



International Civil Aviation Organization

The Combined Sixth Meeting of the FANS Implementation Team, Bay of Bengal (FIT-BOB/6) and the Third Meeting of the FANS Implementation Team, South-East Asia (FIT-SEA/3)

Bangkok, Thailand, 22 - 25 November 2005

Agenda Item 6: Data Link monitoring requirements

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 In considering the outcomes of the task force established by APANPIRG/14 (August 2003) to review the *Guidance Material on CNS/ATM Operations in the Asia and Pacific Region*, 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, APANPIRG/15 agreed that the FANS 1/A Operations Manual (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, adopting 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. DISCUSSION

2.1 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.

2.2 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.

2.3 Work has commenced under the auspices of the ICAO EUR/NAT Office in order to produce a joint document which consolidates elements of FANS operations that are common across all participating regions, whilst identifying operationally necessary differences among regional service providers for specification in region-specific sections. A preliminary draft copy of the “International ATS Data Link Operations Manual (IDLM)” has been released for review and comment, a copy of the draft IDLM has been included on the CD-ROM for this meeting.

2.4 It is important to note that some fundamental parameters have been adopted for the initial stages of this work. The overriding philosophy is to ensure that what pilots and controllers do in this context should be consistent across FIR boundaries to the maximum extent possible. In addition, the following methodology has been adopted in compiling the IDLM:

- a) "FANS" was dropped from the title because there are other operational datalink applications for which the NAT has procedures -- as more are likely throughout the world in the years to come;
- b) "Operation" was retained in the title to continue the emphasis that the IDLM document is designed to be a living useful tool for the Datalink community rather than a collection of suggestions, or policies, or guidance for optional behavior;
- c) The only truly "merged" data from the FOM and NAT are administrative information (e.g. participating entities, change request forms) and common list data (e.g. datalink message descriptions, acronyms);
- d) For all other data the two documents have been "combined" rather than merged;
- e) Some information that should perhaps be merged hasn't been yet (e.g. the Request for Change form) and this is just a matter of timing. With respect to the RFC form in particular, IPACG and ISPACG have already agreed that the two forms from the Pacific and Atlantic should be completely
- f) re-done to a single common form. This will be done editorially in due course;
- g) There are in this draft, and there will necessarily be in any final document, some FIR-specific chapters or sections. That is true of the FOM and NAT materials today; and
- h) Most importantly, there has been a conscious effort made to avoid any change to the words of any operational section from either document. In some cases that even creates what would appear to be needless duplication. This is essential in order that users of both FOM and NAT manuals be assured that this combination/merger will not alter in any way anything they now do. Only after formal adoption of a finalized document would

substantive changes be considered and this would be undertaken via the proper Request for Change process.

3. ACTION BY THE MEETING

3.1. The meeting is invited to:

- a) 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.
- b) note the work in progress towards harmonizing the Pacific and North Atlantic FANS 1/A procedures into one document for global application; and
- c) review the preliminary draft of the “International ATS Data Link Operations Manual (IDLM)” and provided comment and feedback to the Regional Office

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