# Viasat
## Satellite Safety Data Link Services

ICAO FIT Asia, 9-11 June 2026

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# L-band satellite fleet arrangement

**I-6 F1:** in service over the Indian Ocean

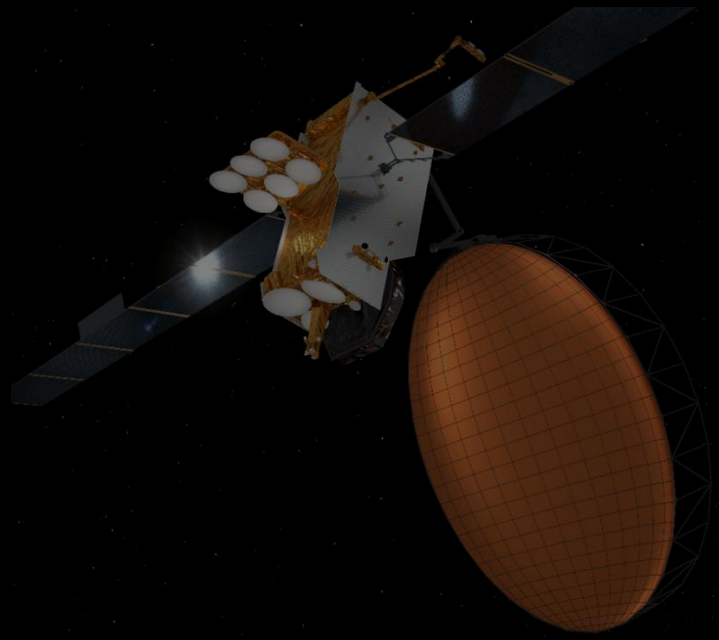
**I-4 FA:** in service over Europe/Middle East/Africa

**I-4 F3:** in service over Americas

**I-4 F2:** in service over Asia Pacific

**I-3 F5:** in service over Atlantic Ocean

**I-4 F1: in orbit** for contingency



**Three I-8 satellites planned**

- ✓ Anticipated Service Entry Date 2028*
- ✓ Supports essential L-band safety services
- ✓ Additional network resilience

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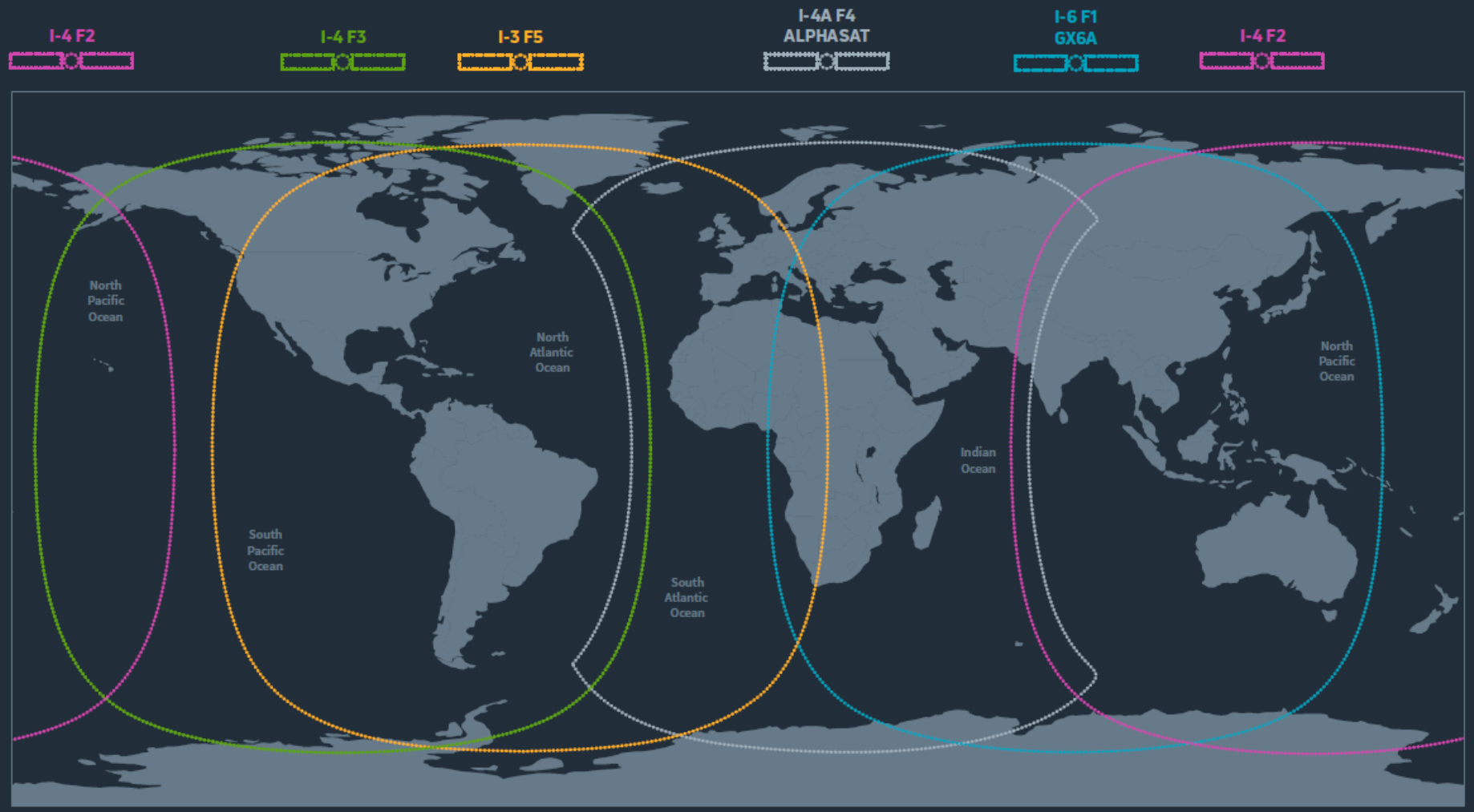
*All future service dates and projections and subject to change

