



CTE-C02d — New Airport Datalink technology (AEROMACS)

New wireless technology for the Airport Datalink AEROMACS over ATN/OSI and ATN/IPS, based on IEEE 802.16 WiMax, as a new standard for airport surface communications (ATS, AOC and Airport Authority Communications) for the Aircraft and Vehicles.

Category SYSTEM

Stakeholder Air Navigation Service Provider

Civil

Civil CNS Service Provider

Military

Military CNS Service Provider

Airport Operator

Civil

Civil APT operator

Military

Military APT operator

Airspace User

Civil

Civil Scheduled Aviation

Civil Business Aviation-Fixed Wing

Civil Flight Operations Centre

V3 End 31-12-2014

V4 Start 31-12-2016

V5 Start 31-12-2018

V4 End 31-12-2018

V5 End 31-12-2018

Air Navigation Service Provider: 31-12-2021

Civil

Civil CNS Service Provider: 31-12-2021

Military

Military CNS Service Provider: 31-12-2021

Airport Operator: 31-12-2020

Civil

Civil APT operator: 31-12-2020

Military

Military APT operator: 31-12-2020

Airspace User: 31-12-2018

Civil

Civil Scheduled Aviation: 31-12-2018

Civil Business Aviation-Fixed Wing: 31-12-2018

Civil Flight Operations Centre: 31-12-2018

IOC 31-12-2022

FOC 31-12-2028

Context

Related Elements





Data Radio
Station



Stakeholders



Operational
Improvement
Steps



Enablers

OI Operational Improvement Steps

Code	Benefits start date (IOC) - Full benefit date (FOC)																										
	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
CTE-C02d				V4																							
🔒 AO-0206																											
🔒 AO-0215																											
🔒 CNS-0001-B																											
➔ AO-0105																											
➔ AO-0204																											
➔ AUO-0303-C																											
➔ AUO-0308-A																											
➔ AUO-0308-B																											
➔ AUO-0309																											
➔ AUO-0603-A																											
➔ AUO-0603-B																											
➔ POI-0015-COM																											

EN Dependent Enablers

Relationship	Code	Title	Related Elements
Enabled by	A/C-24	Airport moving map and own aircraft position display in cockpit.	STK OI EN DS
Enabled by	A/C-31a	Controller pilot data link communication (CPDLC) compliant with ATN baseline 2 (FANS 3/C)	STK OI EN DS
Enabled by	A/C-31c	Exchange of clearances or instructions (ASEP)	STK OI EN
Enabled by	A/C-42a	On-board graphical display of taxi clearance (up linked or via voice) using common air/ground airport database	STK OI EN DS
Enabled by	AGDLS-STD-04	ICAO Provisions (SARPS and Manual) for Airport Surface Data Communication based on AeroMACS	EN
Enabled by	AGDLS-TECH-2	New ICAO Standard for ATN / IPS	OI EN
Enabled by	STD-018	MASPS for Airport Surface Data Communication (ED-227)	EN
Enabled by	STD-019	Harmonisation specifications for AeroMACS Ground equipment	EN
Enabled by	STD-038	ARINC Standard for AeroMACS (FFF)	EN
Enabled by	STD-042	MOPS for Airport Surface Data Communication (ED-223)	EN

PCP PCP Elements: No associated data

STK Stakeholders

Code	Title	Related Elements
ANSP	Air Navigation Service Provider	EN
ANSP-CIV-CNS	Civil CNS Service Provider	EN 
ANSP-MIL-CNS	Military CNS Service Provider	EN 
AO	Airport Operator	EN
AP-OPR-CIV	Civil APT operator	EN 
AP-OPR-MIL	Military APT operator	EN 
AU	Airspace User	EN
AU-CIV-BA-F	Civil Business Aviation-Fixed Wing	EN
AU-CIV-FOC	Civil Flight Operations Centre	EN
AU-CIV-SA	Civil Scheduled Aviation	EN 

 Standards: No associated data

 Implementation Objectives: No associated data

Stakeholder Lines of Action (SLoAs): No associated data

 SESAR Workpackages: No associated data