Airbus Brief

ISPACG 40 / FIT 33

EXPORT CONTROL - AIRBUS AMBER - EC_FR_NL

COMMERCIAL AIRCRAFT

May 2026
Brisbane, Australia

AIRBUS

FANS 1/A (via ACARS)
CPDLC & ADS-C

ATN B1 (via ATN/OSI)
CPDLC (v1)

ATN B1
with ATS B2 ADS-C

ATS B2 (via ATN/OSI)
CPDLC (v2) & ADS-C

ATC Centers

AIRBUS FANS A+

A220 A320 A330 A340 A380

AIRBUS FANS B+

A220 A320

AIRBUS FANS A+B with ADS-C B2

A350

A350: Expected 2028.
A220: Plan under construction

AIRBUS FANS C

A320 A330

AIRBUS FANS A+B
soon

A220 A320 A330 A380 A350

Airbus A/C config.

AIRBUS

A320/A330/A340 - Airbus ATC Datalink Development Status

S/W version	H/W prereq.	Capabilities	Major Fixes/Evolutions contained	Certification
CSB/CLR7.x (x= 4, 5, or 5.1)	None	FANS 1/A+	Predominant current S/W version in the field in Europe for A330/A340 aircraft **RAT1 implemented since CSB/CLR7.5**	Certified SB available
CSB/CLR7.6	None	**FANS 1/A+**	Fixing of in-service issues/Enhancements for FANS 1/A operations over US area (incl. re-use of VDL2 improvements from FANS B+/FANS C products) **RAT1 implemented on this Standard**	Certified SB available
CSB8 (A320 only)	A10	ATN B1	Predominant current ATN S/W version in the field in Europe	/
CSB/CLR9 (a.k.a. 9.3.2)	A10	FANS 1/A+* & ATN B1* & B2*	FANS & ATN dual-stack (incl. ATS B2 services), ACARS over IP **RAT1 not implemented on these standards**	Certified SB available **For A320 linefit A/C, the FANS C product installed from Q4 2026 will be CSB10.3 - CSB9.4 will no longer be proposed** **For A330 linefit aircraft, CLR9.4 no longer installed -> CLR10.3 installed now**
CSB/CLR9.4	A10	FANS 1/A+* & ATN B1* & B2*	ADS-C randomly not starting at power-on **RAT1 not implemented on this standard**	Certified SB available
CSB/CLR10	A10	**FANS 1/A+* & ATN B1* & B2***	**ATN Over SATCOM,** Misc. VDL2 improvements ACARS over IP, Connected EFB-FMS … **RAT1 implemented on this Standard**	CSB/CLR10.2.1 Certified Limited deployment for in-service evaluation phase → Ongoing **ATSU CSB/CLR10.3 fixing in service issues => certified** **A330, CLR10.3 available for linefit/retrofit** **A320:** **- linefit installation: Q4 2026** **- retrofit : SB availability => S2 2026** **Strategy for final standard (CSB/CLR10.4) under discussion.** **Target objective (May be subject to delays) : end 2028**

Ongoing Dev

NEW

*** = Option choice for the Operator**

A380/A350 - Airbus ATC Datalink Development Status

S/W version	Capabilities	Major Fixes/Evolutions contained	Certification
A380 ATC CLA4.2	FANS 1/A+ & ATN B1*	Spurious WILCO, Max Uplink Delay	/
A380 ACR S3		Media Transition improvements for FANS 1/A communication **RAT1 implemented on this Standard**	/
A380 ACR Provider Database (PRODB)		Enhanced VHF M2 Ground Station Hand-Off management (QoS-based criteria) - CRO 953	Certified SB Available
S/W version	**Capabilities**	**Major Fixes/Evolutions contained**	**Certification**
A350 ATC CLV1.4	FANS 1/A+ & ATN B1	Spurious WILCO, Max Uplink Delay	/
A350 ACR S4		Media Transition improvements for FANS 1/A communication **RAT1 implemented on this Standard**	/
A350 ACR Provider Database (PRODB) for ACR S4		Enhanced VHF M2 Ground Station Hand-Off management (QoS-based criteria) - CRO 953	Certified SB Available
A350 ATC CLV2	FANS 1/A+ & ATN B1 B2 ADS-C	**Introduction of B2 ADS-C capability compliant with the revision B of B2 standards(including transmission of EPP data compliant with European CP1 mandate)** Maturity/ additional enhancements for ADS-C/CPDLC including enhanced loading mechanism with nFMS	**2027**
A350 ACR S5		**ATN over SATCOM capability;** Misc. ATN/ VDL2 enhancements **RAT1 implemented on this Standard**	**2027**