# Viasat **current L-band coverage**

v018 Updated 04/09/24




For illustrative purposes only. Coverage is approximate and subject to change. Not representative of any single product or service.

# Satcom Network Path Identifiers*

| Satellite Service Provider (SSP) | Satellite | Service | Ground Station Location | ARINC ACARS Identifiers | SITA ACARS Identifiers | ADCC ACARS Identifiers |
|---|---|---|---|---|---|---|
| Inmarsat | AORE (3F5 at 54°W) | Classic Aero | Laurentides, Canada | XXN | AOE6 | B3E |
| | | Swift Broadband-Safety 1.0 | N/A | N/A | N/A | N/A |
| | | Swift Broadband-Safety 2.0 | N/A | N/A | N/A | N/A |
| | EMEA (AF1 at 25°E) | Classic Aero over I-4 | Fucino, Italy | XXF | EUA1 | B4E |
| | | Swift Broadband-Safety 1.0 | Primary: Fucino, Italy Secondary: Thermopylae, Greece | X4E, X5E | EUA9 | B1E |
| | | Swift Broadband-Safety 2.0 | | X0E, X3E (Paumalu gateway) X1E, X2E (Burum gateway) | EUA7 (Paumalu gateway) EUA8 (Burum gateway) | TBD TBD |
| | APAC (4F2 at 143.5°E) | Classic Aero over I-4 | Paumalu, Hawaii, US | XXA | APK1 | B4P |
| | | Classic Aero over I-4 (virtual I-3 POR) | Warkworth, New Zealand | XXP | APK2 | B3P |
| | | Swift Broadband-Safety 1.0 | Primary: Paumalu, Hawaii, US Secondary: Auckland, New Zealand | X4P, X5P | APK9 | B1P |
| | | Swift Broadband-Safety 2.0 | | X2P, X3P (Paumalu gateway) X0P, X1P (Burum gateway) | APK7 (Paumalu gateway) APK8 (Burum gateway) | TBD TBD |
| | AMER (4F3 at 98°W) | Classic Aero over I-4 | Primary: Paumalu, Hawaii, US Secondary: Laurentides, Canada | XXH | AME1 | B4A |
| | | Classic Aero over I-4 (virtual I-3 AORW) | Laurentides, Canada | XXW | AME2 | B3W |
| | | Swift Broadband-Safety 1.0 | Primary: Paumalu, Hawaii, US Secondary: Laurentides, Canada | X4A, X5A | AME9 | B1A |
| | | Swift Broadband-Safety 2.0 | | X2A, X3A (Paumalu gateway) X0A, X1A (Burum gateway) | AME7 (Paumalu gateway) AME8 (Burum gateway) | TBD TBD |
| | IOR/IOE (6F1 at 83.5°E) | Classic Aero over I-6 (virtual I-3 IOR) | Primary: Perth, Australia Secondary (and rainfade): Merredin, Australia | XXI | IOR5 | B3I |
| | | Swift Broadband-Safety 1.0 (IOE) | Primary: Perth, Australia Secondary: Merredin, Australia | X4I, X5I | IOR9 | B1I |
| | | Swift Broadband-Safety 2.0 (IOE) | | X2I, X3I (Paumalu gateway) X0I, X1I (Burum gateway) | IOR7 (Paumalu gateway) IOR8 (Burum gateway) | TBD TBD |

* As of June 2025. Network paths subject to change. Extract from table in ICAO Noria Handbook

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# Reducing Service Interruptions

