



*International Civil Aviation Organization*

**Seventh Meeting of CNS/MET Sub-Group of APANPIRG and  
Tenth Meeting of CNS/ATM IC Sub-Group of APANPIRG**

Bangkok, Thailand, 15 – 21 July 2003

**Agenda Item 4: Aeronautical Mobile Service**

**SATELLITE VOICE COMMUNICATION IN ATS:  
THE NEED FOR A GLOBAL POLICY**

(Presented by Australia)

**SUMMARY**

This paper reviews the ICAO policy in relation to the use of satellite voice communications and recommends that its use be frozen other than for emergency use or trials until the global policy is further developed.

**1. Background - Discussion**

- 1.1 The current ICAO Policy, as expressed in the *Global Air Navigation Plan for CNS/ATM Systems* (ICAO Doc 9750, Sect. 5.5-5.6) is that, once digital data interchange (data link) becomes generally available, data should be favoured over voice for routine communications and the opposite should be true for non-routine and emergency situations.
- 1.2 Since it has been a source of confusion, it is noted that the contrast in the referred policy paragraphs is between data and voice, not between HF voice and AMSS voice. In other words, while the paragraphs contain some side observations about the current coverage in certain areas of the globe, the policy does not state that AMSS is to be preferred over HF or otherwise.
- 1.3 AMSS voice services are described in Annex 10 Volumes 2 and 3 and provide for different levels of services based on the criteria of ATS, AOC, AAC and APC<sup>1</sup>. Public access satellite voice communications services are now readily available and affordable. Some of this public access satellite equipment has been tailored for installation into aircraft including integration into the communications audio systems. Applications of the service are airline administrative and passenger communications. Requests are now being received for the use of the public access satellite system for higher priority applications. The requests are coming from operators that are not satellite data equipped and are suffering from performance problem inherent with HF voice services.
- 1.4 It is considered that there is a lack of guidance on the use of satellite voice, both aeronautical and public access satellite and how it combines with HF voice with and without data-link capability.

<sup>1</sup> ATC – air traffic control, AOC – aeronautical operational control, AAC – aeronautical administrative communications, and APC – aeronautical passenger communications

## **2. Recommendation**

That the meeting requests ICAO:

- a) to call for states and regional groups to freeze any non-emergency or trial use of current satellite voice technology outside 'data-link' environments, and
- b) to study the matter in order to develop and propose a globally coherent policy.

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