

<b>Problem Report #</b>	<b>Title</b>	<b>Air/Ground/Link</b>	<b>Region</b>
455	747-400 - incorrect timestamp in ADS report	SOPAC	Air
456	A340 - downlink timestamps ahead of actual time	SOPAC	Air
457	A340 - responded to emergency free text uplink with error	SOPAC	Air
458	767 encoded 60 minutes in [minuteslatitudelongitude] variable	NOPAC	Air
459	747-400 FMC encoded 512 degrees for wind direction in Pos Report	SOPAC	Air
460	A340 - ATSU unable to establish connection with airplane	SOPAC	Air

461	Aircraft unable to logon to one ATSU	SOPAC	Ground
462	A340 - Old freetext appended to Pos Report	SOPAC	Air
463	777 - Position encoding difficulties	SOPAC NOPAC	Air
464	767 sent altitude request with garbage free text appended	NOPAC	Air
465	Intermittant difficulties establishing CPDLC connection with one ATSU	SOPAC	Ground

466	Message sent to wrong aircraft	SOPAC	Ground
467	747-400 - The 41-downlink salute	NOPAC	Air
468	A340 - Loss of ADS	SOPAC	Air
469	ADS Emerg ACT without crew selection	SOPAC	Ground

470	777 BP '03 Unable to datalink over satcom	SOPAC NOPAC NAT	Air
471	Transfer failure due to ground station fault	SOPAC	Ground
472	KC-135s send the occasional empty message	SOPAC	Air
473	Failure to forward media advisories	SOPAC	Ground
474	Duplicate downlinks from two 747-400s	SOPAC	Air
475	Delayed CPDLC downlink	SOPAC	Ground

476	Service Advisory	SOPAC	Ground
477	Offsets vs Weather deviations	SOPAC	Air
478	747-400 - Downlink Error indication immediately after selecting send	SOPAC	Air
479	NEXT DATA AUTHORITY YBBB	SOPAC	Ground
480	737 - CPDLC half-connected after in-air FMC restart	test	Air
481	Difficulty with "Descend to Reach by Time" clearance	SOPAC	Air
482	Early transfers causing logon rejections	SOPAC	Ground
483	737 downlinked "insufficient data" error in response to valid AFFIRM uplink	SOPAC MAAS	Air

484	Fixname in Pos Report encoded with first character and 4 nulls	So Pac	Air
485	Unable to establish CPDLC connection with one aircraft on 17-Mar-05	So Pac	Air
486	incorrect next waypoint information in ADS report	So Pac	Air

487	No ADS-C with one aircraft	So Pac	Air
488	Dropped ADS waypoint change event	NAT	Air
489	No "reported waypoint altitude" from aircraft equipped with CMA 900.	So Pac No Pac	Air
490	No ADS predicted altitudes from aircraft equipped with CMA 900.	So Pac No Pac	Air

491	B737 ETA Anomaly	test	air
492	B744 reloads active origin airport in uplinked [rc] while airborne	So Pac	Air
493	UNABLE MOPS Element rejected by military aircraft	So Pac	Air
494	777 reset when wind bearing and true track between 179.6 and 180 deg.	So Pac No Pac	Air
495	ATSU could not communicate with one aircraft after transition from VHF to RGS POJ2.	So Pac	Ground

496	Incorrect fixed intent point while flying an offset	No Pac	Air
497	No CPDLC connection with one aircraft on 25 Nov 05	So Pac	
498	Previous ATSU did not send End Service message	So Pac	Ground
499	No response from ATC for climb request	So Pac	Ground

500	Airplanes sending downlinks over HFDL	So Pac	Both
501	Unable to establish comms with one aircraft while in satcom region		
502	Airplane unable to reconnect to one ATSU after No Comm disconnect	So Pac	Ground
515	Early Logon to Downstream ATSU	Air	So Pac
518	Downlinks discarded by DSP		Ce Pac
519	ATC DATALINK LOST Event	Air	So Pac
523	Partial Load of ATC Route Clearance Uplink	Ground	So Pac
530	Unable to Establish CPDLC Connection (3)		BOB

531	CPDLC Position Report Request Reveived No Response		IO
532	No ADS Connection and Inconsistent CPDLC Status Between Airplane and Ground		IO
534	ADS Connection Lost		IO
535	Unable to Establish CPDLC Connection		IO
538	Position Report Downlink with Current Position Having a Longitude of 149 Degrees 60 Minutes	Air	So Pac
540	Multiple Delayed ADS Reports	Link	So Pac
544	ADS Waypoint Change Evenet Report (Predicted Route Group) With An Unrealistic ETA	Air	So Pac
551	Four BACK ON ROUTE Messages Sent	Air	So Pac
554	ADS Waypoint Change Event Report With Unusual ETA	Air	So Pac
557	Intermittent CPDLC and ADS	Link	So Pac
564	777 - Unable to Send Assigned Block Altitude Report	Air	So Pac
565	ATSU Not Terminating ADS		Ce Pac
566	Gulfstream Supports ADS Only But LOGON Indicates CPDLC As Well	Air	So Pac
569	Loss of comms when CMU operating in VDL mode 2	Air	So Pac
570	Climb Clearance not Received	Ground	So Pac
572	GIVs and GVs Sending ADS NAKs with Reason Code '1'	Air	So Pac
577	Uplinks sent over HF	Link	So Pac

