

Supporting  
European  
Aviation



# NM User Forum 2023

## Session 5: European ATM infrastructure

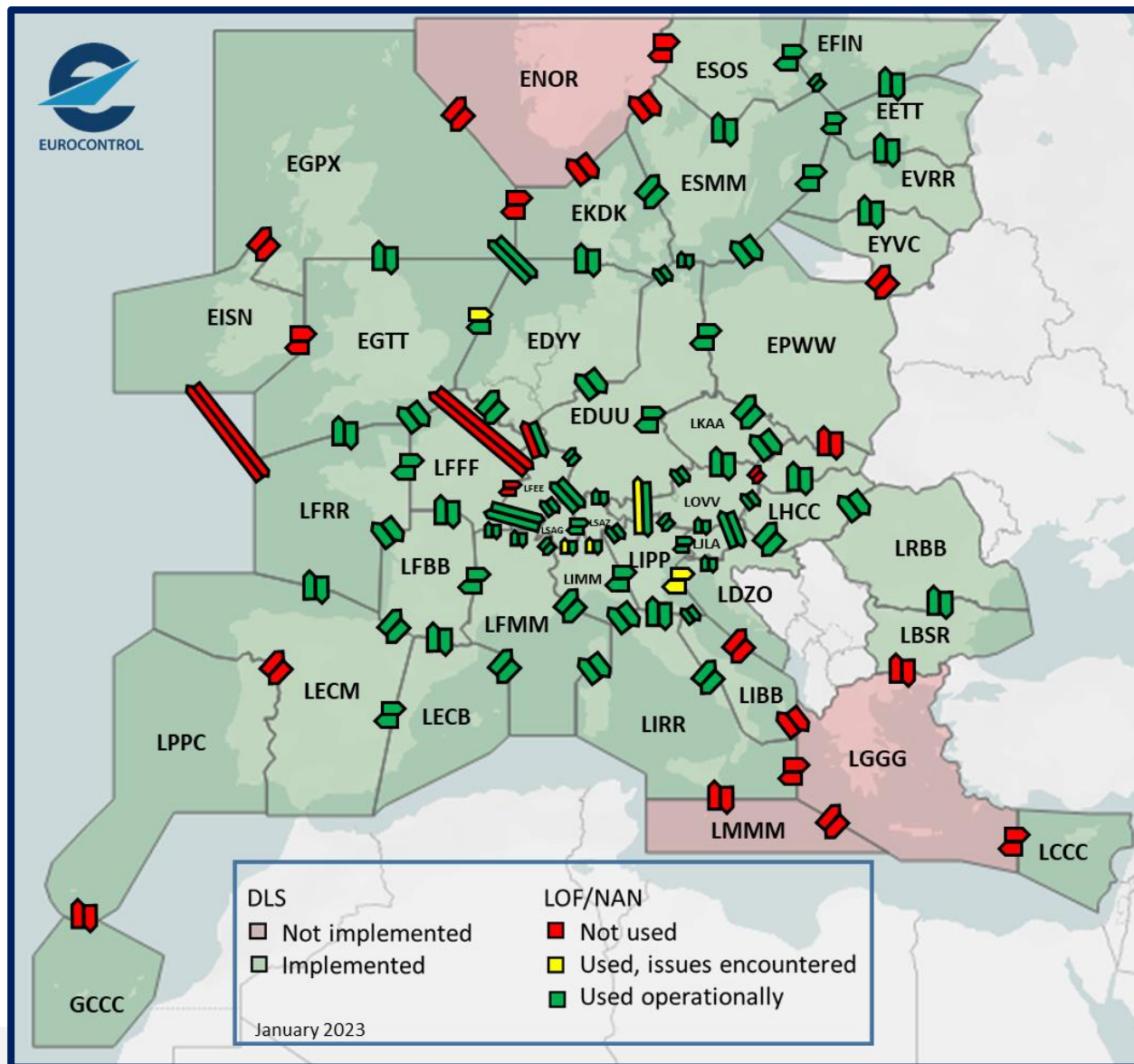
### Datalink Operations

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**3 February 2023**



# Ground Implementation and Operations