



AF6 / Trajectory Information Sharing Implementation Roadmap

(Edition 2, 2026)



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Executive Summary

The SESAR Deployment Manager (SDM) has established the SDM Trajectory Information Sharing and Coordination Support Initiative - by the end of 2024- as a programme to support all operational stakeholders mandated to implement ATM Functionality 6 (Initial Trajectory Information Sharing). This functionality is related to aircraft downlinking of Automatic Dependent Surveillance- Contract (ADS-C) Extended Project Profile (EPP) information to the ground and the use of the information by ground systems, as defined in EU IR 2021/116 Common Project 1 (CP1). The programme is considered an essential ad hoc instrument to promote, accelerate and synchronise the implementation of ATM-Functionality (AF) 6, 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 the use of ADS-C EPP beyond the scope of CP1 to cover also other ATS B2 services. This approach reflects the industry-wide consensus to look at obtaining the highest benefits from aircraft being equipped with ATS B2.

Different activities have been identified in the initial Work Breakdown Structure (WBS) of the Initiative, one of which relates to the development of an AF6 / Trajectory Information Sharing Implementation Roadmap to be periodically updated.

This document is the first edition of the AF6 / Trajectory Information Sharing Implementation Roadmap. It provides a consolidated status of the current planning and implementation of AF6 across the CP1 mandated Stakeholders per Stakeholder-category (States, airspace users, ANSP's, NM, Military Stakeholders) and per family based upon the information collected through:

- the SESAR Deployment Program (SDP) Monitoring View exercise 2025,
- the meetings of the AF6+ Coordination Platform established by the SDM Trajectory Information Sharing and Coordination Support Initiative.
- direct input by Stakeholders to the SDM.

It also provides a consolidated analysis of the planning situation, highlighting in particular the main issues for the implementation, the assessed risks and mitigation actions envisaged or carried out.

1. Introduction

1.1. Context

The SDM has established the SDM Trajectory Information Sharing and Coordination Support Initiative - by the end of 2024- as a programme to support all operational stakeholders mandated to implement ATM Functionality 6 (Initial Trajectory Information Sharing). This functionality is related to aircraft downlinking of Automatic Dependent Surveillance- Contract (ADS-C) Extended Project Profile (EPP) information to the ground and the use of the information by ground Systems, as defined in EU IR 2021/116 Common Project One.

The programme is considered 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 the use of ADS-C EPP beyond the scope of CP1 to cover also other ATS B2 services. This approach reflects the industry-wide consensus to look at obtaining the highest benefits from aircraft being equipped with ATS B2.

Different activities have been identified in the initial Work Breakdown Structure (WBS) of the Initiative, one of which relates to the development of an AF6 / Trajectory Information Sharing Implementation Roadmap to be periodically updated.

1.2. Scope & content of the document

This document consists of the AF6 / Trajectory Information Sharing Implementation Roadmap, first edition, as referred in the WP2 of the WBS of the SDM Initiative and also in the SDM Grant Agreement 2 (SGA2) between the SDM and the European Commission / DG MOVE.

It provides a best-as-possible consolidated view of the current planning and status of the implementation of AF6 across the CP1 mandated Stakeholders based upon the information collected through:

- the 2025 SDP Monitoring View exercise;
- the discussions held on 2nd April 2025 during the first meeting of the AF6+ Coordination Platform established by the SDM Trajectory Information Sharing and Coordination Support Initiative;
- direct input by Stakeholders to the SDM;
- Surveys conducted referring to airborne and ground industry in support of the EASA CP1 AF6 Industrialisation Forum.

It also provides a consolidated analysis of the planning situation, highlighting in particular the main issues hinting towards the implementation, the assessed risks and mitigation actions carried on or envisaged.

1.3. Intended audience and review

The AF6 implementation roadmap serves as a document to monitor and manage the progress of the overall implementation of AF6 on a regular basis and provide the necessary steering to the SDM Trajectory Information Sharing and Coordination Support Initiative.

2. CP1 AF6 requirements

This section provides an overview of the CP1 regulatory framework and requirements that serve as the baseline for the Stakeholders to develop their own implementation requirements and related implementation plans as reported in this document.

All referred documents are available on the [Website](#) of the SESAR Deployment Manager.

2.1. CP1 and the SESAR Deployment Programme

Regulation (EU) 2021/116 (also referred as CP1) lays down a set of six ATM functionalities (AFs), decomposed in different sub-functionalities, to be implemented across the European ATM Network up to 2027, and addresses the geographical scope the related implementation as well as the mandated Operational Stakeholders.

The **SESAR Deployment Programme (SDP) 2025** provides a common workplan to all operational stakeholders involved in the deployment of Regulation (EU) n. 2021/116, clearly defining the scope of the implementation activities (in terms of technical and operational requirements), the synchronisation needs, as well as the suggested deployment approach (through defining implementation milestones per each different category of implementing Stakeholders) per each Sub AF.

The **CP1 ATM Functionality 6 (AF6 - Initial Trajectory Information Sharing)** is further decomposed into four implementation Families as part of the SDP: Family 6.1.1 – Initial Air-Ground Trajectory Information Sharing (Airborne Domain), Family 6.1.2– Initial Air-Ground Trajectory Information Sharing (Ground Domain), Family 6.2.1 – Network Manager Trajectory Information Enhancement, Family 6.3.1 – Initial Trajectory Information Sharing ground distribution. The mandated implementation date for the CP1 ATM Functionality 6 and related SDP Families is set to 31/12/2027. However, Family 6.1.1 refers to a forward-fit mandate, meaning that it applies only to aircraft operating flights with an individual certificate of airworthiness first issued on or after 31 December 2027.

The mandate applies within the airspace -for which the EU-Member States (and associated States, i.e. Norway, Switzerland), are responsible in the ICAO EUR region and above FL 285.

The mandated Stakeholders per each Family are the following:

Family 6.1.1 – Initial Air-Ground Trajectory Information Sharing	Airspace Users (AUs)
Family 6.1.2– Initial Air-Ground Trajectory Information Sharing	ANSPs
Family 6.2.1 – Network Manager Trajectory Information Enhancement	Network Manager
Family 6.3.1 – Initial Trajectory Information Sharing ground distribution	ANSPs, Network Manager

(The category AUs include Military GAT as applicable. The category ANSPs include Military as applicable).

Otherwise, an interesting question was raised during the last year regarding the geographical coherence of AF6 / ADS-C EPP implementation and CPDLC implementation and considering the following texts extracted from related regulations:

- EU 2021/116, ANNEX, § 6.1.1 (b): "Data link communications ground systems must support ADS-C (downlink of aircraft trajectory using EPP) as part of the ATS B2 services while keeping compatibility with controller – pilot data link communications ('CPDLC') services as required by Commission Regulation (EC) No 29/2009 (3), including provision of service to flights equipped only with the Aeronautical Telecommunication Network Baseline 1 ('ATN-B1')."
- EU 2023/1770 (superseding EU 29/2009) ANNEX 1, AUR.COM.2001 Scope: "AUR.COM.2001 Scope This Title applies only to flights operating as general air traffic in accordance with instrument flight rules above FL 285 within the Single European Sky airspace, excluding the

airspace that is not part of the International Civil Aviation Organisation (ICAO) EUR region and Finland Upper Flight Information Region (UIR) north of 61°30', and Sweden UIR north of 61°30'."

