



To Software Data Loader Subcommittee **Date** November 23, 2011

From Scott L. Smith **Reference** 11-999/SMA-655 aps
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Subject **Meeting Announcement**
Software Data Loader (SDL) Subcommittee

Chairmen Ted Patmore, Delta Air Lines
Rod Gates, American Airlines

When February 21-24, 2012
0900 to 1700
Tuesday - Friday

Host Vector Informatik is hosting the SDL Subcommittee meeting, and has provided a preferred hotel rate and conference facilities.

Where Meeting Location
Vector Informatik GmbH
Ingersheimer Strasse 24
70499 Stuttgart, Germany
The meeting site is about 45 minutes by metro rail from the Stuttgart Airport.
Suggested Hotel Information
Blankenburg Hotel Ditzingen
Gerlinger Str. 27
71254 Ditzingen, Germany
tel + 49 (0) 7156-9320
fax + 49 (0) 7156-932190
<http://www.blankenburghotel.de/index.php>
Information on this hotel and an alternate are given below.

Instruction

Please notify ARINC Industry Activities of your intention to attend by registering online at:

<http://www.aviation-ia.com/events/>

Please make your own hotel arrangements. Hotels rates published in this announcement are not guaranteed and may be subject to change.

Preferred Hotel

Vector Informatik has arranged a block of rooms at the Hotel Blankenburg with a preferred rate of **81€** per night including breakfast. The cutoff date for reservations at this rate is **January 23, 2012**. Travel to and from the meeting site is 10 minutes using public transit and 5 minutes walking. The metro train line (S6) has a stop directly across from the Blankenburg Hotel. Mention the keyword “*SDL Meeting*” to obtain the preferred rate.

Alternate Hotel

The Holiday Inn Stuttgart has a rate of **117€** per night excluding breakfast. Breakfast is 19.50€ Availability is not guaranteed. Travel to and from the meeting site is 5 minutes walking. The metro train line (S6) has a stop directly across from the Holiday Inn Hotel. For more information about this arrangement, via email to Susanne.klueser-mader@vector.com.

Holiday Inn Stuttgart

Mittlerer PFAD

70499 Stuttgart, Germany

tel + 49 (0) 711-988880

fax + 49 (0) 711-988889

<http://www.holidayinn.com/hotels/us/en/stuttgart/strgc/hoteldetail>

Dress code for this meeting is business casual.

Comments or questions regarding any of the agenda items are invited. If you wish any material to be circulated prior to the meeting, please submit your proposals via e-mail to Scott Smith by **February 17, 2012**.

The meeting is open to all interested parties. Individuals requesting time on the agenda should contact Scott Smith. The agenda will be finalized one week prior to the meeting.

Subcommittee Objectives

The objective is to develop standards for software data loading. This includes development of a high-speed data loader with high-density storage media. Standards for file format, media type, part numbering and terminology will be developed in a way that can be used for various data loading devices.

This subcommittee prepares documents for the interfaces between the software data loader and the target hardware. It also prepares standard formats for loadable software airplane parts so that all of the requirements of configuration management of LSAPs may be accomplished.

The work of this subcommittee allows common tools to be used for the transfer of LSAPs from the airline to the target hardware, whether it is installed onboard the aircraft or on the test bench.

Meeting Objectives

The SDL will continue work on **ARINC Project Paper 838: Loadable Software Part Definition Format**. Comments and inputs to Draft 1 to ARINC Project Paper 838 will be reviewed. The SDL Subcommittee will perform a comprehensive review of the technical content and use case examples. The SDL will also determine the maturity of the document and set work plan for finalizing the project. ARINC Project Paper 838 is expected to be mature in April 2012.

