



Data Link Services Regulation

Ebace, 5 May 2010

Directorate-General
for Mobility
and Transport



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European Commission

● Data Link Services Regulation

1 – Background

2 – Main provisions

3 – Exemptions under Article 14

● 1 – Background (I)

- Recommendation of the Industry Consultation Body (ICB) to develop an implementing rule on data link services based on Eurocontrol Link 2000+ services - **March 2005**
- Formal consultation of the Single Sky Committee (SSC) – **April & May 2005**

● 1 – Background (II)

- Mandate to Eurocontrol to draft an implementing rule on Data Link Services - **May 2005**
- Regulatory Approach: formal written consultation and workshop – **May 2006**
- Draft Implementing Rule: formal written consultation and workshop – **June 2007**

● 1 – Background (III)

- Final report of Eurocontrol with a draft implementing rule – **October 2007**
- Favourable opinion of the Single Sky Committee – **September 2008**
- Commission Regulation (EC) N° 29/2009 on data link services
Official Journal L13 of 17 January 2009

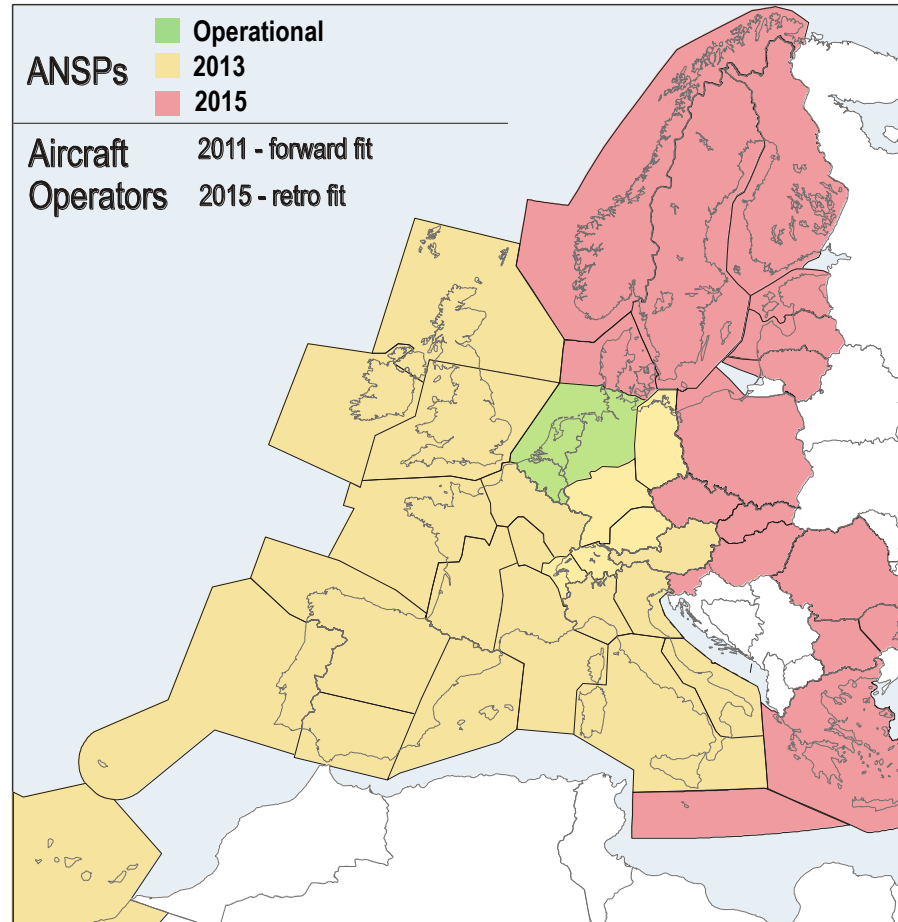
● 2 – Main Provisions

- Implementing En-route controller–pilot data link communications (CPDLC) based on ATN VDL Mode 2
- Baseline ICAO standards
- Allows also the use of air-ground communications based on other communication protocols

● Definition of data link services

- DLIC: Data Link Communications Initiation Capability
- ACM: ATC Communications Management service
- ACL: ATC Clearances and Information service
- AMC: ATC Microphone Check service

