

CP1		Initial								EU	
ATC23		Initial Air-Ground Trajectory Information Sharing (Ground 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.

The ground systems will enable controllers to display the downlinked route on the Controller Working Position. It will be automatically cross-checked whether the downlinked route is consistent with what the expected trajectory on the ground. In case of inconsistency, controllers will receive a warning.

System requirements:

- Ground systems shall support ADS-C/ EPP application as part of ATS B2 services while keeping compatibility with Controller Pilot Data Link Communications (CPDLC) services as required by Commission Regulation (EC) No. 29/2009 (amended by IR 310/2015) including the provision of service to flights equipped only with ATN-B1.
- All ATS providers defined in section 6.3.1 of this document and related ATC systems shall be able to receive and process EPP trajectory information.
- The ATC systems shall enable controllers to display the route of the downlinked trajectory.
- The ATC systems shall provide a warning to controllers in case of a discrepancy between the downlinked trajectory and the expected route.

NOTE: Implementation of this Objective can only be done in conjunction with Objective ATC22, which is providing the corresponding aircraft functionalities.

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

Ol step -	[IS-0303-A]-Downlink of on-board 4D trajectory data to enhance ATM ground system performance: initial and time based implementation								
Enablers -	A/C-33a COM13	A/C-37a ATC22	AGDLS-ATC- AC-1	AGDLS-ATC- AC-11a	AGDLS-ATC- AC-11c	CTE-C02c	ER APP ATC 100	ER APP ATC 119	
	ER APP ATC 149a	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
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Applicable legislation

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

Essential Operational Changes

Trajectory Based Operations

SESAR Solution

ATC23	Initial Air-Ground Trajectory Information Sharing (Ground Domain)
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#115 - Extended Projected Profile (EPP) availability on ground, PJ.18-06b1 - NM Profile Improvement using ADS-C

ICAO GANP - ASBUs

- none -

Deployment Programme

6.1.2 Initial Air-Ground Trajectory Information Sharing (Ground Domain)

European Plan for Aviation Safety

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

Operating Environments

Network

Stakeholder Lines of Action (SLoAs)

SLoA ref.	Title	From	By
ATC23-ASP01	Description of common requirements for ADS-C/EPP Data integration into ANSP Systems	01/01/2024	31/12/2027
ATC23-ASP02	Complete ANSP System deployment	01/01/2024	31/12/2027
ATC23-ASP03	Safety Assessment	01/01/2024	31/12/2027
ATC23-ASP04	Training	01/01/2024	31/12/2027
ATC23-ASP05	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

Expected Performance Benefits

Safety:	Increased ground situational awareness.
Capacity:	-
Operational Efficiency:	-
Cost Efficiency:	-
Environment:	-
Security:	-

Detailed SLoA Descriptions

ATC23-ASP01	Description of common requirements for ADS-C/EPP Data integration into ANSP Systems	From: Applicability Area 1: 01/01/2024	By: Applicability Area 1: 31/12/2027
Action by:	ANS Providers		
Description & purpose:	Ensure that ANSP Systems requirements for receiving, processing and displaying ADS-C/EPP data to provide warnings to the ATCO in case of discrepancies between the downlinked trajectory and the ground system trajectory are defined.		
Supporting material(s):	SDM - Standardisation and Regulation support to CP1 deployment 2021, Deliverable D1.1.1 07/2021 Url : https://www.sesardeploymentmanager.eu/publications/deployment-programme		
ATM Master Plan relationship:	[ER APP ATC 100]-4D Trajectory Management by Synchronization of Air and Ground Trajectories through EPP [ER APP ATC 119]-Air/Ground Datalink Communication/Protocols for i4D and Controlled Time of Arrival [ER APP ATC 149a]-Air-Ground Datalink Exchange to Support i4D - Extended Projected Profile (EPP)		
Finalisation criteria:	1 - Description of common requirements in terms of ADS-C/EPP data integration, ADS-C contract management as well as functional HMI requirements within the ANSP systems are defined.		
ATC23-ASP02	Complete ANSP System deployment	From: Applicability Area 1: 01/01/2024	By: Applicability Area 1: 31/12/2027
Action by:	ANS Providers		
Description & purpose:	Ensure integration of ANSP Systems with ADS-C/EPP data processing and displaying.		
Supporting material(s):	SDM - Standardisation and Regulation support to CP1 deployment 2021, Deliverable D1.1.1 07/2021 Url : https://www.sesardeploymentmanager.eu/publications/deployment-programme		

ATC23		Initial Air-Ground Trajectory Information Sharing (Ground Domain)	
ATM Master Plan relationship:	[ER APP ATC 100]-4D Trajectory Management by Synchronization of Air and Ground Trajectories through EPP [ER APP ATC 119]-Air/Ground Datalink Communication/Protocols for i4D and Controlled Time of Arrival [ER APP ATC 149a]-Air-Ground Datalink Exchange to Support i4D - Extended Projected Profile (EPP)		
Finalisation criteria:	1 - Common integration process confirming the integrity of the corresponding equipment has been completed		
ATC23-ASP03	Safety Assessment	From: Applicability Area 1: 01/01/2024	By: Applicability Area 1: 31/12/2027
Action by:	ANS Providers		
Description & purpose:	Ensure a safety assessment is done and approved by the appropriate authority.		
Supporting material(s):	SDM - Standardisation and Regulation support to CP1 deployment 2021, Deliverable D1.1.1 07/2021 Url : https://www.sesardeploymentmanager.eu/publications/deployment-programme		
Finalisation criteria:	1 - Submission of a safety case to the competent authority before putting it into service.		
ATC23-ASP04	Training	From: Applicability Area 1: 01/01/2024	By: Applicability Area 1: 31/12/2027
Action by:	ANS Providers		
Description & purpose:	Ensure familiarisation with the new system functionalities and training of operational personnel (includes obtaining NSA approval) is completed well in advance of the deployment date.		
Supporting material(s):	SDM - Standardisation and Regulation support to CP1 deployment 2021, Deliverable D1.1.1 07/2021 Url : https://www.sesardeploymentmanager.eu/publications/deployment-programme		
Finalisation criteria:	1 - Controllers have received appropriate training and any necessary approval (training and safety case) from the NSA is obtained.		
ATC23-ASP05	Operational use	From: Applicability Area 1: 01/01/2024	By: Applicability Area 1: 31/12/2027
Action by:	ANS Providers		
Description & purpose:	Start of operational use no later than 31st December 2027.		
Supporting material(s):	SDM - Standardisation and Regulation support to CP1 deployment 2021, Deliverable D1.1.1 07/2021 Url : https://www.sesardeploymentmanager.eu/publications/deployment-programme		
Finalisation criteria:	1 - Ground systems supporting ADS-C/ EPP application including the data display and warnings to controllers as described in the requirements are put into operations.		