The group will continue work on **ARINC Specification 826: Avionics Software Data Loading Protocol for Alternative Networks**. The following documents will be reviewed:

- **Draft 1 of ARINC Project Paper 826, Part 0: Avionics Software Data Loading Protocol for Alternative Networks** will be reviewed. Draft 1 includes guidance for general implementation of ARINC Specification 826 data loading methods.
- **Draft 1 of Supplement 1 to ARINC Specification 826, Part 1: Software Loading Using CAN Interface** will be reviewed. Draft 1 includes guidance for implementation of ARINC Specification 826 data loading methods over CAN bus networks. It will also include examples of data loading using the standard.
- **Draft 1 of ARINC Project Paper 826, Part 2: Title TBD** will be reviewed. Draft 1 will includes guidance for implementation of ARINC Specification 826 data loading methods using ARINC Specification 825 file transfer methods on CAN bus networks. It will also include examples of data loading using the standard.

The group will review strawman inputs to **ARINC Project Paper 8XX: Data Loading Implementations for Hardware Using ARINC Report 615**. This project intends to provide guidance on using ARINC 615 data loading methods and proper implementation by aircraft equipment manufacturers. The document will highlight best practices, potential problems, and include guidance on the limitations of low density, disk based media.

The group will review strawman inputs to **ARINC Project Paper 8XX: Aircraft Software Configuration Reporting**. This project intends to provide guidance to airlines on aircraft software configuration reporting, standardizing the format of the reports, and methods of configuration verification. The group agreed on a work plan to address the specific challenges of the project including: regulatory acceptance of standardized reports, report formatting, and verification procedures.

The SDL will continue discussion of future data loader issues, to include the maintenance of ARINC Standards 615, 615A, and 665.

Meeting Schedule

Tuesday

1. Discuss work progress on ARINC Project Paper 838
2. Review comments and inputs to the document and revise as needed
3. Review the document for accuracy and clarity to determine maturity

Wednesday

1. Discuss work progress on ARINC Specification 826, Parts 0-2
2. Review comments and inputs to the document and revise as needed
3. Assign action items to continue document development

Thursday

1. Discuss work progress on ARINC Report 615 Target Implementations for Data Loader
2. Review new inputs to the document and revise document as needed
3. Discuss work progress on Aircraft Software Configuration Reporting project
4. Review new inputs to the document and revise document as needed

Friday

1. Discuss future data loader issues
2. Review action items and plan for next meeting

Travel Information

The meeting site is about 45 minutes from the Stuttgart Airport. Public transportation is available for travel from the airport to the hotels suggested in this announcement. Please make your own travel arrangements.

The link below is for information on a 3 day metro transit ticket for an unlimited number of rides on busses and rail lines in the Stuttgart areas, including the airport and downtown area.

http://www.vvs.de/en/fahrk_fahrkarten_3tage.php

The link below is journey planner for public transit in Stuttgart. There is a rail stop directly across from the Hotel Blankenburg (stop: Ditzingen/Ditzingen) and the rail stop nearest the meeting site is Wielimdorf.

