

AERONAUTICAL TELECOMMUNICATIONS NETWORK PANEL

WORKING GROUP 3 MEETING

Alexandria, 7 - 17 October 1996

**CORRECTIONS TO VERSION 3.0 OF THE *CONTEXT MANAGEMENT (CM)/AUTOMATIC
DEPENDENT SURVEILLANCE (ADS)/CONTROLLER PILOT DATA LINK COMMUNICATIONS
(CPDLC)/DATA LINK FLIGHT INFORMATION SERVICE (DFIS) STANDARDS AND
RECOMMENDED PROCEDURES (SARPs)**

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1. INTRODUCTION

1.1 The development of all Air/ground applications SARPs has continued after Version 3.0 was submitted for review at the ATNP/2 Meeting. The attachment to this paper indicates the changes which have been made to the *Context Management (CM)/Automatic Dependent Surveillance (ADS)/Controller Pilot Data Link Communications (CPDLC)/Data Link Flight Information Service (DFIS) material since the approval of Version 3.0 at Munich.

2. DISCUSSION

2.1 At this stage in the development of the draft SARPs there is only one basic reason for making any changes, namely that without these changes being made the material will actually be incorrect. The material can be incorrect either operationally or technically. In the former case, the validated SARPs would fail to meet the necessary operational requirements, as determined at least in part by the Automatic Dependent Surveillance Panel and other ICAO bodies. In the latter case, the SARPs are technically in error, and could not be validateable.

2.2 In both cases the necessary corrections have to be made - this is an ongoing process, and is likely to continue, albeit at a diminishing rate, during the whole period of validation of the SARPs, and probably for some considerable time after the system is in operational service.

2.3 This does not imply that the material is immature, but merely that the normal process of validation is going ahead, and that some errors and inconsistencies are being identified by independent, very detailed review and implementation of the systems.

3. PROPOSED ACTION

3.1 It is proposed that the identified corrections to the draft SARPs are submitted to ATNP/2 in order to update the version of the material subsequently submitted to the ICAO Air Navigation Commission for review.

End

**NOTE - THESE CORRECTIONS FOR ALL THE AIR/GROUND APPLICATIONS HAVE BEEN
AMENDED AND SUBSUMED INTO ONE PAPER - W3F806.DOC**