



*International Civil Aviation Organization*

**AIDC Review Task Force Meeting**

Brisbane, Australia, 27-28 March 2003

**Agenda Item 3:      Develop an updated version of the Asia/Pacific ICD for AIDC**

**COORDINATING WEATHER DEVIATIONS AND OFFSETS**

**SUMMARY**

This paper proposes amendments to the AIDC ICD to facilitate the notification and coordination of weather deviation and offset information

(Presented by Australia)

**1.      Background**

1.1      Currently, the specifications for ground to ground messaging do not cater for the transmission of weather deviations or offsets in coordination (EST, PAC, CPL) or negotiation (CDN) messages.

1.2      Working Paper 115 presented at the OPLINKP meeting in Redondo Beach in March 2001 proposed a method of coordinating offsets or weather deviations between two Air Traffic Services Units. The methodology behind the paper was to add a new field to the boundary estimate variable. It was also acknowledged that in the rare event that an aircraft executing an offset clearance requested a weather deviation that voice coordination would still be required.

1.3      This paper was accepted by the OPLINK Panel with only minor amendments. The amended information is in the process of being incorporated into an amendment for PANS-ATM Doc4444 and the Manual of Air Traffic Services Data Link Applications (Doc 9694).

**2.      Proposed amendment to AIDC ICD**

2.1      Add new paragraph 4.4 (page 5) as follows:

**“Offset and weather deviation information**

4.4.1    The boundary estimate variable may contain additional clearance information describing an offset or weather deviation that has been issued to an aircraft. This information shall contain:

- an indication of whether the clearance is an offset (O) or a weather deviation (W); and
- an off track distance associated with this clearance; and
- a direction, indicating left (L), right (R) or either side of track (E)

Example(s)

- Ex1. GOOFY/2330F310O30R The aircraft is offsetting 30nm right of track  
Ex2. DAFFY/0215F310F350W25E The aircraft is operating in a block of levels between F310 and F350 (inclusive) deviating up to 25nm either side of track

The absence of offset or weather deviation data in the boundary estimate data of an AIDC message indicates that the off track clearance no longer applies.

Example

- Ex3. MICKY/1519F330W15R The aircraft is deviating up to 15nm right of track

subsequently followed by:

- Ex4. MICKY/1520F330 The aircraft is back on track (and one minute later than previously coordinated)

Note1. The coordination of offsets and weather deviations by AIDC should only be made following regional air navigation agreement”

Note2. When coordinating an Offset, the direction “E” (either side of track) shall not be used

**3. Recommendation**

3.1 AIDC Review Task Force members are requested to consider the proposed amendment for the coordination of weather deviations and offsets for incorporation into the AIDC ICD.

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