578	Missing "WILCO" in response to climb clearance	Link	So Pac
581	Airplane connected by incorrect ATSU		Ce Pac
582	incorrect wind bearing in ADS Met group with Boeing 200/300 aircraft	Air	So Pac
583	Possible "black hole" at ISTEM	Link	So Pac
584	Duplicate ADS Messages Sent by 777 Airplanes	Air	So Pac
585	Stale waypoint displayed on Pos Report page	Air	So Pac
586	Intersection points not included in [rc] downlink when there are multiple intersecting airways	Air	No Pac
587	Incorrect Basic position sent in ADS-C periodic report	Air	So Pac

588	Airbus CC1 Timer value too short when satcom performance is poor	Air	So Pac
589	MD-11 Displays Old ATC Log Data	Air	
590	Failed auto-transfer	Ground	NOPAC
594	Numerous DATALINK LOST messages	Air/Link	NOPAC
596	Numerous DATALINK LOST messages	Air/Link	NOPAC
597	Position Reports failed to send	Air/Link	NOPAC
598	Unable to uplink on SATCOM – Airplane used HF DL	Air/Link	NOPAC
599	Received eleven position reports from 777 in six minutes	Air	NOPAC
600	Fixed intent point offset from track	Air	NOPAC
601	ADS waypoint change reports showed airplane returning to previously passed fix	Air	NOPAC
602	Fixed intent in initial ADS report is erroneous	Air	SE Asia

603	Incorrect ETA sent in ADS-C Predicted Route Group	Air	So Pac
604	Old ADS Report Sent Following Period of NO COMM	Air	So Pac
607	Failed Auto-transfer Due to no FN_CAD from Transferring ATSU	Ground	So Pac
611	Interoperability Differences between Boeing and Airbus	air	all

612	ADS inoperative after CPDLC Self-reset	Air	So Pac
613	Level in Appended Climbing To report shows FL339 when Airplane Climbing to FL340	Air	So Pac
614	MD-11 ADS-C Basic Reporting Group Level Often displayed as 100' Above Cleared Level	Air	So Pac
615	Failed Autotransfer Due to no NDA from Transferring ATSU	Ground	So Pac

616	Apparent Case of Flight Crew Sending Premature Level Report	Air	So Pac
617	Poor Relative Performance of B772/3 Aircraft When Compared with Other Aircraft Types	Air	So Pac
618	New "KAKES hole" at approximately 163E?	link	So Pac
619	Baffling performance differences amongst operators	link?	So Pac
620	MD-11 sent erroneous ETA in Periodic ADS Report Containing Predicted Route Group	Air	No Pac

621	<i>Uplink Message Appeared to have been Lost in Transit - B777</i>	<i>link</i>	<i>So Pac</i>
622	<i>Loss of Datalink Comms with B744</i>	<i>Air</i>	<i>So Pac</i>
623	Unable to establish CPDLC connection with B738	Air	So Pac
624	744's sending WPC reports with invalid predicted route group times	Air	So Pac
625	<i>Inappropriate Data in Route Uplink</i>	<i>ground</i>	<i>No Pac</i>
626	<i>Unable to Send Uplinks via MTSAT</i>	<i>link</i>	<i>No Pac</i>
630	B744 - FMC Reset Following Attempted Load of Erroneous Approach Procedure	Air	Multiple
631	<i>A345 Sending Multiple ADS Reports</i>	<i>Air</i>	<i>So Pac</i>
632	Difficulty Establishing CPDLC connection with A332	Air	So Pac
634	<i>A345 - Incorrect Estimate Following Weather Deviation Clearance</i>	<i>Air</i>	<i>So Pac</i>
635	A345 - Unable to establish ADS-C	Air	So Pac
636	Frequent Occurrence of ADS-C Periodic Reports with Erroneous Next Waypoint Estimate	Air	So Pac
637	<i>B764 - Bad Performers</i>	<i>Air</i>	<i>So Pac</i>
638	<i>KC35 - Bad Performers</i>	<i>Air</i>	<i>So Pac</i>
639	<i>A332/333 Bad Performers</i>	<i>Air</i>	<i>So Pac</i>
641	<i>CSPs Asked to Reconsider Logic for Transition from VHF to Satcom to Satisfy DO306 Requirements</i>	<i>link</i>	<i>So Pac</i>