http://www2.vvs.de/vvs/XSLT_TRIP_REQUEST2?language=en

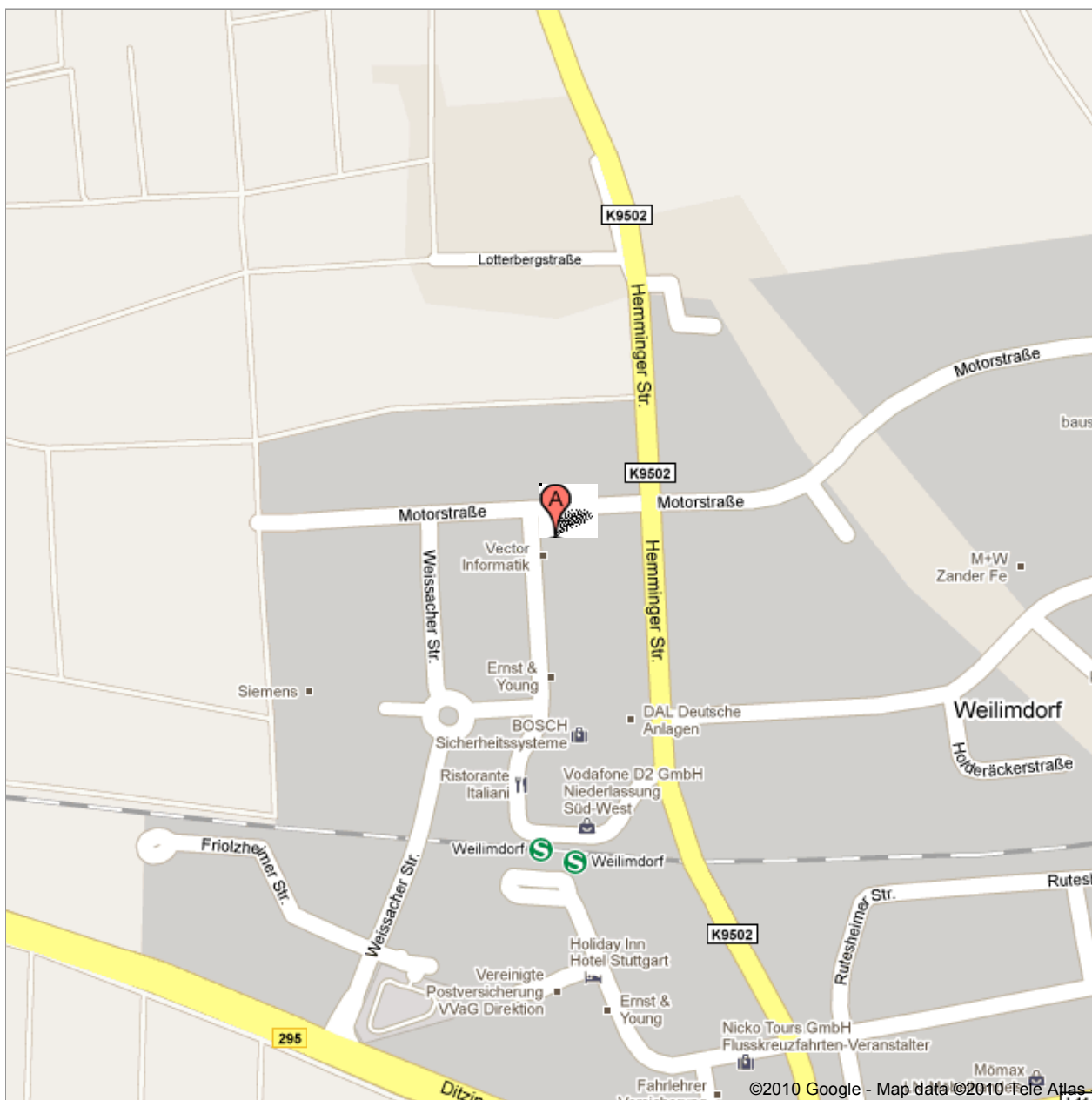
Attached are maps for your information.

