6 Example

-TITLE **RRQ**
-REFDATA
    -SENDER -FAC **MC**
    -RECVR -FAC **E**
    -SEQNUM **762**
-ARCID **KLM4273**
-RELEASE **D**

-CRFL1
    -FL **F190**

-TITLE **RRQ**
-REFDATA
    -SENDER -FAC **MC**
    -RECVR -FAC **E**
    -SEQNUM **762**
-ARCID **DLH358**
-RELEASE **C**
-CRFL2
    -FL **F270**

12.10 Release Message (RLS)

12.10.1 Purpose

The Release message (RLS) is sent by the transferring ATS unit to the accepting ATS unit to release a flight from the agreed transfer conditions. The release will only be applied after the VCI instruction.
The RLS message can be sent either unsolicited or in response to a Release Request message (RRQ).

12.10.2 Message Contents

OLDI-V6-RLS-10-M The RLS message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- Release Indication.

OLDI-V6-RLS-20-O The RLS message **may** contain the following item of data to indicate the extent of release:

- Released Flight Level Limit.

OLDI-V6-RLS-30-M If in response to an RRQ message, the RLS message **shall** contain the following items of data:

- Message Reference.

12.10.3 Rules of Application

12.10.3.1 Transferring Unit

OLDI-V6-RLS-40-M An RLS message **shall** be sent to the accepting ATS unit on manual initiation by the transferring controller, after initial co-ordination has taken place.

OLDI-V6-RLS-50-M When the transferring controller elects to release the flight in response to an RRQ message from the accepting ATS unit, a RLS message **shall** be sent to the accepting ATS unit.

12.10.3.2 Accepting Unit

OLDI-V6-RLS-60-M If a corresponding system flight plan can be found, an acknowledgement **shall** be sent.

OLDI-V6-RLS-70-M The operational content **shall** be made available to the accepting sector position.

12.10.4 Acknowledgement of RLS

OLDI-V6-RLS-80-M The RLS message **shall** be acknowledged by a LAM message.

OLDI-V6-RLS-90-M If no acknowledgement has been received within a specified time, a warning **shall** be displayed to the sector who initiated the RLS message.

12.10.5 Examples

Example 1 – RLS as a reply to an RRQ message

-TITLE **RLS**
-REFDATA
    -SENDER -FAC **LWSS**
    -RECVR -FAC **LBSR**
    -SEQNUM **740**
-MSGREF
    -SENDER -FAC **LBSR**

-RECVR -FAC **LWSS**
-SEQNUM **502**

-ARCID **WZZ639**
-RELEASE **F**

Example 2 - Unsolicited RLS with upper released flight level

-TITLE **RLS**
-REFDATA
-SENDER -FAC **E**
-RECVR -FAC **MC**
-SEQNUM **740**
-ARCID **KLM4273**
-RELEASE **D**
-CRFL1
-FL **F190**

Example 3 – Unsolicited RLS with upper released flight level

-TITLE **RLS**
-REFDATA
-SENDER -FAC **LWSS**
-RECVR -FAC **LBSF**
-SEQNUM **566**
-ARCID **AFR559**
-RELEASE **C**
-CRFL2
-FL **F340**

12.11 Request Tactical Instructions Message (RTI)

12.11.1 Purpose

The Request Tactical Instructions (RTI) message is sent by the accepting ATS unit to the transferring ATS unit to request the transfer of a flight on an assigned heading, speed, rate of climb/descent. The RTI message can be triggered after the initial coordination is established (ACT received). The content of the RTI message will supplement the co-ordination data contained in the ACT/RAP, REV/RRV and CDN messages. The conditions agreed after the successful closure of RTI dialogue do not need to be confirmed with additional REV/RRV message.

12.11.2 Message Contents

OLDI-V6-RTI-10-M The RTI message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- Departure Aerodrome;
- Destination Aerodrome.

OLDI-V6-RTI-20-M The RTI message **shall** contain at least one of the following items of data, if applicable:

- Assigned Heading;
- Assigned Speed;
- Assigned Rate of Climb/Descent.

12.11.3 Rules of Application

12.11.3.1 Accepting Unit

OLDI-V6-RTI-30-M An RTI message **shall** be sent to the transferring ATS unit on manual initiation by the accepting controller.

12.11.3.2 Transferring Unit

OLDI-V6-RTI-40-M If a corresponding system flight plan can be found, an acknowledgement **shall** be sent.

OLDI-V6-RTI-50-M The operational content **shall** be displayed immediately to the transferring sector position.

OLDI-V6-RTI-60-M The proposed conditions (Assigned heading, Assigned speed, Assigned ROC/ROD) triggering an RTI **shall** be clearly indicated at the appropriate working position.

12.11.4 Acknowledgement of RTI

OLDI-V6-RTI-70-M The RTI message **shall** be acknowledged by a SBY message.

OLDI-V6-RTI-80-M If no acknowledgement has been received within a specified time, a warning **shall** be displayed to the sector who initiated the RTI message.

12.11.5 Operational Reply to RTI

OLDI-V6-RTI-90-M The transferring controller **shall** either accept or reject the downstream tactical instructions request.

OLDI-V6-RTI-100-M When the transferring controller elects to accept the downstream tactical instructions request an ACP message **shall** be returned.

OLDI-V6-RTI-110-M When the transferring controller elects to reject the downstream tactical instructions request, a RJC message **shall** be returned.

OLDI-V6-RTI-120-M As soon as an ACP has been received by the accepting ATS unit the message data **shall** become operationally binding to both ATS units.

OLDI-V6-RTI-130-R As soon as an ACP has been received by the accepting ATS unit, the content of the RTI message **should** trigger an update of the system flight plan.

OLDI-V6-RTI-140-M If no operational reply is received by the accepting ATS unit within a bilaterally agreed parameter time, a warning **shall** be displayed at the appropriate ATC position for verbal co-ordination.

12.11.6 Example

-TITLE **RTI**
-REFDATA
    -SENDER -FAC **MC**
    -RECVR -FAC **E**
    -SEQNUM **762**
-ARCID **KLM4273**
-ADEP **LMML**
-ADES **EGBB**
-AHEAD **310**
-ASPEED **N0420**
-SPEEDLIMIT **MAX**
-RATE **D25**
-RATELIMIT **MIN**

12.12 Tactical Instructions Proposal Message (TIP)

12.12.1 Purpose

The Tactical Instructions Proposal (TIP) message is sent by the transferring ATS unit to the accepting ATS unit to co-ordinate the transfer of a flight on an assigned heading, speed, rate of climb/descent. The TIP message can be triggered after the initial coordination is established (ACT sent out). The content of the TIP message will supplement the co-ordination data contained in the ACT/RAP, REV/RRV and CDN messages. The conditions agreed after the successful closure of the TIP dialogue do not need to be confirmed with additional REV/RRV message.

12.12.2 Message Contents

OLDI-V6-TIP-10-M The TIP message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- Departure Aerodrome;
- Destination Aerodrome.

OLDI-V6-TIP-20-M The TIP message **shall** contain at least one of the following items of data, if applicable:

- Assigned Heading;
- Assigned Speed;
- Assigned Rate of Climb/Descent.

12.12.3 Rules of Application

12.12.3.1 General

OLDI-V6-TIP-30-M The revision of co-ordination data **shall** imply that the previously agreed tactical instructions are no longer applicable.

OLDI-V6-TIP-40-M Data included in a subsequent TIP message for the same flight, **shall**:

- supersede the equivalent item(s) of data transmitted in the previous TIP message(s); or
- add item(s) of data not included in previous TIP message(s).

12.12.3.2 Transferring Unit

OLDI-V6-TIP-50-M The TIP message **shall** be sent to the accepting unit upon manual initiation by the transferring controller.

12.12.3.3 Accepting Unit

OLDI-V6-TIP-60-M If an unambiguously corresponding system flight plan can be found, an acknowledgement **shall** be sent.

OLDI-V6-TIP-70-M The operational content **shall** be displayed immediately to the accepting sector position.

OLDI-V6-TIP-80-M The proposed conditions (Assigned heading, Assigned speed, Assigned ROC/ROD) triggering a TIP message **shall** be clearly indicated at the appropriate working position.

12.12.4 Acknowledgement of TIP

OLDI-V6-TIP-90-M The TIP message **shall** be acknowledged by a SBY message.

OLDI-V6-TIP-100-M If no acknowledgement has been received within a specified time, a warning **shall** be displayed to the sector who initiated the TIP message.

12.12.5 Operational Reply to TIP

OLDI-V6-TIP-110-M The receiving controller **shall** either accept or reject the tactical instructions proposed.

OLDI-V6-TIP-120-M When the accepting controller elects to accept the tactical instructions proposal an ACP message **shall** be returned.

OLDI-V6-TIP-130-M When the accepting controller elects to reject the downstream tactical instructions request, a RJC message **shall** be returned.

OLDI-V6-TIP-140-M As soon as an ACP has been received by the transferring unit the message data **shall** become operationally binding to both ATS units.

OLDI-V6-TIP-150-R As soon as an ACP has been received by the receiving ATS unit, the content of TIP **should** trigger an update of the system flight plan.

OLDI-V6-TIP-160-M If no operational reply is received by the accepting ATS unit within a parameter time, a warning **shall** be displayed at the appropriate ATC position for verbal co-ordination.

12.12.6 Examples

-TITLE **TIP**
-REFDATA
    -SENDER -FAC **MC**
    -RECVR -FAC **E**
    -SEQNUM **762**
-ARCID **KLM4273**
-ADEP **LMML**
-ADES **EGBB**
-AHEAD **310**
-ASPEED **N0420**
-SPEEDLIMIT **EQL**
-RATE **D25**
-RATELIMIT **EQL**

-

13. Co-ordination between Oceanic Control Centres and Area Control Centres

This section is specifying messages for co-ordination between Area Control Centres and Oceanic Control Centres in support of the request and provision of an oceanic approval. These messages should be seen as supplementary to the ones intended for co-ordination between Oceanic Control Centres which are defined in the NAT-ICD document.

OLDI-V6-OCC-10-M When implementing based on bilateral agreement the messages for co-ordination between Oceanic Control Centres and Area Control Centres these messages **shall** meet the requirements defined in this section.

13.1 Oceanic Clearance Message (OCM)

13.1.1 Purpose

The Oceanic Clearance Message (OCM) is sent by the Oceanic Area Control Centre to the Area Control Centre responsible for the flight before entering the ICAO NAT Region to provide the last Area Control Centre transferring unit with the acceptance conditions for entering the ICAO NAT region.

13.1.2 Message Contents

OLDI-V6-OCM-10-M The OCM message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- Number and Type of Aircraft;
- Departure Aerodrome;
- Assigned Speed;
- Estimate data;
- Route;
- Destination Aerodrome.

OLDI-V6-OCM-20-M If bilaterally agreed the OCM message **shall** contain:

- Message Reference in case of revised OCM;
- Time not before (time constraint);
- Time not later (time constraint);
- Time Separation from preceding aircraft.

13.1.3 Rules of Application

13.1.3.1 Oceanic Area Control Centre

OLDI-V6-OCM-30-M An OCM message **shall** be sent to the ACC responsible for the flight before entering the ICAO NAT Region.

OLDI-V6-OCM-40-M A revised OCM message **shall** be sent when there is any change in:

- COP;
- Transfer flight level;
- Route.

OLDI-V6-OCM-50-M If bilaterally agreed, a revised OCM message shall be sent when there is any change of assigned speed.

OLDI-V6-OCM-60-M A revised OCM message **shall** be sent when the ETO at the boundary differs from that in the previous OCM by more than a value bilaterally agreed.

OLDI-V6-OCM-70-M A revised OCM **shall** be sent also to the ACC unit that previously received an OCM for the flight, when an OCM is sent to a new ACC unit following a change in:

- COP;
- Transfer flight level;
- Route.

Note: *It is the responsibility of the Area Control Centres involved to co-ordinate the new routing in order to comply with the revised OCM.*

OLDI-V6-OCM-80-R The ATC system **should** send OCM messages automatically at or before a predefined number of minutes before the ETO at the boundary as specified in the LoA.

OLDI-V6-OCM-90-R If a revised OCM is sent at less than a bilaterally agreed time or distance parameter prior to the boundary, a warning **should** be displayed at the appropriate working position.

Note: *Based on bilateral agreements the receiving controller might be required to complement the OCM by verbal co-ordination.*

13.1.3.2 Area Control Centre

OLDI-V6-OCM-100-M The ATC system receiving an OCM **shall** attempt association with the corresponding system flight plan.

OLDI-V6-OCM-110-M If a corresponding system flight plan can be found, and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement **shall** be returned.

OLDI-V6-OCM-120-M If a corresponding system flight plan cannot be found, a system flight plan **shall** be created automatically or the OCM message queued for manual intervention.

OLDI-V6-OCM-130-M If a corresponding system flight plan can be found, and no discrepancy is present in the message that would inhibit correct processing, the content of the OCM **shall** update the corresponding system flight plan (COP, time over boundary, level, assigned speed and Route info).

OLDI-V6-OCM-140-M If the message is correctly processed, the content of the OCM **shall** be posted to the relevant Controller Working Position (CWP).

OLDI-V6-OCM-150-M if the OCM cannot be correctly processed, the acknowledgement **shall** be inhibited.

OLDI-V6-OCM-160-R If no OCM is received before a bilaterally agreed time or distance parameter prior to boundary, a warning **should** be displayed at the appropriate working position.

13.1.4 Acknowledgement of OCM

13.1.4.1 Acknowledgement

OLDI-V6-OCM-170-M The OCM message **shall** be acknowledged by generating and transmitting a LAM message.

13.1.4.2 No Acknowledgement Cases

OLDI-V6-OCM-180-M If no LAM message is received as an acknowledgement for an OCM message, a warning **shall** be displayed at the appropriate working position.

13.1.5 Example

-TITLE **OCM**
-REFDATA
    -SENDER -FAC **O**
    -RECVR -FAC **S**
    -SEQNUM **100**
-ARCID **ACA101**
-ARCTYP **B747**
-ADEP **EGLL**
-ADES **KLAX**
-COORDATA
    -PTID **DOGAL**
    -TO **1000**
    -TFL **F330**
-NBT **0958**
-NLT **1003**
-TIMESEP
    -ARCID **BAW500**
    -TIMEINT **10**

-ASPEED **M084**
-ROUTE **M084F330 DOGAL NATD**

14. SKIP procedure

14.1 Skip Communication Message (SCO)

14.1.1 Purpose

The Skip Communication message is sent by the accepting unit to indicate that communication with the flight is to pass directly to a sector other than the accepting sector of the accepting unit. Additionally, the SCO message is sent by a unit to be skipped, to the transferring unit to indicate that the flight is to be passed directly to the downstream unit. Consequently, communication with the flight is directed to the downstream unit, which then becomes the accepting unit.

14.1.2 Message Contents

OLDI-V6-SCO-10-M The SCO message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- Departure Aerodrome;
- Destination Aerodrome;
- Frequency;
- Sector Identifier.

OLDI-V6-SCO-20-M If the SCO is intended to skip an entire unit, the SCO message **shall** include:

- Estimate Data.

OLDI-V6-SCO-30-M In case of a revised SCO or if the SCO is transmitted as a result of a BYP message, the SCO message **shall** contain the following item:

- Message Reference.

OLDI-V6-SCO-40-M If the transferring and accepting ATS units are CPDLC-enabled, the SCO message **shall** contain the following items of data:

- ICAO ATS Unit Facility Designator.

Note: *This requirement is not applicable in case of a sector skip.*

14.1.3 Rules of Application

14.1.3.1 General

OLDI-V6-SCO-50-M The SCO message **shall** be transmitted upon manual skip.

OLDI-V6-SCO-60-O The SCO message **may** be transmitted automatically, in accordance with LoA provisions.

OLDI-V6-SCO-70-M The SCO message **shall** be sent as an operational reply to a BYP message indicating acceptance.

OLDI-V6-SCO-80-M For the first sector skip, an SCO message **shall** be transmitted after coordination is completed by the unit that will accept control of the flight.

OLDI-V6-SCO-90-M For the ATS unit skip, an SCO message **shall** be transmitted after coordination is completed between the transferring ATS unit and the ATS unit to be skipped and between the unit to be skipped and its downstream ATS unit.

OLDI-V6-SCO-100-M The Frequency field **shall** contain the frequency on which the flight is to communicate with the accepting ATS unit/sector.

OLDI-V6-SCO-110-M The Sector Identifier **shall** contain the identifier of the sector with which the flight is to communicate.

OLDI-V6-SCO-120-M The ICAO ATS Unit Facility Designator **shall** contain the Next Data Authority of the accepting unit.

OLDI-V6-SCO-130-M For the first skipped sector, the sector with which the flight is to communicate **shall** be notified when a Skip Communication message is sent.

Note: *This document does not specify when such notification should take place in relation to LAM reception. This may be decided locally.*

OLDI-V6-SCO-140-M Where Transfer of Communication facilities are in use, SCO message transmission **shall** be inhibited on transfer initiation.

Note: *It is the responsibility of the accepting unit to ensure that the SCO message is sent in sufficient time for the transferring controller to assimilate the information and transfer the aircraft in accordance with the SCO message.*

OLDI-V6-SCO-150-M If the SCO message is sent as a reply to a BYP message, the message reference **shall** be included and contain the message number of the BYP message.

OLDI-V6-SCO-160-M In case of a revised SCO, the message reference **shall** be included and contain the message number of the preceding SCO message.

OLDI-V6-SCO-170-M The Estimate Data **shall** include the coordination conditions agreed upon at the boundary between the relevant sectors of the skipped unit and the accepting unit.

Note: *In the absence of an ACT message transmitted from the unit to be skipped to the downstream unit, it is the responsibility of the skipped unit to initiate coordination of the estimated boundary data with the accepting unit by issuing a forced ACT message.*

OLDI-V6-SCO-180-M Upon reception of an FDM message the skipped unit **shall** transmit a revised SCO message to the transferring unit.

OLDI-V6-SCO-185-M Upon reception of a ROF message containing a different Frequency and/or Sector ID compared to those that were sent in the SCO message, the skipped unit **shall** transmit a revised SCO message to the transferring unit.

OLDI-V6-SCO-190-M Upon the revision of coordination conditions within the LoA provisions, a revised SCO **shall** be automatically sent.

Note: *If the LoA provisions for a revised SCO are not met, an SKC message is automatically sent.*

OLDI-V6-SCO-200-M In case of sector skip, after the acknowledgement of SCO, the operational content of the SCO message **shall** be made available to the sector of the accepting unit to which communication is to be transferred in addition to the entry sector.

14.1.3.2 Processing on Receipt of an SCO Message

OLDI-V6-SCO-210-M The ATS unit receiving an SCO message **shall** attempt association with the corresponding system flight plan.

OLDI-V6-SCO-220-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement **shall** be returned.

OLDI-V6-SCO-230-M The operational content of the SCO message **shall** be indicated to the transferring controller.

Note: *For CPDLC connected aircraft following the receipt of an SCO message, the transferring unit is responsible to uplink a Next Data Authority (NDA) message to the aircraft. The Next Data Authority (NDA) message contains the latest ICAO ATS Unit Facility Designator.*

OLDI-V6-SCO-240-M If a corresponding system flight plan is not found or a discrepancy is present in the message that would inhibit correct processing, the acknowledgement **shall** be inhibited.

