International Civil Aviation Organization APANPIRG/13-IP/5
9/9/02

Thirteenth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/13)
Bangkok, Thailand, 9 to 13 September 2002

Agenda Item 3: CNS/ATM Implementation and Related Activities

SEMINAR ON DATALINK OPERATIONS

(Presented by Japan)

SUMMARY

This paper provides APANPIRG with information regarding a Seminar on Datalink Operations to be held in Tokyo, Japan on 3 – 4 October 2002, and requests to encourage to States and operators to participate in the seminar.

1. Introduction

1.1 The Informal Pacific ATC Coordinating Group (IPACG) formed in 2000 the FANS Interoperability Team (FIT) as a sub-group of IPACG to monitor the performance of the FANS-1/A end to end system in the North and Central Pacific, and to resolve technical and operational problems that were identified for datalink operations. Problem reports received by the FAA and JCAB CRA Supporting Agencies are submitted to FIT and discussed to resolve problems.

1.2 The 5th meeting of the IPACG FIT, held in April 2002 identified that while technical related problem reports on datalink operations were decreasing, the recent trend for problem reports did not show that procedural related PRs were decreasing. In order to further improve datalink operations, the IPACG FIT/5 and IPACG/17 meetings agreed that it would be beneficial for both providers and operators if a seminar on datalink operations was held.

2. Seminar on Datalink Seminar

2.1 JCAB, in cooperation with Airservices Australia, FAA, Airbus, Boeing and ARINC will hold a Seminar on Datalink Operations in Tokyo, Japan on 3 - 4 October 2002. The seminar will address how the datalink system works and what operators and providers should understand for datalink operations. In addition, the seminar will emphasize training for flight crew and States' registry agencies to improve datalink operations. Provisional agenda for the seminar is attached in Appendix A.

2.2 The IPACG FIT has developed a datalink operation manual, known as the *North and Central Pacific Operations Manual (NCPOM)* supporting the *ICAO Guidance Material on*

CNS/ATM Operations in the Asia/Pacific Region. The NCPOM will be used at the seminar as a textbook.

2.3 The IPACG has agreed to implement the ADS 50NM longitudinal separation minimum in the North and Central Pacific in 2004. Airservices Australia plans to implement the ICAO 30NM lateral and long separation minima using ADS in their Oceanic airspace in April 2003. Other South Pacific service providers have also indicated (through ISPACG) that they will implement 30 NM ADS standards in the future. Considering the fact that datalink capable aircraft are increasing in the Asia/Pacific Region and plans for implementation of ADS longitudinal separation minima in the Pacific Region are being discussed, it is considered that the seminar will also contribute to a smooth introduction of new procedures utilizing ADS.

2.4 The 6th meeting of the IPACG FIT will be held on 7 – 8 October 2002. The venue for the IPACG FIT/6 meeting will be the same place where the seminar will be held. JCAB and FAA encourage providers and operators in the Asia/Pacific Region also plan to attend this meeting.

2.5 Information regarding the venue for the Seminar and the IPACG FIT/6 meeting can be obtained from Mr. Yoshiki Imawaka, Office of Aeronautical Satellite Systems, JCAB at Phone: +81-3-5253-8743 or by e-mail <imawaka-y2ys@mlit.go.jp>.

3. Conclusion

3.1 The meeting is invited to:

a) note the information contained in this paper, and

b) encourage providers and operators to plan to attend the Seminar on Datalink Operations to be held in Tokyo on 3 – 4 October 2002.

Appendix A

"Seminar on Datalink Operation"
3 – 4 October 2002, Tokyo, Japan

Provisional Agenda

Thursday, 3 October		
0830 – 0900	Registration	
0900 – 0920	Welcome, Opening, Seminar Background	Keiji Takiguchi, Director ATS Systems Planning Division, JCAB David Moores, Regional Officer, ATM Asia/Pacific Office, ICAO
0920 – 1010	Session 1 Datalink System System Integrity and Monitoring	Gordon Sandell, Avionics Engineering, Boeing
1010 – 1040	Refreshment	
1040 – 1200	Session 2 Connection Management	Gordon Sandell, Avionics Engineering, Boeing Christophe Cassiau, Engineering Services Department, Airbus
1200 – 1330	Lunch	
1330 – 1415	Session 3 CPDLC Procedures	Robert Brown, ATM Technology Development, Airservices Australia
1415 – 1530	Session 4 Datalink Operation Tokyo ODP-3 Procedures Unique to NOPAC and CENPAC	JCAB
1530 – 1600	Refreshment	
1600 – 1645	Session 5 ADS Procedures	Robert Brown, ATM Technology Development, Airservices Australia

Friday, 4 October		
0900 – 0945	Session 6 Emergency and Non-Routine Procedures	Bill Fischer, Boeing ATM Christophe Cassiau, Engineering Services Department, Airbus
0945 – 1015	Session 7 Operational Perspective	ARINC
1015 – 1045	Refreshment	
1045 – 1200	Session 8-1 Lessons learned - Procedure-related Problem Reports Q and A	Bill Fischer, Boeing ATM
1200 – 1330	Lunch	
1330 – 1445	Session 8-2 Lessons learned - Procedure-related Problem Reports Q and A	Christophe Cassiau, Engineering Services Department, Airbus
1445 – 1515	Refreshment	
1515 – 1600	Session 9 Status of FAA ATOP System	John McCarron, Product Team Leader, FAA
1600 – 1630	Session 10 Availability for AMSS	JCAB
1630 – 1640	Closing	