A question was raised as to whether the "compatibility with controller – pilot data link communications ('CPDLC') services as required by Commission Regulation (EC) No 29/2009 (3)" as expressed in EU 2021/116 should be interpreted as an exemption from implementation north of 61°30' in Finland and Sweden as provided for in EU 2023/1770?

EASA was consulted and provided its opinion on the matter:

"The geographical scope of CP1/AF6 is specified in para 6.2 of the Annex to regulation EU 2021/116, it states "Initial trajectory information sharing must be deployed in all ATS units providing air traffic services within the airspace for which the Member States are responsible in the ICAO EUR region." Therefore, the AF6 requirement for the provision of the service has a greater geographical scope, than point (b) of ATS.OR.415 of regulation (EU) 2017/373 for CPDLC. Furthermore, point (b) of para 6.3 of the Annex to regulation (EU) 2021/116, referring to aircraft operations, refers to operations in the Single European Sky, notwithstanding that this has even a far greater geographical scope, this shows that the geographical scope of CP1/AF6 is greater than that applicable to CPDLC as required by Regulation (EU) 2017/373 and (EU) 2023/1770.

The reference to regulation (EC) No 29/2009 in Regulation (EU) 2021/116, following its repeal, should be understood as reference to regulation (EU) 2017/373 and (EU) 2023/1768, thus within the applicable airspace as defined by point (b) of ATS.OR.415 of regulation (EU) 2017/373 ground systems must be compatible and continue to support ATN-B1 CPDLC (see section 4 of DS-GE.CER/DEC), outside this applicable airspace such compatibility is not required.

Therefore, in summary the exemption "*excluding the airspace that is not part of the International Civil Aviation Organisation (ICAO) EUR region and Finland Upper Flight Information Region (UIR) north of 61°30', and Sweden UIR north of 61°30'*" is **not** applicable to the provision of the service required by para 6 of the Annex to regulation (EU) 2021/116. It should also be noted that the same conditions and exemptions apply to Norway.

However, notwithstanding the above, it is noted that the existing VDL Mode 2 infrastructure on which the EU CPDLC operations has been established has very limited coverage North of 61° hence the limitation that was introduced in regulation (EC) No 29/2009 and was transposed to Regulations (EU) 2017/373 and (EU) 2023/1770, without an operational impact.

Legal note: EASA cannot provide legally binding interpretations of EU Regulations. This prerogative is reserved for the European Court of Justice and National Courts of the Member States."

That opinion was duly communicated to the implementing Stakeholders through the second meeting of the AF6+ Coordination Platform, the AF6 Workshop for beginners and will be also included as part of the next SDP Supporting Material (2026).

All applicable specifications and guidelines documentation are referred in the different version of the SDP Supporting Material (last approved 2025, 2026 currently under consultation).

3. Reported implementation roadmap (per category of Stakeholders)

3.1. Member States

Before operating in the airspace of any EU Member State (and Norway/Switzerland), airspace users need to ensure they comply with local laws. While the CP1 regulation may not be read or even be known by airspace users beyond Europe, there are mechanisms to facilitate the communication of such important operational changes.

As it has been done in the past for topics such as Reduced Vertical Separation Minima (RVSM), Radio frequency change (8,33kHz), Basic Air Navigation (B-RNAV), Data Link Service (DLS) and currently for CP1 Family 5.6.1 (Implementation of FF-ICE / R1), an aeronautical information circular (AIC) stating the new obligations of AUs should be accessible to the whole community of airspace users.

The publication of such an AIC will ensure awareness of local requirements in individual states. This publication would serve to:

- raise awareness globally among EU and non-EU airspace users about the obligations set by CP1 concerning aircraft with an individual certificate of airworthiness first issued on or after 31 December 2027;
- ensure early States' involvement in the transition to ADS-C (EPP);
- ensure national coordination among all stakeholders affected by this transition.

Then, the AIP (Aeronautical Information Publication) should also be published in coordination between Member States to reflect the same operational obligations to Airspace Users. Considering the planning issues identified in sections 3.2.2 and 3.3 that will result in an asynchronous deployment of aircraft and ATC Systems ADS-C EPP capabilities in the EATMN airspace, this coordination on any such obligation resulting from the CP1 / AF6 mandate would need to be duly coordinated in advance with the EC and EASA.

Furthermore, the implementation of Family 6.3.1 – *Initial Trajectory Information Sharing ground distribution* is envisaged through the common procurement (through the ANSPs' ACDLS initiative) of a Logon and ADS-C Common Server that would ensure a common (datalink) logon and establishment of an ADS-C contract on behalf of all subscribing ANSPs / ACCs. This will require in particular a robust transition plan of the current logon procedures to the new ones that should be duly informed.

It is anticipated that ANSPs will also publish relevant AICs (and modify their AIPs) in accordance with the ANSP-by-ANSP transition to the LACS, with staggered migration phases for each ANSP.

The SDM Trajectory Information Sharing and Coordination Support Initiative will support this activity as necessary, and in coordination with the ACDLS initiative. The activity has not yet started.

3.2. Airspace Users

3.2.1. Regulatory overview

CP1 mandates all Airspace Users operating as general air traffic in accordance with instrument flight rules within the airspace above flight level 285 within the Single European Sky airspace as defined in Article 3(33) of Regulation (EU) 2018/1139. Aircraft operators must ensure that aircraft operating such flights with an individual certificate of airworthiness first issued on or after 31 December 2027 are equipped with ADS-C EPP, in accordance with the applicable standards in order to downlink aircraft trajectory (EPP information) upon establishment of a relevant ADS-C contract initiated by the ground ATC System.

From a manufacturer / avionics point of view, this may be realised through:

- adding an ADS-C EPP capability compliant with ATS Baseline 2 (ATS B2) standards, either rev A (ADS-C v1) or rev B (ADS-C v3), to an ATN B1 compliant avionics (CPDLC v1); or
- implementing an ATS B2 compliant avionics, either rev A (ADS-C v1 & CPDLC v2) or rev B (ADS-C v3 & CPDLC v4), including backward compatibility to CPDLC v1.

3.2.2. Implementation status and plans

The AUs' capability to "implement" CP1 / AF6 is fully dependent on the capability of their respective Aircraft Manufacturers / Aircraft equipment manufacturers to provide the certified Aircraft (equipment) from the regulatory implementation date (31/12/2027). Aircraft (equipment) Manufacturers are fully aware of this obligation.

In the context of the EASA AF6 Industrialisation Platform, SDM had conducted an initial survey towards aircraft manufacturers' readiness whose results were presented in the first edition of the AF6 Implementation Roadmap in June 2025 as in the figure below.



