

## **IBAC Technical Report Summary**

**Subject: Data Link Harmonisation**

**Meeting: Data Link Harmonisation Symposium  
Paris, March 30-31, 2005**

**IBAC File:**

**Reported by: *Brian Bowers***

**Summary:** The Symposium was held in the ICAO European and North Atlantic Office meeting rooms and was well attended by more than 80 representatives of 25 countries and 13 organizations. Discussion on the first day covered the primary topic of Operational Requirements (current, near and long-term) and on day two the Technical Possibilities to meet Operational Requirements (current, near and long-term).

Presentations were given by representatives of the Air Navigation Service Providers (ANSPs), airspace user organizations and industry.

The common terms used for the two days by the majority of attendees concerned the themes of safety, cost/benefit, access to airspace, harmonisation of systems, seamlessness of global operations, interoperability, backwards compatibility of equipment and programs, operational requirements, performance requirements and accommodation of the majority of operations.

The issues were well identified and all the above terminology was well described. One particular issue was identified concerning the anticipated requirement for possible mandatory carriage of ATN equipment within the European region versus FANS 1/A+/X used everywhere else (not mandatory).

Although the Implementing Rule (IR) within the European Union (EU) has not been drafted, a considerable concern exists that the IR will mandate something which will affect operators and adjacent ANSPs without having gone through a proper consultation process. The Eurocontrol and EANPG representatives advised the attendees that the official process did not allow for this to happen and assured that consultation must take place and the concerns of all stakeholders will be taken into account.

The IBAC representatives provided a written statement to be taken into consideration during the Friday Data Link Harmonisation Steering Group meeting. The statement noted that airspace must remain accessible to all users and ANSPs should not mandate particular equipage levels except at the point where failure to do so would seriously disadvantage the vast majority of flights.

All DLHS presentations (including IBAC's) are contained on the [www.nat-pco.org](http://www.nat-pco.org) website

**Implication for Business Aviation:** If Eurocontrol (or any other ANSP) mandates ATN equipage for operation to, from or within certain airspace(s); operators and specifically Business Aviation will need to be aware of lead times and exorbitant cost implications to meet the requirements.

Being prevented from operation in specific airspace (if not ATN equipped), when such equipage is not required for Global operations, will be a costly venture. In fact ATN equipment for all business jets may not even be available.

**Decisions Required:** It is necessary that IBAC have input into Global decisions on cockpit avionics requirements to operate to, from or within regional/international airspace.

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