642	<i>ATSU Considered Duplicate DR1 Downlink as Valid</i>	<i>ground</i>	<i>So Pac</i>
643	<i>B744s not Supplying Intent Data</i>	<i>Air</i>	<i>So Pac</i>
644	<i>Unable to Communicate with Airplane after Transition to Satcom</i>	<i>Air</i>	<i>So Pac</i>
645	<i>B744 - First 2 ADS-C Intermediate Intent Points are Identical</i>	<i>Air</i>	<i>No Pac</i>
646	<i>B777 - Erroneous ETA for First Intermediate Intent Point</i>	<i>Air</i>	<i>No Pac</i>
647	<i>B744 - Erroneous ETA for First Intermediate Intent Point</i>	<i>Air</i>	<i>No Pac</i>
648	<i>B772 - Numerous FN_CON Messages Received During 1 Hour Period</i>	<i>Air</i>	<i>So Pac</i>
650	<i>B744 - Unable to Establish CPDLC Connection</i>	<i>Air/link</i>	<i>So Pac</i>
651	<i>"Lost" CPDLC Uplink During GES Transition</i>	<i>link</i>	<i>So Pac</i>
652	<i>A380 - Rejects Multi-Element Uplink Containing [routeclearance] Element</i>	<i>Air</i>	<i>So Pac</i>
653	<i>B744 - Ammended Route Clearance Loads Differently to Route 1 and Route 2</i>	<i>Air</i>	<i>So Pac</i>
654	<i>ATSU Incorrectly Paring NDAand EOS in Same Message</i>	<i>ground</i>	<i>So Pac</i>
658	<i>B777 - Poor Performance at VHF to Satcom Transition</i>	<i>Air</i>	<i>So Pac</i>
659	<i>B772 - No LOAD FMC Prompt for Uplinked Route Clearance</i>	<i>Air</i>	<i>So Pac</i>

660	A380 - Rejects Multi-Element Uplink Containing Position Report Request	Air/Ground	So Pac
661	<i>Logon Rejected by ATSU due to ACARS vs FMC Registration Number Mis-match</i>	<i>Air</i>	<i>So Pac</i>
662	A320 - Rejects 'Due To Airspace Restriction' When sent in Single Element Uplink	Air	So Pac
663	<i>Unable to Connect to Aircraft due to DSP not Forwarding Media Advisory</i>	<i>ground</i>	<i>No Pac</i>
664	<i>Odd Intercept and MAS-F Received for one MD-11 Operator</i>	<i>link</i>	<i>So Pac</i>
665	<i>B744 - Uplinked Climb Instruction not Received</i>	<i>Air</i>	<i>So Pac</i>
666	<i>Datalink Lost with A332</i>	<i>Air</i>	<i>So Pac</i>
667	<i>B744 - Unexpected ADS-C Lateral Deviation Event Report Received</i>	<i>Air</i>	<i>So Pac</i>
669	New ATSU - GS Sometimes Ignores Connect Confirm Message	ground	So Pac
672	<i>B738 - Incorrect IPI Bearing and Distance</i>	<i>Air</i>	<i>So Pac</i>
673	<i>B738 - Incorrect Intent Data at Change of UTC Day</i>	<i>Air</i>	<i>So Pac</i>
677	A380 - No CPDLC Following Second CR1 from NDA	Air	So Pac
679	<i>A332 - Position Report Received which Appeared to be from Previous Route Segment</i>	<i>Air</i>	<i>So Pac</i>
680	Large Number of Duplicate ADS Reports from Multiple Airplane Models	Air	So Pac
681	A380 - Intermittent CR1 Rejects	Air	So Pac
683	<i>B744 - Incorrect ADS Estimate in Both WPR and On-Demand Report</i>	<i>Air</i>	<i>So Pac</i>

684	<i>B772 - Bad Performers</i>	<i>Air</i>	<i>So Pac</i>
685	Data Missing from Media Advisories	link	No Pac
686	<i>B744 - No CPDLC or ADS-C - Suspected Issue with MU Media Management</i>	<i>Air</i>	<i>So Pac</i>
687	<i>B772 - Loss of CPDLC and ADS-C</i>	<i>Air</i>	<i>So Pac</i>
689	<i>B744 - CPDLC and ADS-C Lost When Airplane Left VHF Coverage</i>	<i>Air</i>	<i>So Pac</i>
690	A332 - Unexpected CPDLC Error Message	Air	So Pac
691	B772 - Incorrect Ref Lat/Lon for PBD	Air	So Pac
693	A380 - Disproportionate Number of Uplinks Routed Via HF	link	So Pac
694	<i>A380 - Pilot Defined Waypoints Limited to 20</i>	<i>Air</i>	<i>So Pac</i>

Problem Description	Status	Comments
<p>There were two events reported for this aircraft. The first was that the airplane sent the same waypoint change event report five times over a period of 10 minutes. The second event was that the airplane sent a waypoint event report with an erroneous timestamp.</p>	OPEN	
<p>Per the reporting individual, "It appears that the times in the timestamps are in advance of actual time. I base this on the fact that our system receipt timestamp is earlier than the message timestamp".</p> <p>This appears to have been the result of a dual GPS failure.</p>	CLOSED	
<p>When the emergency level free text message "FOR&lt;SP&gt;TEST&lt;SP&gt;PURPOSES &lt;SP&gt;" was uplinked, the airplane responded with, error (insufficient data).</p> <p>It appears that the avionics discarded the message due the intermittent failure of the flight phase source.</p>	CLOSED	
<p>Pegasus FMC encoded 60 minutes in [minuteslatitudelongitude] variable. The vendor has identified the source of the problem.</p> <p>The FMC vendor has identified the source of the problem.</p>	OPEN	
<p>747-400 FMC encoded 512 degrees for wind direction in Pos Report. This was supposed to have been fixed in Load 15 but code analysis has revealed that the fix was incomplete.</p>	OPEN	
<p>Per the reporting individual, "ADS appeared to be working OK. CPDLC Connection established, but aircraft did not receive any of the messages sent".</p>	OPEN	

