

## **IBAC Technical Report Summary**

**Subject: Data Link Harmonisation**

**Meeting: Data Link Steering Group/2,  
Paris, 28 - 29 September, 2005**

**IBAC File: CNS/ATM**

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**Summary:** The second meeting of the Data Link Steering Group was held in Paris in the ICAO European and North Atlantic Office, 28 – 29 September, 2005. The meeting was attended by invited participants and observers from Algeria, Canada, France, Germany, Iceland, Portugal, Spain, United Kingdom, United States, AEA, ARINC, EANPG, Eurocontrol, European Commission, IATA, ICCAIA, IBAC, ICAO, IFATCA, and NATSPG.

In consideration of the information and decisions agreed during the Data Link Steering Group/1 meeting, the group will assist global harmonisation during further implementation of Data Link Applications using Future Air Navigation System (FANS) and the Aeronautical Telecommunications Network (ATN) equipment and applications.

The group agreed on the agenda.

**Agenda item 1:** to establish a *baseline for the current situation*. **Agenda item 2:** to establish an *achievable baseline for 2015*. **Agenda item 3:** to *develop steps to arrest divergence*. **Agenda item 4:** the *harmonisation strategy*. **Agenda item 5:** *revision/update of Work Programme*. **Agenda item 6:** *any other business*.

The steering group received working papers on “NAT Region Issues”, “Data Link in the ECAC Area”, “FANS-1/A Technical Capabilities”, and a “Baseline Table for 2005”. These were accepted as the baseline for the current situation and are available on the DLSG web page at <http://www.paris.icao.int/meetings/dlsg02.htm>.

The DLSG/2 agreed on the **Required Situation (as proposed by France) – 2015(DLSG step 3) as follows:**

- 1 The 2015 situation will be a single set of operational requirements that enable:
  - the pilot to perform in a common global environment, where a particular function is performed in the same way everywhere;
  - the controller to work with the common global pilot environment;
  - the various airspace operation requirements to be satisfied by interoperable technical solutions.

2 The single set of operational requirements will provide the technical/performance capabilities (safety and operational, ground and air (including airport and other issues where relevant) to provide a sound economic basis for the necessary equipage requirements.

The phases to a single Global system are as follows:

**Phase 1** Agreed global set of operational requirements (including safety requirements and performance requirements) and applications to meet the requirements.(Action: ICAO and airspace users)

**Phase 2** Global common standards to achieve each element from the Global set. (Action: industry standardisation bodies, or ICAO).

**Phase 3** Technical developments of ground and airborne equipment in compliance with the Global common standards developed by the industry standardisation bodies. (Action; equipment manufacturers)

The most significant single issue in the FANS1/A and ATN harmonisation divergence problem, is the reality that currently **FANS-1/A+** equipped aircraft **with the upgrade** will be able to operate in ATN airspace (e.g. European) however ATN only aircraft (e.g. European registered) cannot presently be accommodated in FANS-1/A airspace as they do not meet the certification/operational requirements. There are many sub – issues surrounding this problem not the least of which is the unknown numbers of aircraft affected. In light of the concerns expressed, airspace user groups were asked to provide the Registrations of all aircraft who are registered in European countries who will be required to become ATN equipped and will operate in both ATN and FAN-1/A airspace.

Based on the known deficiencies of the harmonisation issue it was agreed by the DLSG/2 to create an “ATN accommodation Drafting Group (ADG)” chaired by UK NATS. This will be a small technical working group which will “undertake specific studies, as approved by the ICAO DLSG, with a view to advising the DLSG and standardisation bodies on technically practical and operationally feasible provisions to accommodate ATN aircraft (i.e. ED110A compliant) in the FANS-1/A airspace”.

The DLSG/3 will be held in the ICAO, Paris office in May, 2006.

**Implication for Business Aviation:** IBAC needs to continue having input into Global decisions; impacting pilot procedures, operational requirements and avionics specifications; to facilitate operating to, from or within regional and international airspace in a seamless and consistent manner.

The international Business Aviation community needs to be aware of decisions and actions currently taking place which have an affect on their flight operations. FANS-1/A+, ATN, ADS – A,B,C, and CPDLC are all alphabet terms which now, or in the near future, have an affect on mission profiles.

**Decisions Required:** IBAC members need to decide on current and future operational requirements, in consideration of present day and evolving technologies and applications which will impact on their operations.

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