

5 major demonstration "Use Cases":

1 > Advanced information services for major or medium-size Commercial Airspace Users
• Involving Air France and Brussels Airlines

2 > Advanced information services for ANSPs
• Involving DSNA, Austrocontrol and Croatia Control

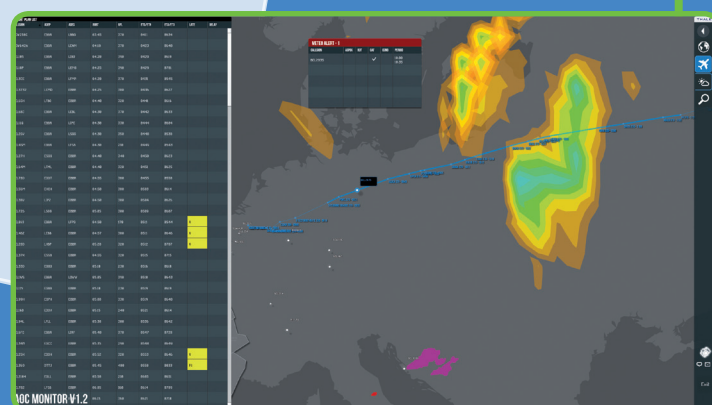
3 > Advanced information services in support of Collaborative Airport operations at Paris CDG Airport, between the ANSP a major Airspace User and the Airport Operator
• Involving DSNA, Air France and ADP

4 > Advanced information services in support of Collaborative operations for Regional Airlines
• Involving Air Corsica, HOP! and DSNA

5 > Demonstration scenario focused on General Aviation flights
• Involving ENAC



MET information superimposed on aircraft trajectory and ATM information.
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Project background and links with the SESAR programme:

The TOPLINK project makes use of the inputs from a number of ongoing SESAR projects:

TOPMET Demonstration Project

The project concept and architecture builds on the TOPMET Demonstration Project, addressing essentially the use of MET Information services, and extends towards the whole scope of the PCP AF5 (including Aeronautical Information Services, Network services, and –partly- Flight Information services).

The components used in the project will directly benefit from the development performed in numerous SESAR projects, including especially (but not exhaustively):

- SWIM service and data models (WP 8)
- SWIM technical infrastructure (WP 14)
- Meteorological services (WP 11.2)
- Aeronautical Information Management (P 13.2.2)
- Enhanced DCB (P 13.2.3)
- AIS/MET Services and Data Distribution (P 9.48)

TOPLINK

connect > share > improve

POWERED BY
SESAR
JOINT UNDERTAKING

Opening the way to
new System Wide
Information Services





The TOPLINK project is a great opportunity to confirm the expectations and promises identified in the previous project, called TOPMET (2012-2014). The objectives are to develop the concept and accelerate its operational deployment, particularly through a continued and permanent connectivity between the ground and the cockpit, thanks to satellite communications. TOPLINK also provides an avenue to deeply engage in the joint development of a new Local DCB tool to support FMP operations and to achieve significant progress towards collaborative operations with Airlines and Airport operators.



