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**Future Air Navigation System 1/A —
Aeronautical Telecommunication Network
Interoperability Standard
(FANS 1/A — ATN B1 Interop Standard)**

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Prepared by: SC-214
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FOREWORD

This guidance document was jointly prepared by Special Committee 214 (SC-214) and the European Organization for Civil Aviation Equipment (EUROCAE) Working Group 78 (WG-78) and approved by the RTCA Program Management Committee (PMC) on March 21, 2012.

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1 INTRODUCTION

This standard was developed to enable air traffic service providers (ATSPs) to interoperate with data link equipped aircraft, regardless of which technology is installed on the aircraft. The standard is intended to support the goal of converging oceanic and continental data link applications.

1.1 Purpose

This document provides the interoperability requirements for an aeronautical telecommunication network baseline 1 (ATN B1) ground system that provides air traffic data link services to future air navigation system 1/A (FANS 1/A) aircraft in continental airspace.

Note: Based on DO-264/ED-78A, INTEROP and SPR standards provide recommendations intended for government organizations, conference of governments, or agencies having statutory jurisdiction over the use and provision of air traffic services supported by data communications. These recommendations are for use by such government organizations to enunciate official policy, related to such matters, in aeronautical information publications (AIPs), notices to airmen (NOTAMs), airplane flight manuals (AFMs), and operator specifications.

1.2 Scope

This standard provides:

- interoperability requirements for the ATN B1 ground system to provide FANS 1/A aircraft data link services, as defined by the Continental SPR Standard. See § 1.2.1.
- interoperability requirements to ensure seamless transition of ATS communications for bilingual aircraft (i.e. aircraft equipped with FANS 1/A and ATN B1 data link technologies) transitions from a FANS 1/A ground system to an ATN B1 ground system or vice versa (e.g. FANS 1/A ground system providing data link services in an oceanic airspace and an ATN B1 ground system providing data link services in a domestic airspace). See 1.2.2.

Note 1: This standard provides a separated set of requirements for each of these two capabilities, which can be implemented and qualified independently.

Note 2: Some ATN B1 ATSU's might elect to comply with §3 only, with §4 only or with both §3 and §4.

Some FANS 1/A ATSU's might elect to comply with §4.

FANS 1/A and ATN B1 bilingual aircraft might elect to comply with §4.