OLDI-V6-SCO-250-O If the SCO message cannot be associated with a system flight plan, a warning **may** be displayed at an appropriate position.

OLDI-V6-SCO-260-M If an SCO message is received after the initiation of COF or the reception of a ROF message, the acknowledgement **shall** be inhibited.

OLDI-V6-SCO-270-M If an SCO message is received by a skipped unit, the acknowledgement **shall** be inhibited.

14.1.4 Acknowledgement of SCO

OLDI-V6-SCO-280-M The SCO message **shall** be acknowledged by the generation and transmission of a LAM message.

OLDI-V6-SCO-290-M If no LAM message is received as an acknowledgement for an SCO message, a warning **shall** be displayed at the relevant ATC position.

OLDI-V6-SCO-300-M If no LAM message is received after the transmission of an SCO message, the skip process **shall** be cancelled.

14.1.5 Examples

Example 1 - Sector skip

-TITLE **SCO**
-REFDATA
    -SENDER -FAC**L**
    -RECVR -FAC **E**
    -SEQNUM **030**
-ARCID **AMM253**
-ADES **LIRF**
-ADEP **EGPF**
-FREQ **127325**
-SECTOR **SA**

Example 2 - Unsolicited ATS unit skip

-TITLE **SCO**
-REFDATA
    -SENDER -FAC**L**
    -RECVR -FAC **E**
    -SEQNUM **030**
-ARCID **AMM253**
-ADES **LIRF**
-ADEP **EGPF**
-FREQ **127325**
-SECTOR **SA**
-COORDATA
    -PTID **DOGAL**
    -TO **1000**
    -TFL **F330**
-UNITID **LWSSACC**

Example 3 - ATS unit skip with BYP received

-TITLE **SCO**
-REFDATA
    -SENDER -FAC **L**
    -RECVR -FAC **E**
    -SEQNUM **030**
-ARCID **AMM253**
-ADES **LIRF**
-ADEP **EGPF**
-FREQ **127325**
-SECTOR **SA**
-MSGREF
    -SENDER -FAC **E**
    -RECVR -FAC **L**
    -SEQNUM **085**
-COORDATA
    -PTID **DOGAL**
    -TO **1000**
    -TFL **F330**
-UNITID **LWSSACC**

14.2 Skip Notification Message (SKN)

14.2.1 Purpose

The Skip Notification Message (SKN) is sent by the ATS unit that will be skipped to its downstream ATS unit. The purpose is to notify its downstream ATS unit that communication with the flight will be transferred directly from a further upstream ATS unit. The SKN message is complementary to the basic skip mechanism.

14.2.2 Message Contents

OLDI-V6-SKN-10-M The SKN message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- Departure Aerodrome;
- Destination Aerodrome;
- Frequency;
- Skipped Frequency;
- Sector Identifier;
- Skipped Sector Identification;
- ICAO ATS Unit Facility Designator.

14.2.3 Rules of Application

14.2.3.1 General

OLDI-V6-SKN-20-M The SKN message **shall** be automatically transmitted to the accepting unit with the initiation of the ATS unit skip process.

OLDI-V6-SKN-30-M An SKN message **shall** be only transmitted after coordination is completed between the transferring unit and the unit to be skipped and between the unit to be skipped and its downstream unit.

OLDI-V6-SKN-40-M The Frequency field **shall** contain the frequency of the transferring sector.

OLDI-V6-SKN-50-M The Skipped Frequency field **shall** contain the frequency of the sector to be skipped.

Note: *In case of multiple sector skip, the skipped frequency field contains the frequency of the last sector of the skipped unit*

OLDI-V6-SKN-60-M The Sector Identifier field **shall** contain the identifier of the transferring sector.

OLDI-V6-SKN-70-M The Skipped Sector Identifier field **shall** contain the identifier of the sector to be skipped.

Note: *In case of multiple sector skip, the sector ID field contains the sector ID of the last sector of the skipped unit.*

OLDI-V6-SKN-75-M The ICAO ATS Unit Facility Designator **shall** contain the identifier of the transferring ATS unit.

OLDI-V6-SKN-80-M The SKN message transmission **shall** be inhibited on transfer initiation between the transferring unit and the unit to be skipped.

***Note*:** *It is the responsibility of the unit to be skipped unit to ensure that the SKN message is sent in sufficient time so that an SCO message is transmitted to the transferring unit providing sufficient time for the transferring controller to assimilate the information and transfer the aircraft in accordance with the SCO message.*

14.2.3.2 Processing on Receipt of an SKN Message

OLDI-V6-SKN-90-M The ATS unit receiving an SKN message **shall** attempt association with the corresponding system flight plan.

OLDI-V6-SKN-100-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement **shall** be returned.

OLDI-V6-SKN-110-M The operational content of the SKN message **shall** be indicated to the accepting controller.

OLDI-V6-SKN-120-M If a corresponding system flight plan is not found or a discrepancy is present in the message that would inhibit correct processing, the acknowledgment **shall** be inhibited.

OLDI-V6-SKN-130-R If the SKN message cannot be associated with a system flight plan, a warning **should** be displayed at an appropriate position.

14.2.4 Acknowledgement of SKN

OLDI-V6-SKN-140-M The SKN message **shall** be acknowledged by the generation and transmission of a LAM message.

OLDI-V6-SKN-150-M If no LAM message is received as an acknowledgement for an SKN message, a warning **shall** be displayed at the relevant ATC position.

14.2.5 Example

-TITLE **SKN**
-REFDATA
-SENDER -FAC**L**
-RECVR -FAC **E**
-SEQNUM **030**
-ARCID **AMM253**
-ADES **LIRF**
-ADEP **EGPF**
-FREQ **127325**
-SECTOR **SA**
-SKFREQ **130925**
-SKSEC **BM**
-UNITID **LWSSACC**

14.3 Bypass Proposal Message (BYP)

14.3.1 Purpose

The Bypass Proposal Message (BYP) is sent by the transferring ATS unit to the ATS unit proposed to be skipped to propose that communication with the flight should pass directly to next ATS unit in the sequence, bypassing the skipped ATS unit. The BYP message is complementary to the basic skip mechanism.

14.3.2 Message Contents

OLDI-V6-BYP-10-M The BYP message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- Departure Aerodrome;
- Destination Aerodrome.

14.3.3 Rules of Application

14.3.3.1 General

OLDI-V6-BYP-20-M The BYP message **shall** be manually transmitted upon controller input.

OLDI-V6-BYP-30-O The BYP message **may** be transmitted automatically, in accordance with predefined rules.

OLDI-V6-BYP-40-M A BYP message **shall** be transmitted after coordination is completed between the transferring unit and the unit to be skipped.

OLDI-V6-BYP-50-M BYP message transmission **shall** be inhibited on transfer initiation between the unit to be skipped and the transferring unit.

Note: *It is the responsibility of the unit proposing the bypass to ensure that the BYP message is sent with sufficient lead time.*

14.3.3.2 Processing in the Receiving Unit

OLDI-V6-BYP-60-M The ATS unit receiving a BYP message **shall** attempt association with the corresponding system flight plan.

OLDI-V6-BYP-70-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement **shall** be returned.

OLDI-V6-BYP-80-M If a corresponding system flight plan cannot be found or a discrepancy is found that inhibits correct processing of the message, the acknowledgement **shall** be inhibited.

14.3.4 Acknowledgement of BYP

OLDI-V6-BYP-90-M The BYP message **shall** be acknowledged by the generation and transmission of an SBY message.

OLDI-V6-BYP-100-M If the BYP message cannot be associated with a system flight plan, the transmission of a SBY message **shall** be inhibited.

OLDI-V6-BYP-110-R If the BYP message cannot be associated with a system flight plan, a warning **should** be displayed at an appropriate position.

OLDI-V6-BYP-120-O If more than one sector is to be traversed, the acknowledgment of the BYP message **may** be inhibited.

OLDI-V6-BYP-130-M If no SBY message is received as an acknowledgement for a BYP message, a warning **shall** be displayed at the appropriate working position.

14.3.5 Operational Reply to BYP

OLDI-V6-BYP-140-M The accepting controller **shall** either accept or reject the bypass proposal message.

OLDI-V6-BYP-150-M Upon acceptance of the BYP message, an SCO message **shall** be transmitted by the unit to be skipped to the transferring unit.

OLDI-V6-BYP-160-M When the accepting controller elects to reject a Bypass Proposal (BYP), a RJC message **shall** be returned.

OLDI-V6-BYP-170-M In case of rejection, a warning **shall** be displayed at the relevant working position of the transferring unit.

OLDI-V6-BYP-180-M The proposed bypass **shall** be implicitly rejected if no SCO message has been received by a pre-defined time that the BYP message times-out.

14.3.6 Example

-TITLE **BYP**
-REFDATA
-SENDER -FAC**L**
-RECVR -FAC **E**
-SEQNUM **030**
-ARCID **AMM253**
-ADES **LIRF**
-ADEP **EGPF**

14.4 Skip Cancellation Message (SKC)

14.4.1 Purpose

The Skip Cancellation Message (SKC) is sent when it is required to cancel an existing Skip Communication for a flight. This applies either after the skip of the first sector in the accepting unit has been established, or after the skip of an entire ATS unit has been established and before the transfer of communications.

14.4.2 Message Contents

OLDI-V6-SKC-10-M The SKC message **shall** contain the following items of data:

- Message Type;
- Message Number;
- Aircraft Identification;
- Departure Aerodrome;
- Destination Aerodrome;
- Message Reference.

14.4.3 Rules of Application

14.4.3.1 General

OLDI-V6-SKC-20-M An SKC message **shall** be transmitted only after a Skip of Communications has been established and before the transfer of communication.

Note: *Skip of Communications is established upon receipt of a LAM message in response to the transmission of an SCO message.*

OLDI-V6-SKC-30-M The SKC message **shall** be used to cancel the outcome of the SCO and the SKN message.

***Note*:** *If the SKC message cancels the skip of communications for the first sector of the accepting unit, the sector with which the flight was supposed to communicate is notified about the skip cancellation.*

OLDI-V6-SKC-40-M The SKC message **shall** be transmitted by the skipped unit to cancel the skip of communication.

OLDI-V6-SKC-50-M Upon the revision of co-ordination conditions outside of the LoA provisions, an SKC message **shall** be automatically sent.

Note: *If the LoA provisions for a revised SCO are met, a revised SCO message is automatically sent.*

OLDI-V6-SKC-60-M If the SKC message is transmitted following the transmission of an SKN message, two SKC messages **shall** be sent: one to the transferring unit to cancel the SCO message, and one to the accepting unit to cancel the SKN message.

OLDI-V6-SKC-70-M When the SKC message is sent to the transferring unit, the message reference **shall** contain the message number of the last SCO message.

OLDI-V6-SKC-80-M When the SKC message is sent to the accepting unit, the message reference **shall** contain the message number of the last SKN message.

14.4.3.2 Processing on Receipt of a SKC Message

OLDI-V6-SKC-90-M The ATS unit receiving an SKC message **shall** attempt association with the corresponding system flight plan.

OLDI-V6-SKC-100-M If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement **shall** be returned.

Note: *If the transferring unit and aircraft are CPDLC enabled, the ATS unit uplinks a revised Next Data Authority (NDA) message to the aircraft, following the receipt of an SKC message. The Next Data Authority (NDA) message contains the latest ICAO ATS Unit Facility Designator.*

OLDI-V6-SKC-110-M If a corresponding system flight plan cannot be found or a discrepancy is found that inhibits correct processing of the message, the acknowledgement **shall** be inhibited.

OLDI-V6-SKC-120-R If the SKC message cannot be associated with a system flight plan, a warning **should** be displayed at the appropriate position.

OLDI-V6-SKC-130-M The effect of the Skip Cancellation **shall** be indicated to the transferring controller.

Note: *Upon receipt of an SKC message, the transferring unit reverts to the Frequency and Sector Identifier of the sector/ATS unit that the flight was to be transferred to before the initiation of the Skip Communication process.*

OLDI-V6-SKC-140-O After the acknowledgement of an SKC message, the operational content of the SCO **may** be deleted from the sector of the accepting ATS unit to which communication was to have been transferred prior to the cancellation of the SCO message.

14.4.3.3 Acknowledgement of SKC

OLDI-V6-SKC-150-M The SKC message **shall** be acknowledged by the generation and transmission of an LAM message.

OLDI-V6-SKC-160-M If no LAM message is received as an acknowledgment for an SKC message, a warning **shall** be displayed at the relevant sector of the initiating unit.

14.4.4 Examples

Example 1 - SKC to the transferring ATS unit

-TITLE **SKC**
-REFDATA
    -SENDER -FAC**L**
    -RECVR -FAC **E**
    -SEQNUM **031**
-ARCID **AMM253**
-ADES **LIRF**
-ADEP **EGPF**
-MSGREF
    -SENDER -FAC **L**
    -RECVR -FAC **E**
    -SEQNUM **005**

Example 2 - SKC to the accepting ATS unit

-TITLE **SKC**
-REFDATA
    -SENDER -FAC **L**
    -RECVR -FAC **R**
    -SEQNUM **131**
-ARCID **AMM253**
-ADES **LIRF**
-ADEP **EGPF**
-MSGREF
    -SENDER -FAC **L**
    -RECVR -FAC **R**
    -SEQNUM **085**

15. Estimate data processing requirements

15.1.1 General

OLDI-V6-EST-10-M Estimate Data **shall** include the COP Identifier or Gate Identifier, time at the boundary and transfer flight level.

15.1.2 COP

OLDI-V6-EST-20-M The co-ordination point (COP) in the Estimate Data **shall** be bilaterally agreed and it can be either:

- A known reference point (published or bilaterally agreed);
- A bearing and distance from a known reference point;
- A point expressed in latitude/longitude.

OLDI-V6-EST-30-M Where the distance is zero or a flight will pass within a bilaterally agreed distance from a published point, only the identifier of the point **shall** be included.

15.1.3 Gate

OLDI-V6-EST-40-M When a gate is used in Estimate Data, the co-ordination point **shall** not be used.

OLDI-V6-EST-50-M The gates used in the Estimate Data **shall** be bilaterally agreed.

OLDI-V6-EST-60-M When a gate is used in Estimate Data, the time and transfer flight level over the boundary **shall** refer to the point that is the intersection of the trajectory with the boundary between the ATS units.

15.1.4 Level Data

OLDI-V6-EST-70-M The transfer flight level **shall** correspond to the proposed transfer conditions or, for notification messages, the level at which it is currently planned that the flight will be cleared on transfer.

OLDI-V6-EST-80-R For climbing or descending flights, the Estimate Data **should** also contain supplementary flight level and crossing condition.

OLDI-V6-EST-90-M Supplementary flight level and crossing condition **shall** be inserted only if the flight is co-ordinated to be climbing or descending.

OLDI-V6-EST-100-M If used, this item **shall** contain the supplementary flight level at the transfer of control point; the crossing condition shall be:

- Letter 'A'; if the flight will be at or above the supplementary flight level, or;
- Letter 'B'; if the flight will be at or below the supplementary flight level.

16. Route Processing Requirements

16.1 Introduction

16.1.1 General

Since edition 6.0 of this specification, the Route exchange is a mandatory item (except when Trajectory Points are used) for several messages. This section describes the rules and data insertion requirements of Route data in order to support a minimum interoperability and foster initial trajectory exchanges.

The Estimate Data will be included in the relevant OLDI messages, but the boundary crossing point will not be part of the exchanged route portion.

The section considers both Free Route Airspace (FRA), fixed ATS routes and direct requests.

With respect to the re-routing of flights, the data exchange described in this section supports the modification of the route of flight by the use of different OLDI messages.

16.2 Rules of application for Route

OLDI-V6-RTE-10-M The content of the Route field used by OLDI messages **shall** be bilaterally agreed (i.e. data items known to both systems).

16.2.1 Processing in the transferring ATS unit

OLDI-V6-RTE-20-M The Route field **shall** contain the “Route segment start” point and the “Route segment end” point within the Area of Interest of the transferring ATS unit.

OLDI-V6-RTE-30-M The “Route segment start” point **shall** be either:

- a point before the boundary, or;
- the current position of the aircraft, or;
- a point at a bilaterally agreed distance before the boundary crossing point.

OLDI-V6-RTE-40-M The “Route segment end” point **shall** be either:

- in the context of full FRA, the point beyond the transferring ATS unit to which the flight is cleared, or;
- in the context of FRA with intermediate points, the first intermediate point in the receiving ATS unit, or;
- in the context of Fixed Route network, at least a point after the boundary.

OLDI-V6-RTE-50-M All turning points between the “Route segment start” point and the “Route segment end” point **shall** be included in the Route field in their overflown order.

OLDI-V6-RTE-60-M The content of the Route field **shall** contain the current data at the time of sending of the OLDI message.

OLDI-V6-RTE-70-R The points of the remaining portion of the route until destination **should** be included after the “Route segment end” point, if known.

OLDI-V6-RTE-80-M The points in the Route field **shall** be expressed either as:

- a published point, or;
- a reference point defined by range and bearing from a published point, or;
- a geographical point defined by latitude and longitude.

16.2.2 Processing in the accepting ATS unit

OLDI-V6-RTE-90-M The contents of the Route field **shall** be taken into account to update the trajectory and the system flight plan.

OLDI-V6-RTE-110-R In case the received Route differs from the original route, if a re-joining point with the original route is not within the exchanged Route field, a re-joining point **should** be calculated.

16.3 Rules of application for Direct Routing Exchanges

This section harmonises the case when a flight crosses the boundary on a direct route, not defined as an ATS route, between two points. If bilaterally agreed, a Direct Clearance will be introduced by the transferring unit (using SDM or COF). Where the direct routing needs to be negotiated, the dialogue is triggered either by the transferring ATS unit (using RAP and RRV) or the accepting ATS unit (using CDN).

OLDI-V6-DCT-10-M The content of the Direct Clearance/Direct Routing Request field used by OLDI messages **shall** be bilaterally agreed (i.e. data items known to both systems).

OLDI-V6-DCT-20-M The Direct Clearance/Direct Routing Request field **shall** contain the starting point on the original route from which the aircraft would be routed direct and the ending point on the original route to which the aircraft would be cleared within the Area of Responsibility/Area of Interest of the requesting ATS unit.

OLDI-V6-DCT-30-M The starting point **shall** be either:

- the current position of the aircraft, or;
- a point before the boundary.

OLDI-V6-DCT-40-M Both starting and ending points **shall** be expressed either as:

- a published point, or;
- a reference point defined by range and bearing from a published point, or;
- a geographical point defined by latitude and longitude.

OLDI-V6-DCT-50-M In the case of a Direct Routing Request, if the proposal is accepted, the trajectory in both ATS units (accepting and transferring) **shall** be updated with its content.

OLDI-V6-DCT-60-M In the case of a Direct Clearance, the trajectory in the accepting ATS units **shall** be updated with its content.

16.4 Rules of application for Trajectory Points Exchanges

OLDI-V6-TRJ-10-M The Trajectory points item **shall** contain a list of points with at least the Point Identification, Flight Level and Estimated Time Over:

- the point at which the flight is entering the area of responsibility of the sending ATS unit or the point before entering the area of responsibility of the receiving ATS unit; and
- All intermediate trajectory points; and
- the point at which the flight is leaving the area of responsibility of the sending ATS unit or the point beyond the area of responsibility of the sending ATS unit, that is located within the area of responsibility of the receiving ATS unit.

