

**FANS Interoperability Team Meeting
(FIT/26)**

**Queenstown, NEW ZEALAND
18 – 22 March 2019**

Agenda Item 5: Working Papers

Standardisation of the method used to confirm CPDLC Current Data Authority (CDA)

Presented by **Airways New Zealand**

SUMMARY

This flimsy captures discussion of the ISPACG FIT/26 on WP 3 concerning the possibility of global harmonization on a method to confirm CPDLC current data authority (CDA). FIT/26 agreed on the discontinuation of using CPDLC position reports for confirming CPDLC CDA and to transition to use of a free-text uplink. Airways New Zealand will convey FIT/26 agreement to ICAO CP-OPDLWG at their Singapore meeting 27-31 May 2019.

DISCUSSION

The meeting discussed the background behind the various methods in use to confirm CPDLC CDA and the need for global harmonization of the method used.

The meeting agreed the need for global harmonization in order to minimize Airline training costs and there was no strong objection to the request by ICAO CP-OPDLWG to standardize on the use of a free-text uplink to confirm CPDLC CDA.

The meeting agreed that ISPACG states should support global harmonization and that FIT/26 would recommend to ISPACG that ISPACG states standardize on the use of the CPDLC free-text to confirm CPDLC CDA.

It was noted that individual ANSP would transition from using the CPDLC Position Report to the free-text method when able and this would not be done at a common coordinated date. While the transition will be relatively simple and involve minimum resource and cost for some states for others this is not the case. It is recommended individual ANSP decide a transition plan and report back to FIT/27.

The meeting recommended that ICAO OPDLWG investigate and provide guidance on a standardized text. The meeting reviewed the current free-text in use by the FAA.

THIS IS AN AUTOMATED MESSAGE TO CONFIRM CPDLC CONNECTION TO KZAK. REPORT SPEED CHANGES TO ATC.

FIT/26 agreed that the first sentence was a good example for a standardized text and noted that provision should be made in global guidance to give individual ANSP the flexibility to include additional regional specific instructions such as that in the FAA example “*REPORT SPEED CHANGES TO ATC*”

FIT/26 also discussed the suggestion by an airline that the latency monitor free-text uplink could be used to confirm CDA. An ANSP that had implemented the latency monitor advised that their preference was to keep the two messages separate and wanted to have confirmation of CDA before sending the automated latency monitor free-text. CP_OPDLWG is invited to discuss this issue and provide feedback.

Airways New Zealand will convey ISPACG FIT/26 agreement to CP-OPDLWG at their Singapore meeting 27-31 May 2019.

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