

Legend for Cat Column:

- E Editorial
- R Review
- C Confusing, clarification, erroneous information, inconsistency, or invalid argument
- A Additional material
- S Serious – resolution of comment requires special attention (includes regional difference with potential operational impact)

Legend for Status Column

[TBD]

Comments and contributions received from the following. Initials are used throughout the comment matrix.

Initials	Surname	First names	Representation	Telephone	eMail
AL	LONDON	Allan	Airways New Zealand		Allan.London@airways.co.nz
EN	NAHMADOV	Elkhan	ICAO – Paris (EUR/NAT Region)		enahmadov@paris.icao.int
FR	ROBERT	Francois	ICAO – ANB, ATM Section		FRobert@icao.int
JC1	CABRAL	Jose	Portugal		jcabral@nav.pt
TK	KRAFT	Tom	FAA, PARC CWG		Tom.kraft@faa.gov
DR	ROBINSON	Dave	FAA – Aircraft Certification		

Paragraph reference	Comment Number	Comment Author	Description of comment and proposed resolution	Cat	Resolution Status	Status
0_General	SV1-0008	AL	<p>COMMENT: If the intention is to allow clearances via SATCOM voice then if the aircrew have any doubt with a clearance they have received on SATCOM voice, standard procedure should be that they call the ground station to confirm such. Pilot and controllers procedures need to be as near to real world HF operations as possible and not over complicated. KISS theory.</p> <p>If these draft procedures can be consolidated into a more useable format that are easily understood it is more importantly that they will be complied with by aircrew and ground stations alike</p> <p>SUGGESTED CHANGE:</p>		12-Jan-11-TK – See also attached file beginning with <comment number>.	

Paragraph reference	Comment Number	Comment Author	Description of comment and proposed resolution	Cat	Resolution Status	Status
0_General	SV1-0013	TK	<p>COMMENT: FAA offers FAA policies on High Frequency (HF) Communications MMEL Requirements when taking account of SATCOM voice, as a reference to consider in formulating global SATCOM voice guidance material.</p> <p>SUGGESTED CHANGE:</p>		12-Jan-11-TK – See attached file beginning with <comment number>.	
0_General	SV1-0014	TK	<p>COMMENT: FAA offers Draft AC 20-150A, which provides acceptable means of compliance to applicable airworthiness requirements for the installation of SATCOM voice equipment in aircraft. SATCOM Voice TF is invited to use this material as a reference to consider in formulating global SATCOM voice guidance material. In addition, we solicit comments on the document.</p> <p>SUGGESTED CHANGE:</p>		12-Jan-11-TK – See attached file beginning with <comment number>.	
0_General	SV1-0015	JC1/EN	<p>COMMENT: There are two documents that may be useful for the work of the Task Force; I don't have a electronic copy only a paper copy. The documents are:</p> <p>-RTCA/DO-222 "GUIDELINES ON AMS(R)S NEAR-TERM VOICE IMPLEMENTATION AND UTILIZATION"</p> <p>-RTCA/DO-231 "DESIGN GUIDELINES AND RECOMMENDED STANDARDS FOR THE IMPLEMENTATION AND USE OF AMS(R)S VOICE SERVICES IN A DATALINK ENVIRONMENT"</p> <p>SUGGESTED CHANGE:</p>		12-Jan-11-TK – These documents are only available in hard copy for fee from RTCA. They were developed by SC-165 in 1994 and 1996.	
3.1.2.1	SV1-0009	FR	<p>COMMENT: SATCOM should be in capital letters</p> <p>SUGGESTED CHANGE:</p>	E		

Paragraph reference	Comment Number	Comment Author	Description of comment and proposed resolution	Cat	Resolution Status	Status
3.1.5.2 c	SV1-0010	FR	<p>COMMENT: This may not be practicable from an ANSP's perspective. Currently in Canada the telephone number is not picked up from field 18 but the process is automated through the comparison of aircraft registration of the flight plan against the master aircraft phone number list</p> <p>SUGGESTED CHANGE:</p>			
3.1.5.3	SV1-0015	DR	<p>COMMENT: 3.1.5.3 When supporting satellite voice communications, radio facilities should provide automation support that allow the radio operator to provide SATCOM voice services for the intended operations:</p> <p>SUGGESTED CHANGE: add (g). Provide for the ability to prioritize, preempt and establish precedence on outgoing calls.</p>			
3.1.6.1 c	SV1-0011	FR	<p>COMMENT: I am not sure that this is achievable since the call is not made directly to the aircraft but to a central unit prior to be dispatched to the aircraft, or vice-versa. Furthermore most ATC unit block off their phone ID for lines of that nature.</p> <p>SUGGESTED CHANGE:</p>			
3.2.2.1	SV1-0016	DR	<p>COMMENT:</p> <p>SUGGESTED CHANGE: add (c) RTCA, Inc. Document (RTCA/DO)-262A, Minimum Operational Performance Standards for Avionics Supporting Next Generation Satellite Systems (NGSS), Normative Appendix, section 2, dated December 16, 2008</p>			