<p>The ground automation did not recognize that a particular aircraft was no longer logged on. When another logon was received, it was ignored. This continued for a number of days, until the problem was (inadvertently) corrected by a scheduled air ground processor switchover.</p>	<p>OPEN</p>	
<p>Per the reporting individual, an 'old' free text message that may have been previously sent by the aircraft managed to get appended to a position report sent some time later.</p> <p>This issue is corrected in the FANS A+ avionics.</p>	<p>CLOSED</p>	
<p>It is possible to downlink a message element that includes the [position] variable with either no data encoded for the [position] or with the last valid value encoded. This problem will be corrected in BP '05</p>	<p>CLOSED</p>	
<p>An ATSU reported receiving the following message from a 767:</p> <p>11,,08:57:43  0(9) : Request Climb To [alt]  alt(fl): 350  1(65) : Due To Weather  2(67) : [freetext]  freetext():  [40][01][60][00]C[7A][00][00]F[1C][40][00]F[0C]&lt;SP&gt;[00][00][00][00][00]RJAA</p>	<p>OPEN</p>	
<p>Flight crews on two aircraft tried a number of times to log on. Each time the ATSU system acknowledged the logon, but failed to send the CR1 uplink to establish the CPDLC connection. ADS appeared to be working fine.</p> <p>This problem was corrected in September, 2004.</p>	<p>CLOSED</p>	

<p>The flight crew had requested and been granted climb to FL370. Approx 3 minutes later they received uplink indicating "ATCA UNABLE DUE TO CROSSING TRAFFIC. REQUEST ON FILE". There was concern as to whether or not they had been cleared to FL 370. A free text message was received confirming cleared FL370 and backed up with voice. The crew suspected the message had been sent to them in error. There was no explanation provided as to reason for message.</p>	<p>In Progress</p>	
<p>The same CPDLC Position Report was repeatedly down linked 41 times over about five hours, at an interval of three minutes or thirteen minutes. It is suspected that the ACARS MU was at fault. The brand installed on that aircraft is known for sending duplicate downlinks. (Though, this case was extreme).</p>	<p>OPEN</p>	
<p>Despite several attempts, ATC was unable to establish an ADS contract with the airplane.</p> <p>This issue is corrected with the FANS A+ standard.</p>	<p>CLOSED</p>	
<p>ATS automation indicates to controller that ADS is in emergency mode when the aircraft is not reporting ADS Emergency. Per Adam Watkin on 5/21/05, a fix was introduced in TAAATS. No further events have been reported.</p>	<p>CLOSED</p>	

<p>The anomaly occurs as the aircraft flies out of range of a VHF station. When the airplane loses contact with a VHF station, the DCMF attempts to contact another VHF station by transmitting a Link Test downlink. If an application downlink (e.g., a downlink from the FMC or Flight Deck Comm Function) is initiated at very near the same time as the link test, this anomaly can occur. The DCMF does not direct the report to SATCOM for transmission. Due to the structure of some routes, an ADS periodic downlink report is often due at approximately the same time as the airplane flies out of VHF range. This is the reason that the anomaly may appear to be route-specific.</p>	<p>CLOSED</p>	
<p>Autotransfers sometimes do not occur due to a software fault in the ground automation.</p>	<p>OPEN</p>	
<p>KC-135s send the occasional empty message (header and CRC only, but no actual message).</p>	<p>CLOSED</p>	
<p>Between 31 Oct and 9 Nov ARINC were not forwarding the media advisories. As a result, SITA was unable to deliver uplinks to some airplanes.</p>	<p>CLOSED</p>	
<p>The problem has been corrected.</p>		
<p>3 copies of a waypoint change event report were received from one airplane, and 3 copies of a periodic report were received from another.</p>	<p>CLOSED</p>	
<p>Per the reporting individual, "ADS-C reports were received OK, but CPDLC downlink was delayed by approximately 7 minutes, resulting in the inability to assign a change of level to a crossing aircraft". Per the analysis, it appeared that there may have been a short period of satcom no comm, and the preceding uplink was the message that was delayed.</p>	<p>CLOSED</p>	

