

Perspective on Aircraft Connectivity (Excluding Passenger Connectivity)

May 7th, 2026



The goal of this survey is to collect feedback and perspectives on promising use cases and pain points for connectivity with a focus on operational needs (non-IFE). A specific section deals with EFB Hardware and Applications.

Disclaimer - Note To Participants

Disclaimer: The information collected through this survey is strictly confidential. All responses will be fully anonymized prior to any processing or analysis: no individual airline, respondent, or organization will be identifiable in the resulting dataset or in any derived output. Aggregated and anonymized findings will be compiled into a report that will be shared with all survey participants. By completing this survey, participants acknowledge and agree to these terms of data handling.

Note To Participants: We thank you for your participation and your contribution to this industry-wide initiative. Please be assured that your responses are fully protected: it is technically and procedurally impossible to trace any individual answer back to your airline or to any member of your organization. As a direct benefit of your participation, all airlines and organizations that complete and submit this survey will receive, upon publication, a copy of the final report. The report will present consolidated, fully anonymized industry data and key market findings, offering valuable benchmarking insights for your organization. Should you have any questions regarding the handling of your data or the conditions of this survey, please do not hesitate to contact the survey administrator prior to completing your submission.

Questions with a red * require an answer

Respondent Profile

Help us understand your airline's context so we can properly segment results.

IMPORTANT NOTE: All responses are confidential and used for aggregate analysis only. Name and email are used only to contact you if you volunteer for a follow-up call.

1. Family Name (Optional) *

2. First Name (Optional) *

3. Email *

Please enter an email

4. Airline / Organization Name *

5. What is Your Role? *

- ☐ Flight Operations
- ☐ Pilot
- ☐ Avionics / Systems Engineer
- ☐ CNS / ATM or Communication Manager
- ☐ IT / Cybersecurity / Digital Infrastructure
- ☐ Safety & Compliance Officer
- ☐ Procurement
- ☐ Maintenance
- ☐ Other

6. Airline Segment *

- ☐ Network / Full-Service Carrier (FSC)
- ☐ Low-cost Carrier (LCC) / Ultra Low-Cost (ULCC)
- ☐ Regional / Feeder Airline
- ☐ Charter / Leisure Carrier
- ☐ Cargo / Freight Airline
- ☐ Business Aviation / Private Charter
- ☐ Other

7. Active Fleet Size *

- ☐ 1-10 Aircraft
- ☐ 11-50 Aircraft
- ☐ 51-150 Aircraft
- ☐ 151-400 Aircraft
- ☐ 400+ Aircraft

8. What are your Primary Area(s) of Operations *

Check all the answers that apply to your organization

- ☐ Europe
- ☐ North America
- ☐ Asia Pacific
- ☐ Middle East
- ☐ Africa
- ☐ Latin America / Caribbean
- ☐ Oceania / Pacific
- ☐ Global / Multiple Regions

Current Connectivity Landscape

Tell us about the connectivity systems currently deployed across your fleet.

9. Which Connectivity Services are currently operational in your fleet (Excluding Safety Communication)?

	Yes	No
VHF Datalink (for Non Safety)	☐	☐
Iridium Legacy SBD	☐	☐
Iridium Certus	☐	☐
Inmarsat Swift 64	☐	☐
Inmarsat SBB (Excluding SB-S)	☐	☐
LEO Broadband For Operations (e.g., Starlink for EFB Update)	☐	☐
Ka / Ku Geo Broadband For Operations (e.g., Gx for EFB Updates)	☐	☐
Multi-Orbit Broadband For Operations	☐	☐
Wi-Fi Gatelink	☐	☐
AeroMACS	☐	☐
5G/LTE (When Aircraft on the Ground)	☐	☐

	Yes	No
LDACS (Early / Trial)	☐	☐

10. If you operate Connectivity Services not listed in the previous question, can you share with us what they are?

11. Overall Performance Rating of your current Connectivity Capability

0 = Very Poor | 10 = Excellent

0	1	2	3	4	5	6	7	8	9	10
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Very Poor										Excellent

12. What percentage of your fleet is equipped with Connectivity Solutions?

- ☐ 0% - Not Yet Equipped
☐ 1-25%
☐ 26-50%
☐ 51-75%
☐ 76-99%
☐ 100% - Fully Equipped

Operational Use Cases - Importance Rating

Rate how important each application is to your flight operations today. This section focuses on the non-safety services and applications (Passenger Services not included).

