

## **IBAC Technical Report Summary**

**Subject: Data Link Harmonisation**

**Meeting: Data Link Harmonisation Steering Group,  
Paris, April 1, 2005**

**IBAC File:**

**Reported by: *Brian Bowers***

**Summary:** The inaugural meeting of the Data Link Harmonisation Steering Group was held in Paris in the ICAO European and North Atlantic Office, April 1<sup>st</sup>, 2005. The meeting was attended by invited participants from Canada, France, Germany, Portugal, Russian Federation, United States, Asia/Pacific Region, EANPG, NATSPG (Chairman and Advisor), Eurocontrol, IATA, and ICAO as well as participating observers representing the United Kingdom, IBAC and others.

In consideration of the information provided during the Data Link Harmonisation Symposium, this group will assist global harmonisation during further implementation of Data Link Applications such as FANS and ATN. The group will use a four step roadmap to achieve it's objectives.

**Step one** is to establish a ***baseline for the current situation***. Included within this step will be identification of Operational Requirements/benefits/issues, identification of Technical capabilities/performance/issues, results of trials and demonstrations, and description of verified differences and incompatibilities.

**Step two** is to establish an ***achievable baseline for 2015***. Included within this step will be a description of the anticipated situation and implementation plans.

**Step three** will be to ***develop steps to arrest divergence***. Included within this step will be a plan for seamless global data link services, alignment of CPDLC message set usage, plans for facilitation of both FANS and ATN during transition to full ATN implementation, issue resolution, and alignment of ICAO standards with industry technical specifications.

**Step four** will be the ***harmonisation strategy***. The final goal of the Data Link Steering Group.

The steering group agreed on step one deliverables, responsible groups and a timeline to the end of June.

IBAC will only have input through the FIG and perhaps later through the IMG and will be invited to attend the DLHSG/2 as an observer who's input will be considered.

The next DLHSG will be held in late August or early September.

**Implication for Business Aviation:** IBAC needs to have input into Global decisions on cockpit avionics requirements to operate to, from or within regional/international airspace. This will require IBAC representation at the DLH Steering Group (Global) meetings (albeit as an observer only, with input) or FANS Implementation Group (for the NAT) meetings. In most cases decisions will have been made by the time presentations are made to the NAT IMG and NAT SPG meetings.

**Decisions Required:** IBAC should plan on having representation at meetings (FIG and/or DLHSG) to ensure IBAC input is a consideration during future deliberations and decisions concerning data link communications and subsequent impact on airspace access.

This report contains material for the sole information of IBAC Members and no guarantee or undertakings are given, or should be assumed, as to their accuracy. The content is under the copyright of the author and IBAC, and may not be distributed to third parties without specific agreement of the IBAC Director General.