

ENAV - ALITALIA

EUROCONTROL

SITA

NATS - BRITISH AIRWAYS

STNA - AIR FRANCE



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2

EURO

VDL Mode 2



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Participants

• EUROCONTROL

CAAs:

- ENAV
- NATS
- STNA
- DFS (as observer in phase 1 should join phases 2 & 3)

Airlines (to be confirmed in the light of business case figures):

- AIR FRANCE
- ALITALIA
- BRITISH AIRWAYS

“Private” organizations:

- SITA
- AIRBUS/AEROSPATIALE



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Project Objectives

- Start the implementation of a more efficient Data Link (lack of capacity over ACARS)
- Define and validate the elements for implementing VDL Mode 2 in 3 European countries.
- Run a Pilot Implementation involving commercial flights



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Why VDL 2

- VDL Mode 2 is standardized (Annex 10 Nov 97)
- IATA endorsed VDL Mode 2
- COMT endorsed VDL Mode 2 (COMT11 Feb 98)

VDL mode 2 is recognized as the first step to ATN



Some major issues :

- ➔ Smooth transition for AOC applications to use VDL Mode 2 >> transparent switching between VDL 2 coverage and ACARS coverage
- ➔ Integrate a first ATS application

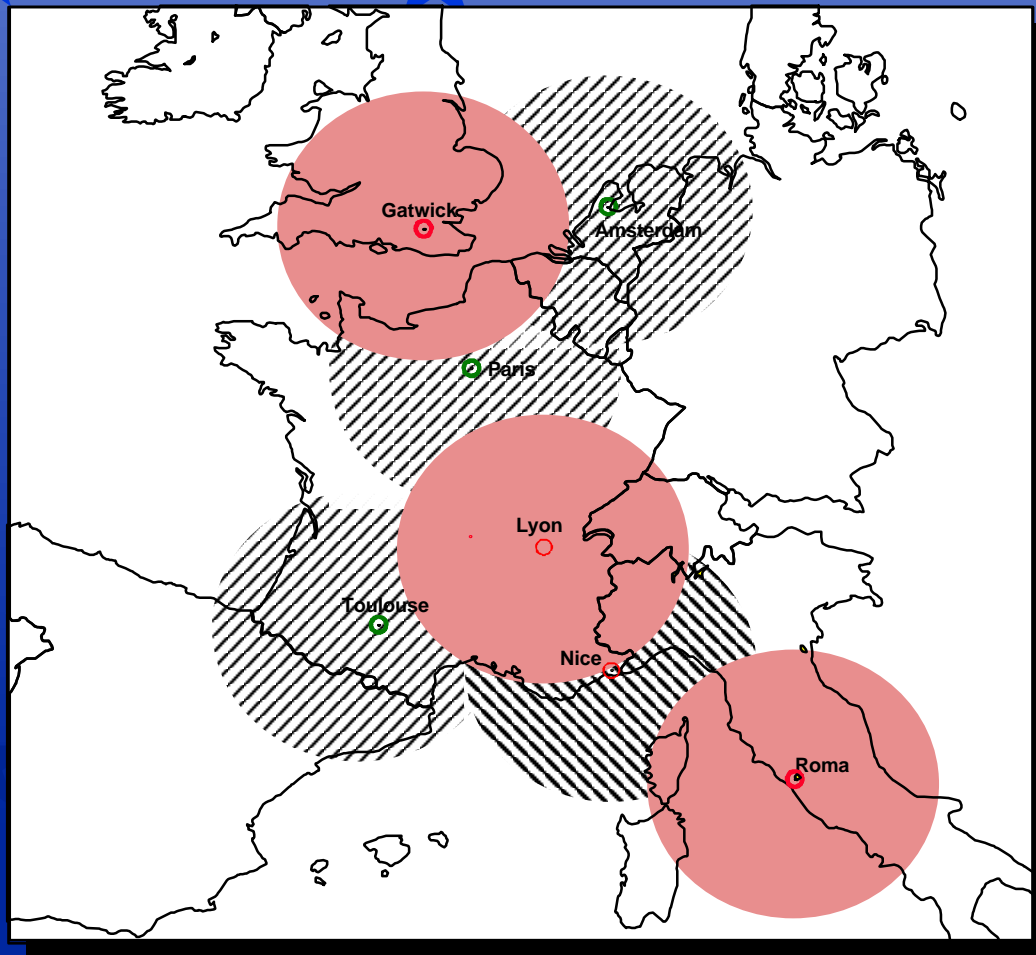


Coverage foreseen

 EURO VDL Mode 2 coverage

 EURO VDL Mode 2 coverage to be confirmed

 Pro-ATN coverage



Theoretical coverage at 20 000 feet



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Project breakdown and main milestones

