

## **IBAC Bulletin 16 - 02**

### **Subject: NAT Region CNS Items**

#### **BACKGROUND**

IBAC participates in the NAT CNSG, a subordinate body of the NAT SPG. The IBAC representative Mr. Jerry Mettes attended the CNSG/13 meeting 5-9 October 2015. Jerry's summary report can be found at:

[http://www.ibac.org/wp-content/uploads/2010/08/CNSG13\\_Tech-Report.pdf](http://www.ibac.org/wp-content/uploads/2010/08/CNSG13_Tech-Report.pdf)

Consideration of the CNSG of a several items resulted in a request to IBAC to bring a number of matters to the attention of business aviation operators.

#### **ITEMS FOR ATTENTION/CONSIDERATION OF OPERATORS**

##### CPDLC UM137/DM40 (Confirm Assigned Route/Assigned Route)

Flight crews should respond to UM137 with a downlink report (DM40) which provides the active route from the FMS. The use of free text (DM67) in response to UM137 should be avoided, as this will negate automatic conformance monitoring, create potential flight crew errors, and increase ATS workload.

##### Avionics Configuration

CNSG discussed a suggestion that aircraft operators with capable avionics consider reconfiguring the avionics to continuously use SATCOM in those areas of the world with intermittent VHF coverage. Use of VHF in those areas may degrade data link performance. CNSG recognized that additional work is needed on VHF/SATCOM operational definition.

##### Flight Plan Entries

Operators should **note** flight plan requirements for filing REG/ and CODE/ in Item 18 of the flight plan. Operators should ensure that filed flight plan codes agree with the approved data-link capability on the aircraft.

*Editorial Note; See previous Bulletin B15-05.*

### Termination of ADS-C connections

Before terminating ADS-C connections, flight crews should coordinate with ATC.

### ATC Terminology

Flight crews are encouraged to be familiar with ATC terminology related to data link connection reset. Operators should also note a NAT AIC on elimination of the High Frequency (HF) phraseology requirements for data link equipped aircraft to communicate “Controller Pilot Data Link Communications (CPDLC)”, next Control Area (CTA) / Flight Information Region (FIR), Track and “SELCAL code”.

### DLMA Problem Reports

Aircraft operators are encouraged to submit DLMA problem reports for any occurrences of CPDLC uplink message non-delivery or any CPDLC uplink message delayed by more than 300 seconds (5 minutes).

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**22 February 2016**