

ARINC Project Initiation/Modification (APIM)

- 1.0 Name of Proposed Project** **APIM 16-008**
Data Link Users Forum (DLUF)
- 1.1 Name of Originator and/or Organization**
Victor Nagowski, DLUF Secretary
- 2.0 Subcommittee Assignment and Project Support**
- 2.1 Suggested AEEC Group and Chairman**
This APIM proposes the continuation of the DLUF activity for three years.
Co-Chairmen: Colin Gallant, British Airways; Brian Gleason, Southwest Airlines
- 2.2 Support for the activity (as verified)**
Airlines: American, Air Canada, Air France, United, British Airways, Southwest, FedEx, UPS, KLM, TAP, Alaska, SAS, DLH, Hawaiian, ANA, JAL, Delta and others.
Airframe Manufacturers: Airbus, Boeing, Gulfstream
Suppliers: Cobham, AVICOM, Airtel ATN, Gables Engineering, GE Aviation, Honeywell, Inmarsat, Harris, SATCOM Direct, SITA, Rockwell Collins, ALTYS Technologies, Rockwell Collins IMS, Hewlett Packard, Spectralux, Iridium, SITA OnAir, Avionica, L2 Consulting, Teledyne Controls, Panasonic Avionics, Thales, and others.
Others: FAA, JRANSA, UK NATS, Nav Canada, IATA, Eurocontrol, MITRE, NWS, and others.
- 2.3 Commitment for Drafting and Meeting Participation (as verified)**
Airlines: United, British Airways, and Southwest (To be confirmed).
Airframe Manufacturers: Airbus and Boeing (To be confirmed).
Suppliers: Airtel ATN, AVICOM, GE Aviation, Harris, Honeywell, Inmarsat, Iridium, Rockwell Collins Avionics, Rockwell Collins IMS and SITA.
Others: FAA, UK NATS, Nav Canada, IATA, and Eurocontrol.
- 2.4 Recommended Coordination with other groups**
- SAI
 - DLK Systems Subcommittee
 - AOC
 - AGCS
 - AeroMACS
 - KSAT

3.0 Project Scope (why and when standard is needed)

3.1 Description

The goal of the DLUF is to assist aircraft operators improve the system performance and maximize the operational and economic benefits of air/ground data link communication services through the exchange of technical and operational information. The DLUF is a coordinating activity among airlines and cargo carriers, aircraft manufacturers, avionics manufacturers, civil aviation authorities (CAA), Air Navigation Service Providers (ANSP), and data link service providers (DSP) on technical issues of mutual interest leading to the identification and resolution of common problems. The DLUF also provides an opportunity for coordination among airlines, civil aviation authorities, and Air Traffic Service (ATS) providers on the direction, equipment requirements and schedule of new ATS data link programs.

3.2 Planned usage of the envisioned specification

Not applicable

3.3 Issues to be worked

An objective of the DLK Users Forum is to establish and maintain interoperability between airborne users and ground communication service providers while ensuring the efficient use of the limited frequency spectrum allocated for use by the air transport industry.

The DLUF will evaluate a rational progression from the legacy air-ground communications systems to more capable air-ground communication systems as they are identified to support Aeronautical Operational Control (AOC) and ATS applications. The DLUF affords airspace users (i.e., airlines, air cargo carriers and other operators) and ATS service providers an opportunity to coordinate datalink applications. This coordination can be in the form of exchanging operational experience, harmonization of procedures, identification of problems or opportunities that enhance system performance. The DLUF will establish and promote consistency among the services offered by ATS providers.

4.0 Benefits

4.1 Basic benefits

4.2 Specific project benefits (Describe overall project benefits.)

The DLK Users Forum provides benefits to the aviation community by:

- Identifying and resolving operational issues
- Improving system reliability while reducing costs
- Identifying system enhancements and future air-ground communication systems

- Promoting interoperability among various AOC and ATS service providers
- Coordinating ATS applications and procedures for worldwide operations

4.2.1 Benefits for Airlines

- Enable airlines to influence datalink product evolution to suit their operational needs, leading to greater commonality across fleets
- Provide a venue for airlines to have input in forming regulations that govern data link usage
- Common processes and applications for data link usage worldwide
- Prepare for mandates from civil authorities
- Cost reduction in airline data link programs

4.2.2 Benefits for Airframe Manufacturers

- Airframe manufacturers will benefit from being able to offer new aircraft models with data link provisions that meet the broadest needs of their customers, and satisfies CAA mandates
- Airframe manufacturers can rely on equipment suppliers and choose not to develop products themselves

4.2.3 Benefits for Avionics Equipment Suppliers

- Avionics suppliers will benefit from being able to offer new data link provisions that meet the broadest needs of their customers
- Open market opportunities for data link suppliers to provide desired equipment.
- Will simplify supplier effort to equip different aircraft types
- Easier to certify and to get operational approval due to commonality and familiarity

4.2.4 Benefits for Data Link Service Providers

Open market opportunities for data link service providers to provide airline desired data link applications and introduce new services.

5.0 Documents to be Produced and Date of Expected Result

Reports will be provided for each meeting.

5.1 Meetings and Expected Document Completion

The DLK Users Forum meets twice per year for 2.5 days. One meeting is scheduled in the United States in the February timeframe, the other is scheduled in Europe in the September timeframe. The DLUF holds a two-day meeting, followed by a one half day airline only meeting to review the results of the last meeting and identify topics for future meetings.

If necessary, the DLUF will schedule a workshop in conjunction with a DLUF meeting on a specific subject matter. The intent is to help educate the airlines on a specific product, an air/ground protocol improvement, new service provision, etc.

6.0 Comments

6.1 Expiration Date for the APIM

December 2019

Completed forms should be submitted to the AEEC Executive Secretary.