Figure 1 ADS-C/EPP Airframe Manufacturer Readiness (first roadmap – June 2025)

At that time already, the main concerns and explanations for delays were described as:

- The short timeframe between the confirmation of the mandate (maturity gate) and the regulatory date;
- Aircraft types close to the end of production and manufactured in limited quantity or rarely operating above FL285 (turboprop) have an extremely negative business case and therefore a weak incentive for EPP implementation;
- Delay in CS/ACNS publication which led to delays in project kick-off due to high risks of non-compliance;
- Late certainty on the specification (full ATS-B2 vs. partial, Revision A vs. Revision B, etc.);
- Testing is a concern because lacking ATN Coverage;
- Strong dependency of Business Aviation aircraft on Avionics' Manufacturers' timelines;
- Interoperability issues between avionics from different manufacturers (especially for Business/General Aviation);
- EPP supporting avionics needs to be integrated differently into each aircraft type.

A renewed survey was conducted in the context of the AF6+ Coordination platform. The following table provides for the latest information on the planning of the two main airframers (Airbus, Boeing) whose aircraft represent about 70% of the flights in European airspace.

		Certification	1st Linefit	ADS-C	CPDLC
AIRBUS (New information expected June 2026)	A320	Q4 2018	Q1 2019	V1	V2 (bwd V1)
	A330	Q2 2019	Q1 2020	V1	V2 (bwd V1)
	A350	Target End 2027		V3	V1
	A220	Date under consolidation		V3	V1
BOEING	737	Target End 2027		V3	V1
	777	Mid 2028		V3	V1
	787	Mid 2028		V3	V1

Figure 2 Airbus and Boeing planning concerning availability of ADS-EPP per aircraft type (April 2026)

Concerning Airbus, we can see that the date for the A220 has changed from "target 2027 – timeline challenging" to "Date under consolidation". For Boeing, the 777 and 787 are now planned for "Mid 2028" instead of "Target 2027".

However, that planning information dates back from October 2025. Airbus has informed they would make an official announcement to provide with a new planning information in June 2026. Boeing did not confirm their planning information from October nor did say if / when they provide an update.

In complement, GAMA has now taken responsibility to provide a planning on behalf of a large majority of other aircraft manufacturers. However, this planning comes in an anonymised way where neither the aircraft manufacturer nor the aircraft model is identified.

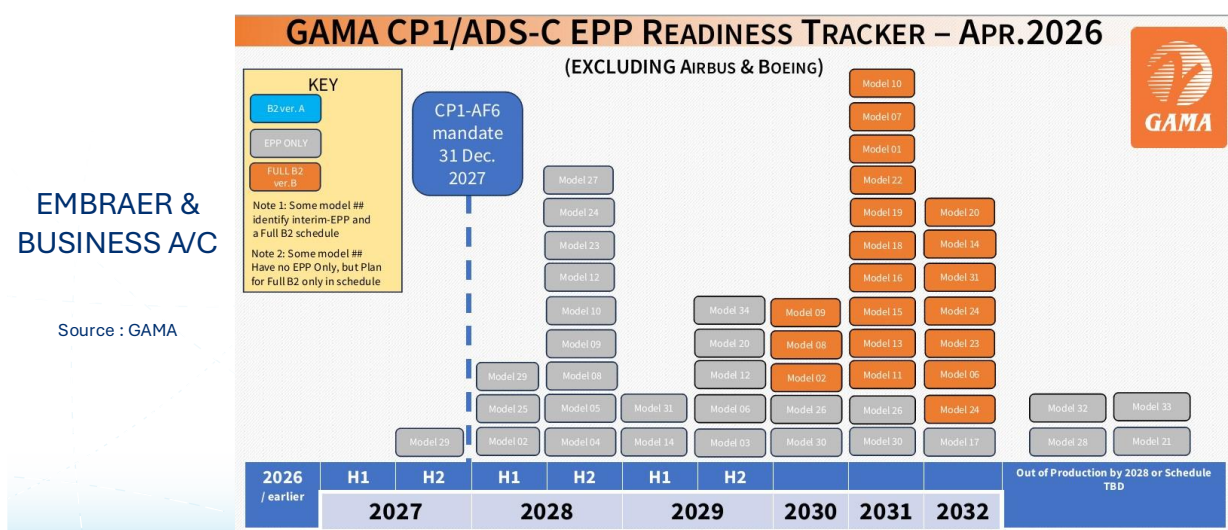


Figure 3 Planning of ADS-C EPP readiness per anonymised aircraft model (Embraer & Business A/C) (April 2026)

This extended planning only confirms the delays by the relevant OEMs / Aircraft manufacturers with only model being compliant by the mandate date.

Considering the existing uncertainties on the planning of some aircraft and the delays already visible regarding the CP1 mandate date, the Airspace Users:

- Regret that some aircraft types will be delivered non-compliant with CP1/AF6 requirements from 2028 onwards, whereas others have already been certified with the functionality since 2019,
- Recall that the configuration freeze, a key milestone in aircraft delivery process, is normally at [Delivery -18 months]. In particular, Moreover, at configuration freeze, airlines need to start preparing procedures and training in line with aircraft equipage. That would mean that for aircraft

to be delivered by the beginning of 2028, there should be no uncertainty in June 2026 regarding which "equipment" is definitively available.

- Strongly regret that some manufacturers present readiness data in an anonymous and meaningless way,
- Therefore, request a full clarification of the different model / aircraft types in the planning and certainty of aircraft compliance when this compliance is planned by the mandate date,
- And stress their intention not to accept any supplementary costs (e.g. retrofit compared to forward fit costs) resulting from CP1/AF6 implementation manufacturer delays.

In supplement, Airspace Users would like to recommend the EC:

- To keep CP1/AF6 applicability mandate date unchanged,
- To request manufacturers to commit on a retrofit plan for those aircraft delivered non-compliant with CP1/AF6 mandate,
- To grant CP1/AF6 temporary exemption for operating non-compliant aircraft,
- To define a date when exemptions will be ceased.
(See GADSS or SPI-IR mandate examples)

Note: The previous statements and recommendations have been drafted by SDM AUs' experts on behalf of Airspace Users. During the Stakeholders' Consultation Process (SCP), the following comments were received:

- *IATA supports these recommendations and adds that alleviation of pressure on airlines should be considered to prevent any operational and financial impacts on an already highly compressed business. Regarding the retrofit plan requested to the manufacturers, IATA would only support it if OEMs provide a clear, formal commitment to offer it at the same price as the linefit option, in writing.*
- *EBAA: The AF6 mandate applies to operators, not to the manufacturing industry (aircraft and avionics). Manufacturers were not consulted, and since the AF6 "stand-alone EPP" did not align with their vision, they have not developed and proposed an AF6 EPP solution. The only exception is the Airbus NEO division, which originated the EPP requirement and has even used AF6 as an argument against its competitors. It should be noted that Airbus aircraft, such as the A220, are in a situation similar to that of Business Aviation; so far, they have not provided a solution.*

EBAA has contacted manufacturers regarding the development of AF6 EPP solutions, but has not received satisfactory responses.

The SDM "AU statements" do not represent the opinions of all AUs, especially those of Business Aviation operators. EBAA cannot support retrofitting aircraft, as there is no mandate on the industry, such retrofits would have to be paid for by operators, which is unacceptable.