An ATSU reported comm difficulties with a particular aircraft. Analysis revealed that there appeared to have been a problem with the GES. This event highlighted the need to receive service advisory from both DSPs.	OPEN	
flight crews occasionally request offsets (fixed distance) when they really want a weather deviation (variable distance). This results in increased workload for the controllers	OPEN	
An ATSU reported being unable to get a CPDLC downlink from a particular airplane. The pilot reported that they were getting a 'downlink error" about 5 seconds after sending the position report.  Selecting ATC Comm Off and logging on again corrected the problem.	OPEN	
A flight crew reported receiving an uplink: "Next data Authority XXXX". This is a known software fault at the ATSU.	OPEN	
If a CPDLC connection exists and the FMC subsequently goes through a restart, the connection is retained internally, but the CDU pages act as if no connection exists. The flight crew can re-connect and receive uplinks, but cannot send downlinks.	CLOSED	
A flight crew was issued a clearance to Descend to reach F360 by time 2029'. The flight crew apparently missed the "by time" aspect of the clearance, so were descending too slow.	OPEN	
For a brief period of time, one ATSU reported receiving a large number of (very) early logons. This resulted in logon rejections.	CLOSED	
737 downlinked "insufficient data" error in response to valid AFFIRM uplink	CLOSED	

<p>An ATSU reported receiving a downlink with an invalid message element number (166). A hand decode of the downlink message revealed that the identifier for the fixnext was encoded with the first character followed by four null characters. This appears to be a variation of the fix encoding problem corrected in 777 Block Point 2003. Note that the majority of the affected airline's fleet was still at Block Point 2001.</p>	<p>CLOSED</p>	
<p>Per the reporting ATSU, the aircraft logged on OK and a CPDLC connection was established. The next ATSU received the logon prior to transfer but was unable to establish a CPDLC connection. The flight crew reported the following: "Shortly after notification, both DCDUs went blank with no writing visible. ATC Menu page on MCDU had lost top 3 lines. Notification page showed that (xxxx) had been notified, but connection status showed no active ATC. ATSU reset &amp; CPDLC recovered for (next ATSU) notification.</p> <p>This problem has been reported twice.</p>	<p>Open</p>	
<p>ADS-C extrapolation showed the aircraft flying at approximately 900kts. Investigation showed that the erroneous extrapolation was caused by a waypoint report which contained incorrect NEXT information. The error appeared to be that the "real" next waypoint was not contained in the report at all, whilst the "real" NEXT + 1 was transmitted as the NEXT waypoint, and the 'real' NEXT + 2 was transmitted as the NEXT + 1. A later ADS-C report containing PRG information contained correct waypoint information, and fixed the erroneous extrapolation. As of Jan 06, this problem has been reported 5 times.</p>	<p>Open</p>	

<p>An ATSU reported that the controller could not establish an ADS contracts with one aircraft. Symptoms were similar to ADS-C being selected off, but when asked if ADS was armed, the pilot responded "AFIRMATIVE". This problem does not occur with FANS A+.</p>	<p>CLOSED</p>	
<p>There have been three reports of 777s acknowledging but not honoring ADS-C waypoint change event contract requests from one center in the North Atlantic. Other ADS-C reporting functions do not appear to be affected, nor are WPR contracts on other connections.</p> <p>It is suspected that the timing of the FN_ACK and ADS WPR contract request (sent within a second of each other) from the affected center is at issue here.</p>	<p>Open</p>	
<p>Aircraft equipped with the CMA 900 unit do not include the 'reported waypoint altitude' variable in CPDLC Position Reports. This variable is defined in both DO-219 and DO-258 as an optional datum. The avionics are not required to include this variable in a position report. Omission of this variable causes problems for some ATSUs. This parameter was added to a S/W upgrade certified in December, 2006.</p>	<p>CLOSED</p>	
<p>The CMA-900 does not support vertical navigation (including predicted altitude at waypoints ahead).</p> <p>The predicted altitude in the B743 is provided by the Performance Management System (PMS). PMS is an old system which is not in compliance with DO-178B requirements for ATS and ADS functions. Consequently, the predicted altitude from PMS is not used in the ADS downlinks.</p>	<p>Open</p>	

<p>The ETA calculations do not correctly account for winds. The vendor ran a test and came up with the following example result: the ETA showed errors of up to 2 minutes on a 45 minute flight in the presence of 150 knot wind at FL330. The vendor reports that the discrepancy gets worse with higher winds and over longer distances. The problem affects ADS and CPDLC Pos Reports.</p>	<p>CLOSED</p>	
<p>When the airplane is airborne, the FMC is supposed to ignore an origin airport contained in a route clearance message element that is loaded to the active route. This logic is not working correctly in the B744 FMC. If element 83 (AT [position] CLEARED [route clearance]) contains an origin airport, the uplink loads as Direct To the fix defined in the [position] variable, followed by the routing defined in the [route clearance] variable.</p>	<p>Open</p>	
<p>An ATSU reported that some military aircraft reject uplink messages which include the UNABLE element.</p>	<p>Open</p>	
<p>When the wind bearing in the ADS Meteorological group or the track in the ADS Earth Reference group is between 179.6 and 180 deg, the FM partitions will reset. In some cases, the reset will result in deactivation of the flight plan and loss of all ADS connections. This has been corrected in BP '05A.</p>	<p>CLOSED</p>	
<p>An ATSU received no downlinks from an airplane after the airplane transition from VHF to satcom via RGS POJ2. Based on the MAS responses, uplinks were being delivered to the airplane. Per CRA analysis, it appears that downlinks were not being internetworked for delivery to the ATSU.</p>	<p>In Progress</p>	

