

AERONAUTICAL MOBILE SERVICE (AMS) STRATEGY FOR THE ASIA/PAC REGION

The AMS strategy for the Asia/Pac Region is to:

- a) Ensure that all communications are provided within the Aeronautical Mobile (R) Service AM(R)S and the Aeronautical Mobile Satellite (R) Service -AMS(R)S, and protect the use of all radio frequency bands allocated for AM(R)S and AMS(R)S;
- b) Retain the VHF voice service as the primary medium for air-ground communication;
- c) Supplement voice communication with data-link Flight Information Service (DFIS) applications including D-VOLMET, D-ATIS, DCL and other new applications related to the safety and regularity of flight to reduce congestion of the VHF spectrum, reduce workload, and enhance safety;
- d) Retain 25 kHz as the minimum channel spacing in the band 118 – 136 MHz by 2025;
- e) Use the frequency band 136 – 137 MHz exclusively for the air-ground VHF data-link applications;
- f) Use PBCS approved CPDLC to provide DCPC (Direct controller pilot communications) for more efficient communication and enhanced ATM, especially to improve the capability of Trajectory Based Operation and enhance en-route situation awareness;
- g) Retain HF voice for communication in areas where VHF coverage is not available;
- h) Provide satellite voice (SATVOICE) where appropriate. States providing SATVOICE service should publish relevant details in their AIP;
- i) Enhance AM(R)S and AMS(R)S applications within a performance-based communication and surveillance (PBCS) framework;
- j) Strengthen the PBCS monitoring and improve its specifications as well as relevant safety assessments on emerging technologies for communication and surveillance supporting ATM operations in accordance with ICAO DOC 9869 and DOC 10037;
- k) Encourage applying Satellite Communications (SATCOM) with **suitable performance standards** on safety data or voice applications in accordance with ICAO Annex 10 and DOC 10037;
- l) Conform to the regional implementation priorities of ASBU, plan and implement new ATS communication services to meet the demands of aviation in the ASIA/PAC Region with the involvement of all stakeholders and taking account of costs and benefits. Taking Trajectory Based Operation (TBO) as thread, promote the ASBU operational concept and technology at the regional level.

Note:

Doc 10037: Global Operational Data Link (GOLD) Manual

Doc 9869: Performance-Based Communication and Surveillance (PBCS) Manual

Doc 9750: Global Air Navigation Plan