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SAFETY AND PERFORMANCE STANDARD FOR AIR TRAFFIC DATA LINK SERVICES IN OCEANIC AND REMOTE AIRSPACE (OCEANIC SPR STANDARD)

Change 1 to DO-306

RTCA DO-306, Change 1
March 17, 2011

Prepared by: SC-214
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Foreword

This document was prepared by Special Committee 214 (SC-214) and approved by the RTCA Program Management Committee (PMC) on March 17, 2011.

RTCA, Incorporated is a not-for-profit corporation formed to advance the art and science of aviation and aviation electronic systems for the benefit of the public. The organization functions as a Federal Advisory Committee and develops consensus based recommendations on contemporary aviation issues. RTCA's objectives include but are not limited to:

- Coalescing aviation system user and provider technical requirements in a manner that helps government and industry meet their mutual objectives and responsibilities;
- Analyzing and recommending solutions to the system technical issues that aviation faces as it continues to pursue increased safety, system capacity and efficiency;
- Developing consensus on the application of pertinent technology to fulfill user and provider requirements, including development of minimum operational performance standards for electronic systems and equipment that support aviation; and
- Assisting in developing the appropriate technical material upon which positions for the International Civil Aviation Organization and the International Telecommunications Union and other appropriate international organizations can be based.

The organization's recommendations are often used as the basis for government and private sector decisions as well as the foundation for many Federal Aviation Administration technical Standard Orders.

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Change 1 to DO-306/ED-122 - *Safety and Performance Standard for Air Traffic Data Link Services in Oceanic and Remote Airspace (Oceanic SPR Standard)* only contains sections and tables of DO-306/ED-122 that are affected by the Change. While RTCA DO-306 is technically equivalent to EUROCAE ED-122 and Table and Figures references are the same, however, the pagination and format pagination will be different.

This change is to provide unambiguous CPDLC Messages definition that will be used by FANS 1/A Datalink systems in support of In Trail Procedures operations. It includes changes resulting from work on Advanced ATS Datalink services definition.

Summary of changes

Change 1 to DO-306/ED-122 is summarized as follows:

Description of change	**Affected pages, tables and figures**
1. Addition of an Operational Requirement to introduce the optional use of CPDLC to support ITP procedures.	DO-306 : Page 25, Table 2 – 2 ED-122 : Page 23, Table 2 – 2
2. Introduction of "ITP using ADS-B" ATS function.	DO-306 : Page 4 §1.2.1, Page 27 §3, Page 26 Table 3-1, Page 30 Table 3-2, Page 31 §3.1.2, Page 39 Creation of §3.6 ED-122 : Page 3 §1.2.1, Page 25 §3, Page 28 Table 3-1, Page 28 Table 3-2, Page 28 §3.1.2, Page 34 Creation of §3.6
3. Clarification of OSA and OPA in support of "ITP using ADS-B" ATS function.	DO-306 : Page 71 §5.1.1, Page 105 §5.2.2 ED-122 : Page 58 §5.1.1, Page 89 §5.2.2
4. uM169x message element (previously unused) was created as a new standardized Free Text message element for inclusion in ITP clearance.	
a. Standardized free text (Uplink)	DO-306 : Annex A Page 169 – 173, Table A – 3 ED-122 : Annex A Page 136 – 139, Table A – 3
5. dM67aa message element (previously unused) was replaced with a new standardized Free Text message element for inclusion in ITP request.	
a. Standardized free text (Downlink)	DO-306 : Annex A page 175 – 178, Table A – 4 ED-122 : Annex A page 140 – 142, Table A – 4
6. Use of Standardized free text for ITP request was clarified.	
a. Use of standardized downlink free text messages	DO-306 : Annex A page 183, Table A – 6 ED-122 : Annex A page 147, Table A – 6
7. Use of standardized free text for ITP clearance was added.	
a. Use of standardized uplink free text messages	DO-306 : Annex A page 181, Table A – 5 ED-122 : Annex A page 145, Table A – 5

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