OLDI-V6-TRJ-20-R Additional Trajectory points within AoI **should** be added.

OLDI-V6-TRJ-30-O Requested flight level and speed **may** be added within the list of trajectory points.

16.5 Use Case

The OLDI Guidance material [GUID] contains several examples and use cases of application of FRA clearances and corresponding OLDI messages. This section elaborates a few examples for ABI, ACT and REV.

16.5.1 ABI and ACT Messages

AFR511 is planned to enter ATS A at FR1 point and exit via FR2. ATS A sends an ABI message to ATS B as:

-TITLE **ABI**
-REFDATA

-SENDER -FAC **ATSA**
-RECVR -FAC **ATSB**
-SEQNUM **277**
-ARCID **AFR511**
-SSRCODE **A5571**
-ADEP **LFMN**
-COORDATA
-PTID **FR2**
-TO **1242**
-TFL **F330**
-ADES **LCLK**
-ARCTYP **A320**
-ROUTE **N0460F330 LIRIM DCT FR1 DCT FR2 DCT FR4**

Same message with the application of gate (gate is identified as GATE2):

-TITLE **ABI**
-REFDATA
-SENDER -FAC **ATSA**
-RECVR -FAC **ATSB**
-SEQNUM **345**
-ARCID **AFR511**
-SSRCODE **A5571**
-ADEP **LFMN**
-COORDATA
-GID **GATE2**
-TO **1242**
-TFL **F330**
-ADES **LCLK**
-ARCTYP **A320**
-ROUTE **N0460F330 LIRIM DCT FR1 DCT FR2 DCT FR4**

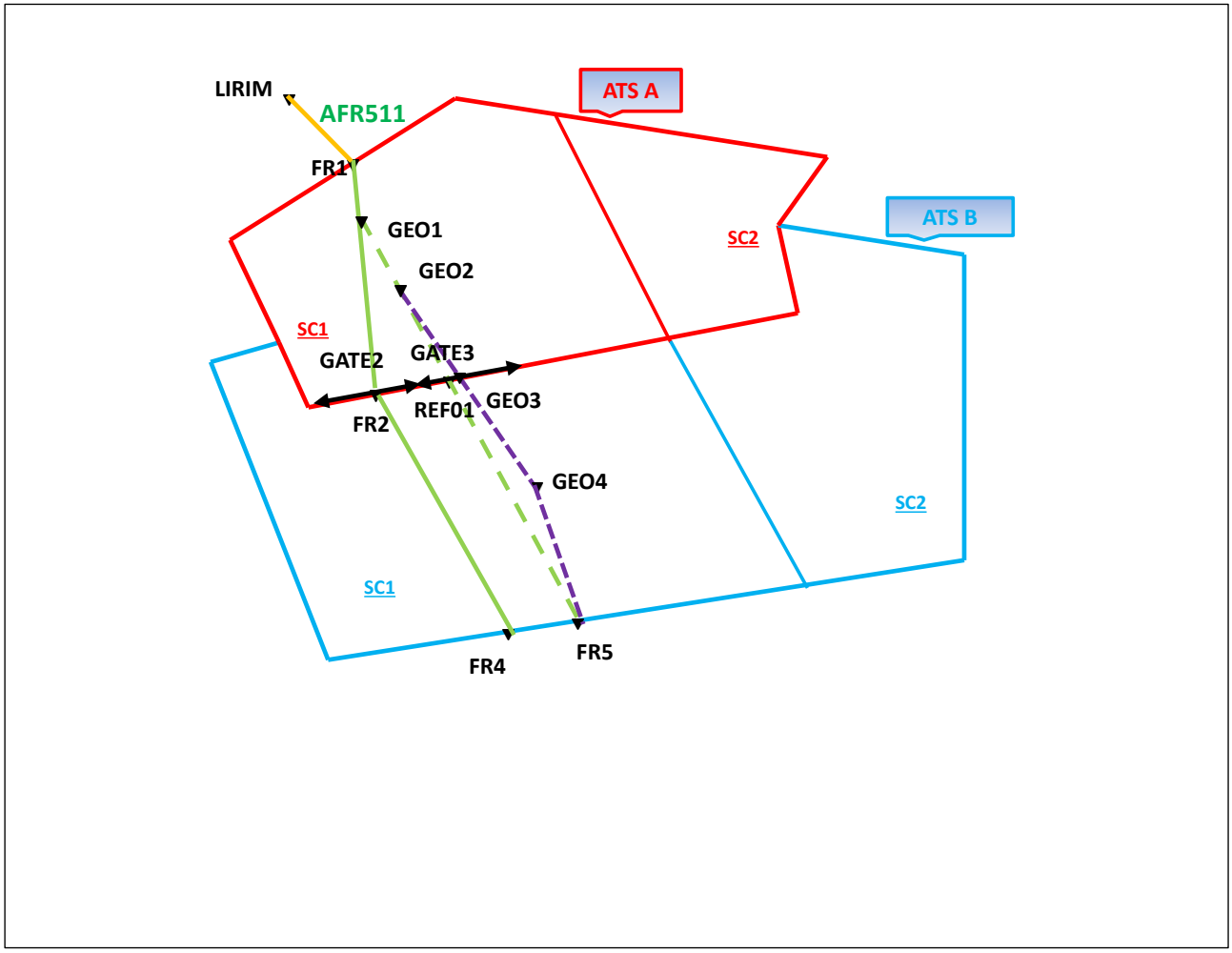

Figure 1 – AFR511 example

ATS A clears the flight AFR511 from the current position (GEO01) direct to FR5. By clearing the flight direct to FR5, the ATS A exit point changes to abeam point (REF01). The revised ABI is sent referencing the abeam point with range and bearing to the published COP as:

-TITLE **ABI**
-REFDATA
    -SENDER -FAC **ATSA**
    -RECVR -FAC **ATSB**
    -SEQNUM **321**
-ARCID **AFR511**
-SSRCODE **A5571**
-ADEP **LFMN**
-COORDATA
    -PTID **REF01**
    -TO **1240**
    -TFL **F330**
-ADES **LCLK**
-ARCTYP **A320**
-REF
    -REFID **REF01**
    -PTID **FR2**
    -BRNG **040**
    -DISTNC **015**
-ROUTE **N0460F330 4205N02301E DCT FR5**

Same message with the application of gate (new Gate GATE3 instead of GATE2):

-TITLE **ABI**
-REFDATA
-SENDER -FAC **ATSA**
-RECVR -FAC **ATSB**
-SEQNUM **445**
-ARCID **AFR511**
-SSRCODE **A5571**
-ADEP **LFMN**
-COORDATA
-GID **GATE3**
-TO **1240**
-TFL **F330**
-ADES **LCLK**
-ARCTYP **A320**
-ROUTE **N0460F330 4205N02301E DCT FR5**

The ACT message has the same route content as the ABI message. The route info is included in the ACT message.

16.5.2 REV Message

For the avoidance of tactical conflict, the flight AFR511 is rerouted from the current position (GEO02) to GEO04, re-joining the previously coordinated route at FR5. The REV message is sent as:

-TITLE **REV**
-REFDATA
-SENDER -FAC **ATSA**
-RECVR -FAC **ATSB**
-SEQNUM **459**
-MSGREF
-SENDER -FAC **ATSA**
-RECVR -FAC **ATSB**
-SEQNUM **389**
-ARCID **AFR511**

-ADEP **LFMN**
-COORDATA
-PTID **GEO03**
-TO **1242**
-TFL **F330**
-ADES **LCLK**

-GEO
-GEOID **GEO02**
-LATTD **420556N**
-LONGTD **0230456E**
-GEO
-GEOID **GEO03**
-LATTD **420633N**
-LONGTD **0230557E**
-GEO
-GEOID **GEO04**
-LATTD **420759N**
-LONGTD **0230645E**
-ROUTE **N0460F330 GEO02 DCT GEO04 DCT FR5**

Same message with the application of gate (Gate did not change, it is still GATE3):
-TITLE **REV**
-REFDATA

-SENDER -FAC **ATSA**
-RECVR -FAC **ATSB**
-SEQNUM **577**
-MSGREF
-SENDER -FAC **ATSA**
-RECVR -FAC **ATSB**
-SEQNUM **483**
-ARCID **AFR511**
-ADEP **LFMN**
-COORDATA
-GID **GATE3**
-TO **1242**
-TFL **F330**
-ADES **LCLK**

-GEO
-GEOID **GEO02**
-LATTD **420556N**
-LONGTD **0230456E**
-GEO
-GEOID **GEO04**
-LATTD **420759N**
-LONGTD **0230645E**
-ROUTE **N0460F330 GEO2 DCT GEO4 DCT FR5**

17. Data Insertion Rules

17.1 Purpose

This Annex describes the general rules for the insertion of data in the messages described in this Specification. These rules apply to all messages except where other alternatives or exceptions to these rules are specifically stated in the Rules of Application for a specific message.

17.2 Generic Message Formats

OLDI-V6-RUL-10-M All messages described in this document **shall** be transmitted using the EUROCONTROL ADEXP format.

17.3 Message Type

OLDI-V6-RUL-20-M The message type **shall** be the abbreviation for the message as described in the following list:

- **ABI**: Advance Boundary Information Message
- **ACP**: Acceptance Message
- **ACT**: Activate Message
- **AMA**: Arrival Management Message
- **BFD**: Basic Flight Data Message
- **BYP**: Bypass Proposal Message
- **CCD**: Cancel Coordination Dialogue Message
- **CDN**: Co-ordination Message
- **CFD**: Change to Flight Data Message
- **COD**: SSR Code Assignement Message
- **COF**: Change of Frequency Message
- **CRP**: Clearance Response Message
- **CRQ**: Clearance Request Message
- **LAM**: Logical Acknowledgement Message
- **FDM** Frequency Data Message;
- **LOF**: Log-On Forwarding Message
- **MAC**: Message for Abrogation of Co-ordination Message
- **MAS**: Manual Assumption of Communications Message
- **NAN**: Next Authority Notified Message
- **OCM**: Oceanic Clearance Message
- **PAC**: Preliminary Activation Message
- **PNT**: Point Message
- **PST**: Provide STAR Message
- **RAP**: Referred Activate Proposal Message
- **REV**: Revision Message
- **RJC**: Reject Co-ordination Message
- **RLS**: Release Message
- **ROF**: Request on Frequency Message
- **RRQ**: Release Request Message
- **RRV**: Referred Revision Proposal Message
- **RST**: Request STAR Message

- **RTI**: Request Tactical Instructions Message
- **SBY**: Stand-by Message
- **SCO**: Skip Communication Message
- **SDM**: Supplementary Data Message
- **SFP**: Sectorisation and Frequency Plan Message
- **SKC**: Skip Cancellation Message
- **SKN**: Skip Notification Message
- **TFD**: Terminate Flight Data Message
- **TIM**: Transfer Initiation Message
- **TIP**: Tactical Instructions Proposal Message

OLDI-V6-RUL-30-M The ADEXP primary field "*title*" **shall** be used.

17.4 Message Number

OLDI-V6-RUL-40-M The ADEXP primary field "*refdata*" **shall** be used.

OLDI-V6-RUL-50-M The message number data **shall** include the identifiers assigned to the transmitting and receiving ATS units, sectors or workstations and the message sequence number.

OLDI-V6-RUL-60-M The message sequence number **shall** progress sequentially from 001 to 000 (representing 1000), thence repeats from 001, for all messages sent to the same addressee, regardless of the type of message.

OLDI-V6-RUL-70-M Sub-field "*fac*", within sub-fields "*sender*" and "*recvr*", **shall** contain the identifiers assigned to the ATS units or logical sectors.

OLDI-V6-RUL-80-M These identifiers **shall** be not greater than eight characters in length.

OLDI-V6-RUL-90-M Sub-field "*seqnum*" **shall** contain the sequence number.

17.5 Message Reference

OLDI-V6-RUL-100-M The ADEXP primary field "*msgref*" **shall** be used.

OLDI-V6-RUL-110-M The values of Sub-fields "*sender*", "*recvr*", and "*seqnum*", within Primary field "msgref", **shall** be those of the same Sub-fields within Primary field "*refdata*" of the OLDI message referred to.

17.6 Aircraft Identification

OLDI-V6-RUL-120-M The ADEXP primary field "*arcid*" **shall** be used.

17.7 SSR Mode and Code

OLDI-V6-RUL-130-M The ADEXP primary field "*ssrcode*" **shall** be used.

OLDI-V6-RUL-140-M This field **shall** contain either:

- if known, the SSR mode/code on which the receiving ATS unit can expect the aircraft to respond at the transfer of control point; or
- an indicator that the SSR code is being requested from the receiving ATS unit.

OLDI-V6-RUL-150-M When the SSR code is a designated conspicuity code, it **shall** indicate that the downlinked aircraft identification is used as the primary correlation method.

Note: *Depending on the aircraft identification method applied, this item of data may contain the current SSR code or the SSR code at the transfer of control point, as bilaterally agreed.*

OLDI-V6-RUL-160-M If no valid SSR code is assigned or the mode/code is not known, the field **shall** be omitted.

OLDI-V6-RUL-170-M When requesting an SSR code/mode via the PAC or ABI message, primary field "*ssrcode*" **shall** contain the indicator "*REQ*".

17.8 Departure Aerodrome

OLDI-V6-RUL-180-M The ADEXP primary field "*adep*" **shall** be used.

17.9 Estimate Data

OLDI-V6-RUL-190-M The ADEXP Primary field "*coordata*" **shall** be used.

OLDI-V6-RUL-200-M The **"***coordata"* field **shall** contain:

- either the subfield “ptid” or “gid”;
- subfield “to”:
- subfield “tfl”:
- optionally the subfield “sfl”.

OLDI-V6-RUL-210-M The subfield "*ptid*" **shall** contain either:

- a known reference point, or;
- a bearing and distance from a known reference point or a latitude and longitude as defined in the same message by primary field "*ref*" or "*geo*".

OLDI-V6-RUL-220-M The subfield "gid" within primary field "*coordata*" **shall** contain the identifier of a known gate.

OLDI-V6-RUL-230-M The subfield "*to*" within primary field "*coordata*" **shall** contain the estimate time at the boundary expressed in Co-ordinated Universal Time (UTC).

OLDI-V6-RUL-240-M The subfield "*tfl*" within primary field "*coordata*" **shall** contain the transfer flight level at the boundary.

OLDI-V6-RUL-250-M The subfield "*sfl*" within primary field "*coordata*" **shall** contain the supplementary flight level at the boundary.

17.10 Co-ordination Point

17.10.1 General

The co-ordination point referred to by the transferring and receiving ATC units for the purposes of the transfer concerned.

OLDI-V6-RUL-260-M The co-ordination point **shall** be defined as either a known reference point, a range and bearing from a known reference point, or a latitude and longitude.

OLDI-V6-RUL-270-M The Primary field "*cop*" **shall** be used containing:

- a known reference point; or
- a bearing and distance from a known reference point, as defined in the same message by primary field "*ref*" or "*geo*".

17.11 Destination Aerodrome

OLDI-V6-RUL-280-M The ADEXP Primary field "*ades*" **shall** be used.

17.12 Number and Type of Aircraft

OLDI-V6-RUL-290-M The ADEXP Primary field "*arctyp*" **shall** be used to indicate the type of aircraft.

OLDI-V6-RUL-300-M In addition, if there is more than one aircraft in the flight, the ADEXP primary field "*nbarc*" **shall** be used to indicate the number of aircraft.

OLDI-V6-RUL-310-M The ADEXP primary field 'wktrc' **shall** be used for the indication of wake turbulence category.

OLDI-V6-RUL-320-M Number and type of aircraft **shall** contain the type of aircraft.

OLDI-V6-RUL-330-M The number of aircraft **shall** be included in the case of formation flights.

17.13 Route

OLDI-V6-RUL-340-M The ADEXP primary field "*route*" **shall** be used.

The ADEXP supports the route description as defined for flight plan messages which also includes speed and requested flight level or altitude information.

OLDI-V6-RUL-350-M After the speed level group, the route data **shall** include as a minimum the route data specified in Route Processing Requirements section 16.2.1.

17.14 Other Flight Plan Data

OLDI-V6-RUL-360-M The ADEXP Primary fields: "*depz*", "*destz*", "*opr*", "*per*", "*reg*", "*rmk*", "*altrnt1*", "*altrnt2*", "*sts*", "*typz*", *"ralt", "nav"* **shall** be used.

This field allows the option of including in ABI, ACT, PAC, BFD and CFD messages the flight plan data usually not included as part of the co-ordination procedure and not described elsewhere in this appendix.

OLDI-V6-RUL-370-M The inclusion of the following items as described in [PANS-ATM], Appendix 2, Field Types 8 and 18 **shall** be permitted:

- Registration markings;
- Name of the operator;
- Reason for special handling by ATS;
- Number and type(s) of aircraft if no ICAO codes exist;
- Aircraft Performance Category;
- Name of departure, destination if no ICAO location indicator exists;
- The ICAO location indicator of the first/second destination alternate aerodrome;
- Plain language remarks;
- En-route alternate aerodrome(s);
- Navigation equipment, other than specified in PBN.

17.15 Co-ordination Status and Reason

OLDI-V6-RUL-380-M The ADEXP primary field "*cstat*" **shall** be used.

OLDI-V6-RUL-390-M Co-ordination status and Reason **shall** include the following elements:

- a three-letter indicator confirming the new status of the system flight plan, to be one of the following:
  - INI, when the system flight plan is to be in an initial state, i.e. no notification message received;
  - NTF, when the system flight plan is to be in a notified status;
- a three-letter indicator specifying the reason for the status to be one of the following:
  - TFL, if the reason is a change of transfer flight level;
  - RTE, if the reason is a change of route;
  - HLD, to indicate that the flight is holding for an indefinite period and will be subject to a further message;

- DLY, to indicate that the departure is delayed;
- CAN, if the reason is a cancellation;
- OTH, for any other reason or if the reason is unknown.

OLDI-V6-RUL-400-M Auxiliary items "*coorstatusident*" and "*coorstatusreason*" **shall** contain the new status and reason as specified above respectively.

17.16 Assigned Heading

OLDI-V6-RUL-410-M The ADEXP primary field “ahead” **shall** be used.

OLDI-V6-RUL-420-M The Assigned Heading field **shall** contain the assigned heading or the letters “ZZZ” to indicate that a previously assigned heading no longer applies.

OLDI-V6-RUL-430-M The receipt of heading **shall** supersede any previous heading.

OLDI-V6-RUL-440-M The assigned heading **shall** be included using the primary field "*ahead*".

OLDI-V6-RUL-450-M The assigned heading field **shall** contain either:

- the heading assigned to a flight, expressed in degrees; or
- the indicator "ZZZ" to indicate that a previously assigned heading no longer applies.

OLDI-V6-RUL-460-O The heading or the indicator "ZZZ" **may** be replaced by:

- “PH” if aircraft is instructed to hold the present heading; or
- “AW” if aircraft is cleared to avoid weather on a heading, but the heading is not specified.

