



EUROPEAN COMMISSION
ENERGY AND TRANSPORT DIRECTORATE GENERAL

Air Transport
Single sky and modernisation of air traffic control

Brussels, 13th January 2009
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Mandate to CEN, CENELEC and ETSI for the development of European standards for interoperability of the European Air Traffic Management Network (EATMN) for data link services.

1. MOTIVATION

The Regulation (EC) N° 549/2004 of the European Parliament and of the Council laying down the framework for the creation of the Single European Sky (SES)¹ was adopted by the European Parliament on 29 January 2004 and by the Council on 2 February 2004. This Regulation called “the framework Regulation” was published on 31 March 2004 and entered into force on the twentieth day following its publication.

The framework Regulation establishes a harmonised regulatory framework for the creation of the SES in conjunction with:

- Regulation (EC) N° 550/2004 of the European Parliament and of the Council on the provision of air navigation services in the SES (“the service provision Regulation”)²;
- Regulation (EC) N° 551/2004 of the European Parliament and of the Council on the organisation and use of the airspace in the SES (“the airspace Regulation”)³;
- Regulation (EC) N° 552/2004 of the European Parliament and of the Council on the interoperability of the European Air Traffic network (“the interoperability Regulation”)⁴.

This mandate is related to the achievement of the objectives of the interoperability Regulation through the adoption of Community specifications (CS) for the interoperability of the European Air Traffic Management network (EATMN) and follows the revised SES standardisation development process.

¹ OJ L 96 of 31.3.2004, p. 1.

² OJ L 96 of 31.3.2004, p. 20.

³ OJ L 96 of 31.3.2004, p. 10.

⁴ OJ L 96 of 31.3.2004, p. 26.

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Article 4.1.a) of the interoperability Regulation lays down that Community specifications may be European Standards for systems or constituents, together with the relevant procedures, drawn up by the European standardisation bodies in cooperation with EUROCAE⁵, on a mandate from the Commission in accordance with Article 6. 4 of Directive 98/34/EC of the European Parliament and of the Council of 22 June 1998 laying down a procedure for the provision of information in the field of technical standards and regulations and pursuant to the general guidelines on cooperation between the Commission and the standardisation bodies signed on 13 November 1984.

Article 4.2. of the interoperability Regulation lays down that compliance with the essential requirements and/or implementing rules for interoperability shall be presumed for systems, together with the associated procedures, or constituents that meet the relevant Community specifications and whose reference numbers have been published in the Official Journal of the European Union.

2. DESCRIPTION OF THE MANDATED WORK

CEN/CENELEC/ETSI are asked to produce European standards that satisfy the essential requirements and/or implementing rules of the interoperability Regulation for systems, together with the relevant procedures, or constituents for the following Community Specification:

2.1. Data Link Services (DLS)

Data link technology improves the efficiency of communications between controllers and pilots through supplementing voice communications with air-ground data link communications. On 30 September 2008 the Single Sky Committee has given a favorable opinion on the Implementing Rule on Data Link Services (DLS) in which the coordinated introduction of data link based on air-ground point-to-point data communications is described from 2011 onwards. The deployment of data link will also be the first major achievement that contributes to the 1st implementation package (IP1) of the European Air Traffic Management Master Plan (the ATM Master Plan).

The Implementing Rule on Data Link Services (DLS) is requiring the following services that should be operated over an ATN (Aeronautical Telecommunication Network) and VDL (Very High Frequency Digital Link) Mode 2 infrastructure:

- a) DLIC - Data Link Initiation Capability (log on and contact);
- b) ACM – Air Traffic Control (ATC) Communications Management;
- c) ACL – Air Traffic Control (ATC) Clearances;
- d) AMC – Air Traffic Control (ATC) Microphone Check.

Deliverables

- Development of European standards for Data Link Services (DLIC, ACM, ACL and AMC, operating over an ATN and VDL Mode 2 infrastructure) in accordance with the

⁵ European Organisation for Civil Aviation Equipment.

Implementing Rule on Data Link Services and in line with the EUROCONTROL⁶ Specification on Data Link Services.

Timelines

The European standards for Data Link Services shall be available latest by the end of 2010.

CEN/CENELEC/ETSI are asked to ensure the compliance of the standards with the general and specific essential requirements laid down in Annex II, Parts A & B of the Interoperability Regulation N° 552/2004 and with the relevant implementing rules.

European standards to be developed under this mandate must be based on the EUROCONTROL specification on Data Link Services and must be consistent with existing ICAO, EUROCAE/RTCA and EASA (European Aviation Safety Agency) material.

3. BODIES TO BE ASSOCIATED

The elaboration of the standards must be undertaken in close cooperation with EUROCAE, EASA and EUROCONTROL.

This cooperation may also include the participation of relevant interested groups and organisations, international and European level associations and military authorities.

4. EXECUTION OF THE MANDATE

The European Standardisation Organisation mainly in charge of this mandate shall, after consultation of EUROCAE, Eurocontrol and other European Standardisation Organisations, inform the Commission of the arrangements to be adopted for the execution of the work within three months of acceptance of this mandate. Such information will include a detailed list of standards to be developed and it will cover also co-operation arrangements with EUROCAE and other involved parties.

CEN/CENELEC/ETSI will forward to the Commission regular reports on the progress of the work at regular intervals of 12 months.

CEN/CENELEC/ETSI will forward to the Commission titles of the standards in all official languages of the European Union, along with a copy of the standards in the working languages of CEN/CENELEC/ETSI.

The standstill period referred to in Article 7 of Directive 98/34/EC⁷ of 22 June 1998 will commence on acceptance of this standardisation mandate by CEN/CENELEC/ETSI.

⁶ European Organisation for the Safety of Air Navigation

⁷ OJ L 204 of 21.07.98, p. 37, as amended by Directive 98/48/EC, OJ L 217 of 5.08.98, p.18.