

# EUROCAE WG-76 RTCA SC-206

## AIS/MET Datalink Services



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# EUROCAE Governing Bodies

- ✈ Founded in 1963 in Lucerne by ECAC
- ✈ President and General Assembly
  - ✈ Strategic decisions through “Full Members” votes
- ✈ Council
  - ✈ Final decision-making body
- ✈ Technical Advisory Committee (TAC)
  - ✈ Technical and operational advisor to the Council and the General Secretariat
- ✈ General Secretariat
  - ✈ Day to day management and further development of the Association





# Inputs for Standardisation Membership





# EUROCAE facts and figures

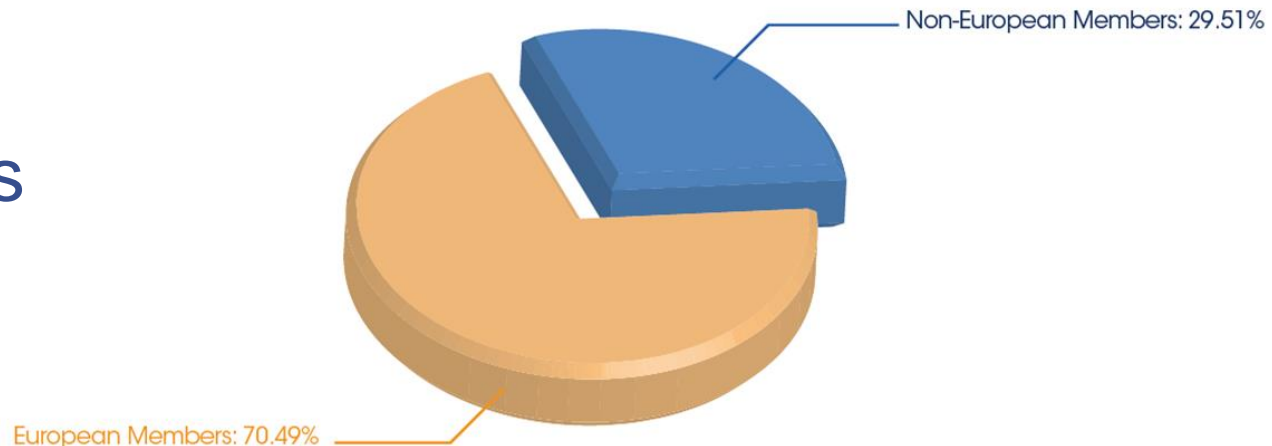
✈ 230+ Members (+10% p.a.)

✈ 115 in 2010

✈ 37 active working groups

✈ 26 in 2010

✈ 2000+ experts





# European coordination



EASCG



EUSCG







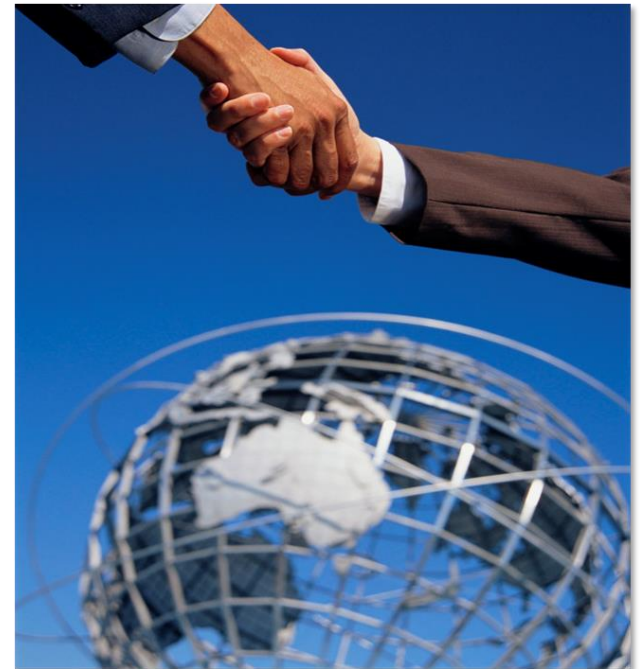
# Global coordination



50 % joint WGs



10 % joint WGs





# Development of EDs





# Consensus

- The essence of the value that EUROCAE brings to the aviation community
- Not always 100% agreement
- Members 'can live with' the results
- All members should have a chance to be heard
  - Even if their views are not adopted in full
- Documentation should capture discussion and resolution