Note: *The "PH" indicator can be used for relative heading clearances and when the exact value of heading has not been given.*

17.17 Assigned Speed

OLDI-V6-RUL-470-M The ADEXP primary field "*aspeed*" is used and it **shall** contain either:

- the speed assigned to a flight, expressed in knots, mach number, or kilometres/hour; or
- the indicator "ZZZ" is used to indicate that a previously assigned speed no longer applies.

OLDI-V6-RUL-480-M The primary field "speedlimit" **shall** be used to indicate that the assigned speed is:

- a speed equal to or larger than a minimum value by using the indicator “MIN”;
- a speed equal to or smaller than a maximum value by using the indicator “MAX”; or
- an exact assigned speed by using the indicator “EQL”.

17.18 Assigned Rate of Climb/Descent

OLDI-V6-RUL-490-M The ADEXP primary field "*rate*" is used, and it **shall** contain:

- the climb or descent rate assigned to a flight, expressed in hundreds of feet per minute; or
- the indicator “ZZZ” is used to indicate that a previously assigned rate of climb/descent no longer applies.

OLDI-V6-RUL-500-M The primary field "*ratelimit*" **shall** be used to indicate that the assigned rate of climb/descent is:

- a rate equal to or larger than a minimum value by using the indicator “MIN”;
- a rate equal to or smaller than a maximum value by using the indicator “MAX”; or
- an exact assigned rate by using the indicator “EQL”.

17.19 Direct Clearance

OLDI-V6-RUL-510-M The primary field "*dct*" **shall** be used containing two points.

17.20 Direct Routing Request

OLDI-V6-RUL-520-M The primary field "*dct*" **shall** be used containing two points.

17.21 Position of the Flight

The current position of the flight is expressed in either geographic co-ordinates or by bearing and distance from a designated point.

OLDI-V6-RUL-530-M The current position of the flight **shall** be included using the "*position*" ADEXP primary field.

OLDI-V6-RUL-540-M Primary field "*ref*" or "*geo*" **shall** define the current horizontal location of the aircraft.

OLDI-V6-RUL-550-M Points used for range and bearing purposes in primary field "*ref*" **shall** be bilaterally agreed, i.e. known to both systems.

OLDI-V6-RUL-560-M Primary field "position" **shall** contain the subfield "*ptid*" which refers to the defined reference or geographic point.

OLDI-V6-RUL-570-M If time information is to be included, subfield "*to*" (hhmm) **shall** be used.

17.22 Release Indication

OLDI-V6-RUL-580-M The ADEXP primary field "*release*" **shall** contain one of the following:

- C, if the flight is released for climb;
- D, if the flight is released for descent;
- T, if the flight is released for turns;
- L, if the flight is released for left turn;
- R, if the flight is released for right turn;
- F, if the flight is fully released for all actions.

17.23 Released Flight Level Limit

The Released Flight Level Limit defines the upper or lower limit of the release for climb or decent, respectively.

OLDI-V6-RUL-590-M The ADEXP primary fields "*crfl1*" or *"crfl2"* **shall** be used, depending on the vertical movement of the aircraft and applicable limits.

17.24 Frequency

OLDI-V6-RUL-600-M The ADEXP primary field "freq" **shall** be used.

17.25 Reason

OLDI-V6-RUL-610-M The ADEXP primary field "*reason*", containing the value "*MANUAL*" for manually referred messages **shall** be used.

***Note**: This is a bilaterally agreed field within RAP and RRV messages addressing the manual referral reason.*

17.26 Cleared Flight Level

OLDI-V6-RUL-620-M The ADEXP primary field "*cfl*" **shall** be used.

17.27 Proposed Transfer Flight Level

OLDI-V6-RUL-630-M The ADEXP primary field "*propfl*" **shall** be used.

17.28 Estimated Take-Off Time

OLDI-V6-RUL-640-M The ADEXP primary field "*etot*" **shall** be used.

17.29 Reference Message Type

OLDI-V6-RUL-650-M The ADEXP primary field “*msgtyp*” **shall** be used.

17.30 Type of Flight

This item is as filed in the flight plan or equivalent data originating from an alternative source. The letter ‘X’ is inserted if the Type of Flight was omitted in the flight plan or it is not known for any other reason.

OLDI-V6-RUL-660-M The ADEXP primary field "*flttyp*" **shall** be used.

17.31 Equipment Capability and Status

OLDI-V6-RUL-670-M The ADEXP primary fields "*eqcst*", "*sureqpt*" and "*pbn*" **shall** be used.

This item indicates the capability and status of equipment that is either a pre-requisite for flight in certain airspaces or on specified routes or has a significant effect on the provision of ATS. The presence of a capability is identified in the flight plan but may be found to be incorrect or to have changed during the flight. The Equipment Capability and Status specifies the current status.

OLDI-V6-RUL-680-M The status of the following items **shall** be included:

- RVSM capability;
- 8.33kHz RTF equipage.

OLDI-V6-RUL-690-M The status of the following item **shall** be included for State flights as specified in the Type of Flight in the flight plan for which 8.33 kHz RTF equipment is not known to be available for use or not equipped:

- UHF equipage.

OLDI-V6-RUL-700-M If bilaterally agreed the status of the following items **shall** be included:

- PBN capability;
- Mode S capability.

17.32 Sector Identifier

OLDI-V6-RUL-710-M The sector identifier **shall** be included by using ADEXP primary field "*sector*".

17.33 Pointing Sector Identifier

OLDI-V6-RUL-720-M The pointing sector identifier **shall** be included by using ADEXP primary field "*pntsector*".

17.34 AMAN Time

This item contains the time that the flight is to be at the COP as calculated by the arrival manager.

OLDI-V6-RUL-730-M The ADEXP primary field "*amantime*" **shall** be used.
OLDI-V6-RUL-740-R This time **should** be expressed as calculated time (hhmmss).

17.35 Metering Fix

This item contains a known reference point or a bearing and distance from a known reference point.

OLDI-V6-RUL-750-M The ADEXP primary field "*mfx*" **shall** be used.

17.36 Time Over Metering Fix

This contains the computed time that the flight is to leave the metering fix, based on the sequence provided by the arrival manager.

OLDI-V6-RUL-760-M The ADEXP primary field "*tom*" s**hall** be used.
OLDI-V6-RUL-770-R This time **should** be expressed as calculated time (hhmmss).
.

17.37 Total Time to Lose or Gain

This field contains the number of minutes (mm) that a flight is required to lose or gain at the metering fix. TTL is used when time is to be lost, i.e. a delay is to be absorbed by the flight, and TTG when time is to be gained.

OLDI-V6-RUL-780-M The ADEXP Primary fields "*ttl*" or "*ttg*" **shall** be used.

17.38 Trajectory Points

This item contains a list of one or more trajectory points calculated by local FDPS. The time and level information at each point is included.

OLDI-V6-RUL-790-M The ADEXP primary field "*rtepts*" **shall** be used.
OLDI-V6-RUL-800-M The subfield "*pt*" **shall** include time using subfield "*to*".

OLDI-V6-RUL-810-M The trajectory points data **shall** utilise primary field "*rtepts*" and include the time at each point using the "*to*" subfield.

OLDI-V6-RUL-820-M The trajectory points data **shall** include level data at each point using the "*fl*" subfield.

17.39 Previous SSR Mode and Code

The previous SSR Mode and Code contain the SSR mode and code the flight was squawking before it squawks the mode and code specified in the “SSR Mode and Code”.

OLDI-V6-RUL-830-M The ADEXP Primary field "*prevssrcode*" **shall** be used.

OLDI-V6-RUL-840-M If no valid SSR code is assigned or the mode/code is not known, the field **shall** be omitted.

17.40 Next SSR Mode and Code

The next SSR Mode and Code contain the SSR mode and code the flight is squawking after it has squawked the mode and code specified in the “SSR Mode and Code”.

OLDI-V6-RUL-850-M The ADEXP Primary field "*nextssrcode*" **shall** be used.

OLDI-V6-RUL-860-M If no valid SSR code is assigned or the mode/code is not known, the field **shall** be omitted.

17.41 Requested Flight Level

The requested flight level is the planned cruising level as filed in the flight plan.

OLDI-V6-RUL-870-M The ADEXP primary field "*rfl*" **shall** be used.

17.42 Speed

The speed is the true airspeed as filed in the flight plan.

OLDI-V6-RUL-880-M The ADEXP primary field "*speed*" **shall** be used.

17.43 Approved Take-Off Time

The approved take off time is the time at which the flight should take off at the aerodrome as approved by the next ATS unit.

OLDI-V6-RUL-890-M The ADEXP primary field "*apptot*" **shall** be used.

17.44 Estimated Off-Block Time

The estimated off-block time is the estimated time at which the aircraft will commence movement associated with departure.

OLDI-V6-RUL-900-M The ADEXP Primary field "*eobt*" **shall** be used.

17.45 Actual Take-Off Time

The actual time at which the flight has taken off.

OLDI-V6-RUL-910-M The ADEXP primary field "*atot*" **shall** be used.

17.46 Departure Runway

This item contains the departure runway to be used by the flight in the context of the message.

OLDI-V6-RUL-920-M The ADEXP Primary field "*rwydep*" **shall** be used.

17.47 SID Identifier

The SID Identifier is the identifier of a Standard Instrument Departure procedure.

OLDI-V6-RUL-930-M The ADEXP Primary field "*sid*" **shall** be used.

17.48 Aircraft Address (ATN)

OLDI-V6-RUL-940-M The ADEXP primary field “*arcaddr*” **shall** be used.

OLDI-V6-RUL-950-M The Aircraft Address **shall** contain the ICAO 24-bit aircraft address (ICAO, Annex 10, Vol. 3, Ch. 9) of the aircraft initiating the CM-logon service.

OLDI-V6-RUL-960-M The Aircraft Address **shall** be expressed in the form of an alphanumerical code of six hexadecimal characters.

17.49 Logon Type

OLDI-V6-RUL-970-M The logon type **shall** contain the type of logon parameters ATN.

OLDI-V6-RUL-980-M The ADEXP Primary field "*af*" **shall** be used.

17.50 ATN Logon Parameters

This item contains the communication addresses and parameters related to the ATN applications.

OLDI-V6-RUL-990-M The ADEXP Primary field "*atnlogon*" **shall** be used including the subfields "*cmltsp*", "*cpcqvltsp*", "*adsqvltsp*", "*atiqv*", "*agappqualifier*", "*agappversion*", "*cpdlcaddress*", "*adsaddress*".

17.50.1 cmltsp

Transport layer address, which defines the CM application of the aircraft.
It is expressed in the form of an alphanumerical code of 36 or 38 hexadecimal characters.

cmltsp = RDP+ARS+LOC+SYS+NSEL+TSEL (18 or 19 bytes in total):

- RDP=Routing Domain Part (5 bytes); Address is exclusively assigned to ICAO and IATA;
- ARS=Administrative Region Selector (3 bytes); It contains the 24-bit aircraft address;
- LOC+SYS+NSEL=9 bytes address, defining the address of an End- or Intermediate system in a particular routing domain;
- TSEL=Transport Selector (1 or 2 bytes), assigned locally.

17.50.2 atiqv

This parameter contains ATN ATI application type and ATN ATI application version.

17.50.3 cpcqvltsp

This parameter contains the ATN CPDLC application type, version and corresponding address.

17.50.4 adsqvltsp

This parameter contains the ATN ADS-C application type, version and address.

17.50.5 agappqualifier

This parameter contains the ATN air - ground application type.

- ADS-C=0;
- CPDLC=22;
- ATI = 3.

Note: *The transmitting unit may transmit the LOF message, containing the CPCQVLTSP with AGAPPQUALIFIER 22 and its corresponding CPDLCADDRESS. The receiving data-link equipped unit provides the appropriate CPDLC service as indicated in the LOF message.*

17.50.6 agappversion

If the aircraft does not use a certain application, this parameter contains the version number of each air - ground application.

- ‘00’: if the application is not available;
- ADS-C application=’01’ or ‘02’;
- CPDLC application = ‘01’ or ‘02’;
- ATI application = ’01’ or ‘02’.

Note: *If an aircraft did not indicate that it wants to use one of the applications, the associated agappversion is set to ‘00’ in the LOF and the associated application address field is omitted.*

17.50.7 cpdlcaddress

This parameter contains the ATN address of the CPDLC application.
It is expressed in the form of an alphanumerical code of 36 or 38 hexadecimal characters.

cpdlcaddress = RDP+ARS+LOC+SYS+NSEL+TSEL (18 or 19 bytes in total):

- RDP=Routing Domain Part (5 bytes); Address is exclusively assigned to ICAO and IATA;
- ARS=Administrative Region Selector (3 bytes); It contains the 24-bit aircraft address;

- LOC+SYS+NSEL=9 bytes address, defining the address of an End- or Intermediate system in a particular routing domain;
- TSEL=Transport Selector (1 or 2 bytes), assigned locally.

17.50.8 adsaddress

This parameter contains the ATN address of the ADS-C applications.
It is expressed in the form of an alphanumerical code of 36 or 38 hexadecimal characters.

adsaddress = RDP+ARS+LOC+SYS+NSEL+TSEL (18 or 19 bytes in total):

- RDP=Routing Domain Part (5 bytes); Address is exclusively assigned to ICAO and IATA;
- ARS=Administrative Region Selector (3 bytes); It contains the 24-bit aircraft address;
- LOC+SYS+NSEL=9 bytes address, defining the address of an End- or Intermediate system in a particular routing domain;
- TSEL=Transport Selector (1 or 2 bytes), assigned locally.

17.51 Arrival Sequence Number

OLDI-V6-RUL-1000-M The ADEXP Primary field "*arrseqnumber*" **shall** be used.

OLDI-V6-RUL-1010-M The Arrival Sequence Number **shall** contain the expected position of the flight in the arrival sequence at the time of the AMA transmission.

17.52 Application Point

This item contains the point on the route of flight from which an ATC constraint applies (e.g. the assigned speed used in AMA).

OLDI-V6-RUL-1020-M The ADEXP primary field "*applipt*" **shall** contain:

- a known reference point; or
- a bearing and distance from a known reference point or GEO point, as defined in the same message by primary field *"ref"* or *"geo"*.

17.53 Previous Aerodrome of Destination

This item contains the previous aerodrome of destination to be used by the flight in the context of the message.

OLDI-V6-RUL-1030-M The ADEXP Primary field *"adesold"* **shall** be used.

17.54 ATNB2 Logon Parameters

OLDI-V6-RUL-1040-M The ADEXP primary field ‘atnlogonb2’ **shall** be used together with Subfields ‘*cpcqvltsp’, ‘adsqvltsp’, ‘agappqualifier’, ‘agappversion’, ‘cpdlcaddress’ and ‘adsaddress’.*

17.54.1 cpcqvltsp

This parameter contains the ATN CPDLC application type, version and corresponding address.

17.54.2 adsqvltsp

This parameter contains the ATN ADS-C application type, version and address.

17.54.3 agappqualifier

This parameter contains the ATNB2 air - ground application type.

- ADS-C=0;
- CPDLC=22.

17.54.4 agappversion

This parameter contains the ATNB2 version number of each air - ground application

- ADS-C application='01' (or other values that might be defined in the future);
- CPDLC application = '02' (or other values that might be defined in the future).

17.54.5 cpdlcaddress

This parameter contains the ATNB2 address of the CPDLC application.
It is expressed in the form of an alphanumerical code of 36 or 38 hexadecimal characters.

cpdlcaddress = RDP+ARS+LOC+SYS+NSEL+TSEL (18 or 19 bytes in total):

- RDP=Routing Domain Part (5 bytes); Address is exclusively assigned to ICAO and IATA;
- ARS=Administrative Region Selector (3 bytes); It contains the 24-bit aircraft address;
- LOC+SYS+NSEL=9 bytes address, defining the address of an End- or Intermediate system in a particular routing domain;
- TSEL=Transport Selector (1 or 2 bytes), assigned locally.

17.54.6 adsaddress

This parameter contains the ATNB2 address of the ADS-C applications.
It is expressed in the form of an alphanumerical code of 36 or 38 hexadecimal characters.

adsaddress = RDP+ARS+LOC+SYS+NSEL+TSEL (18 or 19 bytes in total):

- RDP=Routing Domain Part (5 bytes); Address is exclusively assigned to ICAO and IATA;
- ARS=Administrative Region Selector (3 bytes); It contains the 24-bit aircraft address;
- LOC+SYS+NSEL=9 bytes address, defining the address of an End- or Intermediate system in a particular routing domain;
- TSEL=Transport Selector (1 or 2 bytes), assigned locally.

17.55 Approach Type

This item contains the approach type information as free text indicating the approach type for particular flight.

OLDI-V6-RUL-1050-M The ADEXP Primary field "*apptyp*" **shall** be used.

17.56 Formation Group Information

This item contains the aircraft identifications, aircraft types and optionally SSR codes of all aircraft that are part of the formation group.

OLDI-V6-RUL-1060-M The ADEXP primary field "*frmgroup*" **shall** be used.

Note: *The exchange of SSR codes for the flights in a formation needs to comply with the SSR Code Management Plan, where military codes are taken from the local codes allocated to a State. Therefore, such exchange is only possible between ATS units within the same State.*

17.57 Actual Time of Arrival

This item contains the time at which the aircraft arrived at the destination aerodrome.

OLDI-V6-RUL-1070-M The ADEXP primary field *"ata"* **shall** be used.

17.58 Estimated off-block date

This item contains the estimated date at which the aircraft will commence movement associated with departure.

OLDI-V6-RUL-1080-M The ADEXP Primary field *"eobd"* **shall** be used.

17.59 Change of flight rules and/or flight type

This item contains the indication and point at which a change in either the "flight rules"(VFR/IFR) or the "type of flight"(OAT/GAT) or both together occur.

OLDI-V6-RUL-1090-M The ADEXP Primary field *" chgrul"* **shall** be used.

17.60 Actual Date of Arrival

This item contains the day at which the aircraft arrived at the destination aerodrome.

OLDI-V6-RUL-1100-M The ADEXP Primary field *" ada"* **shall** be used.

17.61 STAR

The STAR Identifier is the identifier of a Standard Instrument Arrival Route.

OLDI-V6-RUL-1110-M The ADEXP Primary field "*star*" **shall** be used.

17.62 Arrival Runway

This item contains the arrival runway to be used by the flight in the context of the message.

OLDI-V6-RUL-1120-M The ADEXP Primary field "*rwyarr*" **shall** be used.

17.63 Estimated Flight Level

This field includes the FL over the point and point itself.

OLDI-V6-RUL-1130-M The ADEXP primary field "*efl*" **shall** be used.

17.64 Skipped Sector

OLDI-V6-RUL-1140-M The skipped sector identifier **shall** be included by using ADEXP primary field "*sksec*".

17.65 Skipped Frequency

OLDI-V6-RUL-1150-M The ADEXP primary field "*skfreq*" **shall** be used.

17.66 Sector list

This item contains a list of assigned ATC sectors as calculated by local FDPS. Each ATC sector contained in the sector list includes the ATC sector identifier and a list of elementary sectors.

OLDI-V6-RUL-1160-M The ADEXP primary field "seclist" **shall** be used.

17.67 Elementary Sector list

This item contains a list of elementary sectors with the elementary sector identifiers, upper and lower flight level limit of each elementary sector and elementary sector frequencies.