3 phases:

- First phase: **Definition and Development Phase**
- 2nd phase: **Implementation Phase**
- 3rd phase: **Validation and Analysis Phase**





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Current focus : Architecture

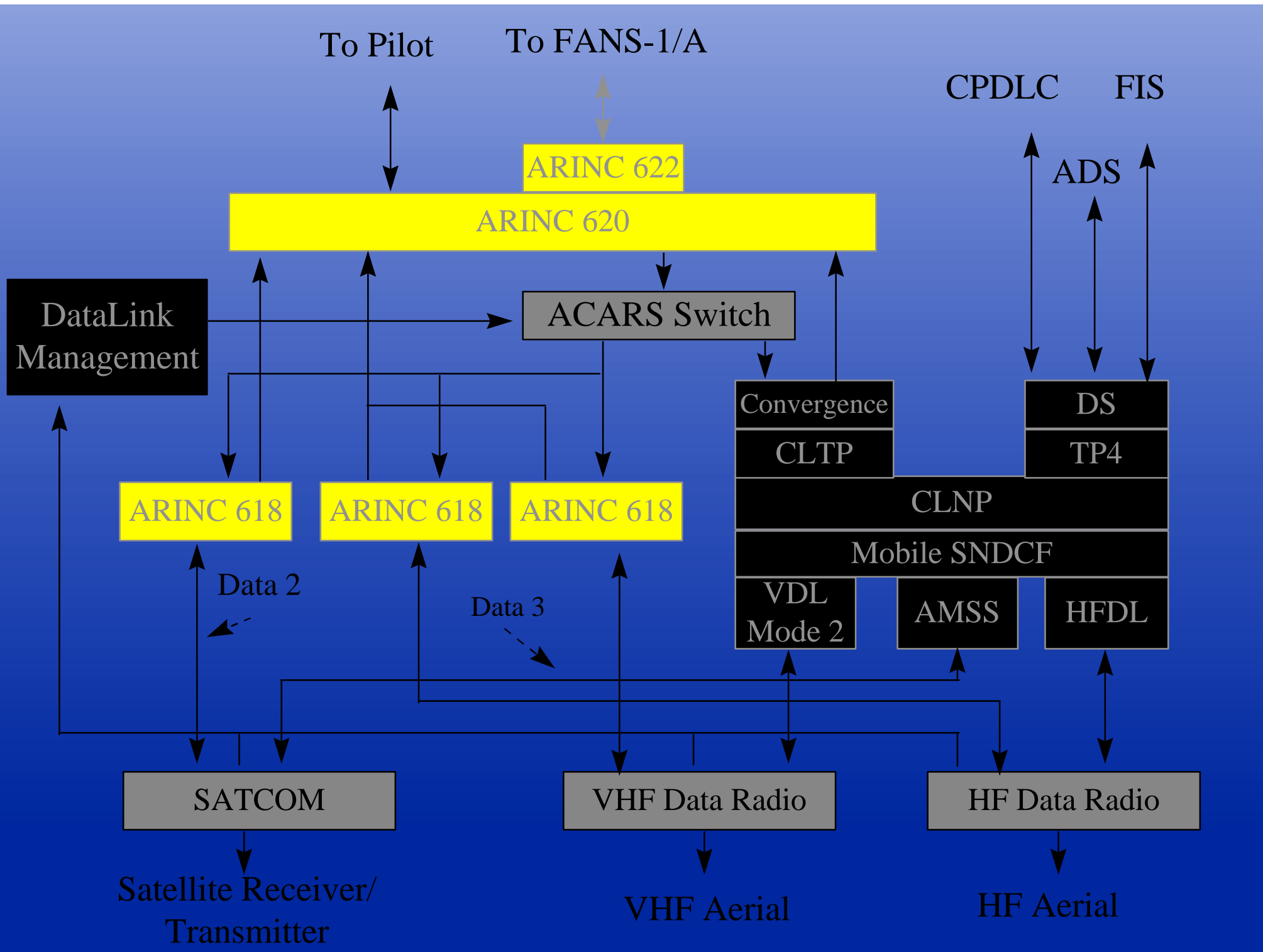
→ common subject with AEEC DLink User Forum

