



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

WESTERN AND CENTRAL AFRICA OFFICE

Thirteenth Meeting of the FANS I/A Interoperability Team (SAT/FIT/13)

Durban, South Africa, 4-5 June 2018

Agenda Item 3: Review of ADS/CPLC implementation activities in SAT FIRs.

CENTRAL FANS REGIONAL AGENCY (CFRA) FANS 2107 ANALYSIS

(Presented by SATMA.)

SUMMARY
This paper provides CFRA/SATMA analysis of FANS services in the EUR/SAM Corridor for the Year 2017
REFERENCE(S):
Related ICAO Strategic Objective(s):

1. INTRODUCTION:

CFRA is the Central Fans Regional Agency (depending of SATMA), responsible to monitor and coordinate FANS and PBCS implementations in the corridor. PBCS will require a continuous monitoring activity, so States will be urged to apply a national program for local implementation and report.

2. DISCUSSION:

2.1 Annex A presents a resume of CFRA analysis of FANS services in the EUR/SAM Corridor for the Year 2017. ADS/CPDLC was integrated in Air Traffic Control System (SACTA) in November 2016. This integration implies some data management changes.

2.2 EUR_SAM Corridor Project implications

Time based longitudinal separation minima (5 minutes) requires a RSP180 (Required Surveillance Performance). That means that when a ADS-C periodic or waypoint change event report is not received within 3 minutes of the time it should be, the report is considered overdue and the controller shall take action to obtain the report as quickly as possible, normally by ADS-C or CPDLC. If a report is not received within 6 minutes of the time the original report should have been sent, and there is a possibility of loss of separation with other aircraft, the controller shall take action to resolve any potential conflict(s) as soon as possible. The communication means provided shall be such that the conflict is resolved within a further 7.5 minutes.

- 2.3 **PD**: When information is received indicating ground or aircraft equipment failure or deterioration below the communication, navigation and surveillance performance requirements, ATC shall then, as required, apply alternative separation minima.
- 2.4 RCP240 (CPDLC services) assumes that the communication system bound to enable the application of the 5 minutes separation minima shall allow a controller, within 4 minutes, to intervene and resolve a potential conflict by contacting an aircraft using an alternative communication. An alternative means shall be available to allow the controller to intervene and resolve the conflict within a total time of 10.5 minutes, should the normal means of communication fail.
- 2.5 As RCP/RSP are to be monitored, a major implication will be demanded from States so required data and troubleshooting issues (**ANNEX I**) are available to CFRA

3. ACTION BY THE MEETING:

- 3.1. The meeting is invited to:

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