Ongoing Dev

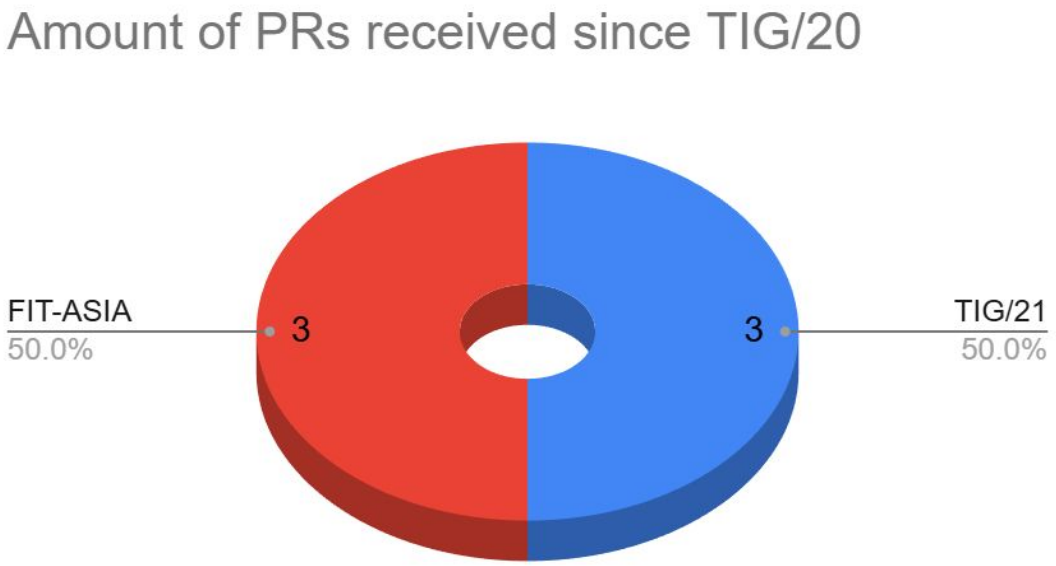
A220 - Airbus ATC Datalink Development Status

S/W version	Capabilities	Major Fixes/Evolutions contained	
IMAA BL7.5	ATN B1	ATN B1 initial certification	**Certified**
IMAA BL8.0A	FANS 1/A+ or ATN B1	FANS 1/A+ initial certification and ATN altitude req fix **RAT1 not implemented on this standard**	**Certified**
IMAA BL8.0A2	FANS 1/A+ or ATN B1	No changes to CPDLC application **RAT1 not implemented on this standard**	**Certified**
IMAA BL8.0A3	FANS 1/A+ & ATN B1	FANS/ATN seamless transfer, Eurocontrol blacklist fixings, Clearance format **RAT1 not implemented on this standard**	**SB Available** **Linefit: Q3 2026**
	new RIU version		**SB Availability: Q3 2026** **Linefit: Q3 2026**

Problem Reports Analyses

Airbus received PRs - overall status

Since the last FIT meeting, a total of 6 PRs were received with the following origins:



Among the 3 PRs received for the ISPACG FIT area:

- 3 PRs were analyzed and are proposed to be closed.

PR-3848 Report of CPDLC Malfunction and PR-3847 Report on CPDLC Function Error

PR analysis

The operator reported facing CPDLC disconnections during a flight in oceanic airspace on October 17th and October 27th 2025, for its a/c of the LR family, equipped with ATSU standard CLR7.4. The crew noted that when the datalink function returned to normal (the SATCOM link was displayed as available), messages could be transmitted to the ground, but no responses were received.

The SATCOM LogON/LogOFF provided by the operator showed multiple SATCOM disconnections with the Satellite Network. The operational effect is a loss of the SATCOM services. These multiple handovers suggested that the User ORT was not properly configured.

After analysis this ORT table was not updated as per ISI 23.28.00098 that provides the SATCOM Customers with an overview of the degradation of the SwiftBroadBand service over APAC area and the associated recommendations for service recovery and network evolutions. The User ORT table was then properly configured as per AIRBUS recommendations.

Please note that the known ATSU anomaly called ‘Ack'n'Toss’ also appears in the traces on October 17th explaining that the ATC Uplink messages were not displayed to the crew even after the Satcom link was recovered and until an Avionic ATC reset.

Conclusion

- These two PRs correspond to an incorrectly configured SATCOM ORT table.
- The ‘Ack'n'Toss’ anomaly is described in TFU 46.21.00.006; a corrective ATSU version was provided with ATSU standard CSB/CLR7.5.
- Airbus proposes to close these PRs.

PR-3853: Latency Monitor Glitch

PR analysis

On December 6th, the following events were reported on an aircraft of the A320 family, equipped with ATSU standard CSB9.4:

- At 23:59:48, an uplink “UM82 CLEARED TO DEVIATE UP TO Distance offset:30 Nautical Mile eitherSide OF ROUTE, UM127 REPORT BACK ON ROUTE” was sent by the ATC Center, with a message timestamp of 23:59:46.
- The ACARS data shows that the aircraft acknowledged this uplink at 00:00:16 on December 7th.
- Shortly after, at 00:00:25, the aircraft rejected the message by sending a "DM62 ERROR invalidData DM67 UPLINK DELAYED IN NETWORK AND REJECTED - RESEND OR CONTACT BY VOICE". Although the actual processing time was only 30 seconds, the ATSU incorrectly identified a latency violation.

This issue is caused by a calculation error in the ATSU CSB9.4 during the midnight transition. When a message is sent just before midnight and received just after, the algorithm does not account for the date change, resulting in an incorrect delay value. This behavior is a known anomaly within the CSB9 software version.

Conclusion

- This rejection was therefore due to an internal software calculation error rather than a network delay.
- Please note that this issue is corrected in ATSU standard CSB10.
- Airbus proposes to close this PR.

Thank you

Airbus ATC Datalink developments status

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