



ITY-AGDL A/G Data Link

Stakeholders

- ANSPs
- Airspace Users
- Regulators
- Military

ATS unit ops. Capability
Aircraft capability

Estimated achievement 12/2019

02/2018
02/2020

Planned delay

Applicability Area

All EU+ States except GE, LU and NL

SESAR Key Features Enabling Aviation Infrastructure

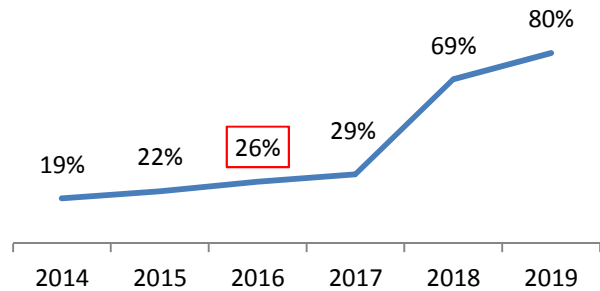
PCP Sub-Functionality A/G datalink
Pre-requisite for 6.1 Initial Trajectory Information Sharing (i4D) (PCP)

ICAO ASBU B0-TBO

OI Steps AUO-0301

CAPEX BALTIC, BLUE-MED, DANUBE, DK-SE, FABCE, FABEC, NEFAB, SW FAB, UK-IR

Completion Rate Evolution (% of States completed the objective)



Main 2016 developments

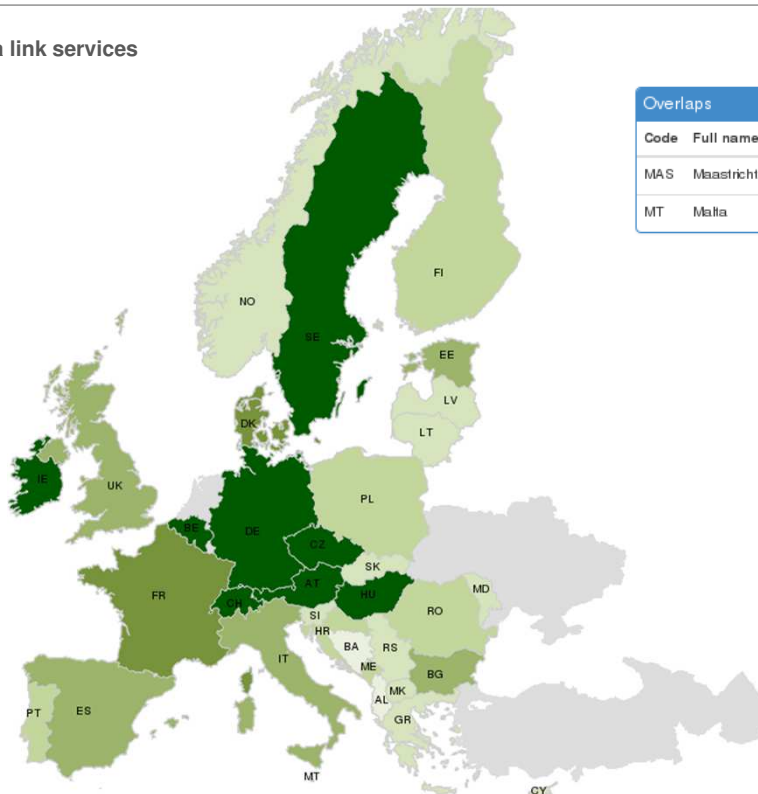
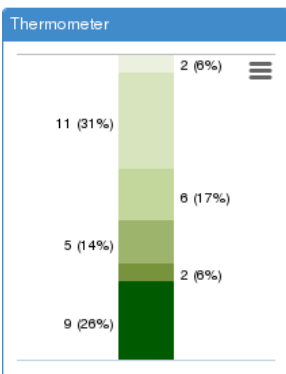
2016 was a pivotal year for Data Link Services (DLS) implementation; the SJU finalised the what is known as the ELSA Consortium Study addressing the recommendations made by EASA in their report from 2014 on data-link's technical issues. Also in 2016, the SESAR Deployment Manager has been mandated by the EC to act as Data Link Services Implementation Project Manager and on this basis the SDM developed a DLS Recovery Plan aiming to set a realistic path from today's DLS implementation status in Europe.

It is not surprising that implementation has not progressed much during 2016 as stakeholders were expecting the results of the ELSA study. Only one (1) State (CZ) has completed the objective in 2016 and stakeholders have started to adjust their plans which implies a delay in the estimated achievement date from 02/2018 last year, to 12/2019 this year.

ITY-AGDL – Initial ATC air-ground data link services

Legend	
100%	(Completed)
76 - 99%	(Ongoing/Late)
51 - 75%	(Ongoing/Late)
26 - 50%	(Ongoing/Late)
1 - 25%	(Ongoing/Late)
0%	(Planned/No Plan/Missing Data)

Overlaps		
Code	Full name	Progress
MAS	Maastricht UAC	100%
MT	Malta	26%



Edition 2016 – Only Applicable Areas