

FANS Interoperability Team Meeting (FIT/22) Meeting Report Santiago Chile, March 3rd 2015

Introductions were made by Brad Cornell, followed by self-introductions of the meeting attendees. A special thank you was made to DGAC Chile for all their hard work hosting the meeting in such a beautiful location. This was the second time the ISPACG/FIT was held in Chile.

Agenda Item 1 Feedback from Operators:

Qantas – reported that Captain David Oliver has gone back to line flying. The meeting recognized David’s significant contribution to the ISAPCG/FIT over the past several years. QFA’s most recent problem report resulted from a training issue which is being addressed internally. QFA have their B737s equipped for FANS-1 but not for SATCOM and routinely use FANS CPDLC in vhf voice and data coverage.

Air New Zealand – reported that ANZ has introduced the first three of their 787-9s. ANZ completed their 2000th DARP recently marking a significant milestone. ANZ perform UPRs daily on all permitted routes. With the addition of a new ground automation tool that significantly reduces dispatcher workload ANZ may further increase their use of DARP in the future. On average, ANZ file three Problem Reports/week directly from the flight deck using an ANZ defined ACARS page. These messages are sent directly to the CRA and a company representative for review and if warranted entered into the FANS PR website. After filtering by the company only a few of those three PRs a week turn out to be “significant” problems which get entered into the PR system. ANZ made a copy of their ACARS problem reporting ACARS page available to the meeting.

LAN Chile – The representative from LAN had no comments.

United – The representative from UAL was due to arrive on Thursday.

Agenda Item 2 Feedback from ATSU's:

DGAC Chile – The representatives from DGAC Chile had no specific comments for the meeting.

FAA Oakland Center – The FAA reported that their next software build in June will have ADS-B in capability. ITP and ADS-C CDP capability will be enhanced with a new software load in 2016.

Airways New Zealand – The representative from Airways provided a short briefing. Please refer to I-01 NZZO Brief (ISPACG-FIT-22-NZZO-Brief.ppsx)

Airports Limited, Fiji – The representatives from Fiji had no specific comments for the meeting.

DGAC Tahiti – The representative from DGAC Tahiti reported that they will install their first ADS-B receivers this year. The ADS-B in capability will be used for domestic operations.

Air Services Australia – The representative from Air Services reported that performance monitoring is still manual and labor-intensive activity for them. Air Services continue to see a lot of rejected logons and use of free text.

SATVOICE

The meeting chair asked ATSUs to provide an update on their plans for use of satellite voice (SATVOICE) capability.

Air Services Australia reported they currently do not support SATVOICE except for emergency conditions.

Airways reported that they can receive calls from aircraft and ATC can call aircraft. However their current system is somewhat labor intensive. They have plans to further automate the system in the near future as part of an HF communication upgrade. Airways can place calls to aircraft using the INMARSAT network, Iridium network, and soon the MTSAT network.

Fiji reported that they can receive calls but currently cannot place calls to aircraft.

Tahiti reported that they can receive calls and can initiate calls as a backup capability. HF voice is their normal long range voice communication system.

Chile reported that they currently do not support SATVOICE.

The FAA reported that Oakland center can receive SATVOICE calls and can call aircraft via the INMARSAT and Iridium networks. They currently cannot initiate contact via MTSAT however that may change with updates being made by SITA who provide the MTSAT service.

Agenda Item 3 Rockwell-Collins and SITA Update:

SITA – The representative from SITA reported that they are supporting the CWG and SBB safety trials. They are working with MTSAT to enable use of SATVOICE in the near future.

Rockwell-Collins (ARINC) – The Rockwell-Collins representative reported that they are working with Oakland center towards removing the requirement for crews to report departure, destination, aircraft registration number and SELCAL code when performing SELCAL checks to reduce the time on frequency. This update is expected within the next four months. SELCAL checks will continue to be required.

ANZ requested that the FAA eliminate the SELCAL check requirement for CPDLC equipped aircraft that are contactable by SATCOM. The FAA requires the SELCAL check, to assure they can reach aircraft in the event of a system failure. ANZ made the point that due to the nature of SELCAL technology, distance, direction of flight and propagation, a SELCAL check only ensures that the system worked at the time the check was initiated. It does not give any assurance that the end-end HF system will work any time in the future. After some discussion the FAA took the action to review a proposed “no SELCAL” trial in North Atlantic airspace to see if a similar trial could be conducted in Oakland’s airspace.

Agenda Item 4 Working Papers:

A list of the working papers which can be found here - <http://ispacg.com/fit21/>

WP-01 Agenda

WP-02 Free Text v.2

WP-03 Fine SLOP

WP-04 Problem Reporting

WP-04a Problem Reporting – Presentation v.2

WP-04b De-identified Problem Reports 2014-2015

WP-04c De-identified Problem Reports 2012-2013

WP-05 YBBB FANS1A

WP-06 FIT22-Transfer Failures

IP-01 Problem Reporting Review

FIT/22 Presentations

I-01 NZZO Brief

I-02 NZZO Performance

I-03 PBCS Monitoring

I-04 Iridium Update

The CRA presented a paper on how the use of free text defeats airborne automation. Refer to WP-02 Free Text v.2 (WP-02-v.2-FIT22-Free-Text.pdf).