OLDI-V6-RUL-1170-M The ADEXP field "eslist" **shall** be used.

17.68 Elementary Sector identifier

OLDI-V6-RUL-1180-M The ADEXP field "secid" **shall** be used.

17.69 Time not before (time constraint)

OLDI-V6-RUL-1190-M The ADEXP primary field “nbt” **shall** be used.

17.70 Time not later (time constraint)

OLDI-V6-RUL-1200-M The ADEXP primary field “nlt” **shall** be used.

17.71 Gate identifier

OLDI-V6-RUL-1210-M The ADEXP primary field “gid” **shall** be used.

17.72 ICAO ATS Unit Facility Designator

OLDI-V6-RUL-1220-M The ADEXP primary field “unitid” **shall** be used.

17.73 Time Separation from preceding aircraft

OLDI-V6-RUL-1230-M The ADEXP primary field “timesep” **shall** be used.
OLDI-V6-RUL-1240-M The field “timesep” **shall** include the Identification of the preceding aircraft and the time interval to be applied.

17.74 Delay or Holding Indicator

OLDI-V6-RUL-1250-M The ADEXP primary field “dle” **shall** be used.
OLDI-V6-RUL-1260-M The field “dle” **shall** include the delay/holding application point and duration.

17.75 Flight Rules

This item is as filed in the flight plan or equivalent data originating from an alternative source.

OLDI-V6-RUL-1270-M The ADEXP primary field "*fltrul*" **shall** be used.

ANNEX A - BASIC AND EXTENDED LOGIC

Basic set and extended logic set

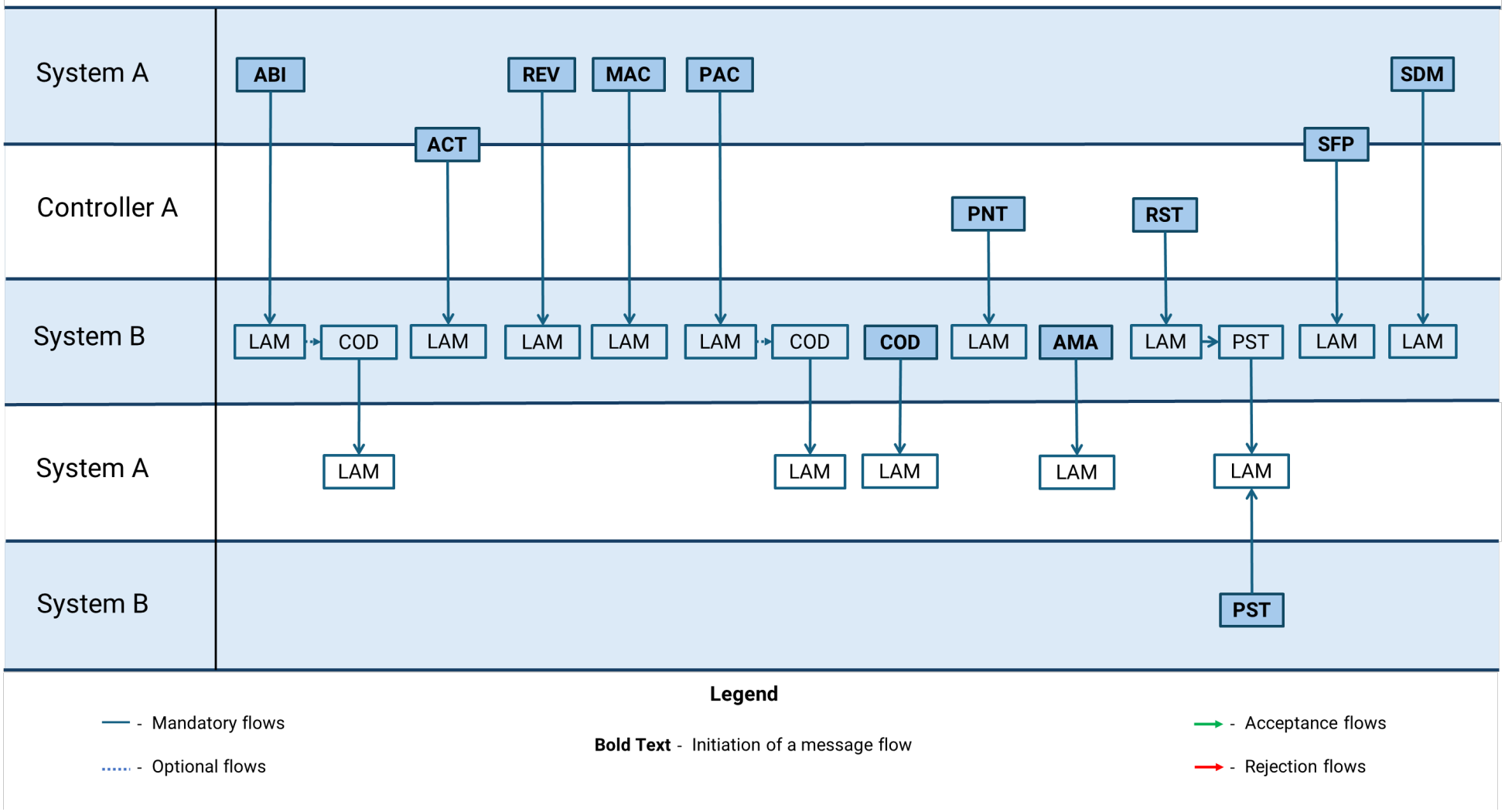

Figure 2 – Basic and extended messages

ANNEX B - DIALOGUE MESSAGES

Dialogue Messages

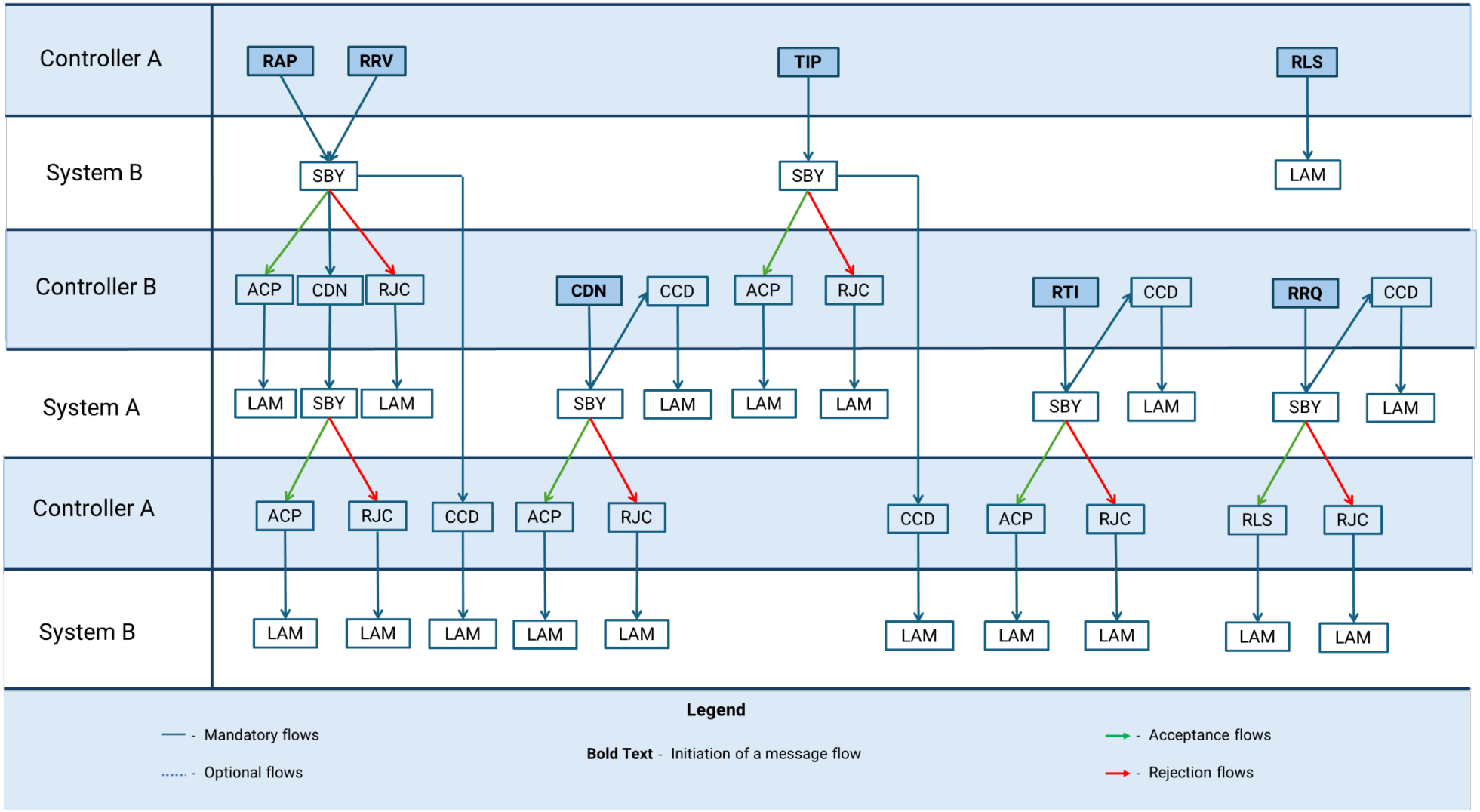

Figure 3 – Dialogue messages

ANNEX C - TRANSFER OF COMMUNICATION AND DATA LINK MESSAGES

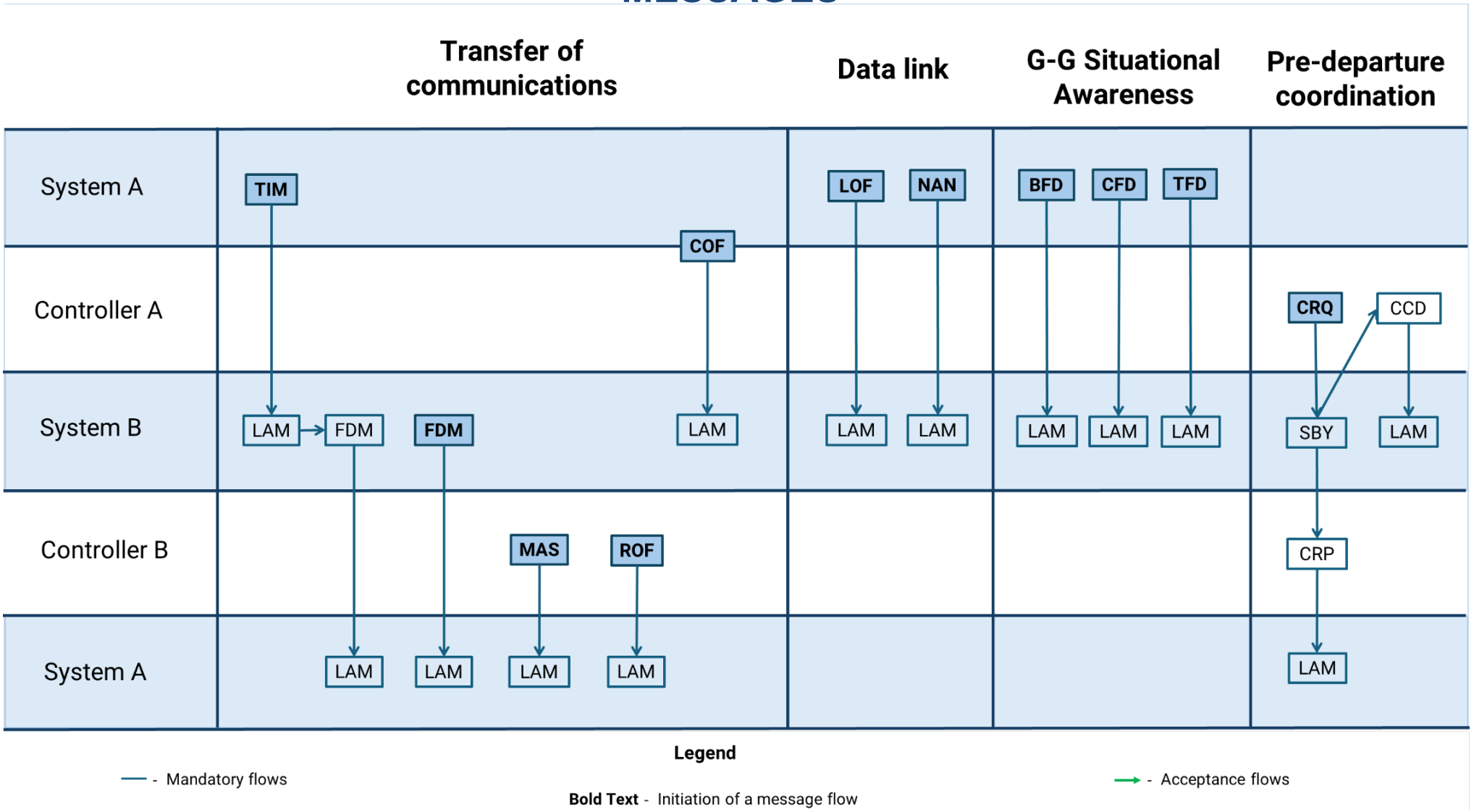

Figure 4 – Transfer of communications, data link, ground-ground awareness and pre-departure coordination messages

ANNEX D - SKIP MECHANISM

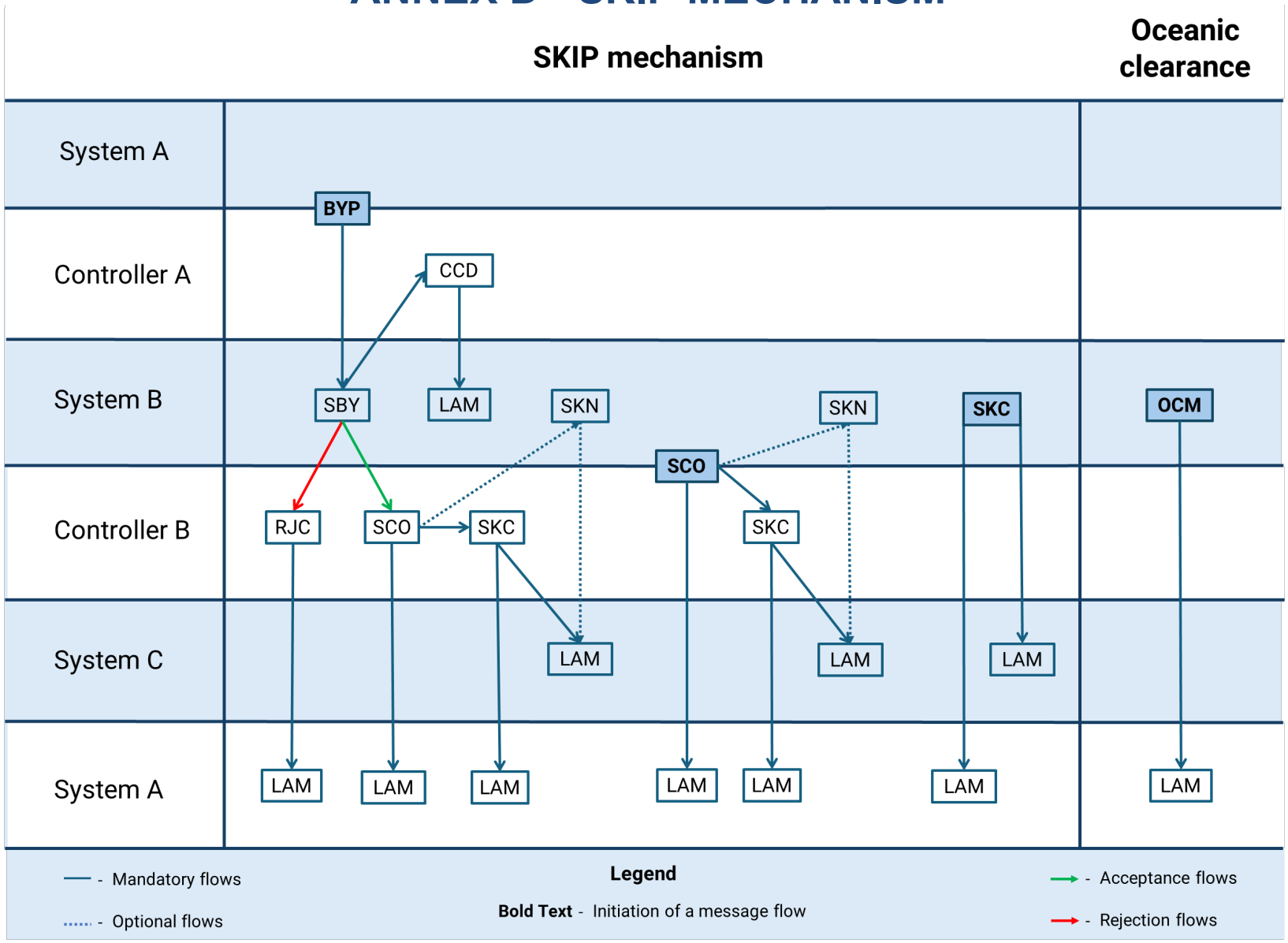

Figure 5 – Skip mechanism and oceanic clearance messages

ANNEX E – OLDI EXCHANGE PHASES

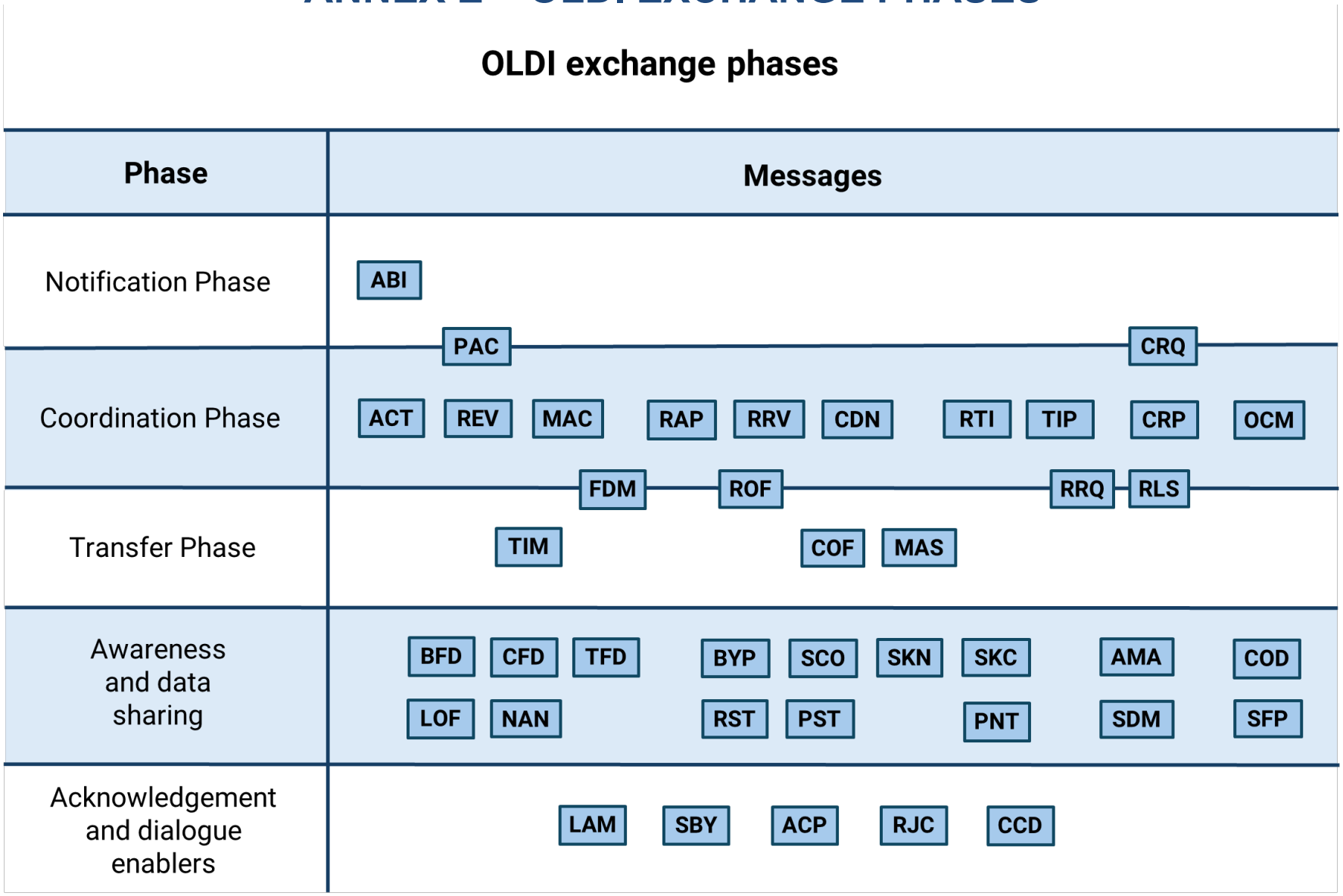

Figure 6 – OLDI exchange phases

ANNEX F - TRACEABILITY MATRIX

Introduction

The Commission Implementing Regulation (EU) 2023/1771, amending Implementing Regulation (EU) 2017/373, covers the requirements for the exchange of flight data for the purpose of notification, coordination, transfer of flights and the data link services between air traffic control units to ensure interoperability.

