



International Civil Aviation Organization

**SIXTEENTH MEETING OF THE
COMMUNICATIONS/NAVIGATION/SURVEILLANCE AND
METEOROLOGY SUB-GROUP (CNS/MET SG/16) OF APANPIRG**

Bangkok, Thailand, 23 – 27 July 2012

Agenda Item 4: Aeronautical Mobile Service (AMS)

2) Discuss and adopt guidance material for SATVOICE

AUSTRALIA'S POSITION ON SATCOM VOICE GUIDANCE MATERIAL (SVGM)

(Presented by Australia)

SUMMARY

This paper presents Australia's current and projected capability to manage air/ground calls made from and to SATVOICE equipped aircraft. Australia supports acceptance of the SVGM however notes significant regional coordination will be required before it is able to support the technological changes.

This paper relates to – **Strategic Objectives:**

A: Safety - Enhance global civil aviation safety

C: Environmental Protection and Sustainable Development of Air Transport - Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment

Global Plan Initiatives:

GPI-12 Functional integration of ground systems with airborne systems

GPI-17 Data link applications

GPI-22 Communication infrastructure

GPI-23 Aeronautical radio spectrum

1. Introduction

1.1 Australia's position on the draft Satcom Voice Guidance Material (SVGM) was presented at ICAO Inter-regional SATCOM Voice Task Force (IRSVTF/3) in Bangkok, February 2012. The minutes of that meeting reflect Australia's current limitations in accepting unmitigated growth in SATVOICE capable aircraft and as such will continue to restrict its use through regulation.

1.2 Australia does however support the further development and ratification of the SVGM as a means to standardise the adoption of this technology.

1.3 The findings of IRSVTF/3 support a regional approach in implementing SATVOICE.

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2. Discussion

2.1 Australia confirms its support for the following items of discussion from IRSVTF/3 associated with the SVGM;

2.1.1 That the SVGM be further developed for presentation at CNS/MET SG/16 (July, 2012) with the intention to endorse its suitability for adoption at APANPIRG/23 (September, 2012). As such it is recognized that the SVGM is a consolidated reference document addressing administrative issues, controller/operator/pilot procedural guidance, guidance on approvals and certification and flight planning.

2.1.2 The guidance material would provide a basis for determining acceptability of any implementation, taking into account routine and emergency use, provision and use of SATVOICE for ATS communications, procedures for the radio operator, controller and flight crew, performance specifications and qualification.

2.2 Australia's exceptions to guidance material for the introduction of SATVOICE will be;

2.2.1 The issue of minimum equipment list (MEL) relief is a national decision based on the aircraft master minimum equipment list (MMEL) requirements and airspace requirements where the aircraft was intending to operate. The recognition of SATVOICE as a long range communications system (LRCS), and inclusion of the SATVOICE options in Annex 6 and Annex 11 would be the prerequisites for the MEL relief or permanent abolition of 2 HF radios on board requirement decisions.

2.2.2 The adoption of the SVGM was not and could not be considered as an introduction of a mandatory requirement for SATCOM voice implementation. Australia would implement SATVOICE depending on its plans and environments and notify about implementations through aeronautical publication means.

2.2.3 SATVOICE will only be facilitated for use in emergency and non-routine purposes in the Australian FIR consistent with the approach in the APANPIRG Conclusion 14/17 adopted in 2003.

2.3 To progress SATVOICE implementation Australia will undertake;

2.3.1 Further consultation within the State to determine capability to deliver an improved emergency and non-routine service for SATVOICE equipped aircraft. This is expected to take 6 to 12 months and would be reflected through aeronautical publication means.

2.3.2 Further consultation within the State to determine capability to provide MEL relief for non-routine SATVOICE equipped aircraft. This is expected to take 12 to 24 months and would be reflected through aeronautical publication means.

2.3.3 Further consultation between neighboring States to determine capability to provide seamless MEL relief for non-routine SATVOICE equipped aircraft. This is expected to take 18 to 30 months and would be reflected through aeronautical publication means.

2.3.4 Further consultation between neighboring States to determine capability to provide a seamless LRCS service for regular public transport (RPT) and charter SATVOICE equipped aircraft. This is expected to take 24 to 36 months and would be reflected through aeronautical publication means. This would also require support from ICAO through the required changes to SARPs.

2.3.5 Australia has already noted an increase in the number of aircraft attempting to incorrectly use SATVOICE as a LRCS in the Australian FIR. With the likelihood of individual State approvals for SATVOICE use for ATS purposes, including MEL relief for RPT, such incorrect use can be expected to increase. The meeting should recognize the safety implications of such incorrect use (such as separation breakdowns or unnecessary SAR responses) and initiate action to prevent this, including the need for operators to ensure they correctly flight plan for appropriate communications use over the intended routes.

3. Action by the Meeting

3.1 The meeting is invited to:

- a) note Australia's support for the adoption of the SVGM;
- b) note Australia's continued commitment to the Communications Roadmap that the inclusion of the SVGM on the ANConf-12 agenda could lead to the recognition of SATVOICE as a long range communications system and inclusion of a statement of the SATVOICE adequacy for the provision of two-way ATS air-ground communications; and
- c) note the potential differences that could occur between APAC States in the authorisation of the use of SATVOICE for ATS purposes and the consequent potential flight safety implications; and include in APANPIRG documentation alerts to these concerns.

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