International Civil Aviation Organization
Western and Central African Office - Dakar

**Eighth meeting of the FANS 1/A Interoperability meeting
Dakar, Senegal, 15 - 16, July 2013**

Agenda Item 3: *Review of ADS/CPLC programmes and implementation activities in SAT FIRs*

Lack of CPDLC auto transfer along U560

Presented by ASECNA (DAKAR ACC and ABIDJAN ACC)

SUMMARY

This working paper briefly summarizes the actions performed by Abidjan and Dakar Centers aiming to an operational solution to the problem of CPDLC Automatic transfer along UA560 between ARLEM and IPEKA (Dakar and Abidjan).

1. Introduction

1-1 : Some reports unveiled concerns about the lack of a seamless Datalink service along the route   portion on the UA560 between Dakar and Abidjan.

1-2 : Both centers (DAKAR and ABIDJAN) are system EUROCAT-X equipped. This system allows in its applications the logical CPDLC automatic transfer between Abidjan and Dakar ATS units as they are operating as contiguous airspace. Unfortunately the architecture layout of this airspace along ATS route UA560 presents a 30NM of discontinuity (gap) due to the portion of this route within Roberts FIR, which is currently not CPDLC equipped.

1-3 : In order to improve the quality of service to air transport users, some operational measures could be taken between Abidjan ACC and Dakar ACC to ensure automatic transfer and avoid automatic log-off and log-on within a short period of time.

2. Discussion

2-1: It is of great importance to mention that this CPDLC connection problem doesn't have a technical origin, but is rather operational.

2-2: It takes **less than 04 minutes** for most flights on this route to cross this portion of airspace managed by Roberts FIR.

2-3: We propose, in line with the LoPs between ABIDJAN ACC and Roberts ACC on the one hand and ROBERTS ACC and DAKAR ACC on the other, for aircraft flying along UA560 or in AORRA airspace through the triangle (IPEKA-ARLEM and the point (00°00'00''N- 007°20'00''W)), the procedures are still applied and ROBERTS is always informed and/or contacted when necessary via VHF or HF.

2-4: Taking into account the above proposals, both centers (Abidjan and Dakar) can modify their dataset so as to have this area covered by their CPDLC system:

- The ADS-C/ CPDLC logon will be established between 45 to 15minutes before entry point.
- The transferring unit will send the CPDLC *END SERVICE* message 5 minutes before IPEKA or ARLEM.

3 - ACTION BY THE MEETING

The meeting is invited to:

3-1: consider the measures taken so as to have a continuous provision of CPDLC provision along this route.

3-2: to recommend a side meeting involving DAKAR, ROBERTS and ABIDJAN ACC in order to update the LoPs regarding this matter;

3-3: Bring any suggestion aiming to the improvement of Air navigation service provision regarding the matter.