Status



## DLS IR (IR 29/2009):

### Deployment actions on 3 ANSPs

- Greece, Malta and Norway

## Logon Ground Transfer (LOF/NAN) (IR 30/2009):

### Deployment actions on 8 ANSPs

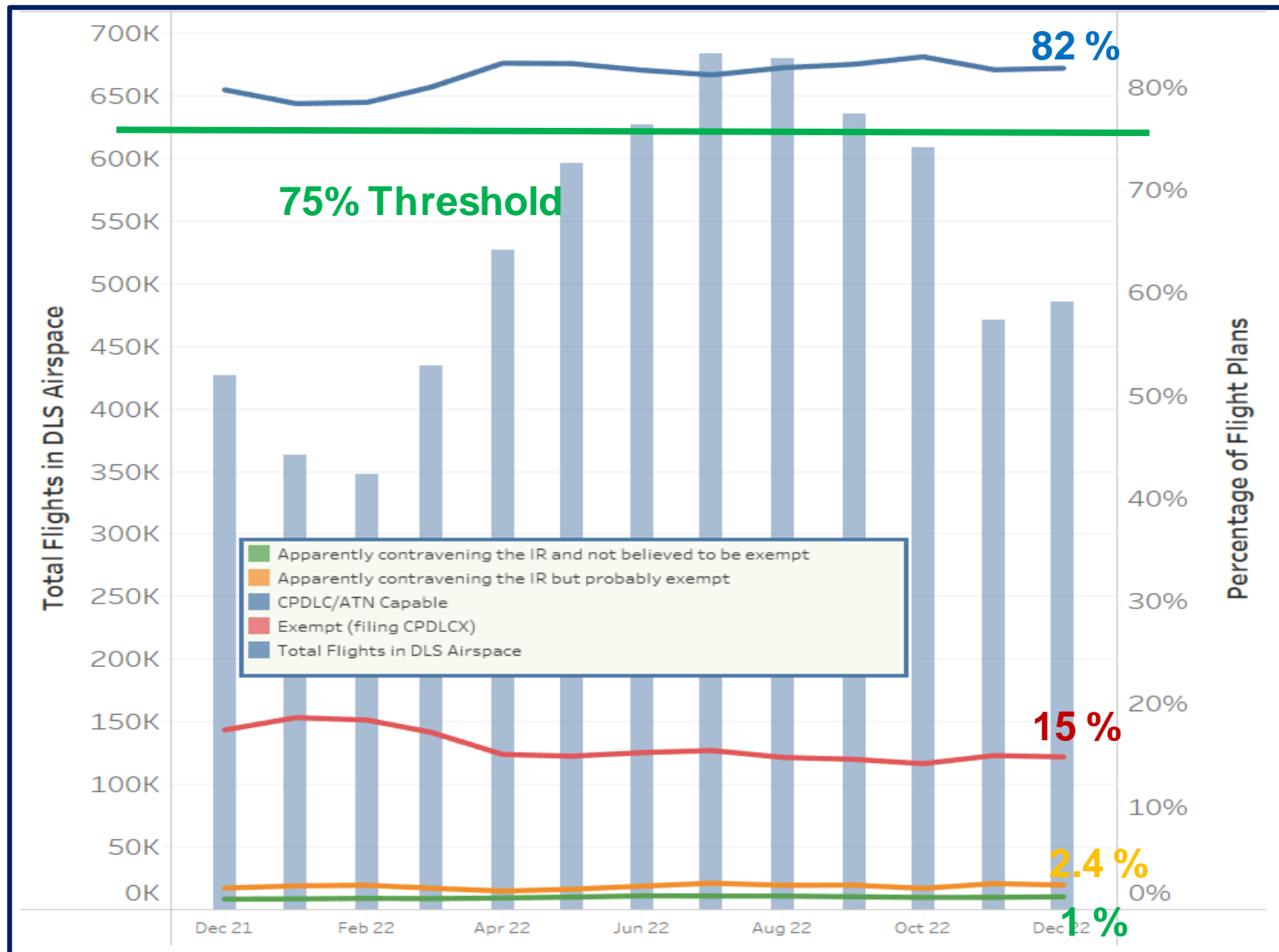
- Croatia, Italy, Ireland, France, Poland, Portugal, Slovakia and UK