<p>The following is from the JCAB PR: "When monitoring a deviation flight, with its scheduled flight path was being displayed on the ATC screen, the controller found the displayed path was not on th flight planned route". Ref JCAB FIT PR 10377.</p>	Open	
<p>An ATSU reported being unable to establish a CPDLC connection with an aircraft. ADS-C appeared to be working fine.</p>	In Progress	
<p>The transferring ATSU did not send an EOS to terminate their connection. There is no indication of a comm problem, as the ATSU did send the AFN Contact Advisory, CPDLC contact instruction, and terminated the ADS connection. The affected airline also noted that the flight crew did not follow correct procedure as documented in the FOM to disconnect CPDLC, manually logon, and call on HF. It was also suggest that the active center controller could possibly have investigated why the mandatory CPDLC position report and HF call were not received.</p>	Waiting	
<p>Per the reporting flight crew, "At 0843z requested climb FL340. No response received and log remained open and was eventually aborted. AT approx 0855z ATC called on HF and issued the climb clearance and queried whether we had received a datalink climb clearance. A later datalink request to deviate was responded to (at 0910z)" CRA analysis corroborates the crew report. Of interest is that the logs show uplink MIN=3 on a free text uplink sent before the missing climb clearance and then uplink MIN = 5 on a subsequent NDA uplink. It appears that the climb clearance did not make it to the network.</p>	Waiting	

<p>Per the reporting ATSU, "Very poor downlink performance noted. Aircraft had to revert to HF voice, and downlink delays created excessive controller workload to resolve. Early analysis at ATSU shows consistent downlink delays in excess of 10 minutes, with one received 18 minutes after transmission. Airbus has confirmed that HFDL is tertiary means, so downlinks should only be sent over HFDL when neither VHF nor satcom is available".</p>	Open	
<p>An ATSU reported the following: We received a (very) early logon from an airplane. At approx 0402 the CR.1 failed. No luck with ADS-C/CPDLC. At 0522 tried another CR.1 which was successful - the aircraft was probably within VHF data link range at this time. Discussions with the controller at the previous ATSU indicated that he thought that they had seen data link problems with this airframe before.</p>	Open	
<p>Per the reporting ATSU, data link (CPDLC &amp; ADS-C) was lost with an airplane. ADS-C eventually became operational, but CPDLC was not re-established within their airspace. Analysis showed that the airplane lost satcom for several minutes, long enough to cause a no comm disconnect for ADS and CPDLC. Once satcom was established, the flight crew sent a new logon. The ATSU established a new ADS connection, but did not send the CR1 to establish a CPDLC connection.</p>	Open	
	CLOSED	
	CLOSED	
	In Progress	
	CLOSED	

Similar FMC issue to PR 458	Open	
	Waiting for Info	
-FMC is using invalid ETA value after flight plan modification	Open	
	In Progress	
	In Progress	
777 design does not allow block altitude response to CONFIRM ASSIGNED ALTITUDE uplink request Expected to be added in Block Point Version 14 software release (4Q08)	Open	
Existing version of the airplane avionics only supports ADS AFN logon indicates that CPDLC and ADS are supported AFN Contact message corrected in Cert Charlie Expected to be available 1Q07	Open	
CMU establishes comms over VDL mode 2 When airplane should still be within VHF range, no FMC downlinks sent ACARS acks and messages from other peripheral devices are sent Suspect media management problem with CMU CMU vendor is investigating	In Progress	
	In Progress	
Problem corrected in Cert Charlie	Open	
HFDL used for uplinks when aircraft was established on satcom DSP investigation complete – briefing will be provided	Open	

	Waiting for Info	
Wind bearing off by 180 degrees Supplier has identified fix Affected operators have been notified	Open	
An operator reported consistently losing satellite connection for 3 to 6 minutes in vicinity of ISTEM During this period, ADS and CPDLC connection is lost, then automatically recovered after new satellite log on ISPACG Google Earth Expert (AW) produced plots indicating cluster of delayed ADS reports around ISTEM	Waiting for Info	
Same message sent several times, but with unique Downlink Block Identifiers Airplane was flying along California coast, switching between VHF and SATCOM, and between VHF ground stations May have exacerbated problem Boeing and 777 AIMS supplier are investigating	In Progress	
Flight crew selected Position Report page Waypoint from previous sector and NOT in current route was displayed as last sequenced fix After first waypoint was crossed Position Report page returned to normal operation Boeing and 777 AIMS supplier are investigating	In Progress	
When there are multiple intersecting airways in the airplane's flight plan, a route clearance downlink will not include the airway intersection points. Is this a problem for ATSU's flight planning software?	Open	
	In Progress	