13. Importance of each operational use case

1 = Not important | 5 = Critical to the operations

	1	2	3	4	5
	Not important				Critical
D-ATIS	☐	☐	☐	☐	☐
DCL (Dep. Clearance)	☐	☐	☐	☐	☐
OCL (Oceanic Clearance)	☐	☐	☐	☐	☐
Loadsheet / W&B	☐	☐	☐	☐	☐
Fuel Related	☐	☐	☐	☐	☐
Flight Plan Amendments & Re-routing (en Route)	☐	☐	☐	☐	☐

	1	2	3	4	5
	<i>Not important</i>			<i>Critical</i>	
Weather Uplink (METAR, TAFs, SIGMET...)	☐	☐	☐	☐	☐
NOTAMs / Airspace Restrictions Alerts	☐	☐	☐	☐	☐
Airplane Health Monitoring	☐	☐	☐	☐	☐
Predictive Maintenance	☐	☐	☐	☐	☐
QAR / DAR Downlink	☐	☐	☐	☐	☐
ACMS Reports	☐	☐	☐	☐	☐
Crew Briefing Uplink to EFB	☐	☐	☐	☐	☐
Graphical Wx Uplink to EFB	☐	☐	☐	☐	☐
Post-Flight Reports / Debrief Data	☐	☐	☐	☐	☐
Electronic Logbook	☐	☐	☐	☐	☐

14. In the Previous Question, do you see additional important Applications missing?

Pain Points and Operational Gaps

We want to understand where current connectivity solutions and services fall short for your operations.

15. What are your top pain points with current data link systems?

- ☐ Coverage Gaps (e.g., Oceanic, Remote...)
- ☐ Bandwidth Limitations
- ☐ Message Latency / Delays
- ☐ High Cost of Communication Services
- ☐ Lack of real-time two-way data
- ☐ Poor interoperability between systems
- ☐ Cockpit Workload / Pilot Interface Issues
- ☐ Ground-Air Synchronization Delays
- ☐ Regulatory / Certification Complexity
- ☐ Cybersecurity Concerns
- ☐ Lack of Standards
- ☐ Dependency on voice as fallback
- ☐ Vendor lock-in
- ☐ Difficult integration with OCC / Dispatch Systems
- ☐ Other

16. In the Previous Question, do you see additional pain points missing?

17. Please describe your most significant Unmet Connectivity needs in your own words

Future Needs and Technology Priorities

Help us understand where you see connectivity evolving and what capabilities matter most going forward.

18. Which emerging or planned capabilities are most relevant to your organization?

- ☐ Electronic Flight Bag (EFB) connectivity
- ☐ FF-ICE / TBO (Trajectory-Based Operations)
- ☐ Real-time Aircraft Health Monitoring (AHMS)
- ☐ Predictive Maintenance
- ☐ Digital Weather / SIGMET / PIREP
- ☐ Automated NOTAMs / Airspace Alerts
- ☐ Gate To Gate Digital Clearances (DCL / D-ATIS)
- ☐ LDACS as VHF Complement
- ☐ Space-Based VHF as VHF Complement
- ☐ LEO SATCOM for primary Datalink (Non Safety Critical)
- ☐ Asset Tracking (IoT)
- ☐ Ground Vehicle / Ramp Operations Connectivity
- ☐ Crew Management / Rostering Data Uplink
- ☐ Flight plan Amendments via Datalink
- ☐ AI-Assisted ATC instruction Parsing
- ☐ Other

19. Rate Your Airline's Readiness to invest in next-generation Connectivity Capabilities in the next 3-5 Years

0 = No Planning to Invest | 10 = High Priority / Budgeted



20. What is the primary driver for your next Connectivity investment?

Please select at most 3 options.

- ☐ Regulatory mandates (e.g., VDL M2, CPDLC, ADS-C EPP)
- ☐ Operational efficiency / fuel savings through optimised routing
- ☐ Safety & Risk Reduction
- ☐ Cost Reduction (replacing voice / reducing SATCOM Fees)
- ☐ Crew Workload Reduction
- ☐ Competitive / Customer Experience Differentiation
- ☐ Other

21. What is your preferred connectivity model for operational data?

- ☐ Dedicated Avionics-grade networks only (ACARS, VDL)
☐ Hybrid: avionics for ATC + IP broadband for operational data
☐ Future concepts combining both safety and non-safety links (HYCON)
☐ No strong preference (Cost and Reliability determine my choice)
☐ Other

Ecosystem and Integration

Understanding how connectivity fits into your broader operational technology ecosystem.

