



SESAR Deployment Manager

SDM AF6+ Coordination Platform



Terms of Reference

Final Draft

February 2025

Context

The SESAR Deployment Manager (SDM) has established the SDM AF6+ Coordination Platform in the context of its ad hoc *“SDM Trajectory Information Sharing and Coordination Support Initiative”*.

This initiative – which was agreed with the European Commission and formally supported by the SDM Supervisory Board by the end of 2024 – includes different activities to support all operational stakeholders mandated to implement ATM Functionality 6 (Initial Trajectory Information Sharing), as defined in EU IR 2021/116 Common Project One.

It is considered as an essential ad hoc instrument to promote, accelerate and synchronise the implementation of AF6, as a step towards Trajectory Based Operations (TBO), paramount to enable capacity increases and emission reduction.

To further enable the overall transition towards TBO, the *“SDM Trajectory Information Sharing and Coordination Support Initiative”* is based on a wider and more comprehensive approach, extending to the use of ADS-C EPP beyond the scope of CP1 and the potential use of other ATS B2 services as well. This approach reflects the industry-wide consensus to look at obtaining the highest benefits from aircraft being equipped with ATS B2.

SDM AF6+ Coordination Platform

Terms of Reference

Article 1 – Scope and Objectives

1. The Platform in support of the *SDM Trajectory Information Sharing and Coordination Support Initiative* ("AF6+ Platform") will provide a forum for the exchange of implementation experience, advice and best practices and will address any deployment matters arising which require the attention and/or action by the implementing stakeholders or by other entities (air and ground manufacturers, standardisation bodies, NSAs, EASA, NM...) that may be concerned by the deployment of ATM Functionality 6.
2. In coherence with the scope of the *SDM Trajectory Information Sharing and Coordination Support Initiative*, the AF6+ Platform will extend its scope of work and the associated exchanges beyond the scope of AF6 (as defined by Common Project 1) towards the full scope of ATS-B2 implementation, as relevant to the operational Stakeholders' needs and planning on that matter.
3. The AF6+ Platform would also act as the primary forum to define actions, initiatives and tasks that could be undertaken by the SESAR Deployment Manager – or by other participants to the Platform itself – to support an accelerated deployment of ATM Functionality 6 and/or of ATS-B2, when applicable.
4. Should the outcomes of exchanges within the AF6+ Platform result in the production of technical documents, plans, reports, papers to be consulted amongst the operational stakeholders' community, such documents will be consulted according to the Stakeholders Consultation Process, as established and maintained by the SESAR Deployment Manager.

Article 2 – Composition

Operational Stakeholders

1. The AF6+ Platform shall associate, at the first level, implementation experts representing **all mandated implementing stakeholders** (Aircraft Operators, ANSPs, the Network Manager) or groupings thereof (e.g. CEF2024 Project representatives, ACDLS), as per AF6 mandated scope.

Suppliers and Manufacturers

2. The Platform will associate, as required or deemed constructive in the addressing of any matter in the Platform agenda, the **different suppliers** of "systems" concerned by the implementation. These are the aircraft and avionics manufacturers, ground systems manufacturers and the entity in charge of the implementation of the Logon Server / ADS-C Server as selected by the ACDLS.

Other entities

3. Depending on the items to be discussed, **other relevant entities** such as Communication Service Providers, standardisation organisations, the SJU, NSAs, EASA, State/Military organisations may also be invited to participate on an ad-hoc basis.

Observers

4. The Platform will be open to participation from operational stakeholders beyond the geographical scope of CP1 in the interest of promoting best practices and contributing to the harmonization of the wider EATMN.

5. Such stakeholders shall have a legitimate interest in the subject matter (i.e. executing a voluntary implementation of the respective ATM functionalities) and will be considered as **observers**.

Article 3 – Relations with other Working Groups

1. The assumption is that there is no redundancy between the scope of the AF6+ Coordination Platform and the ones of other existing Datalink related Working Groups such as the DPMG (Datalink Performance Measurement Group), DSG (Datalink Support Group) and OFG (Operational Focus Group).
2. Whether any issue or action arising from the Platform exchanges would require any discussion or coordination with these other groups, or the CNS Programme Manager, such relations will be established on an ad-hoc basis.
3. The AF6+ Platform will consider invitations to represent its view – or the views of its Members – in other relevant *fora* when requested.

Article 4 – Chairmanship of the Platform

1. SDM will ensure the Chairman's role.
2. Two co-Chairmanship roles will be established, with one co-chair coming from the Aircraft Operators and one coming from the Air Navigation Service Providers.

Article 5 – Secretariat functions

1. SDM will provide the secretariat function with its usual tasks, including but not limited to:
 - Organize, call and send the invitations for meetings of the AF6+ Platform;
 - Proposing and finalizing the agenda, in collaboration with other participants to the meetings;
 - Prepare and circulate meeting materials to the participants to the meetings;
 - Draft, consult and finalize the minutes of the Platform meetings;
 - Maintain the Actions list, as resulting from the meetings;
 - Liaise with other groups/organisations as required (see Article 3).
2. All the communication (call for meetings, requests etc.) related to the subject matter will be sent by/to af6pluscp@sesardeploymentmanager.eu

Article 6 – Scheduling of Meetings

1. The Platform shall determine its schedule through consensual decision. Initially, it is resolved that the platform will endeavour to organize two large in-person workshops per year, i.e. one occurrence per season, to cover the whole scope of the platform.
2. It is proposed that other required meetings (e.g. per an AF6 Family) are organised as necessary and potentially through video conference means only. The agenda of meetings shall clearly detail which category/ies of Stakeholders (see Article about Composition above) is/are invited to participate in a meeting / an agenda item.