<p>Airbus FANS-A application has a CC1 timer  If timer expires prior to CC1 being sent, DR1 downlink is sent instead  Timer duration was too short to accommodate periods of reduced satcom performance  Timer value has been adjusted in FANS-A+ software</p>	CLOSED	
<p>On an MD-11, the flight crew accessed the ATC LOG and found messages from a previous flight displayed on that page. It appears that the log had not been cleared subsequent to the end of the previous flight.  This is similar to ATS PR 445 experienced with B767  MD-11 and B767 have the same FMC manufacturer.  Correction targeted to 2012 block point</p>	Open	
	In Progress	
	In Progress	
	In Progress	
	In Progress	
	In Progress	
<p>Similar to FIT PR 450 and FIT PR 350  Under investigation by Boeing and supplier  Unable to reproduce in lab so far</p>	In Progress	
<p>MD-11 FMS seems to erroneously offset the fixed intent point from the route.  Under investigation by Boeing and supplier  Unable to reproduce in lab so far</p>	In Progress	
	In Progress	
	In Progress	

<p>An ATSU received an estimate from an A333 which was 60 minutes later than expected. This caused the incorrect display and extrapolation of the aircraft (the calculated ground speed was 130 knots).</p> <p>Per information from Airbus, this issue can occur following insertion of waypoints or DIR TO into the flight plan or with normal waypoint sequencing.</p> <p>The FMS supplier has not succeeded in reproducing this issue.</p>	<p>In Progress</p>	
<p>Per the reporting ATSU, two ADS-C reports were received from a 777 in close succession. Although the reports were stamped only 5 seconds apart, the ADS-C Basic positions were several hundred miles apart.</p> <p>An analysis of the datalink logs revealed that the apparently erroneous message was a repeat of one sent 10 minutes earlier, and appears to have been approximately an hour old.</p> <p>Probable dup of PR 587</p>	<p>In Progress</p>	
<p>A flight crew reported a transfer failure. CPDLC was normal following a manual logon</p> <p>Auto-transfer did not occur because the transferring ATSU did not send an FN_CAD.</p> <p>The NDA and all other transfer messages were sent.</p>	<p>In Progress</p>	
<p>Boeing considers the space character to be a valid character in the ICAOUNITNAME variable used in UM117-UM122. Airbus does not.</p> <p>This is a similar issue to the difference interpretation of the coding of frequencysatchannel.</p> <p>The representative at the reporting ATSU suggested that it might be worth having a section in the FOM covering this type of interop issue.</p>	<p>Lessons Learned</p>	

<p>An ATSU reported receiving no ADS reports from an A333 while CPDLC appeared to be functioning. Another ATSU reported the same behaviour for this flight.</p> <p>Per Airbus, this behaviour is symptomatic of the CPDLC self-reset, after which the ADS remains inoperative.</p> <p>The problem does not occur with FANS A+.</p>	<p>CLOSED</p>	
<p>An ATSU reported that a B747-300 was given climb to F340.</p> <p>On a subsequent position report the appended "Climbing To" report showed "climbing F339".</p> <p>Boeing Long Beach are investigating and suspect there may be an issue with the analog to digital data conversion of the MCP altitude value.</p>	<p>In Progress</p>	
<p>An ATSU reported that ADS-C reports from MD11s are displayed as 100' above the cleared level.</p> <p>This occurs with approximately one third of the reports.</p>	<p>In Progress</p>	
<p>A flight crew reported that after accepting the HF contact message, the ATC DATALINK LOST message displayed. Ops were normal following a manual logon.</p> <p>The transferring ATSU neglected to send the NDA message so the receiving ATSU was unable to connect until the active connection had been terminated.</p>	<p>In Progress</p>	

<p>An ATSU reported that a B744 was issued a clearance to descend to FL350 by a time restriction. It appeared from the datalink traffic that the clearance had been complied with and then the airplane briefly climbed back to FL 360 before finally going back to FL350. Per the comms log: The crew received clearance to descend to FL350 by 1900 with a REPORT LEVEL 350 report request. Crew Wilcoed response, then immediately sent LEVEL 350. ADS reports at 18:33 and 18:49 indicated the airplane was still at FL360. An ADS report at 18:51 showed the airplane at 35921, indicating it had started to descend. A report at 18:52 showed the airplane at 35000, prior to the time restriction. At 18:53, the flight crew sent free text "MAINTAINING FL350". It appears this was an issue with the flight crew having sent the LEVEL FL350 report prematurely.</p>	In Progress	
	In Progress	
<p>3 reports of poor datalink performance at approximately 163E were reported for the same flight on Nov 12, 17, 26 The events have been catalogued as satcom issues, however, the situation should be monitored.</p>	Open	
	In Progress	
<p>The ETA (time to go) to the NEXT waypoint in a periodic ADS report was 1min 30 sec. An on-demand contract request for the same report was then sent, and the response for the same waypoint (about 3 minutes after the previous report) was now over 4 minutes. Boeing Long Beach are investigating</p>	In Progress	