As the EASA study highlighted that EPP benefits are dependent on the deployment of CPDLC ATN B2 (not included in the CP1 mandate), and since ANSPs are ready to receive and use EPP, EBAA believes that the CP1 AF6 mandate must be revised.

3.3. ANSPs

3.3.1. Family 6.3.1 – Initial Trajectory Information Sharing ground distribution

3.3.1.1. Regulatory overview

The Family concerns the implementation of ANSPs ground infrastructure allowing the contracting, reception and provision of downlinked ADS-C EPP information to the ANSPs' Systems and the Network Manager.

The approach recommended by the SDP relates to the establishment of a Common European ADS-C Service (referred as Logon and ADS-C Common Server (LACS) thereafter) that would provide a common logon service, establish ADS-C contracts with relevant aircraft and distribute the downlinked ADS-C EPP information on behalf of any participating ANSP. ANSPs or NM or any other Entity wishing to access the

ADS-C EPP should then implement the subscription to the Common Service for accessing the ADS-C EPP information.

For an ANSP, the completion of the Family 6.3.1 through a LACS also requires that the ANSP ground system is operationally capable to consume the relevant LACS ADS-C EPP distribution service. The further usage / operational processing of the ADS-C EPP information by the ground ATC Systems (i.e. deviation monitoring capability and associated operational procedure) is part of the Family AF6.1.2.

Another approach is that an ANSP ensures these functionalities (logon, establishment of an ADS-C contract, distribution of the downlinked ADS-C EPP information) through its own Systems.

From a regulatory perspective, both implementation approaches are CP1 AF6.3.1 compliant.

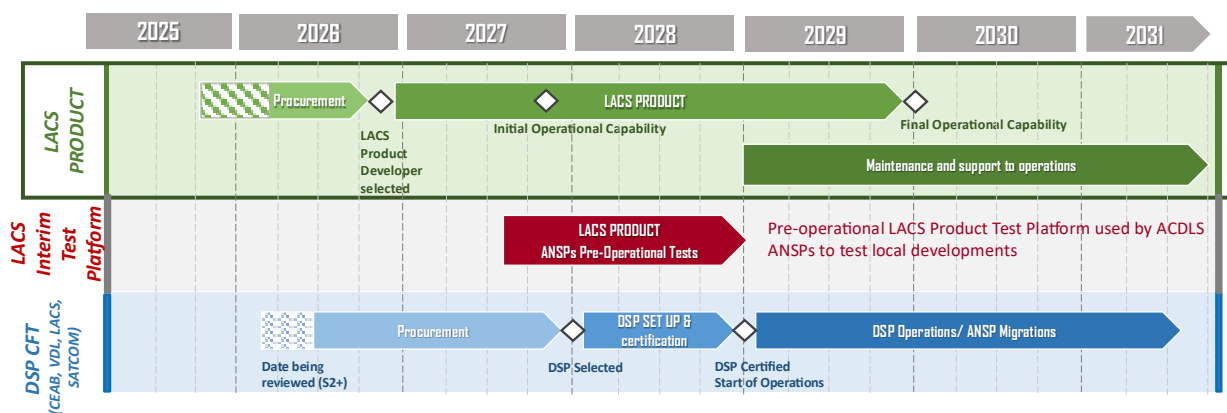
3.3.1.2. Implementation Status and plans

ANSPs have grouped together to create the ACDLS initiative, supported by the Network Manager as procurement agent, to ensure the provision of a Logon and ADS-C Common Server (LACS) that could provide the relevant service described above. The ACDLS initiative will also procure a common Data Link Service Provider (DSP) – concerning the provision and operation of the ATN backbone, including ATN/VDLM2 (VHF Data Link Mode 2) and optionally ATN/SATCOM services- for all participating ANSPs. In supplement, this DSP will have to take the responsibility for the operation of the LACS service.

Due to the entering into force of the SES 2+ package and the introduction of the new Article 11 of the Regulation that requires CNS providers not only to be certified (11.6 a)) but also to be located in the EU, and controlled / owned by EU-based organisations (11.6.b) and c)), the ACDLS Call for Tender (CFT), related to the establishment of the Datalink Service Provider (DSP) to provide all datalink services including the Logon and ADS-C Common Service (LACS) launched in November 2023 (and whose original plan was in line with the AF6 implementation date), had to be cancelled as the conditions from article 11.6 of the SES2+ regulation (which entered into force in December 2024) were not included in the ACDLS CFT. The ACDLS governance decided to split and advance the procurement of the LACS Product as the conditions to re-issue a full DSP call for tender were not yet fulfilled, and it was not possible to add new requirement to the call at that stage.

Therefore, a Call for Tender concerning only the procurement of a Logon and ADS-C Common Service product was launched in November 2025.

A second Call For Tender to select the future Datalink Service Provider is planned to be issued Q2/Q3 2026 when the conditions for communication service providers to comply with SES2+ regulation and an amended 373 regulation are clarified, also considering the possible adoption of transitional measures for the application of 11.6 a) provisions until 2030 and 11.6 b) and c) provisions until 2033.



LACS Interim Test Platform: ACDLS presently working on defining the features of such platform and the nature of tests to be conducted by the different ANSPs

Figure 4 ACDLS Initiative Planning

We may consider this planning still prospective and with risks considering that the call for tender for the LACS tools is currently on-going (as per the plan) and the one for the DSP is still to be launched. EASA

referred about a one-year period regarding its part of the certification process, which is integrated in the plan.

Furthermore, the availability of a pre-operational platform integrating the LACS tool from the date of the first availability of a LACS (IOC) tool, within Q4 2027, is not yet stabilised (i.e. ACDLS has not decided who, e.g. which ANSP, may operate such a platform and under which contractual conditions). If such a platform is not provided, there is a risk of further delays for the LACS operation and ANSPs connections.

LACS is planned to be operational according to the current plan in end 2028/beginning 2029. (with the risks indicated above).

New planning information will be available in Q3 2026.

Based upon this ACDLS planning, the ANSPs have communicated their planning for implementation of AF6.3.1 as part of the 2026 SDM monitoring View process. The planned implementation completion dates reported are provided in the figure below.

