



International Civil Aviation Organization

ICAO

Sixteenth Meeting of the FANS Interoperability Team – Asia  
(FIT-Asia/16)

Bangkok, Thailand, 9 – 11 June 2026

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## Agenda Item 4: Review of ADS-C/CPDLC Operations and Performance

### INTERCEPT UNKNOWN AGENCY IN SITA NETWORK

(Presented by India)

#### SUMMARY

This paper presents the outcome of the investigation conducted regarding the airframe registration EIMAZ with callsign GTR1516 operated on 18/08/2025 in Mumbai FIR.

## 1. INTRODUCTION

1.1 An email had been received from the Manager, Galistair. The reason for the mail was to inquire about the problem with CPDLC connection of one of their aircraft. The type of Aircraft was Airbus A330-300 and registration was EIMAZ. The callsign of the Aircraft was GTR1516 and it was a non-scheduled operation from VGSY-OMDW. The route followed by the Aircraft was W1-DAC-A462-CEA-A791-BPL-L639-RUPAM-L639-RASKI-L301-RAGMA-N571-VUSET-A454-PASOV-M564-VAXAS-M564-UMAMI DCT. Part of the segment of Flight Plan Route was via Kolkata FIR (VECF) and Mumbai FIR (VABF), which belongs to Indian FIRs. As per Flight Plan, aircraft had the capability of Datalink with code letter J4 and J5. J4 indicates “CPDLC FANS 1/A VDL MODE 2” and J5 indicates “CPDLC FANS 1/A SATCOM (INM).

1.2 The details of the Flight are attached in the **Appendix A**.

## 2. DISCUSSION

2.1 The date of flight was 18/08/2025. She followed the route -A462-CEA-A791-BPL-L639-RUPAM-L639-RASKI in Indian AIRSPACE. Daily log movement, ADS-C Report and CPDLC report, extracted from Automation system/ground system installed in Kolkata and Mumbai FIRs, were checked.

2.2 The Airframe could not log into ADSC/CPDLC system. So, there was no ADS-C/CPDLC log found regarding the above aircraft.

2.3 The aircraft movement details were found in the DAILY LOG MOVEMENT report which was received from MUMBAI FIR. Aircraft reported AGRIX at 1200UTC at FL380 and reported RASKI at 1308UTC at FL380.

2.4 The Airframe couldn't log-in to ADS-C/CPDLC and the controller working on the ground system didn't receive any login information in the ground system.

2.5 The matter was escalated to the communication service provider (SITA).

- 2.6 Following were the findings of SITA,
- a) SITA received the message through their network “INTERCEPT UNKNOWN AGENCY”.
  - b) The above message implies “This Aircraft/Airlines is not configured in SITA system, hence would not be able to communicate over SITA Datalink”.
- 2.7 SITA suggested that the operator may ask ARINC to advise SITA to configure this Aircraft/Airlines.
- 2.8 After investigation it was found the aircraft operator does not have an agreement with SITA and that the operator may coordinate with ARINC such that ARINC may advise SITA to configure this Aircraft/Airlines.
- 2.9 Later, India confirmed that the datalink operation is normal as per ADS-C, CPDLC log of ‘EIMAZ’.

### **3. ACTION BY THE MEETING**

- 3.1 The meeting is invited to:
- a) note the information contained in this paper.

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APPENDIX A

FLIGHT PLAN RECEIVED FROM OPERATOR GALISTAIR

(FPL-GTR1516-IN  
-A333/H-SDE1E2E3FGHIJ4J5M1P2RWXYZ/EB1D1  
-VGSY0900  
-N0475F380 W1 DAC A462 CEA/M081F380 A791 BPL/N0477F380 L639  
RUPAM/N0472F400 L639 RASKI L301 RAGMA N571 VUSET A454 PASOV M564  
VAXAS/N0472F400 M564 UMAMI DCT  
-OMDW0418 OMAA  
-PBN/A1B1C1D1L101S2 DAT/SV SUR/260B RSP180 DOF/250818 REG/EIMAZ  
EET/VECF0029 VABF0127 OOMM0311 OMAE0402 SEL/DMHQ CODE/4CACF1  
OPR/GALISTAIR PER/C RMK/TCAS EQUIPPED  
-E/0547 P/8 R/VE S/M J/L D/2 65 C YELLOW  
A/WHITE  
C/BUENAVENTURA QUEVEDO MORENO)

Aircraft Name: EI-MAZ

A/C Type: A33T

Change: [Weights](#) | [Fuels](#) | [Misc.](#) | [Modes](#) | [Tanker](#) | [Equip.](#) | [Certified](#) | [ATS](#) | [ETP](#) | [ETOPS](#) | [Driftdown](#) | [Biases](#) | [Cutoff](#) | [Mode Coupling](#)