As a consequence, when developing means of compliance for the above mentioned regulation there is a need to indicate how the regulation is satisfied by the specification requirements.

The following table shows how the requirements specified in the Commission Implementing Regulation (EU) 2023/1771 are met by the EUROCONTROL Specification for On-Line Data Interchange Edition 6.0 and OLDI Guidance Material edition1.2.

Table 2 – Traceability matrix

Commission Implementing Regulation (EU) 2023/1771 amending Implementing Regulation (EU) 2017/373 and repealing Regulations (EC) No 1032/2006, (EC) No 633/2007 and (EC) No 262/2009		EUROCONTROL Specification For On-Line Data Interchange (OLDI) Edition 6.0		
Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
ANNEX	Annexes I, II, III, IV, VIII, IX, X and XII to Implementing Regulation (EU) 2017/373 are amended as follows:			
(4)	Annex IV is amended as follows:			
(f)	the following Appendices 1 and 2 are added:			
Appendix 2	Processes to be implemented for automated coordination as required by point ATS.TR.230(c)			
A	The mandatory processes to be implemented between units that provide area control service, or when so agreed with or between other air traffic control units, shall be the following:			
(a)	NOTIFICATION			

Commission Implementing Regulation (EU) 2023/1771 amending Implementing Regulation (EU) 2017/373 and repealing Regulations (EC) No 1032/2006, (EC) No 633/2007 and (EC) No 262/2009		EUROCONTROL Specification For On-Line Data Interchange (OLDI) Edition 6.0		
Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
(1)	The flight information subject to the notification process shall include as a minimum:aircraft identification, (ii) SSR mode and code (if available), (iii) departure aerodrome, (iv) estimate data, (v) destination aerodrome, (vi) number and type of aircraft, (vii) type of flight, (viii) equipment capability and status.	OLDI-V6-ABI-10-M	The ABI message shall contain the following items of data: • Message Type; • Message Number; • Aircraft Identification; • SSR Mode and Code (if available); • Departure Aerodrome; • Estimate Data; • Destination Aerodrome; • Number and Type of Aircraft; • Type of Flight; • Route; • Message Reference, in case of revised ABI; • Equipment Capability and Status.	Compliant
(2)	The content of the “equipment capability and status” information shall include reduced vertical separation minima (RVSM) and the 8,33 kHz channel spacing capability as a minimum. Other items may be included in accordance with the letters of agreement.	OLDI-V6-RUL-670-M	The status of the following items shall be included: • RVSM capability; • 8.33kHz RTF equipage.	Compliant
		OLDI-V6-RUL-680-M	The status of the following shall be included for State flights as specified in the Type of Flight in the flight plan for which 8.33 kHz RTF equipment is not known to be available for use or not equipped: • UHF equipage.	Compliant
		OLDI-V6-RUL-690-M	If bilaterally agreed the status of the following items shall be included: • PBN capability;	Compliant

Commission Implementing Regulation (EU) 2023/1771 amending Implementing Regulation (EU) 2017/373 and repealing Regulations (EC) No 1032/2006, (EC) No 633/2007 and (EC) No 262/2009		EUROCONTROL Specification For On-Line Data Interchange (OLDI) Edition 6.0		
Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
			• Mode S capability.	
(3)	The notification process shall be performed at least once for each eligible flight planned to cross boundaries unless the flight is the subject of the pre-departure notification and coordination process	OLDI-V6-ABI-40-M	Except as provided for in OLDI-V6-ABI-70-M and OLDI-V6-ABI-80-R below, one or more ABI messages shall be sent for each flight planned to cross the boundary of areas of responsibility subject to OLDI procedures.	Compliant
(4)	The eligibility criteria for cross-boundary notification of flights shall be in accordance with the letters of agreement.	OLDI-V6-ABI-210-M	The ABI generation parameter(s) shall be bilaterally agreed between the ATS units concerned	Compliant
(5)	When the notification process cannot be performed by a bilaterally agreed time prior to the initial coordination process, it shall be included in the initial coordination process	OLDI-V6-ABI-70-M	ABI message generation shall be inhibited if a Preliminary Activation (PAC) message is to be sent.	Compliant
		OLDI-V6-ABI-80-R	ABI transmission should be inhibited if the ACT or RAP message is due for transmission immediately or within a bilaterally agreed time interval. *Note: The purpose of this recommendation is to avoid the attempted simultaneous resolution of anomalies at different positions at the receiving unit in respect of ABI and ACT messages for the same flight.*	Compliant
(6)	When performed, the notification process shall precede the initial coordination process.	OLDI-V6-ABI-60-M	When sent, the ABI message shall precede the Activate (ACT) or Referred Activate Proposal (RAP) message.	Compliant
(7)	The notification process shall take place again each time there is a change to any of the following data prior to the initial coordination process:	OLDI-V6-ABI-90-M	A revised ABI message shall be sent if the subsequent ACT message has not been	Compliant

Commission Implementing Regulation (EU) 2023/1771 amending Implementing Regulation (EU) 2017/373 and repealing Regulations (EC) No 1032/2006, (EC) No 633/2007 and (EC) No 262/2009		EUROCONTROL Specification For On-Line Data Interchange (OLDI) Edition 6.0		
Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
	(i) coordination point (COP); (ii) expected SSR code at the transfer of control point; (iii) destination aerodrome; (iv) type of aircraft; (v) equipment capability and status.		generated and any of the following data items change or are modified: • estimate data; • expected SSR code at the transfer of control point; • aerodrome of destination; • type of aircraft; • equipment capability and status; • flight rules; • type of flight; • route. The change of coordination point is covered within the change of estimate data.	
(8)	If a discrepancy is identified between the transmitted data and the corresponding data in the receiving system, or no such information is available that would result in the need for corrective action upon receipt of the following initial coordination data, the discrepancy shall be referred to an appropriate controller working position for resolution.	OLDI-V6-ABI-150-M	If the association is successful but a discrepancy is identified between the data in the message and corresponding data in the receiving system, the discrepancy shall be referred to an appropriate position for resolution.	Compliant
(9)	Time criteria for the initiation of the notification process: (i) The notification process shall be initiated at a parameter number of minutes before the estimated time at the COP.	OLDI-V6-ABI-190-M	The message shall be transmitted a parameter number of minutes before the estimated time at the boundary.	Compliant
		OLDI-V6-ABI-210-M	The ABI generation parameter(s) shall be bilaterally agreed between the ATS units concerned	Compliant

Commission Implementing Regulation (EU) 2023/1771 amending Implementing Regulation (EU) 2017/373 and repealing Regulations (EC) No 1032/2006, (EC) No 633/2007 and (EC) No 262/2009		EUROCONTROL Specification For On-Line Data Interchange (OLDI) Edition 6.0		
Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
	(ii) The notification parameter(s) shall be included in the letters of agreement between the ATC units concerned. (iii) The notification parameter(s) may be defined separately for each of the coordination points.	OLDI-V6-ABI-230-R	The ABI generation parameter(s) should be defined separately for each of the COPs/Gates.	Compliant
(b)	INITIAL COORDINATION			
(1)	For a flight subject to initial coordination, the agreed transfer conditions of a flight shall be operationally binding for both air traffic control units unless the coordination is abrogated or revised.	OLDI-V6-ACT-120-M	Acceptance by the receiving unit of the transfer conditions implied in the ACT message shall be assumed, unless the receiving unit initiates co-ordination to amend them.	Compliant
		OLDI-V6-ACT-130-M	The co-ordinated transfer conditions and the fact that the LAM has been received shall be presented to the ATC staff at the transferring unit.	Compliant
(2)	The information on the flight that is subject to the initial coordination process shall include as a minimum: (i) aircraft identification; (ii) SSR mode and code; (iii) departure aerodrome; (iv) estimate data; (v) destination aerodrome; (vi) number and type of aircraft;	OLDI-V6-ACT-10-M	The ACT message shall contain the following items of data: • Message Type; • Message Number; • Aircraft Identification; • SSR Mode and Code • Departure Aerodrome; • Estimate Data; • Destination Aerodrome;	Compliant

Commission Implementing Regulation (EU) 2023/1771 amending Implementing Regulation (EU) 2017/373 and repealing Regulations (EC) No 1032/2006, (EC) No 633/2007 and (EC) No 262/2009		EUROCONTROL Specification For On-Line Data Interchange (OLDI) Edition 6.0		
Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
	(vii) type of flight; (viii) equipment capability and status.		• Number and Type of Aircraft; • Type of Flight; • Equipment Capability and Status; • Route.	
(3)	The content of the “equipment capability and status” information shall include RVSM and the 8,33 kHz channel spacing capability as a minimum. Other items may be included as bilaterally agreed by the letters of agreement.	OLDI-V6-RUL-670-M	The status of the following items shall be included: • RVSM capability; • 8.33kHz RTF equipage.	Compliant
		OLDI-V6-RUL-680-M	The status of the following shall be included for State flights as specified in the Type of Flight in the flight plan for which 8.33 kHz RTF equipment is not known to be available for use or not equipped: • UHF equipage.	Compliant
		OLDI-V6-RUL-690-M	If bilaterally agreed the status of the following items shall be included: • PBN capability; • Mode S capability.	Compliant
(4)	The initial coordination process shall be performed for all eligible flights planned to cross boundaries.	OLDI-V6-ACT-40-M	One ACT message shall be sent for eligible flights crossing the boundary except as provided for in requirement OLDI-V6-ACT-130-M.	Compliant
(5)	The eligibility criteria for cross-boundary initial coordination of flights shall be in accordance with the letters of agreement.	OLDI-V6-ACT-50-M	The ACT message shall be generated and transmitted automatically at the calculated time as specified in the LoA, unless manually initiated at an earlier time.	Compliant

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Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
		OLDI-V6-ACT-270-M	The ACT generation parameter(s) shall be bilaterally agreed between the ATS units concerned.	Compliant
(6)	Unless already manually initiated, the initial coordination process shall be automatically initiated, in accordance with the letters of agreement, at: (i) a bilaterally agreed parameter time period before the estimated time at the coordination point; or (ii) the time at which the flight is at a bilaterally agreed distance from the coordination point.	OLDI-V6-ACT-50-M OLDI-V6-ACT- 250-M	The ACT message shall be generated and transmitted automatically at the calculated time as specified in the LoA, unless manually initiated at an earlier time. The message shall be transmitted at or as soon as possible after the earlier of the times determined from the following: • a parameter number of minutes before the estimated time at the boundary; • the time at which the flight is at a bilaterally agreed distance from the boundary.	Compliant
(7)	The initial coordination process for a flight shall only be performed once unless the abrogation of the coordination process is initiated.	OLDI-V6-ACT-140-M	A further ACT message shall only be sent to the same co-ordination partner if the previous one has been abrogated by the use of a MAC.	Compliant
(8)	Following the abrogation of the coordination process, the initial coordination process may be initiated again with the same unit.	OLDI-V6-ACT-140-M	A further ACT message shall only be sent to the same co-ordination partner if the previous one has been abrogated by the use of a MAC.	Compliant
(9)	The completion of the initial coordination process, including confirmation from the receiving unit, shall be passed on to the transferring unit – the flight is then considered “coordinated”.	OLDI-V6-ACT-180-M	If a corresponding flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement shall be returned.	Compliant
		OLDI-V6-ACT-200-M	If a corresponding system flight plan is found and a discrepancy is found that inhibits correct processing of the message and the sector	Compliant

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Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
			responsible for accepting control of the flight can be identified, the operational content of the message shall be displayed at the appropriate working position.	
		OLDI-V6-ACT-220-M	If a corresponding flight plan cannot be found and the sector responsible for accepting control of the flight can be identified, an acknowledgement shall be returned.	Compliant
(10)	Failure of the initial coordination process to confirm completion, in accordance with the applicable quality-of-service requirements, shall result in a warning at the controller working position responsible for the coordination of the flight within the transferring unit.	OLDI-V6-ACT-320-M	If no LAM message is received as an acknowledgement for an ACT message, a warning shall be displayed at the ATC position responsible for the co-ordination of the flight.	Compliant
(11)	The initial coordination information shall be made available to the appropriate controller working position at the accepting unit.	OLDI-V6-ACT-180-M	If a corresponding flight plan is found and no discrepancy is present in the message that would inhibit correct processing, the required data shall be output at operational ATC and other positions as appropriate.	Compliant
		OLDI-V6-ACT-200-M	If the corresponding flight plan is found and a discrepancy is found that inhibits correct processing of the message and the sector responsible for accepting control of the flight can be identified, the operational content of the message shall be displayed at the appropriate working position.	Compliant
		OLDI-V6-ACT-230-M		Compliant

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Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
			If a corresponding system flight plan cannot be found and the sector responsible for accepting control of the flight can be identified, the operational content of the message shall be displayed at the appropriate working position.	
(c)	REVISION OF COORDINATION			
(1)	The revision-of-coordination process shall ensure association with the flight previously coordinated.	OLDI-V6-REV-10-M	The REV message shall contain the following items of data: • Message Type; • Message Number; • Aircraft Identification; • Departure Aerodrome; • Destination Aerodrome; • Message Reference;	Compliant
		OLDI-V6-REV-90-M	The message reference shall contain the message number of the preceding ACT/RAP or, in case of revised REV, the preceding REV message.	
(2)	For a flight subject to the revision-of-coordination process, the agreed transfer conditions of a flight shall be operationally binding for both air traffic control units unless the coordination is abrogated or the conditions are further revised.	OLDI-V6-REV-110-M	Acceptance by the receiving ATS unit of the transfer conditions implied by the REV message shall be assumed, while the receiving ATS unit initiates co-ordination to amend them.	Compliant
(3)	The revision-of-coordination process shall provide the following flight information, provided it has changed: (i) SSR mode and code;			
		OLDI-V6-REV-20-M	The REV message shall contain the following items of data if they have changed:	Compliant

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Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
	(ii) estimated time and flight level; (iii) equipment capability and status.		• Estimate Data; • SSR Mode and Code; • Route; • Type of flight; • Flight Rules; • Equipment Capability and Status. Estimate data include the point/gate, time and flight level.	
(4)	If bilaterally agreed, the revision-of-coordination data shall provide the following information provided it has changed: (i) coordination point; (ii) route.	OLDI-V6-REV-20-M	The REV message shall contain the following items of data if they have changed: • Estimate Data; • SSR Mode and Code; • Route; • Type of flight; • Flight Rules; • Equipment Capability and Status. Coordination point is covered by Estimate Data item.	Compliant
(5)	The revision-of-coordination process may take place one or more times with the unit with which a flight is currently coordinated.	OLDI-V6-REV-50-O	One or more REV messages may be sent to the ATS unit to which a flight has been currently co-ordinated by the use of an ACT or RAP message.	Compliant
(6)	The revision-of-coordination process shall take place when: (i) the estimated time over the coordination point differs from that previously provided by more than a value bilaterally agreed;	OLDI-V6-REV-60-M	The change of any of the following elements shall trigger the sending of a REV message: • Estimate Data; • SSR Mode and Code; • Route; • Type of flight; • Flight Rules;	Compliant

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Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
	(ii) the transfer level(s), SSR code or equipment capability and status is (are) different from that (those) previously provided.		• Equipment capability and status. The estimate data item includes the estimated time over and transfer level	
		OLDI-V6-REV-70-M	A REV message shall be sent when: • the ETO at the boundary, which is contained in the Estimate Data, differs from that in the previous message by more than a bilaterally agreed value. • there is any change of the elements in OLDI-V6-REV-60-M (excluding ETO)	Compliant
(7)	Where bilaterally agreed, the revision-of-coordination process shall take place when there is any change in the following: (i) coordination point; (ii) route.	OLDI-V6-REV-60-M	The change of any of the following elements shall trigger the sending of a REV message: • Estimate Data; • SSR Mode and Code; • Route; • Type of flight; • Flight Rules; • Equipment capability and status. The estimate data item includes the coordination point.	Compliant
(8)	The completion of the revision-of-coordination process, including confirmation from the receiving unit, shall be passed on to the transferring unit.	OLDI-V6-REV-150-M	If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgment shall be returned.	Compliant
(9)	Failure of the revision-of-coordination process to confirm completion, in accordance with the applicable quality-of-service requirements, shall result in a warning at the controller working	OLDI-V6-REV-220-M	If no LAM message is received as an acknowledgement for a REV message, a warning shall be displayed at the ATC position responsible for the co-ordination of the flights.	Compliant

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Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
	position responsible for the coordination of the flight within the transferring unit.			
(10)	The revision-of-coordination process shall take place immediately following the relevant input or update.	OLDI-V6-REV-170-M	The REV message is event driven and shall be transmitted immediately following the relevant input or update.	Compliant
(11)	The revision-of-coordination process shall be inhibited after the flight is at a bilaterally agreed time/distance from the transfer control point in accordance with the letters of agreement.	OLDI-V6-REV-180-M	Due to the fact that no changes may be effected by the use of the REV message after the flight is at a specified time/distance from the boundary, the time and distance parameters shall be bilaterally agreed.	Compliant
(12)	The revision-of-coordination information shall be made available to the appropriate controller working position within the receiving unit.	OLDI-V6-REV-140-M	If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, the required data shall be output at operational ATC and other positions as appropriate.	Compliant
(13)	Where the completion of the revision-of-coordination process is not confirmed in accordance with the applicable quality-of-service requirements, the transferring unit shall initiate verbal coordination.	OLDI-V6-MAC-30-M	A MAC message shall be sent to an ATS unit to which co-ordination had previously been effected for a flight, by the use of an ACT or RAP message, when one of the following occurs: • the expected level at boundary is different from the level contained in the previous message, resulting in a change of the next ATS unit in the co-ordination sequence; • the route of flight has been altered which results in a change of the next ATS unit in the co-ordination sequence;	Compliant