FAA asked if Boeing has conducted a study to determine if the conditional clearance monitoring automation built into some aircraft is working. It was recommended that the CRA ask the CNSG to provide feedback as it was thought conditional clearances are used more frequently in that region.

The CRA presented a paper on Finer SLOP (aka, Micro SLOP). Refer to WP-03-FIT22-WP-FINE_SLOP.pdf

The FAA reported they are in the process of reviewing SLOP procedures, including implementation of Micro SLOP. An informal poll of ANSPs in attendance revealed no issues with use of SLOP values of less than a whole mile values (e.g. micro SLOP).

Agenda Item 5 Problem Reports:

Refer to the problem reporting working papers and information papers in addition to the presentations for detailed information. A significant portion of the FIT's work is related to problem reports and problem resolution.

323 PRs were submitted to the CRA for analysis via the ISPACG-CRA, NAT DLMA, FIT Asia Problem Reporting website since FIT/21. 273 problem reports were received for the same period between FIT/20 and FIT/21. 79 of the 323 PRs were reported from the South Pacific. Given a straight statistical analysis of the first two months it is anticipated the 2015 will show a similar increase. Refer to WP04a Problem Reporting – Presentation (FIT-22 CRA Problem Report Briefing Rev A.pptx).

Airbus provided a update to the meeting on PRs relating to their fleet. – Refer to IP-01 Problem Reporting Review (FIT PR_review_March_2015.pdf).

At the end of the CRA problem report briefing the group took time to recognize the contributions of Dave Allen who passed away on March 2, 2015. Meeting attendees signed a photo to be given to the Allen family.

Agenda Item 7 INMARSAT, Iridium:

The representative from Iridium provided a briefing on the current and future status of their services. The next generation of service has been renamed Iridium Certus (formerly Iridium Next). Refer to I-04 Iridium Update (I-04-Iridium-Update-ISPAGC-030315-FINAL.pdf).

INMARSAT – There was no INMARSAT update provided.

Agenda Item 6 Updates on Performance Monitoring PBCS, GOLD and SVGM:

The FAA, Airservices Australia, and Airways New Zealand provided detailed performance monitoring presentations. Performance monitoring, problem reporting and resolution are the key elements that ensure the FANS system continues to meet end to end performance requirements.

Some highlights from the performance monitoring presentations are noted below. The full presentations can be viewed from the FIT website provided above.

FAA - The FAA noted that while HF performance does not meet requirements supporting primary use for CPDLC and ADS-C. HF DL represents less than 1% of Oakland's traffic.

On request from operators the FAA has prepared a template to report performance metrics for individual operator's fleets. Refer to I-03 PBCS Monitoring (I-03-PBCS-Monitoring.pdf).

ACNZ – Refer to I-02 NZZO Performance (ISPACG-FIT-22-NZZO-Performance.ppsx).

It was noted that although ACNZ did not see a lot of Iridium message traffic the performance was lower than expected. However it was reported that Iridium had recently detected a networking issue where non-aircraft related Iridium equipment were flooding the network with false "ring alerts". Iridium reported that once detected they implemented upgrades expected to improve performance in future reports.

YBBB – Refer to WP-05 YBBB FANS1A (WP-05-FIT22-YBBB-FANS1A.pdf).

Craig Roberts from Thales presented a report on message element use statistics. Craig has collected message element usage data for several years and recommended that the task be transferred to an industry body. He commented that it has been a challenge to consistently collect these data for all FANS-capable FIRs. It was noted that there is some discussion of message usage data collection in the GOLD, and that consideration should be given to making message usage data collection a requirement.

Agenda Item 8 Any Other Business

The ANZ representative provided a briefing on their on-board FANS-1/A problem reporting capability. Flight crews are able to send PRs directly from the flight deck. Boeing PRs are routed to the CRA representatives' e-mail accounts. Similarly, Airbus PRs could be routed to company and Airbus representatives. UAL has a similar process. There was discussion about encouraging other operators to adopt this process. The CRA recommended that each operator assign someone to review PRs before filing them on the website. A copy of the ANZ company ACARS problem reporting page is provided below.

ATC	FLIGHT INFORMATION	COMPANY
REVIEW	MANAGER	NEW MESSAGES
hhmmZ	FANS Problem Report	XXXXXXXXXX
XXXXXXXXXX	<input type="checkbox"/> PAC <input type="checkbox"/> NAT <input type="checkbox"/> ASIA <input type="checkbox"/> EUR	▲
DATE UTC: -----	TIME UTC: ---:--	
ACTIVE CENTER: ----	NEXT CENTER: ----	
POSITION WHEN PROBLEM OCCURRED:	-----	
Originators name:	-----	
▼		
SEND	PRINT	RESET
	RETURN	EXIT

The last paper of the day was a late submittal covering analysis of transfer failures presented by the CRA. Refer to WP-06 FIT22-Transfer Failures (WP-06-FIT22-TransferFailures.pdf).