

A meeting was held at ARINC on 2-3 May, 2006 to discuss the potential for augmenting the TDLS services along with attendant mechanizations. At the onset, the TDLS Program Office briefed the status of all the new sites (14 by the end of CY06), to include the possibility of one being installed at Andrews AFB.

A timeline was then presented for the firm set of product upgrades. In short, the development and test of version 10.08 is nearing completion. It contains a wholesale rewrite of the prior release, which, at a minimum, results in a reduction of approx 125K SLOC (improves system efficiency and S/W maintainability). From an external perspective, it provides for the ability to decode the 5 line strips at HNL. Development of S/W release 10.09 is about to begin and will contain the means for supporting multiple service providers. The following release (10.10) will contain the FAA absorption of the D-ATIS warehousing function, which is currently performed by ARINC. More details on this and the remainder of the contents herein may be found in the attached set of briefing slides.

FAA telco personnel recently informed the TDLS program office that it is 'highly recommended' that all external entities connect to the TDLS S-CAOSS server via NAIMES (an FAA IP system). This system acts as a 'DMZ' for the NAS. FAA is investigating details (e.g., two viable NAS locations for data link providers connectivity, interfacing)

Funding for system enhancements would come from other programs within the FAA, as the TDLS program itself is no longer funded.

Russell Davis then developed a matrix of aircraft capabilities (e.g., no ACARS, ACARS w/o 620, 620, 623, ATN) vs. current /potential levels of service in order to help drive decision making.

Revisited the approach to accommodating Revisions on the second day. Final consensus was a request/reply method. On aircraft that are '623' capable, the request would come 'from the aircraft'. The resulting PDC would be issued in ARINC 623 format. This appears to also satisfy the means for imparting full routes and the potential for the denial of a clearance message. Mike Russo of ARINC recommended that the US clearance migration follow Eurocontrol ED-85A so as to ensure global utility. He also recommended that any solution developed by the agency take into account ATN.

For those users that are not 623 capable, the request would come from the airline host or GA host proxy. In this instance, the clearance would be transmitted in ARINC 620 format. The overarching caveat is that only 623 aircraft can avail themselves of anything beyond 'plain old PDCs'. The users were going to go back and determine what quantity of aircraft were equipped with 623 avionics and what the increase of equipage would be in the coming years. This is needed to validate whether there will be a suitable return on investment

for the FAA. Transition roadmap was also addressed. There was a suggestion that the switchover to the new mechanization take place simultaneously both with the FAA and external customers. Could be a challenge.

Off-On-Out-In (OOOI) was also discussed, in that TFM has a desire to obtain this information in *real-time*. Currently the data appears to be 'batched'. The representatives from industry identified that the data could be made available with the needed timeliness, but the FAA would have to pay the messaging costs for this.