

# AEEC Project Initiation/Modification (APIM)

## 1. Name of Proposed Project

APIM: 11-012

Supplement 2 to ARINC Specification 834: Aircraft Data Interface Function (ADIF)  
Software specification only

yes  no

## 2. Subcommittee Assignment and Project Support

### 2.1 Identify AEEC group

Electronic Flight Bag (EFB) Subcommittee.

### 2.2. Support for the activity

Organizations: Lufthansa Airlines, Lufthansa Systems, Thales [others, TBI]

### 2.3. Commitment for resources (directly from participant)

Organizations: Lufthansa Airlines, Lufthansa Systems, Thales [others, TBI]

### 2.4. Recommended Coordination with other groups

The following activities are relevant to this topic:

- ARINC 633 AOC Messaging Application
- ARINC 828 Electronic Flight Bag (EFB) Standard Interface
- ARINC 840 Electronic Flight bag (EFB) Application Control Interface (ACI) Standard

## 3. Project Scope

### 3.1 Description

This APIM describes the preparation of Supplement 2 to the Aircraft Data Interface Function standard. Supplement 2 will include clarifications, corrections and/or improvements to ARINC 834.

ARINC Specification 834 establishes the interface for handling avionics data between system software and applications. This standard creates a level of EFB platform independence in which the specifics of the system software implementation are hidden from the applications. Consistent with the objective of platform independence, it is the purpose of this APIM to address potential improvements to Supplement 1 which have been identified.

The following topics will be addressed:

- Modify the parameter definitions in both schemas of server responses
- Merge requests and responses into a single schema
- Enable avionics write access with Avionics Data Broadcast Protocol (ADBP)

### 3.2. Planned usage of the envisioned specification

New aircraft developments planned to use this specification

yes  no



- Minimize the overall cost of implementing EFB applications willing to access aircraft data buses.
- Enable the use of software applications developed by third parties.

#### 4.3 Benefit for Airlines

This standard will provide several benefits to Airlines:

- Airlines would benefit from lower integration costs, times and risks.
- Better and more consistent integration of applications leads to better user acceptance.

#### 4.4 Benefit for Airframe Manufacturers

- Reduced integration time to verify new applications

#### 4.5 Benefit for EFB Equipment and Application Suppliers

- Flexibility for EFB suppliers to add new applications
- Reduced integration time for EFB suppliers to validate new applications
- Reduced integration for third party application developers to integrate into different EFB platforms

#### 5. Documents to be Produced and Date of Expected Result

Supplement 2 to ARINC Specification 834: Aircraft Data Interface Function (ADIF) Standard – Sept 2012.

#### 6. Meetings/Expected Document Completion

The following table identifies the number of meetings and proposed meeting days needed to produce the document described above. This activity will be undertaken by the EFB Subcommittee which will simultaneously be developing Supplement 3 to ARINC Specification 828: Electronic Flight Bag Standard Interface. Regular teleconferences will be held between face to face meetings to maintain progress.

Activity	Mtgs	Mtg Days (Total)	Expected Start Date	Expected Completion Date
Supplement 2 to ARINC 834	2	4	Nov 2011	Sept 2012

#### 6.1 Expiration date for this APIM

April 2013

#### 7. Comments

Any other information deemed useful to the committee for managing this work.

For AEEC Secretary use only:

Date Received:

AEEC staff:

Potential impact: New Acft

*(New aircraft/system)*

Resolution:

Date of Resolution: First:

Rev A:

*(Withdrawn, Authorized, Deferred, More detail needed, Rejected)*

Assigned to Subcommittee: EFB