| Centre                   | Current datalink service operational restrictions  |
|--------------------------|--|
| France (LFFF, LFRR)      | All datalink services are provided but flight crew clearance requests are not supported and a systematic controller response "Unable" is uplinked.   |
| Germany (EDUU)           | Airspace control in the south-eastern part of Germany below FL315 is delegated to Munich ACC (EDMM). In this airspace, datalink services are available only after prior coordination (i.e. when EDUU agrees to take or maintain control of flight).<br>Datalink services are provided only to Logon-List a/c |
| MUAC (EDYY)              | Datalink services are provided only to Logon-List a/c  |
| Switzerland (LSAG, LSAZ) | Datalink services are provided only to Logon-List a/c  |

## Datalink Dashboards:

<https://www.eurocontrol.int/communications-navigation-and-surveillance>

# Airborne Implementation Status



- Airborne capability is ok (above % threshold of flights for benefits)
- % of likely contraventions (not equipped/exempt and flying above FL285) is low
- Misfiling of FPL datalink fields continues

Network Manager  
coordinated by  
the European Commission

EUROCONTROL

**ATN Data link Flight Planning Clarifications**  
Version 2, October 2021

**Data link Performance Monitoring**

As from February 5<sup>th</sup> 2020, all aircraft intending to operate above FL285 in the airspace covered by the EC regulation 29/2009 (as amended) should be capable of performing CPDLC over the ATN unless the aircraft has been granted an exemption.

This note is to provide a short summary of what needs to be filed in the flight plan for the aircraft operating in the DLS IR airspace. It is highlighted that if the datalink fields of the flight plan are not filed correctly, aircraft will not be able to perform datalink.

Listed below are examples of different cases of capability with indications of what should be filed in the flight plan for an aircraft with an example ICAO code '1CA0DE'.