Family 6.3.1 - Initial Trajectory Information Sharing ground distribution

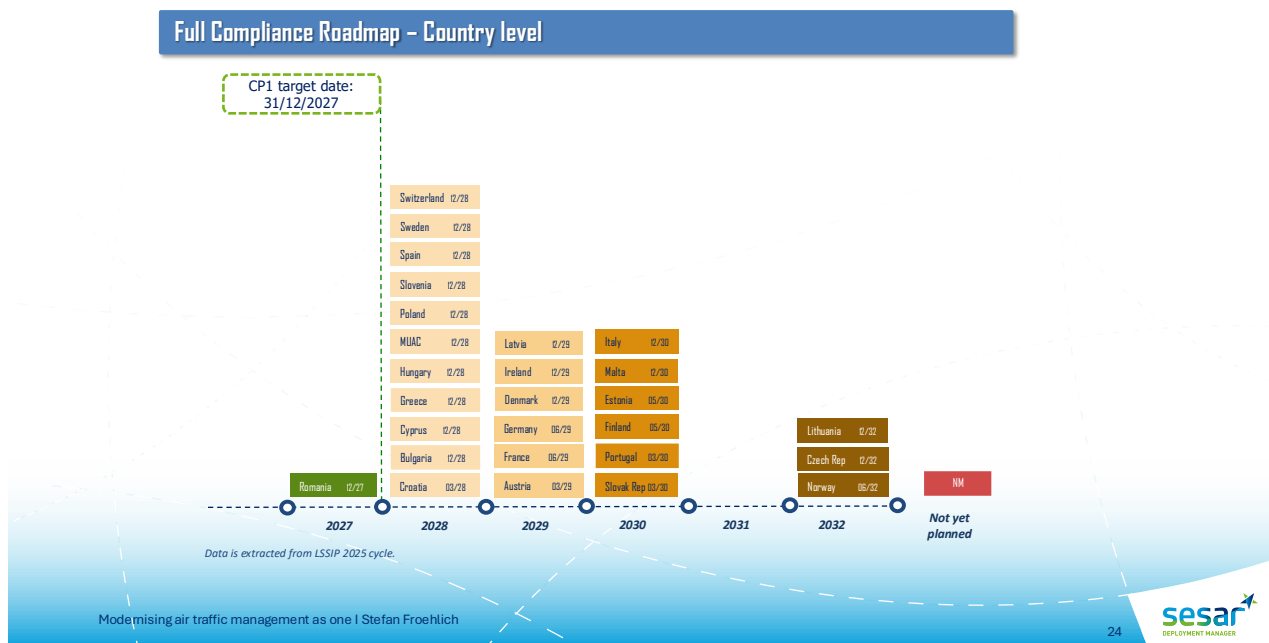


Figure 5 ANSPs AF6.3.1 Monitoring View

As by now, only one ANSP (ROMATSA) has foreseen to complete AF6.3.1 implementation by the mandate date, i.e. realising ADS-C contracting with the aircraft from a local System and not the LACS and distributing the ADS-C information to any requiring ANSP via appropriate SWIM services. ROMATSA also plans to switch to the LACS when it is in operation.

From our understanding, all other ANSPs intend to complete AF6.3.1 through using of the LACS, then at a later date.

Twelve (11)¹ ANSPs have planned for an implementation at the earliest date planned for the LACS Operation (end of 2028), five (6) in 2029, six (6) in 2030 and three (3) in 2032.

It is to be noted MUAC has already implemented direct ADS-C contracting with aircraft but not the distribution feature and will switch to using the LACS to complete Family 6.3.1.

The following remarks can be made:

¹ We could not yet get confirmation from Croatia Control that their completion date, set currently by 03/2028, should be moved to 12/2028 to conform with the LACS planning or should be kept as is because meaning an initial implementation like ROMATSA. In the counting, we however assumed the first hypothesis.

- Quite a number of delays are created due to the dependency on the LACS, i.e. for a few ANSPs now planning for completion by the end of 2028 or early 2029, rather than by the end of 2027 in their former planning. It should be stressed again that these delays are not dependent on these ANSPs but on the planning of the LACS being re-arranged due to the SES2+ obligations.
- For the time being, the planning of AF6.3.1 is quite similar to the one of AF6.1.2 (see 3.3.2) as ANSPs have generally reported similar dates for both AFs or a slightly later one for AF6.1.2. That is understandable as there is no interest to run operationally AF6.3.1 if the accessed information (ADS-C EPP) cannot be processed operationally (AF6.1.2). That does not mean that ANSPs will not test in advance connection to the LACS (through accessing the pre-operational platform) but this level of planning information is not yet available to the SDM.
- Due to the risks identified within the ACDLS Initiative and particularly related to the availability of an operational LACS operated by a common DSP by the end of 2028 (see before), the planning is not considered robust yet. Moreover, even if there is an operational LACS at that date, an operational transition plan will have to be agreed between the DSP and ANSPs that may probably not result in an operational transition for all at the same time.
- SDM appreciates that there is a first ANSP (ROMATSA) that plans for operations by the end of 2027 through "local implementation". That will provide in particular a pilot site regarding a Rev B ATS-B2 (ADS-C v3) compatible implementation, with backwards compatibility to Rev A (ADS-C v1), as MUAC is currently compatible with Rev A ATS-B2 (ADS-C v1).
- While the airborne side may implement ADS-C according to either Rev A or Rev B, that are not interoperable (ADS-C v3 versus ADS-C v1), any ADS-C full air-ground interoperability would then depend on the ground capability to cope both with ADS-C v1 and ADS-C v3 types of avionics, such capability being referred generally as **Rev B with backward compatibility to Rev A** (as the problems also applies to CPDLC v4 versus CPDLC v2). This capability is relevant obviously for the LACS but also for the ANSP Ground System as the LACS service will provide the "original ADS-C EPP (V1 or V3) payload message", not translating it into any common format.
While this requirement to implement "Rev B with backward compatibility to Rev A" on the ground is not clear from CP1 and the current DS GE.CER.DLS.410 applying for the certification of ground systems (Oct 2023 – referencing Rev A standards) with regards to datalink, this has been strongly supported and recommended by SDM in the AF6+ Coordination Platform and different Stakeholders in various fora. To our knowledge, all planned ANSPs' implementation will support this capability. It should also be noted that EASA Notice of Proposed Amendment (NPA 2025-10) proposes an alignment of certification requirements with Rev B standards (ED-228B / ED-229B / ED-231B) and continued support for Rev A. Therefore, if and when such alignment comes into force, the ground Systems datalink certification requirements will be fully aligned with that need.
- Some ANSPs' Systems procured from different manufacturers may provide the capability to ensure a direct ADS-C connection / contracting with the aircraft as a back-up. It should be discussed under which conditions such a switch to the back-up may be activated and also tested robustly with all concerned.

Otherwise, due to the late availability of a LACS industrial solution, Stakeholders have discussed during the AF6+ Coordination Platform meeting any possibility of the continuation and usage of a LACS prototype to access live ADS-C EPP data and test their Systems' implementation. This was possible for some through the SJU Heron project until the end of 2025.

The European Satellite Services Provider (ESSP) has now integrated the Logon and ADS-C Common Server (LACS) prototype into the European Sky Multilink ATN (ESMA) platform. The ESMA Digital Sky Demonstrator (DSD) project addresses the need to increase the level of automation in Air Traffic Management (ATM). It aims to present the operation of a multilink communications infrastructure, with a focus on datalink using satellite communication (SATCOM Datalink) alongside VHF Data Link (VDL) Mode 2. The SJU ESMA project enables the access to the prototype and live ADS-C EPP-data for the ANSPs (i.e. DSN, ENAIRE, DFS) participating to the project. ESMA is planned until the end of 2026.

ESSP has communicated during the second AF6+ platform meeting that other ANSPs may request access to the platform (free of charge) and ESSP will arrange the relevant agreements.

A new project (AMEA) is currently under discussion to take over ESMA in 2027.