Paragraph reference	Comment Number	Comment Author	Description of comment and proposed resolution	Cat	Resolution Status	Status
4.2	SV1-0012	FR	<p>COMMENT: I can only speak for the Montreal ACC (actually all ACCs in Canada except Gander) which doesn't have radio operators but have procedures in place for controllers to use SATCOM. The controller can, from the control position or the supervisor desk, query the system to determine if the A/C he/she needs to talk to is SATCOM equipped and if the system "finds the A/C it will do the dialling automatically and let the controller talk to the crew directly. I think efforts should be made to develop controller procedures as well, which in my view are not much different than those for the radio operators.</p> <p>SUGGESTED CHANGE:</p>		12-Jan-11-TK – See also attached file beginning with <comment number>.	
4.3.1.1 b)	SV1-0001	AL	<p>COMMENT: Respond to an aircraft that identifies itself as "SATCOM" by restating "SATCOM" in conjunction with the aircraft call-sign. Really the same logic that currently applies to aircraft using HF should apply to those on SATCOM. No issue with notifying SATCOM on the initial call regardless of who initiates the call it but it is redundant thereafter. Aircraft answering a SELCAL on HF will typically answer "UAL842 answering SELCAL" – but the ground station never replies or mentions the medium they are using as it is fairly obvious. The flight deck will be able to identify the call is via SATCOM just as ground station will know they are answering a phone call as opposed to a HF call.</p> <p>SUGGESTED CHANGE:</p>			
4.3.1.2	SV1-0002	AL	<p>COMMENT: – Suggest removal of this section as it is already covered in 4.3.1.1</p> <p>SUGGESTED CHANGE:</p>			

Paragraph reference	Comment Number	Comment Author	Description of comment and proposed resolution	Cat	Resolution Status	Status
4.3.1.4 a)	SV1-0003	AL	<p>COMMENT: – I doubt many ground facilities will have the ability to recall if an aircraft’s initial call was on HF but is now calling on SATCOM. If you are going to have such a procedure then do you need one for the reverse ie initial call on SATCOM but now calling on HF? Provided the identification process is established correctly there should not be an issue.</p> <p>SUGGESTED CHANGE:</p>			
4.3.1.4 b)	SV1-0004	AL	<p>COMMENT: 4.3.1.4 b)– Same comment as for para 4.3.1.1 b) (Comment SV.1-0001), reiterating the word SATCOM. It’s unnecessary.</p> <p>SUGGESTED CHANGE:</p>			
4.3.2	SV1-0005	AL	<p>COMMENT: Outgoing calls – 4.3.2.2 covers the radio operator procedures for delivering a clearance or message but over the page in section 4.3.2.4 In cases where an ATC message contains a clearance or instruction which will change the flight profile, a call back from the aircraft will be required before delivering the clearance. ? Any clearance will change the flight profile of an aircraft so I am not sure how these two sections tie up. Are the procedures here suggesting that no clearance can be issued by a ground initiated SATCOM voice call but the ground station needs to call the aircraft on SATCOM, identify itself and then have the aircraft call it back to pass the clearance?</p> <p>SUGGESTED CHANGE:</p>			

Paragraph reference	Comment Number	Comment Author	Description of comment and proposed resolution	Cat	Resolution Status	Status
5.2.1	SV1-0006	AL	<p>COMMENT: Same comment as previous regarding repetition of the word SATCOM when it has already been established and its fairly obvious to aircrew and a ground station.</p> <p>SUGGESTED CHANGE:</p>			
5.2.2	SV1-0007	AL	<p>COMMENT: Onboard failure prevents use of SATCOM voice, the flight crew should a) not advise SATCOM is unavailable ? This seems a little strange unless the procedure is for Arctic Radio only. Given the procedures are waited to notifying SATCOM in a lot of situations why wouldn't you advise the ground station when SATCOM is unavailable? Notification of such a failure would prevent the ground station attempting to call a aircraft on SATCOM and instead would use HF as the primary means.</p> <p>SUGGESTED CHANGE:</p>			
Z_Next Comment	SV1-0017		<p>COMMENT:</p> <p>SUGGESTED CHANGE:</p>			