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**Safety and Performance Standard for Air Traffic
Data Link Services in Oceanic and Remote
Airspace (Oceanic SPK Standard)**

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FOREWORD

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- 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.

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1 Introduction

This standard provides the operational, safety, and performance requirements (SPR) for the implementation of air traffic data link services in oceanic and remote airspace. It is intended to be used by air traffic service providers (ATSPs), communication service providers, aircraft manufacturers/modifiers, operators, military, and civil aviation authorities for the implementation of communication, navigation, and surveillance/air traffic management (CNS/ATM) systems in worldwide application.

This document was developed in accordance with the criteria for SPR standards set forth in RTCA DO-264/EUROCAE ED-78A, "Guidelines for Approval of the Provision and Use of Air Traffic Services (ATS) Supported by Data Communications." It provides the minimum operational, safety, and performance requirements and allocations based on the results of a coordinated requirements determination process, which includes an operational services and environment information capture, operational safety assessment (OSA), and an operational performance assessment (OPA). These requirements are necessary to provide adequate assurance that the elements of the CNS/ATM system, when operating together, will perform their intended function in an acceptably safe manner.

Figure 1-1 provides an overview of the CNS/ATM system and its elements. These elements comprise the aircraft system, the ATSP provisions, and the operator's provisions to use the data link services. The aeronautical operational control (AOC) services are provided through shared ground and air-ground communications to the aircraft end-system. These services are described to the extent that they are used to support the intended ATS functions. The ATSP and the operator's provisions may include third party or contracted communication services, which are considered in this standard. While the figure is conceptual and shows only one of each kind of component, the actual CNS/ATM system in any airspace typically includes multiple ATSP facilities, operators, and aircraft, all of which provide the intended operational capability to multiple operators in a mixed fleet environment.