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Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
			• the system flight plan is cancelled in the sending unit and the co-ordination is no longer relevant; • a MAC is received from the previous ATS unit in respect of the flight that requires an effective abrogation towards the downstream unit based on bi-lateral agreements.	
(d)	ABBROGATION OF COORDINATION			
(1)	The abrogation-of-coordination process shall ensure association with the previous notification or coordination process that is being cancelled.	OLDI-V6-MAC-80-M	The message reference shall contain the message number of the last ABI, PAC, CRQ, ACT, RAP, REV, RRV or CDN message transmitted for the flight and acknowledged.	Compliant
(2)	The abrogation-of-coordination process shall take place with a unit for a coordinated flight when: (i) the unit is no longer the next unit in the coordination sequence; (ii) the flight plan is cancelled in the sending unit and the coordination is no longer relevant; (iii) abrogation-of-coordination information is received from the previous unit in respect of the flight.	OLDI-V6-MAC-30-M	A MAC message shall be sent to an ATS unit to which co-ordination had previously been effected for a flight, by the use of an ACT or RAP message, when one of the following occurs: • the expected level at boundary is different from the level contained in the previous message, resulting in a change of the next ATS unit in the co-ordination sequence; • the route of flight has been altered which results in a change of the next ATS unit in the co-ordination sequence;	Compliant

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Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
			• the system flight plan is cancelled in the sending unit and the co-ordination is no longer relevant; • a MAC is received from the previous ATS unit in respect of the flight that requires an effective abrogation towards the downstream unit based on bi-lateral agreements.	
(3)	The abrogation-of-coordination process may take place with a unit for a notified flight when: (i) the unit is no longer the next unit in the coordination sequence; (ii) the flight plan is cancelled in the sending unit and the coordination is no longer relevant; (iii) abrogation-of-coordination information is received from the previous unit in respect of the flight; (iv) the flight is delayed en route, and a revised estimate cannot be determined automatically.	OLDI-V6-MAC-70-R	A MAC message should be sent when the notification (ABI message) previously effected for a flight is cancelled due to any of the reasons specified in requirement OLDI-V6-MAC-30-M or the flight is delayed en-route and a revised estimate cannot be determined automatically.	Compliant
(4)	The completion of the abrogation-of-coordination process, including confirmation from the receiving unit, shall be passed on to the transferring unit.	OLDI-V6-MAC-140-M	If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement shall be returned.	Compliant
(5)	Failure of the abrogation-of-coordination process to confirm completion, in accordance with the applicable quality-of-service requirements, shall result in a warning at the controller working	OLDI-V6-MAC-200-M	If ATC co-ordination is being abrogated and no LAM message is received, a warning shall be displayed at the ATC position responsible for the co-ordination.	Compliant

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Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
	position responsible for the coordination of the flight within the transferring unit.			
(6)	The abrogation-of-coordination information shall be made available to the appropriate controller working position within the notified unit or within the unit with which the coordination is cancelled.	OLDI-V6-MAC-160-M	The working position(s) in the receiving ATS unit which are provided with flight details shall be notified of the abrogation.	Compliant
(7)	Where the completion of the abrogation-of-coordination process is not confirmed in accordance with the applicable quality-of-service requirements, the transferring unit shall initiate verbal coordination.	OLDI-V6-MAC-30-M	A MAC message shall be sent to an ATS unit to which co-ordination had previously been effected for a flight, by the use of an ACT or RAP message, when one of the following occurs: • the expected level at the boundary is different from the level contained in the previous message, resulting in a change of the next ATS unit in the co-ordination sequence; • the route of flight has been altered which results in a change of the next ATS unit in the co-ordination sequence; • the system flight plan is cancelled in the sending unit and the co-ordination is no longer relevant; • a MAC is received from the previous ATS unit in respect of the flight that requires an effective abrogation towards the downstream unit based on bi-lateral agreements.	Compliant
(e)	BASIC FLIGHT DATA			

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Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
(1)	The information subject to the basic-flight-data process shall provide as a minimum: (i) aircraft identification; (ii) SSR mode and code.	OLDI-V6-BFD-10-M	The BFD message shall contain the following items of data: • Message Type; • Message Number; • Aircraft Identification; • SSR Mode and Code.	Compliant
(2)	Any additional information provided by the basic-flight-data process shall be subject to bilateral agreement.	OLDI-V6-BFD-20-M	If bilaterally agreed, the BFD message shall contain any of the following items of data: • Departure Aerodrome; • Destination Aerodrome; • Number and Type of Aircraft; • Trajectory Points; • Equipment Capability and Status; • Assigned Heading, if applicable; • Assigned Speed, if applicable; • Assigned Rate of Climb/Descent, if applicable; • Other flight plan data; • Requested Flight Level; (see OLDI-V6-BFD-60-O); • Speed (see OLDI-V6-BFD-60-O); • Route; • Cleared Flight Level; • Estimated Off-Block Time; • Type of Flight.	Compliant
(3)	The basic-flight-data process shall be performed automatically for each eligible flight.	OLDI-V6-BFD-50-M	The BFD shall be transmitted automatically for each flight meeting the bilaterally agreed conditions for notification of the interested ATS units.	Compliant

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Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
(4)	The eligibility criteria for basic-flight-data shall be in accordance with the letters of agreement.	OLDI-V6-BFD-50-M	The BFD shall be transmitted automatically for each flight meeting the bilaterally agreed conditions for notification of the interested ATS units.	Compliant
(5)	The completion of the basic-flight-data process, including confirmation from the receiving unit, shall be passed on to the supplying unit.	OLDI-V6-BFD-100-M	The BFD shall be acknowledged by a LAM message.	Compliant
(6)	Failure of the basic-flight-data process to confirm completion, in accordance with the applicable quality-of-service requirements, shall result in a warning at the appropriate controller working position within the supplying unit.	OLDI-V6-BFD-110-R	If no acknowledgement has been received within a specified time, a warning should be displayed at the appropriate position.	Compliant
(f)	Change to basic flight data			
(1)	The change-to-basic-flight-data process shall ensure association with the flight previously subject to a basic-flight-data process.	OLDI-V6-CFD-40-M	A CFD shall only be sent for a flight, which has previously been notified by a BFD.	Compliant
		OLDI-V6-CFD-50-M	The Message Reference in a CFD shall contain the Message Number of the preceding BFD, or in case of revised CFD, the Message Number of the preceding CFD.	Compliant
(2)	Any other information subject to the change-to-basic-flight-data process and the associated criteria for its provision shall be subject to bilateral agreement.	OLDI-V6-CFD-20-M	If bilaterally agreed, the CFD message shall contain any of the following items of data: • SSR Mode and Code; • Departure Aerodrome; • Destination Aerodrome; • Number and Type of Aircraft; • Trajectory Points; • Assigned Heading;	Compliant

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Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
			• Assigned Speed; • Assigned Rate of Climb/Descent; • Other flight plan data; • Route; • Cleared Flight Level.	
(3)	A change-to-basic-flight-data process shall only take place for a flight which has previously been notified by a basic-flight-data process.	OLDI-V6-CFD-40-M	A CFD shall only be sent for a flight, which has previously been notified by a BFD.	Compliant
(4)	A change-to-basic-flight-data process shall be initiated automatically in accordance with bilaterally agreed criteria.	OLDI-V6-CFD-90-M	A CFD shall be transmitted automatically whenever a significant change occurs to flight data which was sent previously or when data that requires notification by bilateral agreement, is added.	Compliant
(5)	The completion of the change-to-basic-flight-data process, including confirmation from the receiving unit, shall be passed on to the supplying unit.	OLDI-V6-CFD-110-M	If a corresponding flight plan is found and no discrepancy that would inhibit correct processing is found, an acknowledgement shall be returned.	Compliant
(6)	Failure of the change-to-basic-flight-data process to confirm completion, in accordance with the applicable quality-of-service requirements, shall result in a warning at the appropriate controller working position within the supplying unit.	OLDI-V6-CFD-150-R	If no acknowledgement has been received within the specified time, a warning should be displayed at the appropriate position.	Compliant
(7)	The change-to-basic-flight-data information shall be made available to the appropriate controller working position within the receiving unit.	OLDI-V6-CFD-120-M	If a corresponding flight plan is found and no discrepancy that would inhibit correct processing is found, the data shall update the system flight plan and make it available to the controller immediately.	Compliant

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Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
B	When agreed between the units concerned to conduct the pre-departure notification, the change-of-frequency or the manual-assumption-of-communication processes shall be as follows:			
(a)	Pre-departure notification and coordination			
(1)	The information subject to the pre-departure notification and coordination process shall include as a minimum: (i) aircraft identification; (ii) SSR mode and code (if available); (iii) departure aerodrome; (iv) estimated take-off time or estimate data, as bilaterally agreed; (v) destination aerodrome; (vi) number and type of aircraft.	OLDI-V6-PAC-10-M	The PAC message shall contain the following items of data: • Message Type; • Message Number; • Aircraft Identification; • SSR Mode and Code; • Departure Aerodrome; • Estimated Take-Off Time or Estimate Data; • Destination Aerodrome; • Number and Type of Aircraft; • Route. • Message Reference, in case of a revised PAC.	Compliant
(2)	The information subject to the pre-departure notification and coordination process from a terminal manoeuvring area (TMA) control unit or an ACC shall contain the following: (i) type of flight; (ii) equipment capability and status.	OLDI-V6-PAC-20-M	A PAC message sent from a TMA control unit or an ACC shall contain the following items of data: • Type of Flight; • Equipment Capability and Status.	Compliant
(3)	The content of the “equipment capability and status” information shall include RVSM and the	OLDI-V6-RUL-670-M	The status of the following items shall be included: • RVSM capability;	Compliant

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Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
	8,33 kHz channel spacing capability as a minimum.		• 8.33kHz RTF equipage.	
		OLDI-V6-RUL-680-M	The status of the following shall be included for State flights as specified in the Type of Flight in the flight plan for which 8.33 kHz RTF equipment is not known to be available for use or not equipped: • UHF equipage.	Compliant
(4)	The “equipment capability and status” information may contain other items as bilaterally agreed by the letters of agreement.	OLDI-V6-RUL-690-M	If bilaterally agreed the status of the following items shall be included: • PBN capability; • Mode S capability.	Compliant
(5)	The pre-departure notification and coordination process shall take place one or more times for each eligible flight planned to cross the boundaries where the flight time from departure to the coordination point would not allow sufficient time for the initial coordination or notification processes to be executed.	OLDI-V6-PAC-50-M	One or more PAC messages shall be sent for each flight planned to cross the boundary of areas of responsibility where the time from departure to the boundary would not permit the ACT message to be sent at the required time.	Compliant
(6)	The eligibility criteria for the cross-boundary pre-departure notification and coordination of flights shall be in accordance with the letters of agreement.	OLDI-V6-PAC-240-M	PAC message transmission shall be initiated by a push-back, start-up, taxi or at a bilaterally agreed time before ETOT.	Compliant
(7)	The pre-departure notification and coordination process shall take place again each time there is a change to any item of the data subject to the previous pre-departure notification and coordination process before departure.	OLDI-V6-PAC-100-M	A revised PAC message shall be sent if, before departure, there is a change to any item of data included in the previous PAC message.	Compliant

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Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
(8)	The completion of the pre-departure notification and coordination process, including confirmation from the receiving unit, shall be passed on to the transferring unit.	OLDI-V6-PAC-160-M	If a corresponding flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement shall be returned.	Compliant
		OLDI-V6-PAC-170-M	If a corresponding system flight plan is not found and the sector responsible for accepting control of the flight is identified, a system flight plan **shall** be created automatically or manually in the receiving system.	Compliant
		OLDI-V6-PAC-200-M	If a corresponding flight plan is found but a discrepancy is identified between the data in the message and the corresponding data in the receiving system, the discrepancy shall be referred to an appropriate position for resolution.	Compliant
(9)	Failure of the pre-departure notification and coordination process to confirm completion, in accordance with the applicable quality-of-service requirements, shall result in a warning at the controller working position responsible for the notification/coordination of the flight within the transferring unit.	OLDI-V6-PAC-270-M	If no LAM message is received as an acknowledgement for a PAC message, a warning shall be displayed at the position in the ATS unit responsible for co-ordination with the next ATS unit.	Compliant
(10)	The pre-departure notification and coordination information shall be made available at the appropriate controller working position within the notified unit.	OLDI-V6-PAC-150-M	If a corresponding flight plan is found and no discrepancy is present in the message that would inhibit correct processing, the required data shall be output at operational ATC and other positions as appropriate.	Compliant

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Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
		OLDI-V6-PAC-170-M	If a corresponding flight plan is not found and the sector responsible is identified, a system flight plan shall be created automatically or manually in the receiving system.	
		OLDI-V6-PAC-200-M	If a corresponding flight plan is found but a discrepancy is identified between the data in the message and the corresponding data in the receiving system, the discrepancy shall be referred to an appropriate position for resolution.	Compliant
(b)	Change of frequency			
(1)	The information subject to the change-of-frequency process shall include the aircraft identification and any of the following, if available: (i) release indication; (ii) cleared flight level; (iii) assigned heading/track or direct clearance; (iv) assigned speed; (v) assigned rate of climb/descent.	OLDI-V6-COF-10-M	The COF message shall contain the following items of data: • Message Type; • Message Number; • Aircraft Identification.	Compliant
		OLDI-V6-COF-20-M	The COF message shall contain any of the following items of data, if available: • Release Indication; • Cleared Flight Level; • Assigned Heading'; • Direct Clearance; • Assigned Speed; • Assigned Rate of Climb/Descent.	Compliant
(2)	If bilaterally agreed, change of frequency data shall contain the following: (i) current track position; (ii) instructed frequency.	OLDI-V6-COF-30-M	If bilaterally agreed, the COF message shall contain the following items of data: • Frequency;	Compliant

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Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
			• Sector Identifier. As the transferring and accepting ATS unit have a full awareness of flight position, there is no need to exchange the planned transfer position.	
(3)	The change-of-frequency process shall be manually initiated by the transferring controller.	OLDI-V6-COF-60-M	For a data-link connected aircraft the COF message shall be initiated by the transferring system, immediately after a successful the VCI instruction “Contact” or “Monitor Frequency”.	Compliant
		OLDI-V6-COF-70-M	If not covered by OLDI-V6-COF-60-M, the COF shall be manually initiated by the transferring controller.	Compliant
(4)	The completion of the change-of-frequency process, including confirmation from the accepting unit, shall be passed on to the transferring ATC unit.	OLDI-V6-COF-100-M	If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement shall be returned.	Compliant
(5)	Failure of the change-of-frequency process to confirm completion, in accordance with the applicable quality-of-service requirements, shall result in a warning at the appropriate controller working position within the transferring ATC unit.	OLDI-V6-COF-190-M	If no LAM message is received as an acknowledgement for a COF message, a warning shall be displayed at the appropriate ATC position.	Compliant
(6)	The change-of-frequency information shall be made available to the accepting controller without delay.	OLDI-V6-COF-120-M	The reception of the COF shall be indicated to the accepting controller without delay.	
(b)	Manual assumption of communications			

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Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
(1)	The information subject to the manual-assumption-of-communications process shall include as a minimum the aircraft identification.	OLDI-V6-MAS-10-M	The MAS message shall contain the following items of data: • Message Type; • Message Number; • Aircraft Identification.	Compliant
(2)	The manual-assumption-of-communications process shall be initiated by the accepting unit when communication is established.	OLDI-V6-MAS-20-M	The MAS message shall be manually initiated by the accepting controller.	Compliant
		OLDI-V6-MAS-30-O	The MAS message may be automatically transmitted upon reception of an air / ground “Monitoring Frequency” message.	Compliant
(3)	The completion of the manual-assumption-of-communications process, including confirmation from the transferring unit, shall be passed on to the accepting ATC unit.	OLDI-V6-MAS-40-M	If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement shall be returned.	Compliant
(4)	Failure of the manual-assumption-of-communications process to confirm completion, in accordance with the applicable quality-of-service requirements, shall result in a warning at the appropriate controller working position within the accepting ATC unit.	OLDI-V6-MAS-120-M	If no LAM message is received as an acknowledgement for an MAS message, a warning shall be displayed at the appropriate ATC position, as required	Compliant
(5)	The manual-assumption-of-communications information shall be presented immediately to the controller within the transferring unit.	OLDI-V6-MAS-60-M	The fact that the MAS message has been received shall be presented immediately to the controller.	Compliant
(d)	Crossing intention notification	*The requirements for this optional process have been moved to the OLDI Guidelines (ed. 1.2) in this version of the OLDI Specification*		

Commission Implementing Regulation (EU) 2023/1771 amending Implementing Regulation (EU) 2017/373 and repealing Regulations (EC) No 1032/2006, (EC) No 633/2007 and (EC) No 262/2009		EUROCONTROL Specification For On-Line Data Interchange (OLDI) Edition 6.0		
Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
(1)	The information subject to the crossing-intention-notification process shall include as a minimum: (i) aircraft identification; (ii) SSR mode and code; (iii) number and type of aircraft; (iv) identifier of sector in charge; (v) crossing route including estimated times and flight levels for each point on the route.	OLDI-XIN-10-M (OLDI Guidelines Ed. 1.2)	The XIN message shall contain the following items of data: • Message Type; • Message Number; • Message Reference (if the message is updating an earlier XIN message); • Aircraft Identification; • SSR Mode and Code; • Number and Type of Aircraft; • Sector Identifier; • Route Points. *Note: The Sector Identifier item contains the identifier of the sector responsible for the flight*	Compliant
(2)	The crossing-intention-notification process shall be initiated manually by the controller, or automatically as described in the letters of agreement.	OLDI-XIN-100-M (OLDI Guidelines Ed. 1.2)	The message shall be initiated at the controller's discretion or automatically, as described in the LoA.	Compliant
(3)	The completion of the crossing-intention-notification process, including confirmation from the notified unit, shall be passed on to the notifying unit.	OLDI-XIN-120-M (OLDI Guidelines Ed. 1.2)	If the message can be correctly processed, the system receiving the XIN shall return an acknowledgement.	Compliant
(4)	Failure of the crossing-intention-notification process to confirm completion, in accordance with the applicable quality-of-service requirements, shall result in a warning within the notifying unit.	OLDI-XIN-160-M (OLDI Guidelines Ed. 1.2)	If no LAM has been received within a specified time, a warning shall be displayed at the appropriate position.	Compliant
(5)	The crossing-intention-notification information shall be made available to the appropriate controller working position within the notified unit.	OLDI-XIN-130-M (OLDI Guidelines Ed. 1.2)	If the message can be correctly processed, the system receiving the XIN, the data shall be made available to the controller immediately.	Compliant