- *Improving detection and failover times*
  - We are working to improve on the detection related to the subset of events that impact a small number of terminals, or very specific traffic associated with a particular application. Larger events are generally well characterized and reported
  - This will require the introduction of automation, and at present we are targeting mid-2027 for general introduction. At the same time, we are looking at how to improve the present process.
  - Failover capability to move to another satellite is generally embedded in the terminal design. However, in the case of ground station isolation it could present a challenge to exercise this. To solve this, we have started implementing an Out of Band (OOB) solution that allows us to terminate the transmission from an isolated site to force terminals to the overlapping areas.
- *Modernization efforts for interruptions related to legacy equipment*
  - Starting at the end of last year, we have initiated activities to move traffic over to newer hardware. In 2026, we will continue this process with a smaller subset of equipment
- *Improving stability and reducing service interruptions*
  - We have already worked with our Satellite Access Station (SAS) site hosting entities and partners to reduce the possibility of occurrence of service interruptions
  - This has included reviewing procedures and escalation processes at our SAS sites, and putting in place the OOB solution to guard against dual link failure

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# Iris in Europe - Performance since EIS

*21 January 2024 till 30 April 2026*

- ❑ The monitored performance is good
- ❑ The KPI are meeting the standards requirements

**System Availability**

**99.78%**

*A/G Availability ≥ 99.75%*
*As average for years*

**Service Level 1**
**CPDLC**

**Total Messages**
**220,792**

**99.39%**
*SL1 A/G Nominal Transaction Delay at **95%** completed – **9 Sec***

**99.53%**
*SL1 A/G Expiration Time at **99%** completed – **16 Sec***

**99.69%**
*SL1 A/G Expiration Time at **99%** completed – **21 Sec***

**Service Level 2**
**ADS-C**

**Total Messages**
**51,374**

**97.35%**
*SL2 A/G Surveillance Nominal Delivery Time at 95% completed – 7 Sec*

**99.85%**
*SL2 A/G Surveillance Nominal Delivery Time at 99.5% completed – 15 Sec*

| Total Flights 33785 | easyJet 24381 | Jet2.com 4479 | ITA AIRWAYS 1602 | transavia 3323 |
|---|---|---|---|---|

*Data from Cockpit tool with +1s added over Viasat SLA for some parameters*

All Data till 30 April 2026

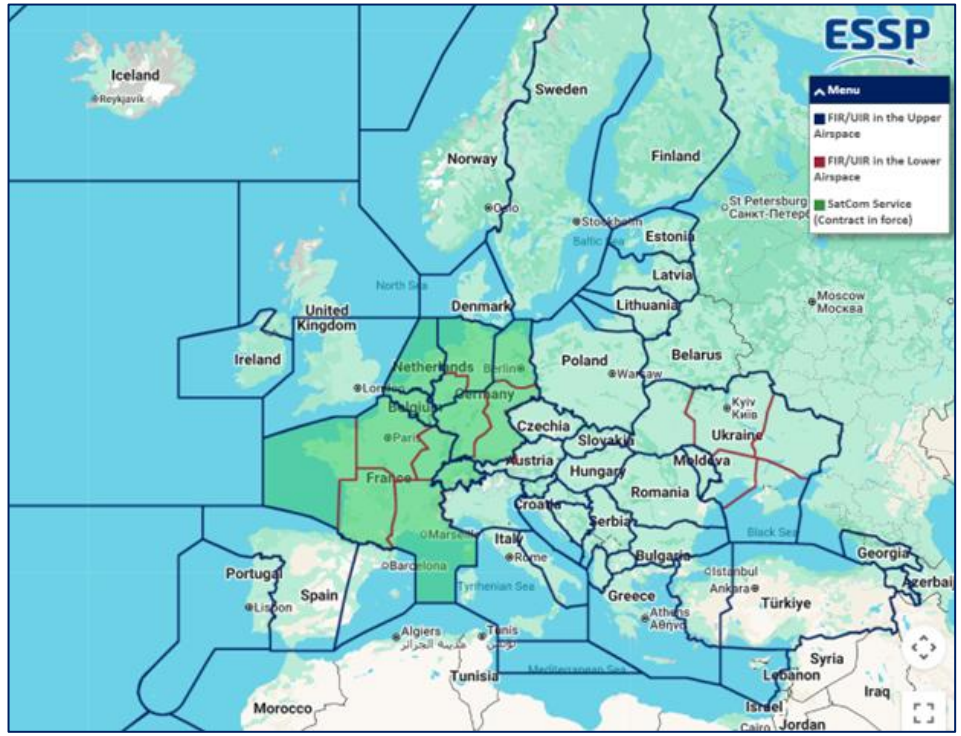
# Airspace with live Iris services

- Iris Service is currently fully operational and provided by ESSP who is certified and overseen by EASA since July 2023
- 19 ANSPs participated in pre-commercial operations
- 4 ANSPs progressed to commercial phase
- Full specification of Iris Service is provided in the Iris Service Definition Document published at [ESSP website]