3.3.1.3. Implementation of Logon Forward Capability

After the LACS is put into operation (end of 2028 / Q1 2029 as by current planning), there will be a period when some aircraft may still logon to ACCs in all or some parts of the airspace while others may logon to the LACS. In particular, the LACS address may not yet be embedded in some of the aircraft databases as this requires a modification provided by the aircraft or avionics manufacturers. Key to the usage and correct operation of the LACS during this period is the **need for logon information to be forwarded by ACCs to the LACS for the LACS to be capable to establish ADS-C contracts**. It has to be highlighted that this feature is not mandated by the regulation, but strongly recommended whether ANSPs choose implementation of AF6 through the LACS solution.

To ensure a seamless performance, it is expected that this capability is **implemented by all ACCs by the target date, including those which will not yet have the capability to access and use ADS-C information from the LACS** or directly, as the LACS is required to have the capability to establish contracts in the whole airspace and disseminate ADS-C/EPP to those ACCs who may already be capable of using this data.

ACCs are also expected to forward the logon information from any OLDI LOF/NAN messages received from an upstream ACC to the LACS. This information can then be forwarded to the LACS, again allowing the establishment of ADS-C contracts by the LACS with the aircraft in case the LACS did not receive the logon information from the upstream ACC.

All logon forwarding mechanisms shall contain the full B1 + B2 logon information. This **requires that OLDI LOF messages also contain that full B1 + B2 logon information**, which may not be always the case currently as **some ATC systems may limit the content of OLDI LOF messages to only B1 logon information**. In such a case, the **relevant upgrade of the system is also required**.

Correspondingly, the **logon forwarding requirements are the following**:

- A) Upon reception of Context Management Logon (CM Logon by an ACC, the logon information shall be forwarded to the LACS via one of the three (3) following means:
 - i) ATN CM Forward Ground/Ground - ACC to LACS
 - ii) SWIM interface - ACC to LACS
 - iii) ATN CM Contact Air/Ground - ACC to Aircraft with indicating address of logon server (followed by a CM Logon by Aircraft to LACS) / Note: Technically feasible, although not recommended
- B) Upon receipt of a LOF/NAN OLDI message from an upstream ACC, the logon information shall be forwarded to the LACS via one of the three (3) following means:
 - i) ATN CM Forward Ground/Ground - ACC to LACS
 - ii) SWIM interface - ACC to LACS
 - iii) ATN CM Contact Air/Ground - ACC to Aircraft with indicating address of logon server (followed by a CM Logon by Aircraft to LACS) / Note: Technically feasible, although not recommended

Initial operational context for LACS (aircraft logon to the “first ACC”)

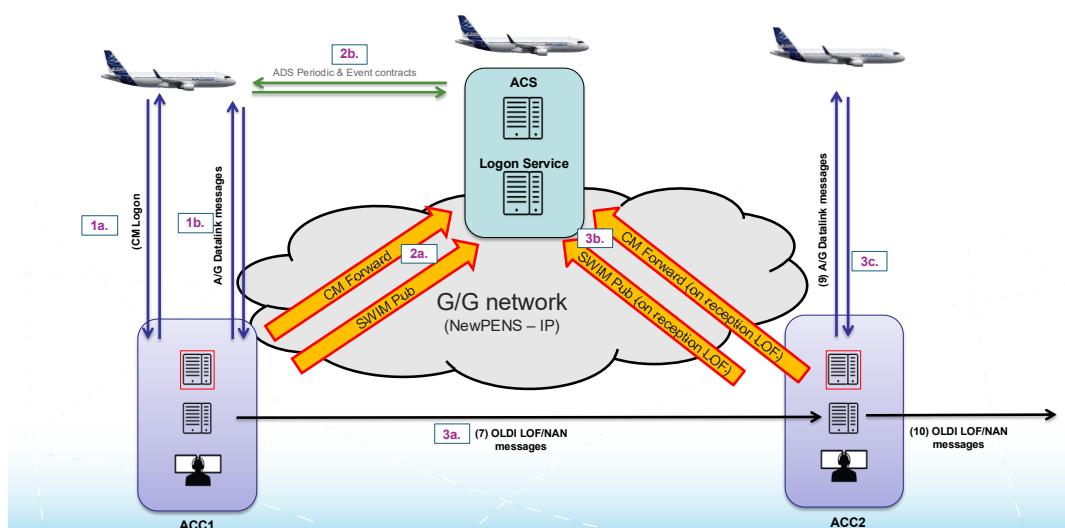


Figure 6 Logon Forward solutions

This capability is not formally part of AF6 and hence not reported through the SDP Monitoring View. However, it is required for having consistent operations through LACS. Therefore, the SDM AF6+ Coordination Platform has agreed to organise a **survey concerning ANSPs' readiness for that implementation**. Twenty-four (24) ANSPs answered the questionnaires.

Part of their answers are compiled in the following table.

Logon forward capability	Planning				Technical solution			
	Implementation ongoing	Implementation planned	Discussion ongoing	Not planned / Other	SWIM	ATN CM G/G	Not yet known	ATN CM Contact
Upon reception of CM Logon	3	7	9	5	11	6	7	0
Upon reception of OLDI LOF/NAN	2	7	9	6	11	4	9	0

This shows **a good awareness and understanding of the requirement by the ANSP** as already 10 of them reported implementation on-going or planned and a further 9 reflecting on the implementation. Out of the three possible technical solutions, only two are currently retained with a preference for the SWIM one (that validates the OEP12.2 strategy of allowing several solutions for the logon forward capability).

Questions were also asked about the targeted date of completion of implementation. Out of 17 dates provided, 13 were before or by the current required date (end of 2028 / Q1 2029) while 4 were after and by end of 2030 for the latest.

It will be proposed in the next AF6+ Coordination Platform that SDM, in coordination with ANSPs, **continues monitoring the implementation of that capability, possibly including it as an additional element of the SDP monitoring view**.

3.3.2. Family 6.1.2 – Initial Air-Ground Trajectory Information Sharing (ground)

3.3.2.1. Regulatory overview

This Family concerns the processing of the ADC-C EPP information by the ground ACC Systems. The ground systems will enable controllers to display the downlinked route on the Controller Working Position (CWP). The consistency of the downlinked route will be automatically cross-checked against the expected trajectory stored in the ground system. In case of any inconsistency, controllers will receive a warning and thereafter apply any operational procedure they may assess relevant.

3.3.2.2. Implementation Status and plans

The planning information reported by ANSPs is available below (note that this planning also contains an indication when the first system from an Industry is implemented, e.g. INDRA with ROMATSA implementation in 2027).

