

**Twenty Fourth Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/24)**

**FANS Interoperability Team Meeting (FIT/17)
Brisbane, Australia, 9-10 March 2010**

Agenda Item 8: SATCOM Performance

NOTIFYING AIRCREWS OF DATA LINK PROBLEMS

Presented by the Federal Aviation Administration

SUMMARY

This information paper highlights the need to notify aircrews when there is a data link outage requiring them to utilize High Frequency (HF) as the primary means of communication.

1. INTRODUCTION

- 1.1 There have been occasions where data link services were not possible due to interface problems between the data link service provider and the air traffic control facility. In this instance, there may be no indication on the flight deck that a problem exists.

2. DISCUSSION

- 2.1 Aircraft entering Oakland Oceanic Control Area (OCA) are required to establish HF communications with ARINC, whether data link equipped or not. Once this has been accomplished, aircraft which have established a connection through the satellite network may use data link as their primary means of communication.
- 2.2 Whenever the satellite network experiences an outage, pilots are required to utilize HF as the primary air traffic control (ATC) communication method.
- 2.3 There have been occasions when the satellite network was operating normally, but the landline connection with the ATC facility was out of service. When this occurs, the pilot may be unaware of the problem until notified through another form of communication. The first alternate choice by ATC will normally be utilizing the HF radio network. As an alternative, Satellite communications (SATCOM) Voice may be an option for those aircraft that have been equipped with satellite telephones and have published the individual aircraft telephone numbers. A third alternative, when the first two options have been unsuccessful, is to attempt contact through another aircraft that is in close proximity to the subject aircraft.



- 2.4 In the case where there is a loss of communications to the air navigation service provider (ANSP), the aircrew needs to be instructed to discontinue data link services due to an outage, and to utilize voice reporting. It may not be apparent to the flight crew that the datalink network is inoperable.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) Note the information provided in this paper, and:
 - b) Be aware of outages that may cause aircraft to be unaware that a datalink outage has occurred.