# Working Group 76

## AIS/MET Datalink Services

- Reactivation in 2014
- First steps as EUROCAE WG only
- 2018: RTCA SC-206 re-joined > 2 Sub-Groups
- Globally harmonised service specifications
- SWIM compliant
- 11 Services
- Use Case driven approach
- Annex to RTCA DO-364 MASPS



# Airspace Restriction Update

- Scope
  - Recent restricted airspace status changes
- Use Case
  - Support flight crew in decision making on re-routing if required
- Expected Benefits
  - Flight Crew: Timely planning of re-routing
  - ATCOs: reduction of workload
  - General: improved level of service, e.g. no poor voice quality



# Digital NOTAM

- Scope
  - Changes to NOTAM information affecting the flight
- Use Case
  - Support flight crew in decision making on re-routing if required
- Expected Benefits
  - Flight Crew: Timely planning of re-routing
  - ATCOs: reduction of workload
  - General: improved level of service, e.g. no poor voice quality



# Digital Runway Visual Range

- Scope
  - Runway Visual Range (RVR) for a specified runway during poor visibility conditions
- Use Case
  - Support flight crew in decision making for a safe completion of an approach to land
- Expected Benefits
  - Flight Crew: improved situational awareness due to automated update of the RVR value including potential trend
  - ATCOs: reduction of workload as no voice requests



# Digital ATIS

- Scope
  - replace existing voice ATIS service
  - Meteorological and AIS information for a specific aerodrome
- Use Case
  - Take-Off preparation
  - Preparation for approach and landing
  - En-route: information on destination and/or alternate
- Expected Benefits
  - Reduced flight-crew workload
  - More reliable data transmission
  - Reduced frequency occupancy



# Wind and Temperatures Aloft

- Scope
  - Provision of flight related 4D wind/temperature information
- Use Case
  - Provide information to determine potential impact on future flight execution.
  - Optimisation of the Flight Trajectory
- Expected Benefits
  - Reduced Flight Crew and ATCO workload
  - Improved flight operations
  - Increased airspace capacity





# Aerodrome/Landing Zone Weather

- Scope
  - Actual and forecast atmospheric conditions
  - Significant weather
- Use Case
  - Flight preparation / in-flight monitoring
  - Mission preparation (for rotorcraft)
- Expected Benefits
  - Improved situational awareness
  - On-time planning of flight operations



# Hazardous Weather

- Scope
  - Significant en-route weather/atmospheric phenomena with potential impact on flight safety
- Use Case
  - Flight preparation: situational awareness
  - In flight: support to flight crew to prepare diversion
  - In flight: cabin preparation for significant weather
- Expected Benefits
  - On-time anticipation of weather phenomena and preparation for diversion



# Aerodrome Hazardous Phenomena

- Scope
  - Meteorological and other phenomena impacting flight safety when at or close to an aerodrome
- Use Case
  - Information on hazardous phenomena during taxi, initial departure and final approach
- Expected Benefits
  - Situational awareness due to high-frequency updates
  - Reduced Flight Crew and ATCO workload; less frequency occupancy



# Routine Atmospheric Forecast

- Scope
  - During all phases of flight: updates of atmospheric conditions along route of flight
- Use Case
  - Situational awareness and support to flight crew in flight operations during all phases of flight
- Expected Benefits
  - Provide necessary information to support decision making
  - Contribution to Collaborative Decision Making (CDM)



# Weather Imagery

- Scope
  - Weather images derived from radar and satellites
- Use Case
  - Situational awareness during all phases of flight
- Expected Benefits
  - Improved anticipation of impact on flight operations
  - Support in preparation of re-routing
  - Improved flight safety by adapting flight operations to weather



# Airport Operational Surface Information

- Scope
  - Clustered information on runway, taxiway and helipad conditions
- Use Case
  - Preparation of taxi, take-off and landing at departure and destination
  - Support to flight crew in case of diversion (alternate)
- Expected Benefits
  - Situational awareness
  - Reduced flight crew and ATCO workload (communication)
  - Reduced ambiguity of information (compared to voice)





# Questions???

# Thank you!



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