Family 6.1.2 - Initial Air-Ground Trajectory Information Sharing

Focus on beyond CP1 and not yet planned implementations

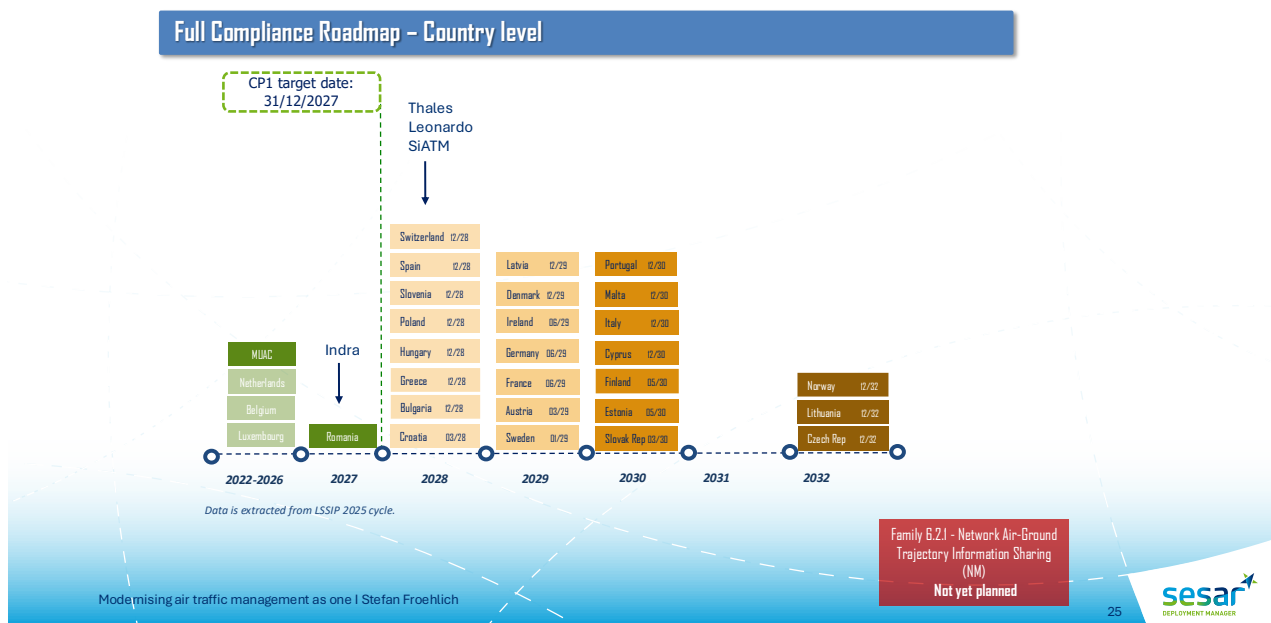


Figure 7 ANSPs AF6.1.2 Monitoring View

For all ANSPs except MUAC and ROMATSA, the operational implementation of AF6.1.2 depends on the provision of the ADS-EPP information by the LACS. Therefore, AF6.1.2 completion can only be synchronous to AF6.3.1 or later.

As explained in section 3.3.1.2, ROMATSA will first implement a solution for enabling direct ADS-C contracting with aircraft and process ADS-EPP by 31/12/2027 and plan to switch to the LACS later. MUAC is already establishing ADS-C contract with aircraft and processing ADS-C EPP data in coherence with AF6. They plan to switch to the LACS and upgrade their ATC Systems for conformance with Rev B (and backward compatibility with Rev A) as now it is a Rev A conformant System.

Generally, this planning will have to be consolidated further when the date of the LACS operational implementation is more robust and an actual transition plan between the LACS and ANSPs can be established. Furthermore, the planning will need to be established at an ACC level then.

Anyhow, SDM will contact the ANSPs with the latest implementation date (i.e. 2032) to clarify the main reasons for the delays and reflect whether any mitigation actions could be implemented.

3.4. Network Manager (Family 6.2.1 – Network Manager Trajectory Information Enhancement)

3.4.1. Regulatory overview

The NM Trajectory information could be enhanced by using Extended Projected Profile (EPP) data. Pending further validations, NM system could be capable of receiving and processing EPP data. For increasing the accuracy of NM systems trajectory prediction, some EPP elements might be used for the tactical trajectory update in the flight post departure phase.

3.4.2. Implementation Status and plans

No planning is yet available from NM regarding the implementation of Family 6.2.1. NM is waiting for SESAR3 validation activities (SESAR network TBO project exercise 3) to be completed (by June 2026) for taking a definitive planning decision.

3.5. Military Stakeholders

3.5.1. Regulatory overview

Military Stakeholders are also affected by the CP1 regulation and are required to ensure that civil-military information exchanges continue seamlessly. AF6 (Family 6.1.1 – Initial Air-Ground Trajectory Information Sharing (air)) would then apply to military when operating as General Air Traffic (GAT) under the conditions applicable (above FL 285, Forward fit mandate from 31/12/2027).

3.5.2. Implementation Status and plans

SDM, with the support of EDA, collected reporting from a few military authorities' (Austria, Belgium, France, Germany, Portugal, Slovakia, Spain) regarding their CP1 AF5 & AF6 planning. None reported having yet a planning for equipping military aircraft flying GA above FL 285. Only Portugal reported that their KC-390 fleet is currently equipped.

3.6. Other considerations

Since the previous edition of the AF6 Implementation Roadmap, SDM has held two meetings of the AF6+ Coordination platforms. Apart the various topics already reported in this document (e.g. planning concerning aircraft manufacturers, ACDLS Initiative, availability of a pre-operational platform, ANSPs' planning, Logon forward capability...), other issues are being discussed.

One of these relate to the establishment of a catalogue of Use Cases / Operational Procedures related to the use of ADS-C EPP data implemented or planned to be implemented by ANSPs. These are mainly implementation use cases beyond CP1 / AF6 (i.e. qualified as AF6+) and can serve as guidance to all ANSPs looking for further operational benefits.

Another one relates indirectly to AF6 and concerns the implementation of CPDLC (v4). Many ANSPs will require new or significant evolutions of their ATC Systems to comply with CP1 and more particularly AF6. These Systems (evolutions) will come presumably when the datalink conformity specifications require compliance with ATS-B2 Rev B standards, hence ADS-C v3 and CPDLC v4. The question being raised in the context of the AF6+ Coordination Platform is then how to best approach collectively the specifications of CPDLC v4 operational use for these Systems implementation. The first objective would not be to develop this approach but to agree on and recommend any such development action, including in which context it could be performed. Thereafter, the proposed action should be raised to the appropriate decision / governing bodies (e.g. NDOP) for decision.

The third meeting of the SDM AF6+ Coordination Platform has been held on 16 April. For information, the resulting list of actions is integrated as an Annex to this document.

