

1.1 Request For Change form

RFC Nr: ASA08/02

To be used whenever requesting a change to any part of FOM. This form may be photocopied as required.

1. SUBJECT: Provide additional guidance in the FOM concerning the use of the STANDBY uplink message element

2. REASON FOR CHANGE:

The use of the uplink STANDBY message element caused some debate during 2007 due to the automated transmission of this message element upon receipt of a CPDLC downlink request by States in the NAT. This RFC attempts to clarify the intended use of this message element.

3. DESCRIPTION OF PROPOSAL: [attach additional pages if necessary]

Two possible amendments are proposed: The first option is to add additional guidance in the message intent for the STANDBY message element in FOM 5.9.2:

1	STANDBY	<p>Indicates that ATS has received the message and will respond. <i>The pilot is informed that the request is being assessed and there will be a <u>short-term delay</u> (within 10 minutes). The exchange is not closed and the request will be responded to when conditions allow.</i></p> <p>The intention of this message element is to provide advice to the flight crew that the requested clearance is being assessed, but is not immediately available (e.g. due to traffic, ATC coordination requirements etc).</p> <p>It should not be used as a means of simply acknowledging that the downlink request has been received by the ATS ground system.</p>	NE
---	---------	---	----

The second option involves adding similar guidance to para 5.4.7 of the FOM:

5.4.7.1 Delays in responding

The controller and the pilot should consider that it takes up to one minute for a message to be received, time for the pilot (or the controller) to take action and respond, and up to one minute for the reply to be received. Nevertheless, they should be aware that extra delays could occur in the transmission of any response to a CPDLC message.

Note. Transmission times for messages may vary depending on the transmission media.

5.4.7.2 Delay expected after receiving a “STANDBY” message

The intended use of the uplink STANDBY message element is to provide advice to the flight crew that their requested clearance is being assessed, but is not immediately available. This may be due to traffic, delays in coordination with the next sector or ATS unit etc).

It should not be used as a means of simply acknowledging that the downlink request has been received by the ATS ground system.

If the STANDBY response is received, a further response can be expected within 10 minutes. The message remains open. If the pilot (or the controller) does not respond within this time, the next message should be in the form of an inquiry, not a duplicated request.

4. REFERENCE(S):

5. PERSON INITIATING: Adam Watkin **DATE:** 8th Mar 2008

ORGANISATION: Airservices Australia

TEL/FAX/EMAIL: adam.watkin@airservicesaustralia.com

6. CONSULTATION

RESPONSE DUE BY DATE:

Organisation	Name	Agree/Disagree	Date
--------------	------	----------------	------

7. ACTION REQUIRED:			
8. FOM EDITOR		DATE REC'D:	
9. FEEDBACK PASSED		DATE:	