

AIP SUPPLEMENT (SUP)

H95/21**Effective: 202109100100 UTC**

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TRIAL OF CPDLC LATENCY MONITOR FUNCTIONALITY

1. INTRODUCTION

- 1.1 This AIP SUP replaces H89/21, with additional information provided at para 2.7 regarding aircraft that transit the Auckland FIR boundary.
- 1.2 CPDLC Latency Monitor functionality is used to identify CPDLC uplink messages that have been significantly delayed since transmission in order to prevent pilots from acting on content that is no longer valid or expected by ATS. It is therefore an important safety functionality that benefits both ATC and aircrew.
- 1.3 CPDLC Latency Monitor functionality will be implemented on a trial basis within Australian Administered Airspace on 09 September 2021. The trial will last for approximately 6 months, to be completed by the 22 March 2022.
- 1.4 The functionality will be available for Brisbane (YBBB) and Melbourne (YMMM) data link logon addresses, as per *AIP GEN 3.4 para 7.4*. Australia will initially use a latency time value of 300 seconds in line with regional and global practice.
- 1.5 This SUP provides background information and guidance to pilots for managing latency time values and the expected actions when receiving a delayed CPDLC uplink message.

2. DETAILS OF THE CHANGE

- 2.1 Commencing 09 September 2021, Brisbane and Melbourne Centres will implement a CPDLC Latency Monitor functionality on a trial basis within Australian Administered Airspace (YBBB, AGGG, ANAU and YMMM FIR).

- 2.2 Once a CPDLC connection has been successfully established, YBBB and YMMM will uplink the message: 'SET MAX UPLINK DELAY VALUE TO [sss] SEC'. Initially, this time will be set to 300 seconds.
- 2.3 Where the aircraft avionics provides for a variable time value, pilots are required to enter the specified delay value (refer to the *Global Operational Data Link Manual [GOLD] ICAO Doc 10037 Appendix A table A.4.13*). For systems with an automatic input of the value, data entry is not required.
- 2.4 As variations exist between aircraft manufacturers' latency monitor functionality, pilots should respond in the affirmative upon receipt of the latency time value message as prompted by their specific aircraft avionics. Generally, the expected response will be ROGER.
- 2.5 When the message latency functionality is not available in the aircraft, the pilot should also append the free text message 'TIMER NOT AVAILABLE' to the response downlink (refer to *GOLD Table 4-1*).
- 2.6 If a pilot with the functionality subsequently receives a CPDLC uplink message with the indication that the message has been delayed, the pilot **must not** act on the delayed uplink message and must seek clarification from ATS through alternative means e.g. HF.
- 2.7 Except for aircraft exiting to the Auckland FIR, prior to exiting Australian Administered Airspace, YBBB and YMMM will uplink the message 'CONFIRM MAX UPLINK DELAY VALUE IS NOT SET'. Pilots should then reset the latency time value as appropriate to the location and aircraft system requirements.

Note: Auckland ATC also use the latency monitor.

- 2.8 Some aircraft systems will discard a delayed message without indication to the flight crew and will automatically notify ATC of the network delay rejection.
- 2.9 When ATC receive an indication of a delayed uplink message, they will either:
- resend the delayed CPDLC message;
 - contact the pilot via voice to clarify the situation; or
 - instruct the pilot to disregard the CPDLC message, disconnect CPDLC and continue communication by voice.

- 2.10 The following table contains the CPDLC free text message elements associated with delayed uplink messages used in Australia.

MESSAGE ELEMENT	MESSAGE INTENT	RESPONSE
SET MAX UPLINK DELAY VALUE TO [sss] SEC	Instruction to set the CPDLC Latency Monitor time value to the value provided	R
CONFIRM MAX UPLINK DELAY VALUE IS NOT SET	Instruction to reset the CPDLC Latency Monitor time value to the default value or setting	R

3. FURTHER INFORMATION

- 3.1 Further advice may be obtained by contacting:

atsintegrity@airservicesaustralia.com

4. CANCELLATION

- 4.1 This AIP SUP will self-cancel at the conclusion of the trial on 22 March 2022.

5. DISTRIBUTION

- 5.1 Airservices Australia website only.