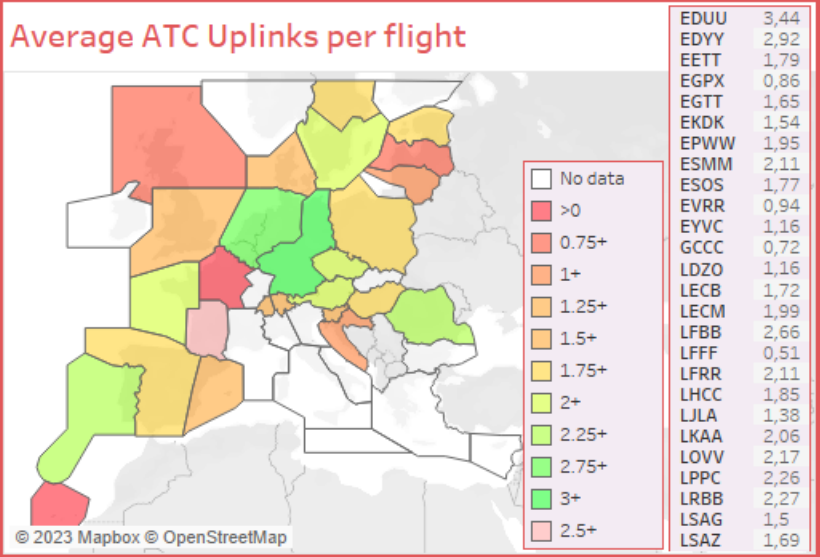
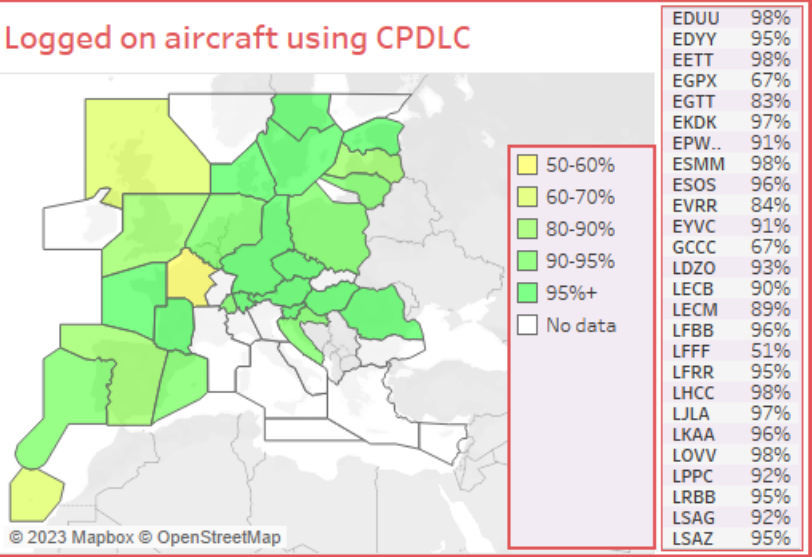
- The aircraft is CPDLC/ATN equipped and the crew are trained  
File '1' in field 10 and 'CODE/1CA0DE' in field 18
- The aircraft is CPDLC/ATN equipped but the crew are not trained  
Nothing should be filed for CPDLC/ATN.  
This flight is in contravention of the regulation.
- The aircraft is not exempt and is not capable of CPDLC over the ATN  
Nothing should be filed for CPDLC/ATN.  
This flight is in contravention of the regulation.
- The aircraft is exempt  
File '2' in field 10 and 'DAT/CPDLCX' in field 18
- The aircraft is exempt but capable of CPDLC over FANS 1/A  
File the appropriate 1 code for FANS 1/A capability and '2' in field 10 and 'DAT/CPDLCX' in field 18
- The aircraft is exempt but capable of CPDLC over the ATN  
Depending on whether or not the crew intend to use CPDLC/ATN on this particular flight, file either:  
1) '1' in field 10 and 'CODE/1CA0DE' in field 18, or  
2) '2' in field 10 and 'DAT/CPDLCX' in field 18

