



Paris, France, 5-6 June 2017.

Agenda Item 3: Review of ADS/CPLC programmes and implementation activities in SAT FIRs

CFRA/SATMA 2106 analysis
(Presented by SATMA)

SUMMARY

This WP presents the CFRA/SATMA analysis of FANS services in the EUR/SAM Corridor for the Year 2016 (January-October)

1. Introduction

CFRA is the Central Fans Regional Agency (depending of SATMA), responsible to monitor and coordinate FANS implementation in the corridor.

2. Discussion

Annex A presents a resume of CFRA analysis of FANS services in the EUR/SAM Corridor for the Year 2016 (January-October) The last two months of 2016 not included in the analysis as SACCAN functionality was integrated into ENAIRE global Automated Air traffic Control System (SACTA) in November 2016. This integration implies some data management changes

3 EUR_SAM Corridor Project implications

Time based longitudinal separation minima (5 minutes) requires a RSP180 (Required Surveillance Performance). That means that when a ADS-C periodic or waypoint change event report is not received within 3 minutes of the time it should be, the report is considered overdue and the controller shall take action to obtain the report as quickly as possible, normally by ADS-C or CPDLC. If a report is not received within 6 minutes of the time the original report should have been sent, and there is a possibility of loss of separation with other aircraft, the controller shall take action to resolve any potential conflict(s) as soon as possible. The communication means provided shall be such that the conflict is resolved within a further 7.5 minutes.

PD: When information is received indicating ground or aircraft equipment failure or deterioration below the communication, navigation and surveillance performance requirements, ATC shall then, as required, apply alternative separation minima

RCP240 (CPDLC services) assumes that the communication system bound to enable the application of the 5 minutes separation minima shall allow a controller, within 4 minutes, to intervene and resolve a potential conflict by contacting an aircraft using an alternative communication. An alternative means shall be available to allow the controller to intervene and resolve the conflict within a total time of 10.5 minutes, should the normal means of communication fail.

As RCP/RSP are to be monitored, a major implication will be demanded from States so required data and troubleshooting issues (ANNEX I) are available to CFRA

3. Action by the meeting

The meeting is invited to:
Take note of this WP



Western and Central African Office

Twelveth Meeting on the SAT FANS 1/A Interoperability Team (SAT22-FIT/12)

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ANNEX I: FANS/CFRA NOTIFICATION FORM

FANS/CFRA Notification Form

1. Reporting Date:	2. Reporting Unit:		
3. Operator Name:	4. Call Sign:	5. Aircraft Type:	6. FANS EQUIPE
7. Date of Occurrence:	8. Time UTC:	9. Occurrence Position	
15. Description and Action Followed:			

CLASIFICACION	
1.	Log-On received from aircraft not flying your airspace
2.	A/C Log-On with incorrect flight identification
3.	Log-On from Aircraft not declaring ADS-C capacity in FP
4.	Unknown ADS-C messages are received.
5.	A/Cs remain ADS-C connected after exiting airspace
6.	A/Cs remain ADS-C connected after landing
7.	Different reports in the same ADS-C message.
8.	Identical reports of Waypoint Change received in an ADS-C message
9.	CPDLC Message: "Not Current Data Authority"
10.	Incorrect downlink CPDLC messages have been received:
11.	Other (describe) : _____

Crew/Controller comments (if any)

When complete please forward the report(s) to: South Atlantic Monitoring Agency (SATMA-CFRA)
 E-Mail: satma@enaire.es