10a Equipment:   INCLUDE - LOV

- |  |   |
|--|---|
| <input type="checkbox"/> A - GBAS                                    | <input type="checkbox"/> K - MLS                        |
| <input type="checkbox"/> B - LPV                                     | <input checked="" type="checkbox"/> L - ILS             |
| <input type="checkbox"/> C - LORAN C                                 | <input type="checkbox"/> M1 - ATC RTF SATCOM (INMARSAT) |
| <input checked="" type="checkbox"/> D - DME                          | <input type="checkbox"/> M2 - ATC RTF (MTSAT)           |
| <input checked="" type="checkbox"/> E1 - FMC WPR ACARS               | <input type="checkbox"/> M3 - ATC RTF (Iridium)         |
| <input checked="" type="checkbox"/> E2 - D FIS ACARS                 | <input checked="" type="checkbox"/> O - VOR             |
| <input checked="" type="checkbox"/> E3 - PDC ACARS                   | -- Required Communication Perf (RCP) --                 |
| <input checked="" type="checkbox"/> F - ADF                          | <input type="checkbox"/> P1                             |
| <input checked="" type="checkbox"/> G - GNSS                         | <input checked="" type="checkbox"/> P2                  |
| <input checked="" type="checkbox"/> H - HF RTF                       | <input type="checkbox"/> P3                             |
| <input checked="" type="checkbox"/> I - Inertial Navigation          | <input type="checkbox"/> P4                             |
| <input type="checkbox"/> J1 - CPDLC ATN VDL Mode 2                   | <input type="checkbox"/> P5                             |
| <input type="checkbox"/> J2 - CPDLC FANS 1/A HFDL                    | <input type="checkbox"/> P6                             |
| <input type="checkbox"/> J3 - CPDLC FANS 1/A VDL Mode A              | <input type="checkbox"/> P7                             |
| <input checked="" type="checkbox"/> J4 - CPDLC FANS 1/A VDL Mode 2   | <input type="checkbox"/> P8                             |
| <input checked="" type="checkbox"/> J5 - CPDLC FANS 1/A SATCOM (INM) | <input type="checkbox"/> P9                             |
| <input type="checkbox"/> J6 - CPDLC FANS 1/A SATCOM (MTS)            | <input type="checkbox"/> T - TACAN                      |
| <input type="checkbox"/> J7 - CPDLC FANS 1/A SATCOM (IRID)           | <input type="checkbox"/> U - UHF RTF                    |
|  | <input checked="" type="checkbox"/> V - VHF RTF         |
|  | <input type="checkbox"/> Z - Other Equipment Carried    |

Item 18 COM/

Item 18 DAT/

R - PBN Certified  Yes  No  
Item 18 PBN/ (Up to 8 selections are allowed)

-- RNAV Specifications --

- A1 - RNAV 10 (RNP 10)
- B1 - RNAV 5 All Sensors
- B2 - RNAV 5 GNSS
- B3 - RNAV 5 DME/DME
- B4 - RNAV 5 VOR/DME
- B5 - RNAV 5 INS or IRS
- B6 - RNAV 5 LORANC
- C1 - RNAV 2 All Sensors
- C2 - RNAV 2 GNSS
- C3 - RNAV 2 DME/DME
- C4 - RNAV 2 DME/DME/IRU
- D1 - RNAV 1 All Sensors
- D2 - RNAV 1 GNSS
- D3 - RNAV 1 DME/DME
- D4 - RNAV 1 DME/DME/IRU

-- RNP Specifications --

- L1 - RNP 4
- O1 - RNP 1 All Sensors
- O2 - Basic RNP 1 GNSS
- O3 - Basic RNP 1 DME/DME
- O4 - Basic RNP 1 DME/DME/IRU
- S1 - RNP APCH
- S2 - RNP APCH with BARO-VNAV
- T1 - RNP AR APCH with RF
- T2 - RNP AR APCH without RF

10b Surveillance Equipment:

-- Transponder --

- None
- A - Mode A
- C - Mode A and C
- E - Mode S, including Aircraft Identification, Pressure-Altitude and Extended Squitter (ADS-B) Capability
- H - Mode S, including Aircraft Identification, Pressure-Altitude and enhanced surveillance Capability
- I - Mode S, including Aircraft Identification, but no Pressure-Altitude Capability
- L - Mode S, including Aircraft Identification, Pressure-Altitude, Extended Squitter (ADS-B) and enhanced surveillance Capability
- P - Mode S, including Pressure-Altitude, but no Aircraft Identification Capability
- S - Mode S, including both Pressure-Altitude and Aircraft Identification Capability
- X - Mode S with neither Aircraft Identification nor Pressure-Altitude Capability

-- ADS --

- B1 - ADS-B with dedicated 1090 MHz ADS-B "out" Capability
- B2 - ADS-B with dedicated 1090 MHz ADS-B "out" and "in" Capability
- U1 - ADS-B "out" Capability using UAT
- U2 - ADS-B "out" and "in" Capability using UAT
- V1 - ADS-B "out" Capability using VDL Mode 4
- V2 - ADS-B "out" and "in" Capability using VDL Mode 4
- D1 - ADS-C with FANS 1/A Capabilities
- G1 - ADS-C with ATN Capabilities

Item 18 SUR/

Item 18 CODE/

Item 18 PER/



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