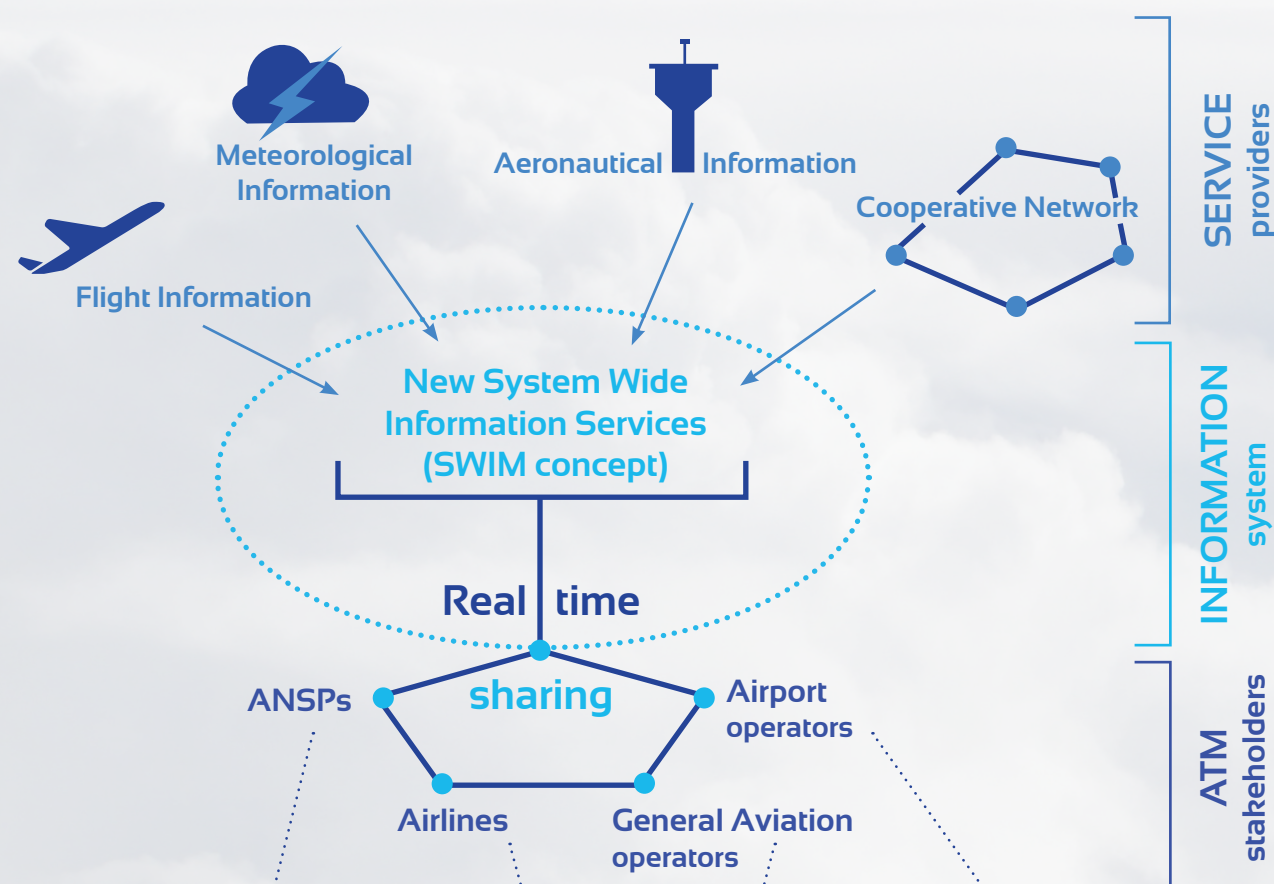
Daniel Muller from Thales,
TOPLINK project manager

TOPLINK

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The TOPLINK project aims at demonstrating the benefits for ATM stakeholders (ANSPs, Airlines, Airport operators) of the deployment of a new **System Wide Information Services**, including Meteorological Services, Aeronautical Information Services, cooperative Network Services, and Flight Information Services (for their non-safety-critical aspects).

The TOPLINK project will demonstrate, based on an end-to-end supporting infrastructure, how Air Traffic Flow Management Controllers, Airport operators, and Commercial Airlines staff (ground Flight Dispatchers, as well as Pilots) could improve their **operational performance** (especially in terms of safety, efficiency, and capacity) by the use of those new Information Services.



1st objective information

select, adapt
and standardise
multiple sources
of information

2nd objective benefits

Ensuring a large scale
demonstration of its
technical feasibility
and providing a tangible
assessment of the
resulting benefits

3rd objective operational deployment

connect
permanently
and distribute over
a fully interoperable
infrastructure

share
same information
between all ATM
stakeholders

improve
the performance of ATM
system and demonstrate
direct benefits to
Airspace Users

open
the way to operational
deployment and
industrialisation
of such services

Aircraft categories

All aircraft categories
involved in the tests:

- Long-haul air carriers
- Medium-haul air carriers
- Regional air carriers
- General Aviation

**IN THE NEXT
2 YEARS**

Performance expectations of the TOPLINK system

- Safety
- Airspace capacity
- Runway capacity
- Cost efficiency
- Environmental impact

- Safety
- Passenger comfort
- Cost & Fuel efficiency
- Flight predictability
- Environmental impact

- Safety
- Airport platform capacity
- Cost efficiency
- Environmental impact

KEY FIGURES

- > **7.4 million €** maximum estimated total budget
(lot 1+lot 2) co-financed by SESAR JU
- > **2 years** project duration (11/2014-10/2016)

- > **15 demonstration exercises**
in live operational conditions, scheduled
between 01/2016 and 06/2016

- > **At least 200 flights**
over Europe and Africa, involving 5 airspace users,
3 ANSPs and 1 Airport operator

14 PARTNERS