	CLOSED	<i>Problem coincided with scheduled DSP ACARS processor switchover to load new configurations.</i>
	CLOSED	<i>Airplane appeared to have had a failure in the satcom system.</i>
CMU on this airplane (and likely all BBJs) sends Media Advisory with incorrect timestamp format Problematic if airplane transitions between DSPs	OPEN	CMU on this airplane (and likely all BBJs) sends Media Advisory with incorrect timestamp format
Data transmitted are default values, indicating performance predictions were unavailable in allotted time Multiple reports	In Progress	
	CLOSED	
	CLOSED	<i>Problem was result of a scheduled Datalink Processor switchover</i>
Observed during tailored arrival Approach procedure in uplink encoded incorrectly Procedure loads without incident when message is encoded correctly	CLOSED	
	CLOSED	<i>Problem corrected by re-installing software</i>
	In Progress	
	OPEN	<i>Issue expected for correction with Honeywell FMS release 1A to be certified by 1Q2011</i>
Symptomatic of CPDLC self-reset ADS remains inoperative until the next ATSU box manual reset FANS A+ corrects this issue	CLOSED	FANS A+ corrects this issue
Reports with Erroneous Next Waypoint Estimate Observed with multiple airplane models and manufacture	In Progress	
	<i>Waiting for info</i>	<i>Ref WP - IDENTIFYING "BAD TAILS" BY MONITORING ADS-C PERFORMANCE</i>
	<i>In Progress</i>	<i>Ref WP - IDENTIFYING "BAD TAILS" BY MONITORING ADS-C PERFORMANCE</i>
	<i>In Progress</i>	<i>Ref WP - IDENTIFYING "BAD TAILS" BY MONITORING ADS-C PERFORMANCE</i>
	OPEN	

	<i>OPEN</i>	
Reported numerous times from Tailored Arrivals trials Still under investigation	OPEN	
	<i>In Progress</i>	<i>Airplane apparently was not sending Satcom Established Media Advisory when SATCOM is established</i>
	<i>In Progress</i>	
	<i>In Progress</i>	
	<i>In Progress</i>	
	<i>In Progress</i>	
	<i>CLOSED</i>	<i>Possible FMC reset</i>
	<i>CLOSED</i>	
Airbus will certify a new A380 ATC software (CLA3.x) that will correct this issue, allowing freetext message combination to route clearance	OPEN	Airbus will certify a new A380 ATC software (CLA3.x) that will correct this issue, allowing freetext message combination to route clearance.
ATSU reported that uplinked element 83 resulted in complete route replacement, not modification Discovered via testing at Boeing that element loads differently to active RTE 1 (loads correctly) and identical active RTE 2 (loads incorrectly) First known issue with active RTE 1 vs active RTE 2 in nearly 20 years of operation...	Waiting for info	
Failed transfers to new ATSU attributed to illegal paring of Next Data Authority and End Service message elements Per requirements, such a paring results in disconnect of active and inactive connections	<i>In Progress</i>	
	<i>In Progress</i>	<i>Ref WP - POST IMPLEMENTATION MONITORING DEVELOPMENT OF RCP AND ADS LATENCY</i>
	<i>In Progress</i>	

Position Report request must be uplinked as single element message	OPEN	
	CLOSED	<i>Crew procedure issue</i>
When sent in Single Element Uplink Converse of soon-to-be corrected PR 652	OPEN	
	<i>Waiting for info</i>	
	<i>Waiting for info</i>	
	OPEN	
	<i>In Progress</i>	
	<i>In Progress</i>	
	In Progress	
	<i>In Progress</i>	
	<i>In Progress</i>	
Anomaly occurred when two CR1 messages were received from NDA CPDLC is not able to answer to CPDLC messages Can recover CPDLC by resetting ATC system on airplane	In Progress	
	<i>In Progress</i>	
772/3's are prime offenders Also received from A330, A340, and B744	In Progress	
CPDLC connections occasionally denied with an ACARS label HX (SMI REJ) rather than with normal DR1 Can recover CPDLC by resetting ATC system on airplane Airbus will certify a new A380 ATC software (CLA3.x) that will correct this issue	OPEN	Airbus will certify a new A380 ATC software (CLA3.x) that will correct this issue
	<i>In Progress</i>	

	<i>In Progress</i>	<i>Ref WP - IDENTIFYING "BAD TAILS" BY MONITORING ADS-C PERFORMANCE</i>
Problem with a particular CMU Manufacturer intends to correct problem in software being developed for 747-8 Plan for other airplane models TBD	OPEN	
	<i>In Progress</i>	
	<i>CLOSED</i>	<i>Ref WP - IDENTIFYING "BAD TAILS" BY MONITORING ADS-C PERFORMANCE</i>
	<i>CLOSED</i>	
	<i>In Progress</i>	
Optional lat/lon appeared to correlate to PBD rather than position of parent waypoint Of interest because the problem shows as corrected in AIMS Block Point 98	<i>In Progress</i>	Problem with same description closed in Block Point 98
Behavior was result of DSP's routing configuration in their ATC Gateway that handles ATS internetworking Configuration change recently made to correct this problem Did configuration change correct the problem?	<i>CLOSED</i>	Behavior was result of DSP's routing configuration in their ATC Gateway that handles ATS internetworking. Configuration change made to correct this problem
	<i>OPEN</i>	<i>Ref WP - FMS WAYPOINTS INSERTION</i>

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