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Interoperability Requirements Standard for Baseline 2 ATS Data Communications, FANS 1/A Accommodation

(FANS 1/A - Baseline 2 Interop Standard)

Initial Release

Based on a coordination plan agreed to by the Federal Aviation Administration (FAA) and Single European Sky Air Traffic Management Research Program (SESAR) dated August 7, 2013, this is an initial release of this standard. The final release will include the additional capabilities of Dynamic RNP, Advanced Flight Interval Management, and ATC winds. The FAA does not plan to invoke this initial release of the document. The FAA plans to invoke the final release of the document as enabling criteria for airworthiness approval and operational authorizations.

The technical content of this document is strictly identical to EUROCAE ED-230.

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Prepared by: SC-214

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FOREWORD

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1 INTRODUCTION

This standard was developed to enable air traffic service providers (ATSPs) to interoperate with FANS 1/A data link equipped 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 for Baseline 2 ATS data communication services (B2) ground system that provides B2 air traffic data link services to future air navigation system 1/A (FANS 1/A) aircraft in oceanic and continental airspaces.

Note: *Based on ED-78A/DO-264 [1], 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:

a. interoperability requirements for the B2 ATN ground system to provide FANS 1/A aircraft with B2 data link services, as defined by the B2 SPR Standard [4]. See paragrap 1.2.1.

b. interoperability requirements to ensure seamless transition of ATS communications for bilingual aircraft (i.e., aircraft equipped with FANS 1/A and ATN data link technologies transitions from a FANS 1/A ground system to a B2 ATN ground system and vice versa). See paragraph 1.2.2.

Note:

1. *This standard provides a distinct set of requirements for each of these two capabilities, which can be implemented and qualified independently.*
2. *Some B2 ATN ATSUs may elect only to provide data link services to FANS 1/A aircraft (paragraph 3), only to provide seamless transfer to FANS airspace (paragraph 4) or to provide both (paragraph 3 and paragraph 4). Some FANS 1/A ATSUs may elect to provide seamless transfer to ATN airspace (paragraph 4).*
3. *FANS 1/A and ATN bilingual aircraft may elect to support saemless transfer to ATN and FANS 1/A airspace (paragraph 4).*