



| ICAO UNITING AVIATION

ICAO VIEW ON SATCOM FOR AVIATION

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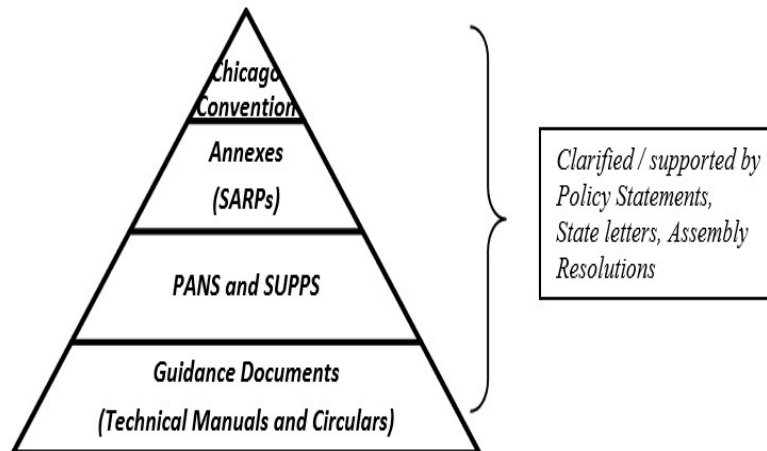


SATCOM Standardisation

The Standards-Making Organisations have been active for over two decades:

- *ARINC - 741, 781, 791; INMARSAT SDM; RTCA/EUROCAE – DO-210, 215, 222, 270, ED-242, 243, the list goes on.*

Q: So how does ICAO fit in??



A: Two Ways:

***SARPS** – which become regulations in ICAO signatory States.*

Guidance Documents – providing information on:

- *how to meet the SARPS*
- *system function/operation.*



SATCOM Standardisation, (cont'd)

So where does ICAO fit in???

- Updating the SARPS and Guidance to accommodate Next Generation Satellite Systems;
 - At this time, Swiftbroadband Safety and IRIDIUM Certus, via:
 - Annex 10 SARPS and Doc 9925, the Manual on AMS(RS) for aero communication.

Why bother when we have the industry standards??

- They are not regulations AND they are not a handbook advising what to ask your provider or to determine what you need.
 - What do you ask your provider (CSP) for??
 - What do you put in a Service Level Agreement??
 - How do you ensure you have non-discriminatory access for all, via one vendor?
 - *Aircraft today are fitting multiple Sat systems for redundancy/reliability.*





SATCOM Standardisation – The Future

Annex 10 will continue to support national regulations.

A key role of these will be to;

- Provide minimum performance requirements:
- Support other regulatory obligations, i.e.; ITU Radio Regulations
- Provide the minimum requirements to support interoperability.
 - Including requirements for CSPs.

Guidance Documents will need to do more??

- Mainly to provide information on the integration of Satcom (or any comms technology) into the communication chain.
 - A common interface to the ATN/IPS
 - The roles of CSPs, SSPs and others with guidance for ANSPs and Aircraft Operators
 - Specific information on new Satcom technologies; their limits and validation for use in ATS!





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