

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**Ninth Informal Meeting for the Improvement of Air Traffic Services
over the South Atlantic (SAT/9 Meeting)**

(Lima, Peru 6 to 10 November 2000)

Agenda Item 6: Any Other Business

South African ADS/CPDLC trials

(Presented by South Africa)

Summary

This paper contains information concerning the ADS/CPDLC trials and operation in the SAT region.

1. Introduction

- 1.1 ATNS in partnership with the other SADC countries in the region embarked on the trial of an ADS/CPDLC workstation in February 1998. Assisting with this trial and evaluation were five airlines that were suitably equipped with the FANS1/A equipment.
- 1.2 Three operational areas were identified in order to conduct the operational trials. This included the Area of Route(AR2), IORRA and continental Africa.
- 1.3 During the trial period it was also envisaged procedure development and staff training would take place.

2. Operational Performance

- 2.1 During the 18-month period to becoming operational more than five hundred trials were conducted. More than one hundred of these flights were in the AR2 region.
- 2.2 The performance of the system was found to be suitable and the results were very positive. Aircraft remained connected to the system for extended periods with ADS reports being received from the aircraft as well as CPDLC messages exchanged.

2.3 The longest period of monitoring was in excess of seven hours in the IORRA region. IN the SAT region the longest monitoring was in excess of six hours. The average connection time in the IORRA region was in excess of six hours. The average connection time in the SAT region as approximately three hours and thirty minutes.

2.4 Since the system was commissioned as operational in September 1999 it has been predominately used in the IORRA region with Qantas conducting full operational activities.

3. **Future development**

3.1 Based on the success achieved during the past two and half years ATNS has decided to integrate the ADS/CPDLC capability in the new system being procured to replace the aging technology at the Johannesburg ATCC.

3.2 The enhanced capability offered by this system are seen as vital to achieve the goals as determined by ICAO for CNS/ATM development.

4. The meeting is invited to take note that:

4.1 ADS/CPDLC operations have been in progress now for a long time in this region.

4.2 Large amounts of resources have been involved in the development of the system.

4.3 ATNS is fully committed to the use of this technology and the incorporation thereof in future systems.

H:\MEETING\sat9nov00\wpssat9\SAT9_IP03.doc