All flights operating as GAT/IFR in the EU airspace above FL 285

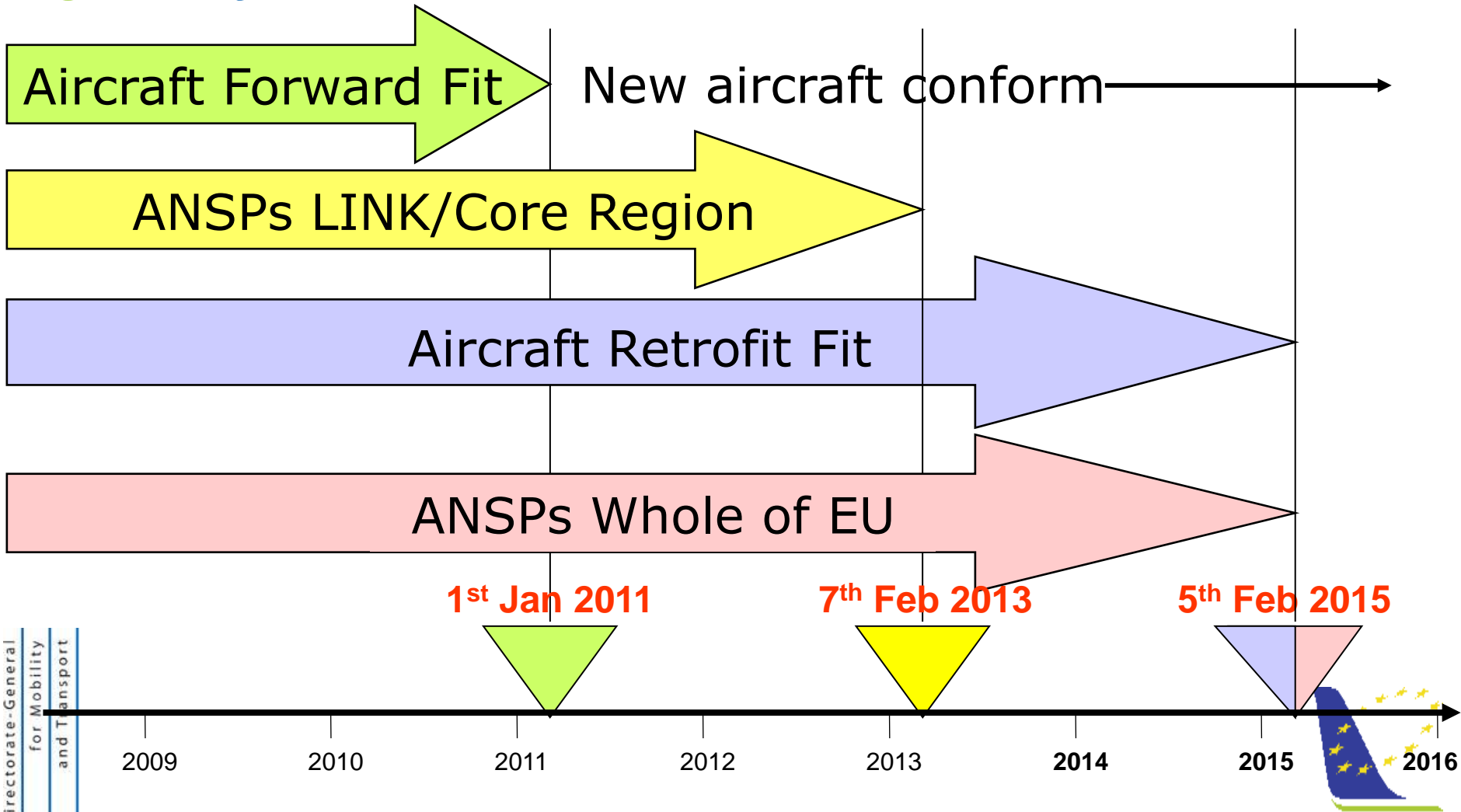


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● Key dates



● Article 3 – The Rule is not applicable to

- Aircraft certified before January 2014 and equipped with FANS 1/A (ED–100 and ED–100A) certified data link equipment
- Aircraft certified before January 1998 and planned for cease of operations before end December 2017
- State aircraft

Aircraft flying for testing, delivery or maintenance

● Article 11 – Certification of DLS equipment

- 2nd paragraph recognises EASA airworthiness process as the certification process for airborne DLS equipment
- Use of an EASA Certification Specification (CS) under development
- Certification in 2010 using a procedure based on « special conditions »