1

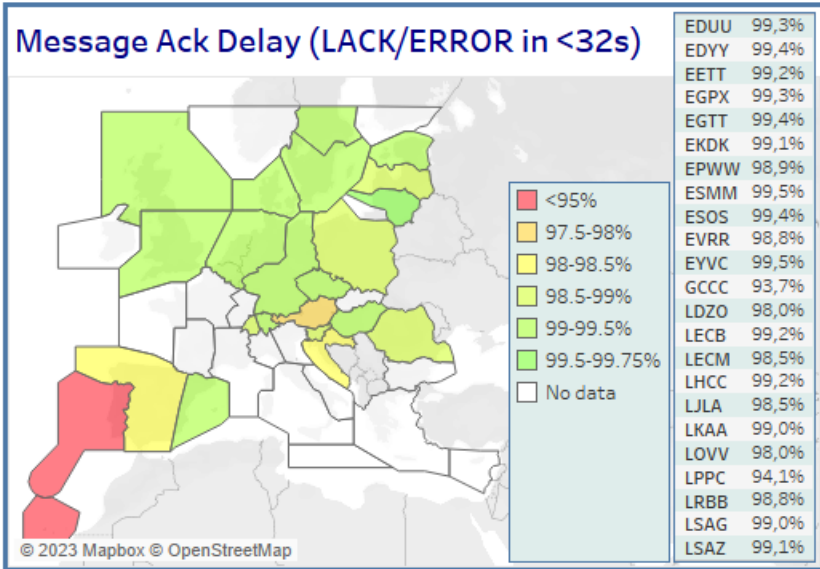
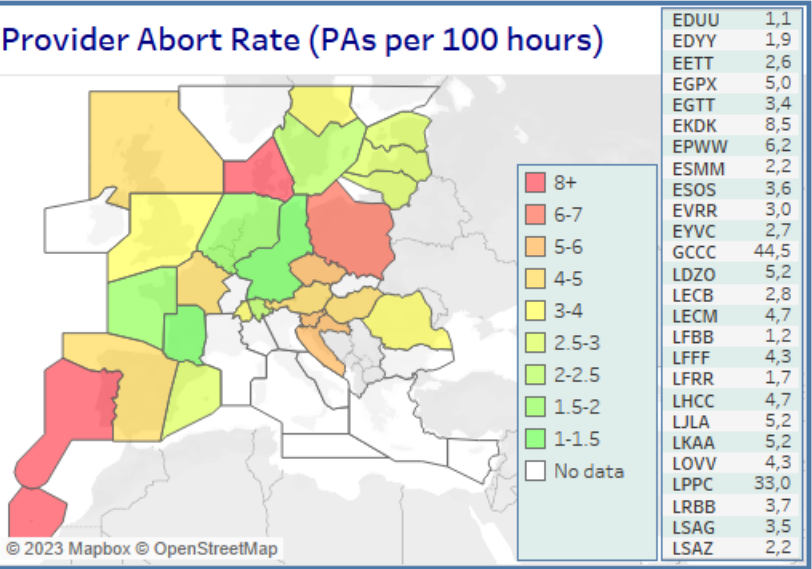
Classification: TLP - Green



# Data link Performance: Week 4

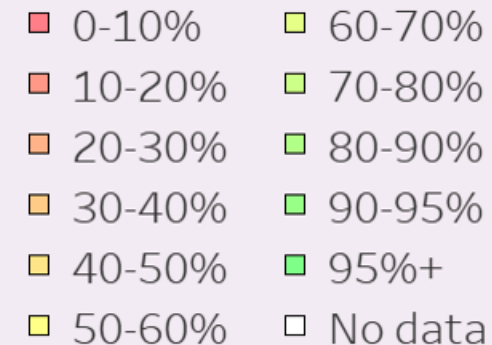


|  |          |
|--|----------|
| 02 January to 26 January 2023  |          |
| R/T Time saved ( in hours):  | 8.356    |
| Check Stuck Mic Events / Messages:   | 74 / 281 |
| Flight Plan Analysis   |          |
| From 21 January 20.. To 27 January 2023                                    |          |
| Number of Flights in DLS Airspace  | 81,519   |
| Percentage ATN Capable   | 81,4%    |
| Percentage Exempted  | 15,3%    |
| Percent Apparent Contravening  | 3,8%     |
| Likely percentage in contravention if all exempted A/C filed FPL correctly | 1,2%     |



