



APIRG/14-IP/9

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
FOURTEENTH MEETING (APIRG/14)**

(Yaoundé, Cameroon, 23 - 27 June 2003)

Agenda Item 4: Air Navigation Issues

4.3 : ADS/CPDLC ENVIRONMENT IN CANARY ISLANDS FIR

(Presented by Spain)

SUMMARY

This paper presents the state of art for the operational ADS/CPDLC environment in Canary Islands FIR and the program to be implemented in the new future

1. Introduction .

We all already know about the benefits that a surveillance system as ADS-C may bring to operators regarding safety and economy in Oceanic Areas as the EUR/SAM Corridor. We just think the time has come for our users to check this benefits in a real environment

In 1999 an ADS/CPDLC system (SACCAN) , with a whole simulation environment was installed in Canary Islands to pass through all technical and operational tests. Both technical staff and ATCOS training was also supported by the ADS/CPDLC Simulation System (SIMAC) installed and tested too.

2. Test & trials

The operators-oriented trials for ADS/CPDLC system in Canary Islands started end July 2002 and are still going on. The target for these trials is to permit the operators with FANS1/A equipped aircrafts initiate, on a trial basis, their operations in EUR/SAM Corridor, and to enforce the coordination between companies and Canaries FIR.

Furthermore, the flexibility of the installed system brought up the concept of “ADS Sharing”, so ADS signal (with Radar if also required) could be transmitted to any other ACC via satellite. In that way, the first experience with Sal ACC (Cape Verde) was fully successful.

APIRG/14-IP/9

3. Participation of Users

All users may ask for participation in the trials on ADS, CPDLC or both. For the time being, six (6) companies have participated:

- Lufthansa, TAM, LanChile, AirFrance, British Airways in ADS , and
- Lufthansa in CPDLC and ADS.

A standard form has been designed so any operator or company may participate in the trials, and a guidance material is also provided in order to clarify the procedures to follow this tests. The documents are published in SATMA web page www.satmasat.com

3. Future Actions

Nowadays messages between pilots and ATCOS are informal and have no operative validation. So, they are just used in order to gain familiarity with the standard programmed CPDLC messages. Once ATCOS and Pilots are used to it, the experience will help to find out if, in future operative phases, some basic CPDLC messages could be valid as operative orders.

– END –