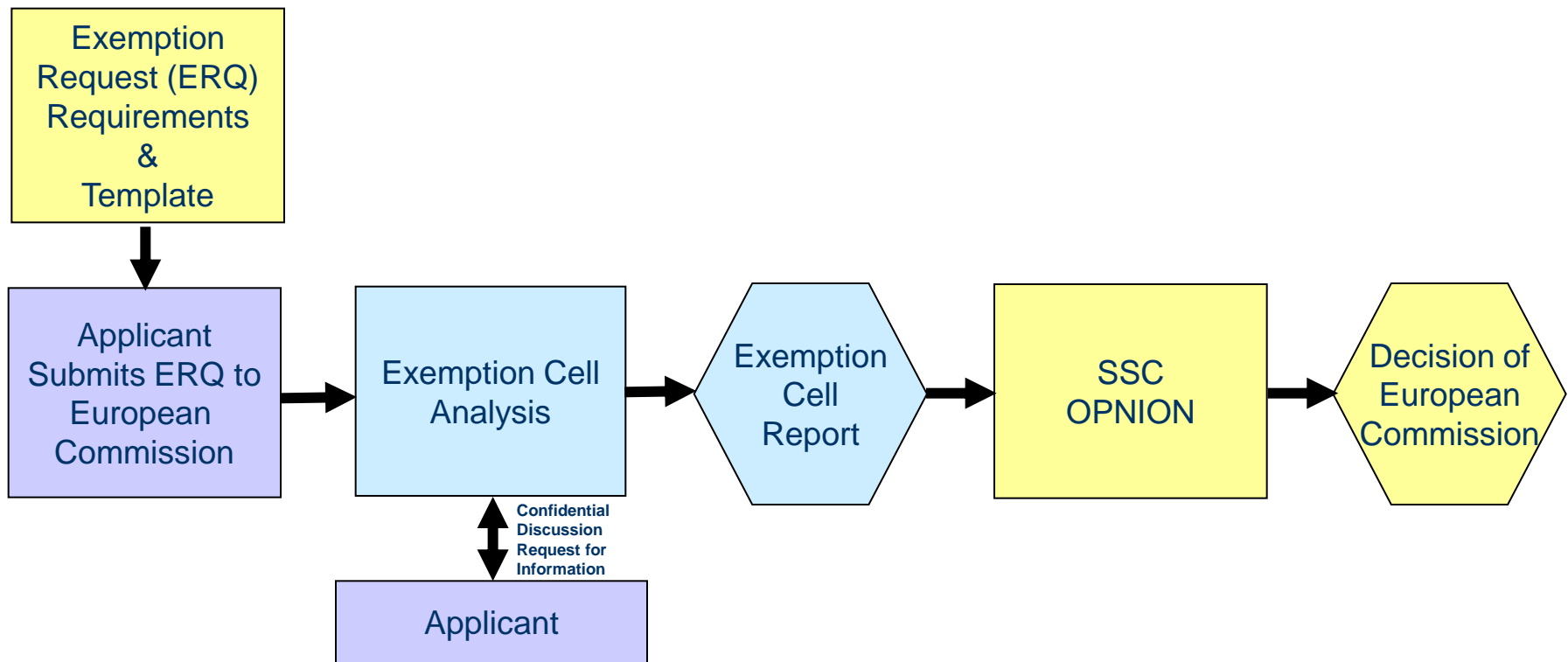
● 3 – Exemptions under Article 14

● For aircraft of specific types

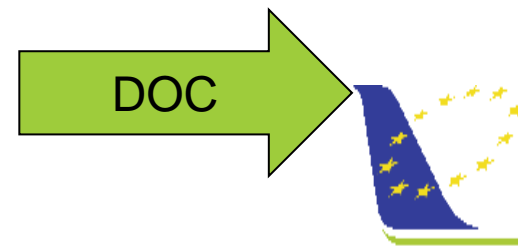
- » Aircraft types reaching the end of their production life and being produced in limited numbers
- » Aircraft types for which re-engineering costs required would be disproportionate due to old design

● Decision of the European Commission after the formal opinion of the Single Sky Committee

● Process for exemptions under Article 14



All Applications to be made electronically to EU



● Conclusions:

- Long and transparent process before the adoption of the Regulation
- Key provisions of the Regulation
- Procedure for addressing possible exemptions