

## **First introduction of ACM CPDLC service on ODS: a new transfer tool for controller**

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# First introduction of ACM CPDLC service on ODS: a new transfer tool for controller

## Yet another tool?

Towards a new reality, controller centered: a new HMI. Data Link (DL) can't exist without an HMI, any evaluation of DL can't be done without the evaluation of the associated HMI. For a successful introduction, the key points are:

1/ **SHOOT** is not any more an atomic not interruptible action: beginning; end; and possible blocking according to pilot's answer !

Speed  
Aircraft ID >

Speed  
Aircraft ID >

Speed  
Aircraft ID >>

=> Controllers must apply a different working method for transfer data link aircraft (Data link was recommended for non time-critical controller orders, while voice was retained time for critical orders)

2/ Delay in reception or loss of the response of the pilot could lead to an unsafe situation: its the operational state **ASSUME** (Transfer of Responsibility) which will use to (re)synchronize the two OLDI/SYSCO grounds systems of respectively sector giving and receiving sector.

3/ **Synthesis** of the communication state of the DL channel of in order to anticipate the time of transmission of messages, to plan the display of the presence of DL equipment on the flights (transition period with mixed traffic), as soon as possible, the only visualized states will be:



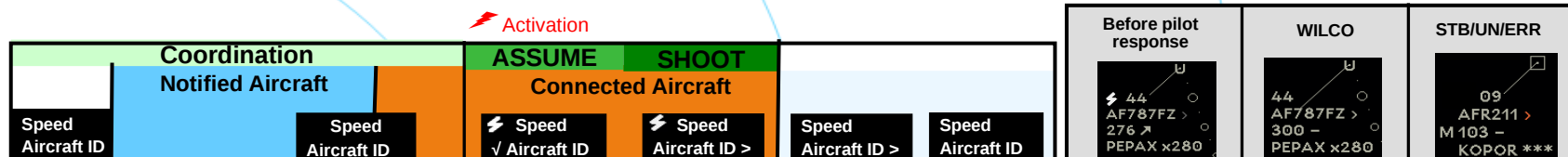
: DL channel is available for controller (for immediate use)



: DL channel is « notified center » or available but not activated

The state the «Data Link connection errors » are not relevant to show.

4/ **Synthesis** of the states of the DL communication and the states of the flights:



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