Attachment 1



Address **Ingersheimer Straße 24**
70499 Stuttgart, Germany

Notes



Ditzingen



Route option from Ditzingen Gerlinger Str. 27 to Stuttgart Ingersheimer Str. 24

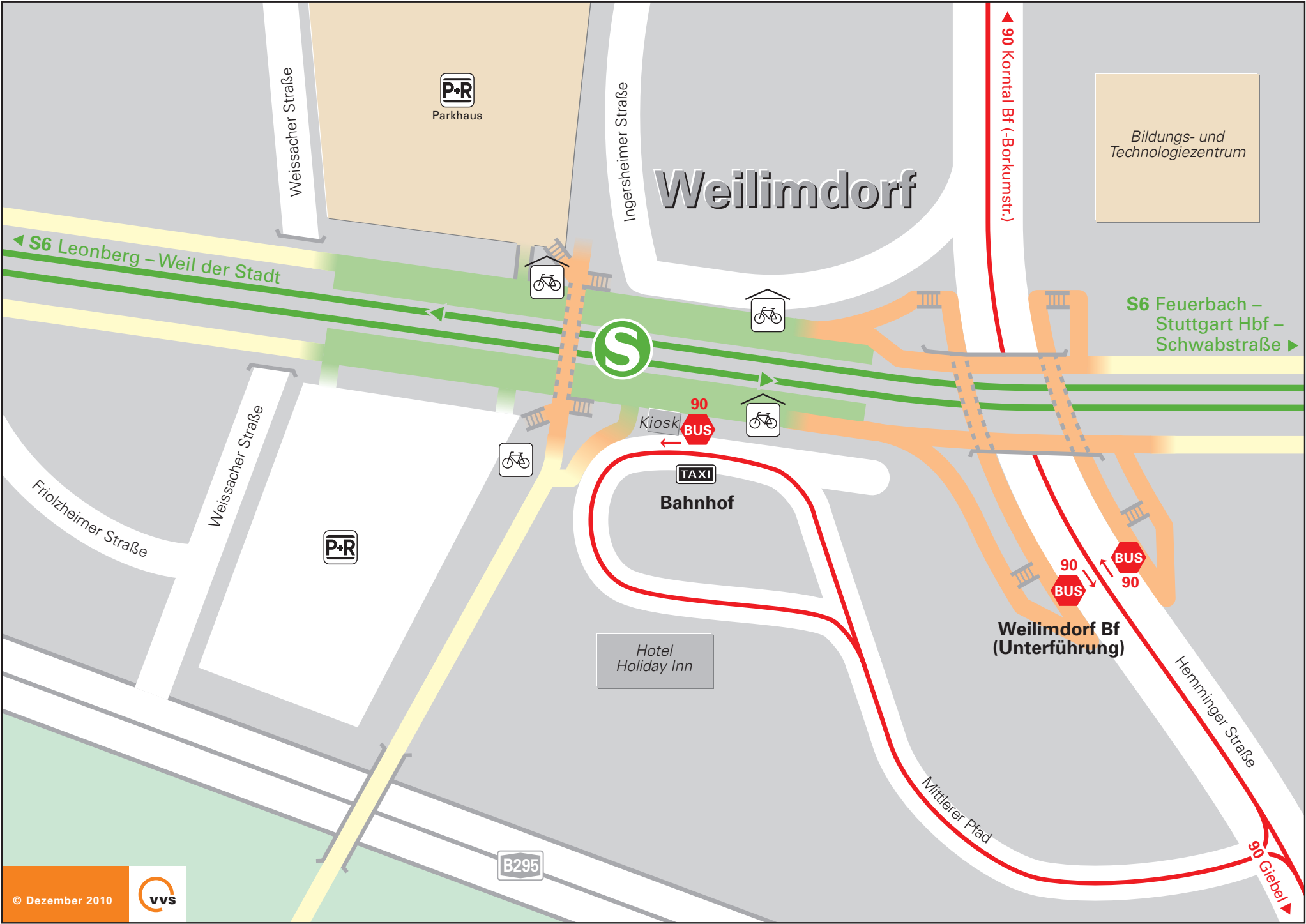


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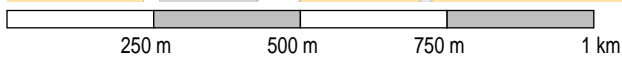
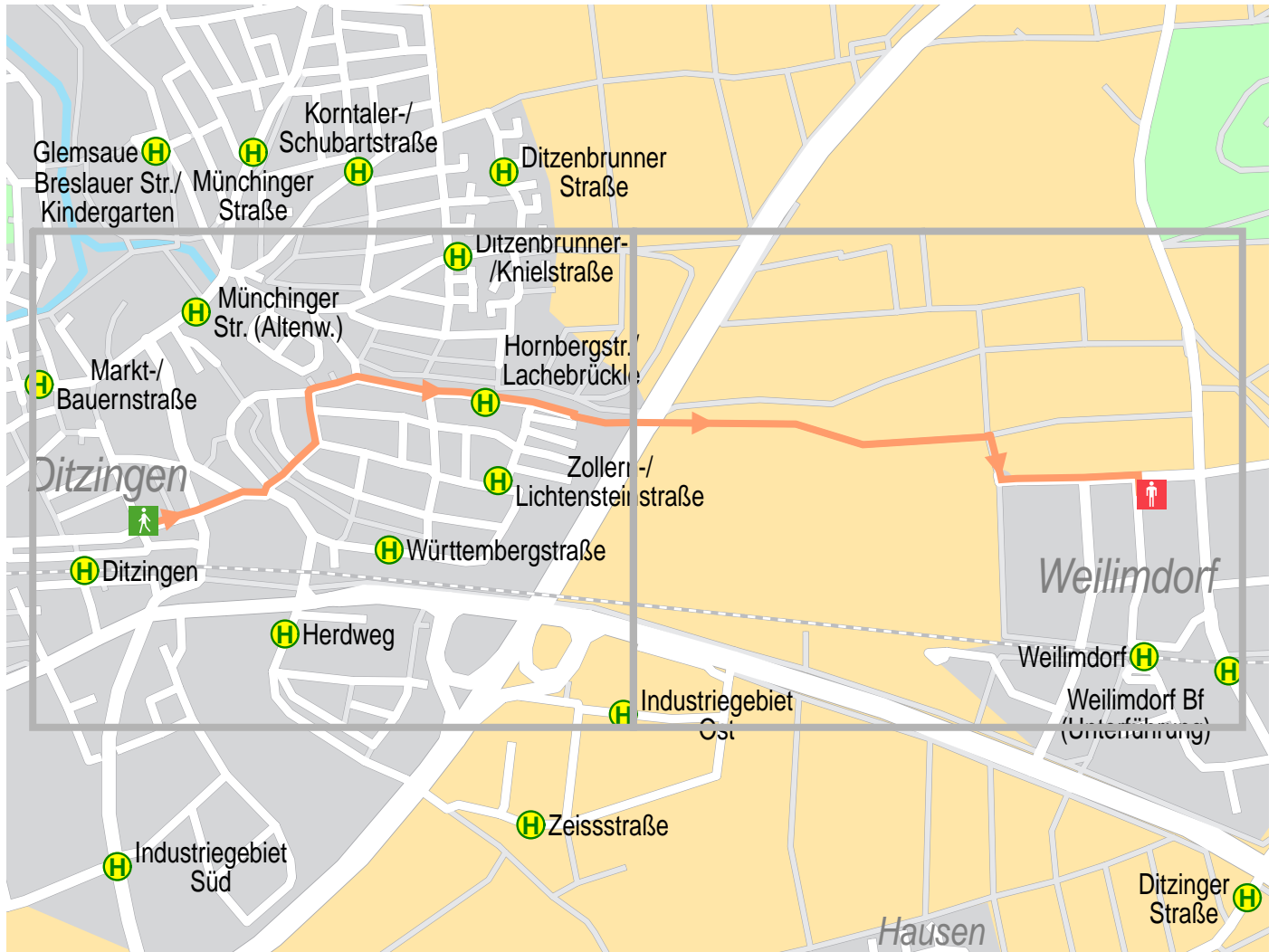
- S-Bahn
- Footpath

1		Footpath	Ditzingen Gerlinger Str. 27	Ditzingen	0.203 km
2		S-Bahn S6	Ditzingen Platform 3	Weilimdorf Platform 2	2.013 km
3		Footpath	Weilimdorf	Stuttgart Ingersheimer Str. 24	0.355 km

Weilimdorf



Suggested path from Ditzingen Gerlinger Str. 27 to Stuttgart Ingersheimer Str. 24.



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— Footpath (H) Stop

Total Length	2.2 km		
Highest Point	307 m	Lowest Point	296 m
Origin Elevation	306 m	Destination Elevation	300 m
Total Incline	13 m	Total Decline	19 m
Maximum Incline	9 %	Maximum Decline	8 %
Inclining Length	801 m	Declining Length	440 m

