

**SUBJECT** : **Aeronautical Telecommunication Network (ATN) over SATCOM**

**REQUIREMENTS incl. Amdt.** : **CS ACNS.B.DLS.B1.001 Issue 4**

**ASSOCIATED IM/MoC<sup>1</sup>** : Yes  / No

**ADVISORY MATERIAL** :

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**INTRODUCTORY NOTE:**

The following Special Condition (SC) has been classified as important and as such shall be subject to public consultation in accordance with EASA Management Board decision 12/2007 dated 11 September 2007, Article 3 (2.) which states:

*"2. Deviations from the applicable airworthiness codes, environmental protection certification specifications and/or acceptable means of compliance with Part 21, as well as important special conditions and equivalent safety findings, shall be submitted to the panel of experts and be subject to a public consultation of at least 3 weeks, except if they have been previously agreed and published in the Official Publication of the Agency. The final decision shall be published in the Official Publication of the Agency."*

**IDENTIFICATION OF ISSUE:**

EASA received an application for the certification of a new function on a Large Aeroplane, which allows to use SATCOM SBB (Inmarsat Swift Broadband satellite communications) in combination with the datalink types ATN B1 and ATS B2 including ATS B2 with backwards compatibility to ATN B1.

Furthermore, in the frame of the Single European Sky ATM Research (SESAR) Project, the project PJ.14-W2-107 also aims at offering the capability to use existing satellite communication technology ("SATCOM Class A") to support Air Traffic Services (ATS) datalink using ATN B1 or ATS B2 including ATS B2 with backwards compatibility to ATN B1 datalink services.

Such solutions, and in particular the use of a SATCOM subnetwork for ATN, are not currently addressed in CS-ACNS Issue 4. Issue 4 of the CS-ACNS does not consider SATCOM and although it does refer to FANS 1/A which also uses SATCOM in the context of CS ACNS.B.DLS.B1.015, this reference is only made in the context of integrating FANS 1/A with ATN B1 or ATS B2 in so called 'Dual Stack' installations. Therefore, as per point 21.B.75 of Part 21 (Annex I to Regulation (EU) No 748/2012), special conditions have to be introduced.

The aim of this Consultation Paper is therefore to extend the applicability of CS-ACNS, Subpart B, section 2 – Data Link Services to also cover the ATN over SATCOM capability.

Considering all the above, the following Special Condition is proposed:

**SC-ACNS-B-DLS-01****Special Condition****Aeronautical Telecommunication Network (ATN) over SATCOM**

1. In amendment to CS ACNS.B.DLS.B1.001 this Special Condition applies to the use of SATCOM SBB (Inmarsat Swift Broadband satellite communications) in combination with the following datalink types: ATN B1, ATS B2, including ATS B2 with backwards compatibility to ATN B1.
2. The design of the data link system supporting Air Traffic Services (ATS) must define the types of data link systems and of data link subnetworks used. Applicants may select one or several types of data link systems and the pairing with one or several data link subnetworks, in accordance with the intended use.
3. The standards and requirements applicable to such subnetwork and datalink types as defined in CS ACNS Subpart B Section 2 Data Link Services (DLS) shall be used.