

CP1		Initial							EU	
ATC22		Initial Air-Ground Trajectory Information Sharing (Airborne Domain)								
REG	ASP	MIL	APO	USE	INT	IND	NM	MET	AIS	USP

Subject matter and scope

Trajectory information shall be enhanced by using air-ground trajectory exchange. The preliminary steps for the deployment of Initial Trajectory Information Sharing consists of the downlink of Extended Projected Profile (EPP) data from the aircraft and processing of this data by the ATC systems and NM systems.

Aircraft operators shall equip aircraft intending to operating aircraft above FL285 (with an individual certificate of airworthiness first issued on or after 31st December 2027) with ADS-C/EPP compliant avionics that down-link trajectory information using ADS-C Extended Projected Profile (EPP) as part of the ATS B2 services. The trajectory data will be automatically downlinked from the airborne system in accordance with the contract terms and will be used by the ground system.

System requirements:

- Aircraft operators shall ensure that aircraft operating GAT flights in ICAO EUR region above FL 285 with an individual certificate of airworthiness first issued on or after 31st December 2027 are equipped with ADS-C/EPP as part of ATS B2 capability, in accordance with the applicable standards in order to downlink aircraft trajectory.
- Aircraft equipped with ADS-C/EPP compliant avionics shall down-link trajectory information using ADS-C Extended Projected Profile (EPP) as part of the ATS B2 services. The trajectory data will be automatically downlinked from the airborne system in accordance with the contract terms.

NOTE: Implementation of this Objective can only be done in conjunction with Objective ATC23, which is providing the corresponding system functionalities on the ground.

NOTE FOR MILITARY AUTHORITIES: It is the responsibility of each military authority to review this Objective IN ITS ENTIRETY and address each of the SLoAs that the military authority considers RELEVANT for itself. This has to be done on top and above of the review of "MIL" SLoAs which identify actions EXCLUSIVE to military authorities.

Applicability Area(s) & Timescale(s)

Applicability Area 1 (All EU SES States)	All EU SES States			
Applicability Area 2				
Timescales:	From:	By:	Applicable to:	
Initial Operational Capability	01/01/2024		Applicability Area 1	
Full Operational Capability / Target Date		31/12/2027	Applicability Area 1	

References

European ATM Master Plan

OI step -	<a href="#">[IS-0303-A]-Downlink of on-board 4D trajectory data to enhance ATM ground system performance: initial and time based implementation</a>								
	Enablers -	A/C-33a COM13	A/C-37a	AGDLS-ATC- AC-1	AGDLS-ATC- AC-11a	AGDLS-ATC- AC-11c	CTE-C02c	ER APP ATC 100 ATC23, ATC25	ER APP ATC 119 ATC23, ATC25
		ER APP ATC 149a ATC23, ATC25	REG-0100	STD-004					
Legend:	WXYZ-001	Covered by SLoA(s) in this objective	WXYZ-002 zzz	Covered by SLoA(s) in another objective Objective covering the enabler			WXYZ- 003	Not covered in the Implementation Plan	

Applicable legislation

Regulation (EU) 2021/116 on the establishment of the Common Project One
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Essential Operational Changes

Trajectory Based Operations
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#### SESAR Solution

#115 - Extended Projected Profile (EPP) availability on ground

#### ICAO GANP - ASBUs

- none -

#### Deployment Programme

6.1.1 Initial Air-Ground Trajectory Information Sharing (Airborne Domain)

#### European Plan for Aviation Safety

RMT.0682 Implementation of the regulatory needs of the SESAR common projects

#### Operating Environments

En-Route

### Stakeholder Lines of Action (SLoAs)

SLoA ref.	Title	From	By
ATC22-USE01	New aircraft configuration definition	01/01/2024	31/12/2027
ATC22-USE02	Prepare training procedures	01/01/2024	31/12/2027
ATC22-USE03	Training	01/01/2024	31/12/2027
ATC22-USE04	Perform A/C Acceptance Process & Obtain Operational Approval	01/01/2024	31/12/2027
ATC22-USE05	Operational use	01/01/2024	31/12/2027

Description of finalised and deleted SLoAs is available on the eATM Portal @ [https://www.eatmportal.eu/working/depl/essip\\_objectives](https://www.eatmportal.eu/working/depl/essip_objectives)

### Expected Performance Benefits

<b>Safety:</b>	Increased ground situational awareness.
<b>Capacity:</b>	-
<b>Operational Efficiency:</b>	-
<b>Cost Efficiency:</b>	-
<b>Environment:</b>	-
<b>Security:</b>	-