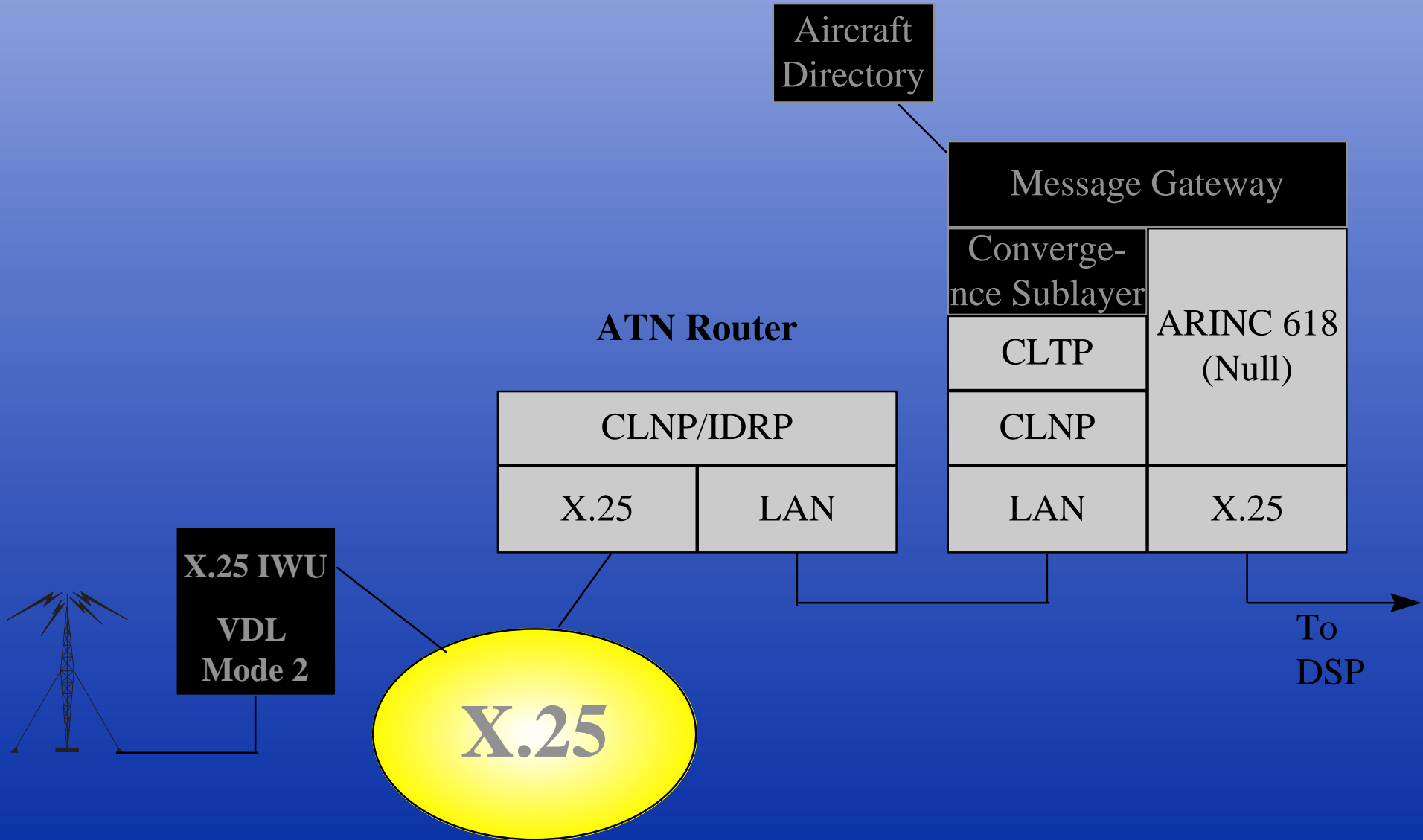
→ How to support legacy AOC applications / VDL M 2

→ Two options : AOC / X.25 (VDL Mode 2) or AOC

/ATN

→ Last EVDL project meeting : decision made for ATN-based architecture







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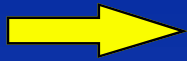
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External benefits from EuroVDL project ?

- an early / extended VDL 2 coverage in center Europe.
- an extended set of applic. ground users
- a support to airlines having ATN and VDL M2 strategy > help reaching critical mass in Europe.