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Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
(e)	Crossing clearance request	*The requirements for this optional process have been moved to the OLDI Guidelines (ed. 1.2) in this version of the OLDI Specification*		
(1)	The information subject to the crossing-clearance-request process shall include as a minimum: (i) aircraft identification; (ii) SSR mode and code; (iii) number and type of aircraft; (iv) identifier of sector in charge; (v) crossing route including estimated times and flight levels for each point on the route.	OLDI-XRQ-10-M (OLDI Guidelines Ed. 1.2)	The XRQ message shall contain the following items of data: • Message Type; • Message Number; • Message Reference (if modifying an earlier agreed crossing); • Aircraft Identification; • SSR Mode and Code; • Number and Type of Aircraft; • Route Points; • Sector Identifier. *Note: The Sector Identifier item contains the identifier of the sector responsible for the flight.*	Compliant
(2)	If bilaterally agreed, a crossing clearance request shall contain the equipment capability and status.	OLDI-XRQ-20-M (OLDI Guidelines Ed. 1.2)	If bilaterally agreed, the XRQ message shall contain the following items of data: • Departure Aerodrome; • Destination Aerodrome; • Equipment Capability and Status; • Other Flight Plan Data.	Compliant
(3)	The content of the “equipment capability and status” information shall include the RVSM capability as a minimum and may contain other items as bilaterally agreed.	OLDI-V6-RUL-670-M	The status of the following items shall be included: • RVSM capability; • 8.33kHz RTF equipment.	Compliant
		OLDI-V6-RUL-690-M	If bilaterally agreed the status of the following items shall be included:	Compliant

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Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
			• PBN capability; • Mode S capability.	
(4)	The crossing clearance request shall be initiated at the controller's discretion, in accordance with the conditions specified in the letters of agreement.	OLDI-XRQ-120-M (OLDI Guidelines Ed. 1.2)	The message shall be initiated at the controller's discretion, in accordance with the conditions specified in the LoA.	Compliant
(5)	The completion of the crossing-clearance-request process, including confirmation from the unit receiving the request, shall be provided to the requesting unit.	OLDI-XRQ-130-M (OLDI Guidelines Ed. 1.2)	If the message can be correctly processed, the system receiving the XRQ shall return an acknowledgement.	Compliant
(6)	Failure of the crossing-clearance-request process to confirm completion, in accordance with the applicable quality-of-service requirements, shall result in a warning at the appropriate controller working position within the requesting unit.	OLDI-XRQ-170-M (OLDI Guidelines Ed. 1.2)	If no SBY message has been received within a specified time, a warning shall be displayed at the appropriate position.	Compliant
(7)	The crossing-clearance-request information shall be made available to the appropriate controller working position within the unit receiving the request.	OLDI-XRQ-140-M (OLDI Guidelines Ed. 1.2)	If the message can be correctly processed, the data shall be made available to the controller immediately.	Compliant
(8)	A crossing-clearance-request process shall be replied to by any of the following: (i) the acceptance of the proposed route/airspace crossing details; (ii) a counter-proposal including different route/airspace crossing details as specified in Section 6 below; (iii) the rejection of the proposed route/airspace crossing details.	OLDI-XRQ-180-M (OLDI Guidelines Ed. 1.2)	An XRQ shall be replied to by • an ACP accepting the proposed route/area crossing details; • an XAP counter-proposing different route/area crossing details; or • an RJC rejecting the proposed route/area crossing details.	Compliant

Commission Implementing Regulation (EU) 2023/1771 amending Implementing Regulation (EU) 2017/373 and repealing Regulations (EC) No 1032/2006, (EC) No 633/2007 and (EC) No 262/2009		EUROCONTROL Specification For On-Line Data Interchange (OLDI) Edition 6.0		
Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
(9)	If an operational reply is not received within a bilaterally agreed interval, a warning shall be issued at the appropriate controller working position within the requesting unit.	OLDI-XRQ-190-O (OLDI Guidelines Ed. 1.2)	When no operational reply is received, a verbal co-ordination may be initiated.	Compliant
		OLDI-XRQ-200-O (OLDI Guidelines Ed. 1.2)	When no operational reply is received and a verbal co-ordination is initiated, if necessary, an XCM may be sent by the unit in charge of the flight to indicate that the current system dialogue is terminated.	Compliant
(f)	Crossing counter-proposal	*The requirements for this optional process have been moved to the OLDI Guidelines (ed. 1.2) in this version of the OLDI Specification*		
(1)	The crossing-counter-proposal process shall ensure association with the flight previously subject to coordination.	OLDI-XAP-10-M (OLDI Guidelines Ed. 1.2)	The XAP message shall contain the following items of data: • Message Type; • Message Number; • Message Reference; • Aircraft Identification; • Route Points.	Compliant
		OLDI-XAP-70-M (OLDI Guidelines Ed. 1.2)	The system receiving the XAP shall attempt association with the corresponding message.	Compliant
(2)	The information subject to the crossing-counter-proposal process shall include as a minimum: (i) aircraft identification; (ii) crossing route including estimated times and flight levels for each point on the route.	OLDI-XAP-10-M (OLDI Guidelines Ed. 1.2)	The XAP message shall contain the following items of data: • Message Type; • Message Number; • Message Reference; • Aircraft Identification; • Route Points.	Compliant

Commission Implementing Regulation (EU) 2023/1771 amending Implementing Regulation (EU) 2017/373 and repealing Regulations (EC) No 1032/2006, (EC) No 633/2007 and (EC) No 262/2009		EUROCONTROL Specification For On-Line Data Interchange (OLDI) Edition 6.0		
Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
(3)	The counter-proposal shall include a proposed new flight level and/or route.	OLDI-XAP-30-M (OLDI Guidelines Ed. 1.2)	The counter-proposal shall include a proposed new flight level for at least one point mentioned either in the XRQ message to which it is replying for, or in the agreed route/area crossing details it aims to modify.	Compliant
		OLDI-XAP-40-O (OLDI Guidelines Ed. 1.2)	Only flight levels (FL, SFL, Flight Level Block) may be changed.	Compliant
(4)	The completion of the crossing-counter-proposal process, including confirmation from the original requesting unit, shall be passed on to the counter-proposing unit.	OLDI-XAP-80-M (OLDI Guidelines Ed. 1.2)	If that message is found and there is no discrepancy that would inhibit correct processing, an acknowledgement shall be returned.	Compliant
(5)	Failure of the crossing-counter-proposal process to confirm completion, in accordance with the applicable quality-of-service requirements, shall result in a warning at the appropriate controller working position within the counter-proposing unit.	OLDI-XAP-120-M (OLDI Guidelines Ed. 1.2)	If no acknowledgement has been received within a specified time, a warning shall be displayed at the appropriate position.	Compliant
(6)	The crossing-counter-proposal information shall be made available to the appropriate controller working position within the original requesting unit.	OLDI-XAP-90-M (OLDI Guidelines Ed. 1.2)	If that message is found and there is no discrepancy that would inhibit correct processing, the content of the XAP shall made available to the controller immediately.	Compliant
(7)	The confirmation of the successful processing of the crossing-counter-proposal information by the original requesting unit shall be followed by an operational reply from the original requesting unit.	OLDI-XAP-130-M (OLDI Guidelines Ed. 1.2)	An XAP message shall be replied to by: • an ACP message when the proposed route/area crossing details are accepted. • a RJC message when the proposed route/area crossing details are rejected.	Compliant

Commission Implementing Regulation (EU) 2023/1771 amending Implementing Regulation (EU) 2017/373 and repealing Regulations (EC) No 1032/2006, (EC) No 633/2007 and (EC) No 262/2009		EUROCONTROL Specification For On-Line Data Interchange (OLDI) Edition 6.0		
Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
			Note: Both replies terminate the dialogue.	
(8)	The operational reply to a crossing counter-proposal shall be acceptance or rejection, as appropriate.	OLDI-XAP-130-M (OLDI Guidelines Ed. 1.2)	An XAP message shall be replied to by : • an ACP message when the proposed route/area crossing details are accepted. • a RJC message when the proposed route/area crossing details are rejected. *Note: Both replies terminate the dialogue.*	Compliant
(9)	If an operational reply is not received within a bilaterally agreed interval, a warning shall be issued at the appropriate controller working position within the counter-proposing unit.	OLDI-XAP-140-O (OLDI Guidelines Ed. 1.2)	When no operational reply is received, a verbal co-ordination may be initiated.	Compliant
		OLDI-XAP-150-O (OLDI Guidelines Ed. 1.2)	When no operational reply is received and if necessary, an XCM may be sent by the unit in charge of the airspace to indicate that the current system dialogue is terminated.	Compliant
(g)	Crossing cancellation	*The requirements for this optional process have been moved to the OLDI Guidelines (ed. 1.2) in this version of the OLDI Specification*		
(1)	The crossing-cancellation process shall ensure association with the previous notification or coordination process that is cancelled.	OLDI-XCM-60-M (OLDI Guidelines Ed. 1.2)	The message reference shall contain the message number of the BFD, XIN, XRQ or XAP message transmitted and acknowledged for the flight, it intends to abrogate.	Compliant
		OLDI-XCM-10-M (OLDI Guidelines Ed. 1.2)	The XCM message shall contain the following items of data: • Message Type; • Message Number;	Compliant

Commission Implementing Regulation (EU) 2023/1771 amending Implementing Regulation (EU) 2017/373 and repealing Regulations (EC) No 1032/2006, (EC) No 633/2007 and (EC) No 262/2009		EUROCONTROL Specification For On-Line Data Interchange (OLDI) Edition 6.0		
Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
			• Message Reference; • Aircraft Identification.	
(2)	A crossing-cancellation process shall be initiated by the unit responsible for the flight when one of the following occurs: (i) the flight previously notified by the basic-flight-data process will now not enter the airspace of the notified unit or is no longer of interest to the notified unit; (ii) the crossing will not be executed on the route expressed in the crossing-intention-notification information; (iii) the crossing will not be executed according to the conditions under negotiation or according to the conditions agreed after an airspace crossing dialogue.	OLDI-XCM-30-M (OLDI Guidelines Ed. 1.2)	An XCM shall be sent by the unit responsible for the flight when one of the following occurs: • the flight will not enter the addressed unit's airspace after a BFD/CFD; • the crossing will not be executed on the route expressed in the XIN; • the crossing will not be executed according to the conditions under negotiation or according to the conditions agreed after an airspace crossing dialogue.	Compliant
(3)	A crossing-cancellation process shall be triggered automatically or manually by a controller input in accordance with the letters of agreement.	OLDI-XCM-70-M (OLDI Guidelines Ed. 1.2)	The XCM shall be triggered automatically or manually by a controller input.	Compliant
		OLDI-XCM-80-M (OLDI Guidelines Ed. 1.2)	An XCM shall be triggered manually when it is sent to terminate the dialogue after the failure to receive an operational reply.	Compliant
(4)	The completion of the crossing-cancellation process, including confirmation from the notified/requested unit, shall be passed on to the cancelling unit.	OLDI-XCM-90-M (OLDI Guidelines Ed. 1.2)	If the message can be associated with the corresponding message or flight plan and can be processed, an acknowledgement shall be returned.	Compliant

Commission Implementing Regulation (EU) 2023/1771 amending Implementing Regulation (EU) 2017/373 and repealing Regulations (EC) No 1032/2006, (EC) No 633/2007 and (EC) No 262/2009		EUROCONTROL Specification For On-Line Data Interchange (OLDI) Edition 6.0		
Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
(5)	Failure of the crossing-cancellation process to confirm completion, in accordance with the applicable quality-of-service requirements, shall result in a warning at the appropriate working position within the cancelling unit.	OLDI-XCM-140-M (OLDI Guidelines Ed. 1.2)	If no LAM is received in response to an XCM within a specified time, a warning shall be displayed at the appropriate position.	Compliant
(6)	The crossing-cancellation information shall be made available to the appropriate controller working position within the notified/requested unit.	OLDI-XCM-100-M (OLDI Guidelines Ed. 1.2)	If the message can be associated with the corresponding message or flight plan and can be processed, the content of the message shall be made available to the controller immediately.	Compliant
C	Between units that provide area control services required to operate the data link services as referred to in point AUR.COM.2005(1)(a) of Implementing Regulation (EU) 2023/1770, or when so agreed with or between other units, the following processes shall be supported by automation:			
(a)	Logon forward			
(1)	The information subject to the logon-forward process shall include as a minimum: (i) aircraft identification; (ii) departure aerodrome; (iii) destination aerodrome; (iv) logon type; (v) logon parameters.	OLDI-V6-LOF-10-M	The LOF message shall contain the following items of data: • Message Type; • Message Number; • Aircraft Identification; • Aircraft address; • Departure Aerodrome; • Destination Aerodrome; • Logon Type; • ATN Logon Parameters.	Compliant

Commission Implementing Regulation (EU) 2023/1771 amending Implementing Regulation (EU) 2017/373 and repealing Regulations (EC) No 1032/2006, (EC) No 633/2007 and (EC) No 262/2009		EUROCONTROL Specification For On-Line Data Interchange (OLDI) Edition 6.0		
Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
(2)	One logon-forward process shall be performed for each data link logged-on flight planned to cross boundaries.	OLDI-V6-LOF-20-M	One LOF message shall be sent for each data-link logged-on flight planned to cross the boundary.	Compliant
(3)	The logon-forward process shall be initiated at or as soon as possible after the earlier of the times determined, in accordance with the letters of agreement, from the following: (i) a parameter number of minutes before the estimated time at the coordination point; (ii) the time at which the flight is at a bilaterally agreed distance from the coordination point.	OLDI-V6-LOF-100-M	The LOF message shall be transmitted at or as soon as possible after the earlier of the times determined from the following: • a parameter number of minutes before the estimated time at the boundary; • the time at which the flight is at a bilaterally agreed distance from the boundary.	Compliant
(4)	The eligibility criteria for the logon-forward process shall be in accordance with the letters of agreement.	OLDI-V6-LOF-120-M	The LOF generation parameter(s) shall be included in the LoA between the ATS units concerned.	Compliant
		OLDI-V6-LOF-130-M	The LOF generation parameter(s) shall be variable based on the provisions of the LoA.	Compliant
		OLDI-V6-LOF-140-M	The LOF generation parameters should be defined separately for each of the COPs/Gates.	Compliant
(5)	The logon-forward information shall be included with the corresponding flight information in the receiving unit.	OLDI-V6-LOF-50-M	The ATC system receiving a LOF message shall attempt association with the corresponding system flight plan.	Compliant
(6)	The logged-on status of the flight may be displayed at the appropriate controller working position within the receiving unit.	OLDI-V6-LOF-70-R	If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing of the message and the sector responsible for accepting control of the flight can be identified,	Compliant

Commission Implementing Regulation (EU) 2023/1771 amending Implementing Regulation (EU) 2017/373 and repealing Regulations (EC) No 1032/2006, (EC) No 633/2007 and (EC) No 262/2009		EUROCONTROL Specification For On-Line Data Interchange (OLDI) Edition 6.0		
Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
			the logged-on status of the flight should be displayed at the appropriate working position.	
(7)	The completion of the logon-forward process, including confirmation from the receiving unit, shall be passed on to the transferring unit.	OLDI-V6-LOF-80-M	If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, an acknowledgement shall be returned.	Compliant
(8)	Failure of the logon-forward process to confirm completion, in accordance with the applicable quality-of-service requirements, shall result in the initiation of an air–ground data link contact request to the aircraft.	OLDI-V6-LOF-160-M	If no acknowledgement has been received within a bilaterally agreed parameter time, an air / ground data link contact request to the aircraft shall be initiated.	Compliant
(b)	Next authority notified			
(1)	The information subject to the next-authority-notified process shall include as a minimum: (i) aircraft identification; (ii) departure aerodrome; (iii) destination aerodrome.	OLDI-V6-NAN-10-M	The NAN message shall contain the following items of data: • Message Type; • Message Number; • Aircraft Identification; • Departure Aerodrome; • Destination Aerodrome.	Compliant
(2)	One next-authority-notified process shall be performed for each eligible flight crossing boundaries.	OLDI-V6-NAN-20-M	A NAN message shall be sent for each eligible flight crossing the boundary	Compliant
(3)	The next-authority-notified process shall be initiated after the next data authority request with the aircraft has been acknowledged by the airborne system.	OLDI-V6-NAN-100-M	The NAN message shall be generated and transmitted after the Next Data Authority Request with the aircraft has been acknowledged by the airborne system.	Compliant

Commission Implementing Regulation (EU) 2023/1771 amending Implementing Regulation (EU) 2017/373 and repealing Regulations (EC) No 1032/2006, (EC) No 633/2007 and (EC) No 262/2009		EUROCONTROL Specification For On-Line Data Interchange (OLDI) Edition 6.0		
Heading Nr.	Description	Requirement Nr.	Description	Compliance Status
(4)	Following the successful processing of the next-authority-notified information, the receiving unit shall initiate a controller–pilot data link communication (CPDLC) start request with the aircraft.	OLDI-V6-NAN-40-M	If a corresponding system flight plan is found and no discrepancy is present in the message that would inhibit correct processing, a Controller Pilot Data Link Communication (CPDLC) Start Request shall be initiated with the aircraft.	Compliant
(5)	If the next-authority-notified information has not been received in accordance with a bilaterally agreed parameter time, local procedures shall be applied by the receiving unit for the initiation of data link communications with the aircraft.	OLDI-V6-NAN-70-M	If no NAN message has been received within a bilaterally agreed parameter time, local air/ground data link procedures shall apply to initiate the Start Request.	Compliant
(6)	The completion of the next-authority-notified process, including confirmation from the receiving unit, shall be passed on to the transferring unit.	OLDI-V6-NAN-110-M	The NAN message shall be acknowledged by a LAM message.	Compliant
(7)	Failure of the next-authority-notified-process to confirm completion, in accordance with the applicable quality-of-service requirements, shall result in the initiation of local procedures within the transferring unit.	OLDI-V6-NAN-120-M	If no acknowledgement has been received within a specified time, local air/ground data link procedures shall apply.	Compliant

ANNEX G – DOCUMENT UPDATE PROCEDURES

It is necessary to periodically check this EUROCONTROL Specification for consistency with referenced material. In addition, the content of these Specifications is expected to evolve following the feedback from implementation projects and field experience.

The main objectives of a regular review are:

a) to improve the quality of the requirements (e.g. clarity, testability, etc.);
b) to verify that the level of detail published is adequate;
c) to make all stakeholders including industry aware of the latest developments.

The update of these Specifications is expected to be initiated by the OLDI group or NETOPS as NM cooperative arrangements to whom the OLDI group reports. Any stakeholder that wishes to request a change to this Specification can submit a change request (CR) to the document editor the generic email address: standardisation@eurocontrol.int or the OLDI group / NETOPS cooperative arrangements.

The CR needs to provide following minimum elements:

- Originator information (name, Organisation, contact details)
- Specification title, number and edition date
- Page, chapter, section (subsection) where the issue appears
- Description of the issue and reason for change
- Specific change proposal text (incl. potential alternatives, if any).

Main steps towards a revised edition:

- the OLDI Group will assess each CR.
- The CR will be classified in terms of urgency and impact.
- A resolution proposal(s) will be prepared and, if needed, discussed with the originator.
- Agreed changes will be integrated into a revised version “Proposed Issue” including a summarised list of changes in the document record.
- The “Proposed Issue” will be consulted with the relevant cooperative arrangements such as the NETOPS.

Note: *Identified errors which may cause potential problems when implementing, may be corrected directly via separate “Corrigendum”.*

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