4. List of acronyms

Acronym	Meaning
ACC	Area Control Centre
ACDLS	ATS Common Datalink Service
ADS-C	Automatic Dependent Surveillance – Contract
AF	ATM Functionality
AF6	ATM Functionality 6
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
ATC	Air Traffic Control
ATN	Aeronautical Telecommunication Network
ATS	Air Traffic Services
ATS B2	Air Traffic Services Baseline 2
AU	Airspace User
CNS	Communication, Navigation and Surveillance
CONOPS	Concept of Operations
CP1	Common Project 1
CPDLC	Controller Pilot Data Link Communications
CWP	Controller Working Position
DG MOVE	Directorate-General for Mobility and Transport
DLIC	Data Link Initiation Capability
DLS	Data Link Services
DSP	Data Service Provider
EASA	European Union Aviation Safety Agency
EC	European Commission
ED	EUROCAE Document
EPP	Extended Projected Profile
ESSP	European Satellite Services Provider
ESMA	European Sky Multilink ATN
FF-ICE	Flight and Flow – Information for a Collaborative Environment
FL	Flight Level
GAT	General Air Traffic
ICAO	International Civil Aviation Organization
IOC	Initial Operational Capability
IR	Implementing Regulation
LACS	Logon and ADS-C Common Server
LOF	Logon Forward
MUAC	Maastricht Upper Area Control
NM	Network Manager
NSA	National Supervisory Authority
OLDI	On-Line Data Interchange
SDP	SESAR Deployment Programme
SDM	SESAR Deployment Manager
SES	Single European Sky
SESAR	Single European Sky ATM Research
SGA	Specific Grant Agreement

SJU	SESAR Joint Undertaking
SWIM	System Wide Information Management
TBO	Trajectory Based Operations
TOR	Terms of Reference
UIR	Upper Information Region
VDL	VHF Data Link
WBS	Work Breakdown Structure
WP	Work Package

5. Annex: List of actions (AF6+ Coordination Platform)

Action No.	Owner	Action	Status
3.1	SDM	To explore options, with NM, to improve clarity and guidance on flight plan datalink capability declarations (G1, J1)	
3.2	SDM	To complement aircraft-based projections with traffic-based forecasts to better assess the timeline for reaching critical mass	
3.3	ACDLS	To provide a blueprint of the validation or testing plans – to support in the mitigation of delays	
3.4	SDM	To monitor how local ADS-C contingencies may be handled by ANSPs and identify whether coordination is needed, noting that ADS-C is considered non critical compared to CPDLC.	
3.5	SDM	To allow planning reporting and monitoring at an ACC level (next SDP monitoring view)	
3.6	SDM	To contact the NM OLDI group to possibly get the full picture of the LOF (versions) implementation regarding B2 logon information and see whether there is the need of a SDM monitoring of such implementation.	
3.7	SDM	To monitor logon forward implementation planning through the SDM Monitoring View process, with adding a related planning questionnaire to the LSSIP CP1 AF6 objectives.	
3.8	SDM	To engage with CEF concerned ANSPs through dedicated meetings to identify feasible alternative test solutions if the LACS preoperational platform is delayed, and develop and agree on testing contingency ("Plan B") approaches early, to safeguard CEF project completion	
3.9	SDM	To refine the analysis on EPP standard deviations (time and distance), addressing highlighted comments / inconsistencies and considering a more gradual, time-based analytical approach.	
3.10	SDM	To prepare some presentation and discussions in the next platform concerning any issues and improvement measure related to the integration of ATC constraints (e.g. related to LoAs) with the air systems	
3.11	SDM	To study the possibility to standardise the Catalogue of Use Cases' benefit categories (e.g. capacity, fuel efficiency, ATCO workload) to improve consistency and usability	
3.12	Op. SHs	To provide comments on the initial version of the Catalogue of Use Cases	
3.13	SDM	To expand the Catalogue of Use Cases with capturing other inputs from most advanced ANSPs through bilateral meetings.	
3.14	SDM	To coordinate with DSG/DPMG the possibility to put forward at next NDOP / NDTECH the description of a proposal for developing a harmonised CPDLC priority subset.	
3.15	SDM	To ask, in June 2026, aircraft manufacturers for a full refined non anonymised planning	

Action No.	Owner	Action	Status
2.1	SDM	Table regarding Aircraft ADS-EPP capabilities planning (see action 1.1) to be upgraded with the fleet / traffic percentage represented and as possible similarly represented for business aviation. It should also be analysed how the extent of ATS-B2 / ADS-C implementation (including optional EPP parameters) could be reported.	Closed (the comment related to the traffic percentage was restressed during the 3rd meeting of the platform – see action 3.2).
2.2	SDM	SDM to coordinate with other Datalink related groups (DSG, OFG) to reflect on how a list of priority CPDLC v1/v2 messages could be established	Closed (replaced with action 3.14)
2.3	ACDLS-SDM	ACDLS to inform on any update of their planning during the period of capture of the reporting information for the SDP 2025 Monitoring View (November 2025 – March 2026) and SDM to confirm / adapt with ANSPs any planning of the Family 6.3.1 as necessary	Closed
2.4	SDM	SDM to contact ASNPs / ATM Industries who reported planning to implement Rev A ground Systems in the survey to make clear the need for Rev B with backward compatibility with Rev A	Closed
2.5	SDM	SDM to develop a proposal of a "high-level catalogue" of HMI aspects / different use cases (per ANSP) as an overview of different implementations	Closed
2.6	SDM	SDM to contact main aircraft manufacturers and analyse with them whether a presentation of aircraft architecture related to ADS-C EPP could be presented (e.g. to explain any potential issues as reported by MUAC) and whether a list of optional features implemented (per aircraft) could be maintained	Closed Presentation clarifying Optional Parameters done at 3rd meeting of the Platform
2.7	ANSPs	ANSP, not already using the ESSP platform and that would have a short/medium term interest, to contact SDM to approach ESSP	Open
2.8	SDM - ESSP	SDM / ESSP to provide an update on the framework (e.g. contract terms) to connect with the ESSP platform at the next AF6+ platform Meeting	Open
2.9	SDM	SDM to discuss with ACDLS to validate that "logon forward" related implementation requirements concerning provision of Logon from ACC to LACS by end of 2027 and consequently start to promote and monitor any ANSPs' planning as part of their monitoring activities	Closed
2.10	SDM	SDM to liaise with EUROCONTROL to verify the continuity of the auto-logon function until the end of 2027 as this would be needed for using the ESSP platform for ADS-C (EPP) testing	Open Will be clarified when the set up of a LACS pre-operational platform is known (i.e. where / who operates it)
2.11	DSNA	DSNA to present some further information on the use cases / operational procedures and demonstrated benefits of their 2025 HERON validation exercises at the next platform meeting	Open
2.12	SDM	To reflect on the request to organise a technical workshop on AF6 to provide full awareness of the whole AF6 context for newcomers and potentially organise such a Workshop before next AF6+ Platform meeting	Closed (Web session organised on 26 March 2026 by SDM)

Action No.	Owner	Action	Status
1.1	SDM	Open discussions with aircraft manufacturers to monitor their planning in a more granular way (per aircraft type, avionics, standard), in alignment with the level of reporting at the EASA Industrialisation Forum.	On-going (first update provided for the second meeting of the AF6+ Platform)
1.2	ACDLS (Supervisory Board Chair)	Organise (and report to SDM on) the ACDLS discussions regarding the AUs' requests regarding: a. AUs' access to EPP data from LACs	Open
1.5	SDM	Reflect and propose on the way to progress in the initial identification of the "extended scope" that could be addressed by the Platform	Closed Catalogue of use cases is the way forward see also actions
1.8	SDM	SDM will reflect on any specific actions to inform Airspace Users and associations of (the outcomes of) the AF6+ Coordination platform	On-going
1.9	All Platform participants	To report any issues encountered during implementation using the SDM AF6 email (AF6@sesardeploymentmanager.eu).	Closed Email now widely known and used