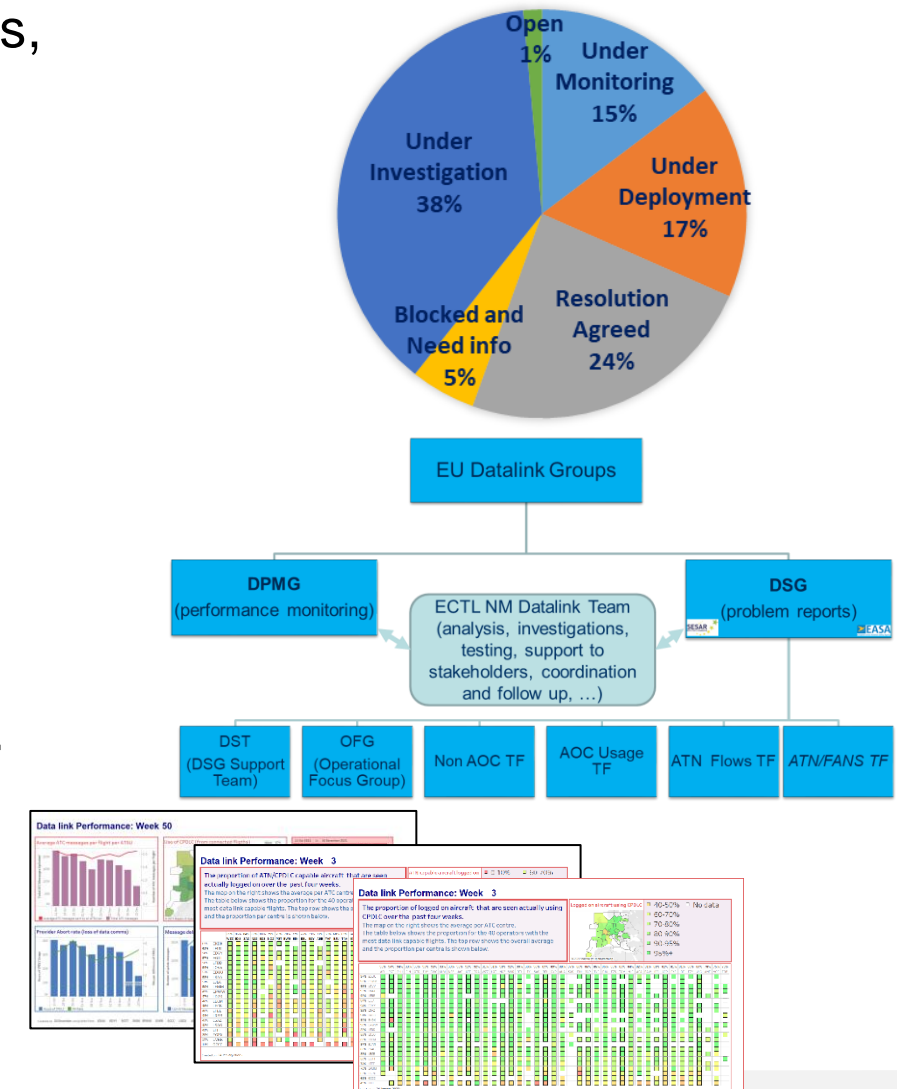
| Top 5 Centres Last Week |               |         | Top 5 AOs Last Week |               |         |
|-------------------------|---------------|---------|---------------------|---------------|---------|
| Centre                  | CPDLC Flights | PA Rate | AO                  | CPDLC Flights | PA Rate |
| EDYY                    | 6.796         | 1,6     | RYR                 | 3.935         | 3,8     |
| EDUU                    | 6.030         | 1       | WZZ                 | 1.570         | 1,8     |
| LECM                    | 4.662         | 5,3     | DLH                 | 1.328         | 1,1     |
| LOVV                    | 3.365         | 4,9     | AFR                 | 915           | 3,1     |
| LHCC                    | 2.673         | 3,3     | SAS                 | 777           | 2,2     |

The table below shows the proportion for the 40 operators with the most data link capable flights. The top row shows the overall average and the proportion per centre is shown below.

[illegible]

# What NM is doing for datalink

- **Support all stakeholders:** Operators/FC, ANSPs/ATCOs, CSPs, Industry, EU, EASA, ...
- **Analyse and investigate problems and issues**
  - Coordinate with stakeholders to first reach agreement in solutions and then deploy agreed solutions
- **Offer Interoperability testing:** Operators, ANSPs and Industry
- **Facilitate stakeholder datalink groups:** DPMG, DSG...
- **Monitor Performance and Report**
- **Promote harmonisation** (Guidance material for ATCOs and FCs for harmonised operations and harmonised deployment)



# SUPPORTING EUROPEAN AVIATION

