

**FANS Interoperability Team Meeting
(FIT/31)
0900 - 1630
04-05 June 2024**

ISPACG FIT/31 Meeting Report

The ISPACG FIT/31 meeting was held from 04 to 05 June, 2024, in Santiago, Chile.

Lisa Bee chaired the meeting. She opened the meeting by welcoming all participants.

Ahmad Usmani and Todd Kendall, Co-chairs of the ISPACG, welcomed the participants.

FIT/31 was well attended with ANSP representatives from Airways New Zealand, US FAA, Airservices Australia, Fiji Airports, Niusky Papua New Guinea, DSNA Tahiti, DGAC Chile; operator representatives from United Airlines, American Airlines, and Qantas; OEMs Airbus and Boeing, and; Service Providers Collins, Iridium, and Viasat+Inmarsat.

Agenda Item 1 – CRA Problem Report Briefings

- *CRA FANS Problem Reports:* The CRA (Boeing) reviewed status of FANS PRs relevant to the ISPACG region.

One PR was discussed about dual satcom equipped aircraft where both the Inmarsat and Iridium satcom were operating simultaneously. Iridium noted that simultaneous operation of the two satcom systems may result in permanent damage to the Iridium satcom.

The importance of operator data in investigating PRs was emphasized, and operator help was requested to preserve data and for prompt response to Boeing/Airbus requests.

A FANS PR Briefing is posted to the ISPACG website.

- *Airbus Status:* Airbus provided an update on Airbus PRs. Some PRs related to RFI interference including deliberate interference, and the lingering effects on avionics.

An Airbus Status briefing is posted to the ISPACG website.

Agenda Item 2 – ISPACG Regional Reports

- *Regional PBCS Report:* The FIT reviewed the ISPACG Regional PBCS Report, which was submitted to ICAO FIT Asia in February. The ISPACG Regional PBCS Report is posted to the ISPACG site.
- *PARMO Update:* FAA presented an update from PARMO, which included data on occurrence reports and identified hotspots. The PARMO Update is posted to the ISPACG site.
- *AAMA Update:* ASA presented an AAMA update, which included data on occurrence reports and identified hotspots. The AAMA update is posted to the ISPACG site.

Agenda Item 3 – ISPACG Regional PBCS Report Process: A process for managing the collection and reporting of ISPACG regional PBCS data is pending. An update on the process was planned, but not provided. The ISPACG FIT chair will follow up.

Agenda Item 4 – PBCS Feedback from operators: Operators did not provide PBCS feedback.

Agenda Item 5 – Feedback from Communication Service Providers: Updates from Collins, Iridium, and Viasat+Inmarsat are posted to the ISPACG website.

Agenda Item 6 – ICAO Operational Data Link Working Group (OPDLWG) Update. FAA provided an update, which is posted to the ISPACG website.

Agenda Item 7 – Working Papers

- **WP01: Iridium Certus FAA PARC Evaluation ANSP Support:** Iridium presented an update on the planned FAA PARC evaluation of Iridium Certus and highlighted the need for ANSP PBCS data on Certus aircraft. The first Certus aircraft will be flying in the ISPACG region by end of 2024 or early 2025. An action was taken to provide Iridium with ANSP points-of-contact. WP01 is posted to the ISPACG website.

Agenda Item 8 – Information Papers:

- **IP01: ACARS RAT1 Function:** Boeing presented an update on the ACARS RAT1 function, including assessed performance improvement and airframe/avionics availability. IP01 is posted to the ISPACG website.
- **IP02: Airbus Feedback On RAT1 Implementation On Airbus Products:** Airbus presented an update on the ACARS RAT1 function, including assessed performance improvement and airframe/avionics availability. IP02 is posted to the ISPACG website.
- **IP03: Confirming Current Data Authority (CDA) in NZZO:** Airways New Zealand proposed a new procedure for confirming CDA in NZZO. IP03 is posted to the ISPACG website.
- **IP04: Network Outage Reporting and Impact Assessment:** Airways New Zealand provided an update on the Network Outage and Reporting (NODAR) template and methodology under development by the North Atlantic region (NAT). It was noted that the table in Attachment B did not include the Iridium Certus path identifiers: IGW4 for SITA and IG2 for ARINC. Iridium will coordinate with the Noria primary author to update the table of path identifiers. IP04 is posted to the ISPACG website.

Agenda Item 9 – Any Other Business: The FIT chair reviewed action items, and updated the table below:



	ACTION	ACTIONEE	DUE	STATUS	NOTES
36-1	FIT ANSP Members to discuss a strategy to provide appropriate guidance for feedback to ANSPs that file reports of noncompliance with PARMO.	P. Radford, T. Brewer	ISPACG FIT/30	Closed	
37-1	FIT recommends: ATSPs coordinate with airlines operating B777 as to timing for the implementation of BP18 and the new RAT1 ACARS protocol on individual airframes; monitor performance, particularly in the VHF-satcom transition areas before and after the implementation to assess affect of RAT1 timers on performance; report analysis results to FIT.	ANSP members	ISPACG FIT/31	Closed	RAT1 timers are now available on avionics for a number of Boeing and Airbus aircraft.
37-2	ISPACG Members to support FAA PARC CWG Iridium Certus evaluation with collection and reporting of PBCS data for applicable aircraft	ANSP members	30 July		ISPACG ANSP Member point-of-contact details will be provided to Iridium
37-3	ISPACG FIT recognizes the need to support the Iridium CLI solution to prevent blocked calls resulting from Stir/Shaken changes to PSTN pending direct coordination from Iridium.	Iridium Operators		On-going Awareness Item	Iridium has implemented prefix 8816 to prevent blocked calls. This creates a 13 digit CLI. Some PSTN have set the CLI limit at 12 digits despite published telecom standards that state maximum digits over 20. Such PSTN limits have resulted in Iridium A2G calls being blocked. Iridium requests aircraft operators to raise problem reports for Iridium to coordinate updates with PSTN.
38-1	FIT ANSP Members to submit quarterly updates to PARMO on the status of non-compliance	ANSP members	Quarterly	On-going	
38-2	ISPACG will coordinate with IATA to solicit information from operators on airframes that are fitted with RAT1 timers and request that they provide the information to the CRA and all regional FITs.	ISPACG FIT Chair	ISPACG FIT/32		
38-3	The CRA will assist with comparing performance, particularly in the VHF-satcom transition areas, before and after the implementation to assess the affect of RAT1 timers on performance.	CRA	ISPACG FIT/32		
38-4	Iridium Certus path identifiers	Iridium	30 July 2024	Open	Iridium to ensure that Certus path identifiers are inserted into the Noria handbook and the update to the PBCS Manual. SITA - IGW4 for Certus ARINC - IG2 for Certus
38-5	Re-establish ANSP PBCS Performance Updates	ANSP members	ISPACG FIT/32	Open	