

**Twenty Third Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/23)**

**FANS Interoperability Team Meeting (FIT/16)
Santiago, Chile, 24-25 March 2009**

Agenda Item 12: Any Other Business

CO-ORDINATION OF NEW REGISTRATIONS BETWEEN SITA AND ARINC

(Presented by Airservices Australia)

SUMMARY

This working paper describes the problems that can occur if the registration data bases held by the Communications Service Providers are not up to date.

1. INTRODUCTION

- 1.1 On a number of occasions since ISPACG/22 data link problems have been observed as a result of the data base of a Communications Service Provider (CSP) not containing information held by the other CSP. This has resulted in the non-availability of data link services for the affected aircraft.

2. DISCUSSION

- 2.1 To be eligible for data link services, a user (i.e. airline or ATSU) must be registered with both ARINC and SITA. Registration with both Providers is necessary to ensure that messages addressed to an aircraft or ATSU that is contracted to the other CSP can still be delivered.
- 2.2 Two related problems that have occurred recently are described below:
- An ATSU neighbouring Australia is in the process of implementing a data link system. After several months, it was learned from them that “their system did not accept logons from aircraft from a certain airline”. It was subsequently determined that the ATSU’s ACARS address had been changed several months earlier, and one CSP did not have this amended ACARS address information. This resulted in logons from certain airlines not being delivered to this ATSU.

- A new operator was unable to logon to either YBBB or YMMM. However this same operator *could* logon to NZZO. One CSP did not have this operators' aircraft configured in their data base.
- 2.3 On each occasion, the CSP has promptly updated their data bases, resolving the problem. However it would be desirable for the problem not to occur in the first place.
- 2.4 As increasing numbers of airframes and ATSUs become data link capable, a rigorous means to ensure that the registration process with **both** CSPs is fully completed is desirable.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) Clarify the current process for CSP inter liaison with regard to processing newly registered aircraft or ATSUs;
 - b) Determine if improvements need to be made to this process;
 - c) Note the importance of reporting logon problems