



*International Civil Aviation Organization*

**The Combined Meetings of the Fifth FANS Implementation Team – Bay of Bengal (FIT-BOB/5), the Second FANS Implementation Team – South East Asia (FIT-SEA/2), the First Air Traffic Flow Management Task Force (ATFM/TF/1) and ADS/CPDLC Seminar**

Bangkok, Thailand, 18 - 22 April 2005

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**Agenda Item 2: Review FANS 1/A Operations Manual (FOM)**

**FANS 1/A OPERATIONS MANUAL (FOM)**

(Presented by the Secretariat)

**SUMMARY**

This paper describes the current status of the FANS 1/A Operations Manual (FOM).

**1. INTRODUCTION**

1.1 Under APANPIRG/14 (August 2003) Conclusion 14/2, a Task Force was set up to review the regional *Guidance Material on CNS/ATM Operations in the Asia and Pacific Region*. As the Air Navigation Commission also wished to see other ADS and CPDLC operating procedures being used by States brought into line with ICAO provisions to the extent possible, APANPIRG/14 requested the Review Task Force to coordinate its work with States responsible for the Pacific Operations Manual (POM) with the intent of harmonizing the POM and the *Guidance Material*. The POM contained the FANS-1/A operating procedures and requirements being applied by States in the Pacific Region in the provision of data link services (ADS and CPDLC).

1.2 In conducting its work, the review task force recognized that the POM would be adopted by other States in the Asia Region planning to implement data link services, and in the interest of safety whereby it was essential that common operating procedures were used, suggested that the name of the POM should be changed to the FANS-1/A Operations Manual (FOM). Subsequently, States in the Pacific Region through ISPACG and IPACG agreed to adopt the FOM as the name of the document.

**2. DISCUSSION**

2.1 In considering the outcomes of the review task force, APANPIRG/15 (August 2004) agreed that States should take all relevant ICAO provisions on data link into account when establishing their operating requirements and procedures. Further, the meeting agreed that the FOM provided the necessary procedures for ATS providers and should be used as a basis to operate ADS and CPDLC with aircraft equipped with the FANS-1/A systems.

2.2 Accordingly, APANPIRG/15 adopted the following Conclusion:

**Conclusion 15/ 7 – FANS 1/A Operations Manual (FOM)**

That, the FANS 1/A Operations Manual (FOM) be used by States and users in the Asia and Pacific Regions as a basis for operating automatic dependent surveillance (ADS) and controller pilot data link communications (CPDLC) in conjunction with Annex 10 – *Aeronautical Telecommunications Volume II – Communications Procedures* including those with PANS status, the *Procedures for Air Navigation Services – Air Traffic Management* (PANS/ATM Doc 4444) and the *Guidance Material on CNS/ATM Operations in the Asia and Pacific Region*.

2.3 Paper copies of the FOM are not distributed. There are four “controlled copies” and they can be found at any of the following web sites:

<http://www.crasa.cra-japan.org> (the JCAB CRASA web page)  
<http://www.faa.gov/ats/ato/130.htm> (the FAA’s Oceanic Procedures Branch)  
<http://www.faa.gov/ats/ato/ipacg.htm> (the IPACG web page)  
<http://www.faa.gov/ats/ato/ispacg.htm> (the ISPACG web page)

Copies may be freely downloaded from the web sites in a zip file, or email the FOM Editor ([reed.b.sladen@faa.gov](mailto:reed.b.sladen@faa.gov)) for a zipped copy by return mail. A current copy of the FOM has been included on the CD-ROM distributed during the ICAO ADS/CPDLC Seminar held in Bangkok on the 18<sup>th</sup> and 19<sup>th</sup> of April 2005.

2.4 In regard to further development of the regional *Guidance Material* and the FOM, and harmonizing with ICAO provisions, APANPIRG/15 recognized that additional work was required to more closely align the material of the documents concerned. In this regard, APANPIRG/15 appreciated that ICAO Headquarters was willing to undertake the lead to progress this work in coordination with the Regional Office and the States responsible for the FOM. APANPIRG/15 reiterated the importance of common data link operating procedures for global applicability and urged States to continue to support ICAO’s efforts to achieving this goal.

2.5 In considering the need for harmonized global FANS 1/A operating procedures, ICAO Headquarters had supported proposals raised during the North Atlantic FANS Interoperability Group Eleventh meeting (NAT-FIG/11, October 2004). NAT-FIG/11 agreed that amalgamation of the Pacific FANS Operations Manual (FOM) and the NAT Guidance Material was a desirable goal. It was recognised that there were practical and operational reasons why some elements of FANS implementation must differ from region to region. Many differences however, could be successfully reconciled across regions and result in overall international harmonization of data link services.

2.6 NAT-FIG/11 considered that a jointly drafted FANS document, incorporating the existing FOM and NAT documents, could identify elements of FANS operations that are common across all participating regions, while providing unambiguous guidance for operators in areas that were the subject of confusion. With areas of commonality clearly identified in the document, operationally necessary differences among regional service providers could then be specified in region-specific sections.

2.7 With these principles in mind, NAT-FIG/11 requested that the Asia and Pacific Regional Office in Bangkok be informed of the views expressed, with a view to investigating the possibility of such an amalgamation. The Regional Office supported the proposal and work has commenced under the auspices of the ICAO EUR/NAT Office in order to produce a joint document.

Although the magnitude of the task is significant, it is expected that an initial draft document will be circulated for preliminary comment during the 3<sup>rd</sup> quarter 2005.

**3. ACTION BY THE MEETING**

3.1. The meeting is invited to:

- a) note the work in progress towards harmonizing the Pacific and North Atlantic FANS 1/A procedures into one document for global application;
- b) note APANPIRG/15 Conclusion 15/7 above; and
- c) in accordance with APANPIRG/15 Conclusion 15/7, use the FOM as the basis for operating ADS and CPDLC with aircraft equipped with the FANS-1/A systems, in conjunction with ICAO provisions and guidance material.

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