EASA
European Union Aviation Safety Agency

**LIST OF APPROVED ATM/ANS ORGANISATIONS UNDER THE OVERSIGHT OF EASA**

| CERTIFICATE REFERENCE | ORGANISATION NAME | COUNTRY | SCOPE | ISSUE DATE | STATUS |
|---|---|---|---|---|---|
| EASA.AOA.PAN.038 | European Satellite Service Provider (ESSP SAS) | France | Aeronautical Mobile Satellite Service (AMSS) | 20/07/2023 | Valid |





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# European Mandate

**COMMISSION IMPLEMENTING REGULATION (EU) 2021/116**

**of 1 February 2021**

Extract

System requirements

(a) Aircraft must be equipped with the capability to automatically down-link trajectory information using ADS-C EPP as part of the ATS B2 services. The trajectory data automatically down-linked from the airborne system must update the ATM system in accordance with the terms of the contract.

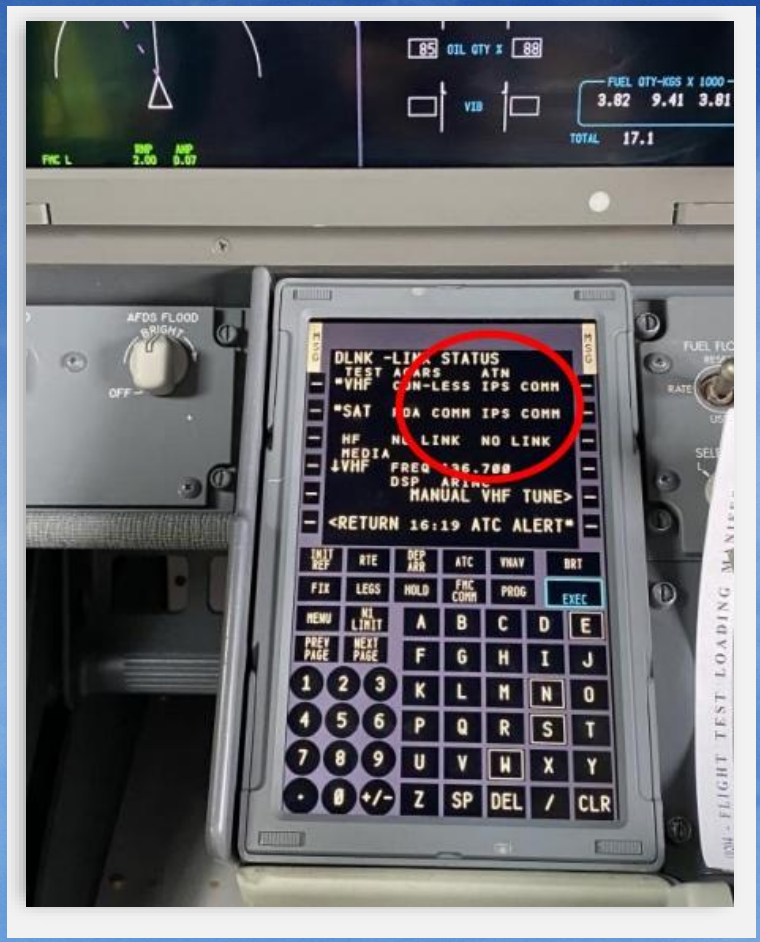
(b) Data link communications ground systems must support ADS-C (downlink of aircraft trajectory using EPP) as part of the ATS B2 services while keeping compatibility with controller – pilot data link communications ('CPDLC') services as required by Commission Regulation (EC) No 29/2009 ([3]), including provision of service to flights equipped only with the Aeronautical Telecommunication Network Baseline 1 ('ATN-B1').

Aircraft registered after 31st December 2027 are to be equipped with ADS-C EPP as part of ATS B2 capability.

# Roadmap to support ATN/IPS standard

- We are building an ATN/OSI and ATN/IPS gateway that allows all aircraft, to transition seamlessly no matter which standard they operate on
- Boeing ecoDemonstrator flight was conducted in December 2025
- OSI & IPS interoperability trials were conducted in 2024 and 2025





# Iris Test Facilities

Air & ground integration

AOC application testing

End-to-end system testing

ITF

ATN/IPS integration

ANSP HMI & i4D evaluation

ATN/OSI & multilink

Avionics & aircraft testing

**What ANSPs can test**

- EPP display and discrepancy alerts
- ATN/OSI and ATN/IPS gateway behavior
- EFB/SWIM application exchanges over secure IP

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