22. Satisfaction with your Connectivity integration with Ground and OCC Systems

1 = Very Dissatisfied | 5 = Very Satisfied

	1	2	3	4	5
	Very Dissatisfied				Very Satisfied
Flight dispatch / OCC platform	☐	☐	☐	☐	☐
ACARS ground network / CSP router	☐	☐	☐	☐	☐
EFB (Electronic Flight Bag) ground portal	☐	☐	☐	☐	☐
Maintenance / MRO system (AMOS, OASES, etc.)	☐	☐	☐	☐	☐
Crew management / Pairing System	☐	☐	☐	☐	☐
Flight plan management (LIDO, Jeppesen...)	☐	☐	☐	☐	☐
Airport Operations / AODB	☐	☐	☐	☐	☐
Fuel Management system	☐	☐	☐	☐	☐

23. Overall satisfaction with your current main Connectivity Vendor / Service Provider

0 = Very Dissatisfied | 10 = Very Satisfied

0	1	2	3	4	5	6	7	8	9	10
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Very Dissatisfied					Very Satisfied					

24. What is Your Most Critical Unmet Need From Your Connectivity Vendors?

Please select at most 3 options.

- ☐ Lower cost per message / per flight hour
- ☐ Broader geographic coverage
- ☐ Better API / integration with our OCC tools
- ☐ Improved SLA and reliability guarantees
- ☐ Support for new Datalink standards (FF-ICE, LDACS)
- ☐ Cybersecurity / Safety Certification Assurance
- ☐ Easier Retrofit / STC pathway for legacy aircraft
- ☐ Other

Electronic Flight Bags (EFB) and Datalink

Tell us how EFBs are deployed in your fleet and how connectivity shapes EFB applications for operational use.

25. What class(es) of EFB are currently in use across your fleet?

Select all that apply

- ☐ Class 1: portable device, not installed and not connected to the Aircraft
- ☐ Class 2: portable device with aircraft power / mount, not certified installed
- ☐ Class 3: installed avionics-grade device (formally approved, part of aircraft type design)
- ☐ Mobile Device (iPad...) connected to an AID (e.g., Airbus FOMAX, Thales AvioCast...)
- ☐ Mixed (Varies by fleet type)
- ☐ Other

26. How are your EFBs currently connected to ground systems and data sources?

- ☐ Wi-Fi at the Gate (On ground only)
- ☐ Public, Office or Home Wi-Fi Services (For Pilot Attached Device)
- ☐ Cellular (4G/5G) (On ground only)
- ☐ Aircraft Cabin Wi-Fi connected to IFC (IFE network)
- ☐ Dedicated Operational SATCOM (e.g., Airbus Light Cockpit SATCOM)
- ☐ ACARS / VDL Datalink
- ☐ USB / Manual Load (aka 'Sneakernet' - no live connectivity)
- ☐ No Connectivity (Standalone Use Only)
- ☐ Other

27. Rate the importance of each EFB application to your operations

1 = Not relevant | 5 = Business Critical

	1	2	3	4	5
	Not relevant				Business Critical
Electronic charts & approach plates (Jeppesen, Lido...)	☐	☐	☐	☐	☐
Real-Time GNSS Interference Information	☐	☐	☐	☐	☐
Fuel, weight & balance computation	☐	☐	☐	☐	☐
Load sheet Management	☐	☐	☐	☐	☐
D-ATIS / ATIS Information on EFB	☐	☐	☐	☐	☐
METAR, TAF & SIGMET weather uplinks (Raw Data)	☐	☐	☐	☐	☐
Graphical weather (WXR data overlay on moving map)	☐	☐	☐	☐	☐
NOTAMs Receipt & Filtering	☐	☐	☐	☐	☐
En-route Weather Uplink (Turbulence, Icing reports)	☐	☐	☐	☐	☐
eLogBook (Maintenance)	☐	☐	☐	☐	☐
PIREP / AIREP submission	☐	☐	☐	☐	☐
Crew Briefing Packs	☐	☐	☐	☐	☐
Regulatory Documents & Manuals (FCOM, QRH...)	☐	☐	☐	☐	☐
Fatigue / FTL Tracking and Crew Duty Records	☐	☐	☐	☐	☐
Airport Moving Map / Surface Navigation	☐	☐	☐	☐	☐
Post-Flight Debrief	☐	☐	☐	☐	☐
FDAP Visualization on EFB (Flight Data Analysis)	☐	☐	☐	☐	☐
Weather Radar Display on EFB	☐	☐	☐	☐	☐
Customs, Immigration... Forms	☐	☐	☐	☐	☐