### Detailed SLoA Descriptions

ATC22-USE01	New aircraft configuration definition	From: Applicability Area 1 : 01/01/2024	By: Applicability Area 1 : 31/12/2027
<b>Action by:</b>	<b>Airspace Users</b>		
<b>Description &amp; purpose:</b>	In the scope of the aircraft configuration management process aircraft operators shall ensure the procurement of the ADS-C/EPP functionality and compliance according to ATS B2 services for aircraft intending to operate as GAT above FL285.		
<b>Supporting material(s):</b>	SDM - Standardisation and Regulation support to CP1 deployment 2021, Deliverable D1.1.1 07/2021 Url : <a href="https://www.sesardeploymentmanager.eu/publications/deployment-programme">https://www.sesardeploymentmanager.eu/publications/deployment-programme</a>		
<b>ATM Master Plan relationship:</b>	<a href="#">[A/C-37a]-Downlink of trajectory data according to contract terms (ADS-C) compliant to ATN baseline 2 (FANS 3/C)</a>		
<b>Finalisation criteria:</b>	1 - Aircraft operators have taken into account the order of the ADS-C/EPP functionality (part of ATS B2 services) in the aircraft configuration process (for aircraft that are affected by the mandate).		
ATC22-USE02	Prepare training procedures	From: Applicability Area 1 : 01/01/2024	By: Applicability Area 1 : 31/12/2027
<b>Action by:</b>	<b>Airspace Users</b>		
<b>Description &amp; purpose:</b>	Ensure the preparation of training material with regard to the new system and procedures.		

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<b>Supporting material(s):</b> SDM - Standardisation and Regulation support to CP1 deployment 2021, Deliverable D1.1.1 07/2021 Url : <a href="https://www.sesardeploymentmanager.eu/publications/deployment-programme">https://www.sesardeploymentmanager.eu/publications/deployment-programme</a>			
<b>Finalisation criteria:</b> 1 - Aircraft operator has ensured that appropriate procedures and training material are available in due time.			
ATC22-USE03	Training	<b>From:</b> <b>Applicability Area 1 :</b> 01/01/2024	<b>By:</b> <b>Applicability Area 1 :</b> 31/12/2027
<b>Action by:</b>		Airspace Users	
<b>Description &amp; purpose:</b>		Perform flight crew training for the operational use of the new system	
<b>Supporting material(s):</b> SDM - Standardisation and Regulation support to CP1 deployment 2021, Deliverable D1.1.1 07/2021 Url : <a href="https://www.sesardeploymentmanager.eu/publications/deployment-programme">https://www.sesardeploymentmanager.eu/publications/deployment-programme</a>			
<b>Finalisation criteria:</b> 1 - Aircraft operator has ensured that flight crew training is completed in order to operate equipped aircraft.			
ATC22-USE04	Perform A/C Acceptance Process & Obtain Operational Approval	<b>From:</b> <b>Applicability Area 1 :</b> 01/01/2024	<b>By:</b> <b>Applicability Area 1 :</b> 31/12/2027
<b>Action by:</b>		Airspace Users	
<b>Description &amp; purpose:</b>		Ensure that aircraft operators check the availability of the new functionality during the aircraft acceptance/delivery process as well as the availability of the corresponding operational approval from its supervisory authority if an operational approval is required.	
<b>Supporting material(s):</b> SDM - Standardisation and Regulation support to CP1 deployment 2021, Deliverable D1.1.1 07/2021 Url : <a href="https://www.sesardeploymentmanager.eu/publications/deployment-programme">https://www.sesardeploymentmanager.eu/publications/deployment-programme</a>			
<b>Finalisation criteria:</b> 1 - Aircraft operator has checked the availability of ADS-C/EPP installation and the operational approval (if required) during the aircraft acceptance/delivery process.			
ATC22-USE05	Operational use	<b>From:</b> <b>Applicability Area 1 :</b> 01/01/2024	<b>By:</b> <b>Applicability Area 1 :</b> 31/12/2027
<b>Action by:</b>		Airspace Users	
<b>Description &amp; purpose:</b>		The operational use of the ADS-C/EPP functionality (as part of ATS B2 capability) can start on equipped aircraft.	
<b>Finalisation criteria:</b> 1 - Mandated aircraft are equipped with ADS-C/EPP compliant avionics and are down-linking trajectory information using ADS-C Extended Projected Profile (EPP).			