28. Any other EFB Applications you consider key for your Operations that was not listed in the previous list?

29. What are your biggest data link challenges specific to EFB operations?*Select all that apply*

- ☐ Insufficient Bandwidth for Chart / Document Updates
- ☐ Connectivity Drops During Cruise / Oceanic flight
- ☐ Security Partitioning between EFB and avionics Networks
- ☐ Lack of real-time uplink (Pre-departure Update only)
- ☐ Inconsistent Data formats between ground and EFB
- ☐ Slow or Unreliable Gate Wi-Fi for Pre-Departure Updates
- ☐ High-Cost of Connectivity for Operational Data
- ☐ No reliable Connectivity for en-route
- ☐ Integration Gaps Between EFB platform and OCC
- ☐ Certification Barriers to connecting EFB to Avionics
- ☐ Crew adoption / Usability of Datalink Features
- ☐ Insufficient cybersecurity controls on EFB network Path
- ☐ Other

30. Which EFB platform(s) and hardware Does Your Airline Use?*Select all that apply*

- ☐ Apple iPad (iOS)
- ☐ Microsoft Surface / Windows tablet
- ☐ Panasonic ToughPad
- ☐ Android Tablet
- ☐ OEM-installed (Airbus or Boeing factory fit)
- ☐ Custom / Proprietary Hardware
- ☐ Other

31. How is the Operational Flight Plan (OFP) currently delivered to the crew?*Select all that apply*

- ☐ Automatic uplink to EFB via ACARS / Datalink before departure
- ☐ Manual download via ground Wi-Fi at Gate (crew action required)
- ☐ Printed Paper (No digital delivery)
- ☐ Secure Crew portal login on EFB (Web-Based Pull)
- ☐ Hybrid (Paper primary, EFB secondary)
- ☐ Other

32. Which EFB data link improvements would deliver the greatest value to your operations?

1 = Greatest Value | 5 = No Value

	1	2	3	4	5
	Greatest Value			No Value	
Real-time enroute weather uplink to EFB during flight	☐	☐	☐	☐	☐
Automatic NOTAM push and crew acknowledgement via Datalink	☐	☐	☐	☐	☐
Seamless loadsheet / W&B confirmation loop between OCC and EFB	☐	☐	☐	☐	☐
In-Flight chart / plate update over SATCOM	☐	☐	☐	☐	☐
Full maintenance log (tech log) Digitisation with Real-time AOC Synch	☐	☐	☐	☐	☐
Automated PDC / DCL display on EFB with Crew Response	☐	☐	☐	☐	☐
Electronic custom / immigration Pre-Clearance via EFB	☐	☐	☐	☐	☐
GNSS Interference Data on EFB	☐	☐	☐	☐	☐
Live Weather Radar Mirroring on EFB	☐	☐	☐	☐	☐
Crew FTL and Fatigue Data Uplink in Real Time	☐	☐	☐	☐	☐
EFB-to-EFB data sharing between captain and First Officer	☐	☐	☐	☐	☐

33. Have you encountered regulatory or certification hurdles when connecting EFBs to aircraft data networks?

- ☐ Yes - Significant barriers, slowed our deployment
- ☐ Yes - Minor hurdles, managed within existing procedures
- ☐ No - We have found the regulatory path Manageable
- ☐ Not applicable - Our EFBs are standalone (no Aircraft network Connection)
- ☐ Other

34. Any additional comments on your EFB data link needs, gaps, or ideas?

e.g. We want a single secure channel that delivers OFP, charts, weather, and CPDLC mirror to the EFB without relying on cabin Wi-Fi...

Perspective and Open Feedback

Your qualitative insights are invaluable. Please share your broader views on the future of data link in aviation.

35. Which ICAO / industry initiative will have the biggest impact on Datalink in the next decade?

Select all that apply

- ☐ FF-ICE / FIXM (trajectory-based ATM)
- ☐ LDACS as the new VHF replacement standard
- ☐ Space-Based VHF for Oceanic Operations
- ☐ LEO SATCOM (Starlink / OneWeb) commoditising Broadband
- ☐ AI-Assisted ATC and automated clearances
- ☐ Unsure (The landscape is too fragmented to predict)
- ☐ Other

36. Importance of cybersecurity certification to your procurement decisions

0 = Not A Factor | 10 = Essential / Deal-Breaker



Not A Factor

Essential / Deal-Breaker

37. What is the biggest barrier to deploying Connected Operations in your airline?

e.g. Certification timelines and retrofit costs prevent us from updating older aircraft types even when the technology is ready...

38. Are there innovative Connectivity applications or Services the industry is not yet pursuing?

Share any ideas, it does not matter how early-stage. E.g. drone-to-aircraft ADS-B relay, AI co-pilot for CPDLC parsing...

39. Would you be available for a 30 minute Follow-up interview?

- ☐ Yes - Happy to Participate
- ☐ Maybe - Depends on timing
- ☐ No - Survey Only

Thank you for your participation. Please save the completed PDF and return it to the survey administrator.