

Datalink Focus Group Telecon
August 28, 1998

Attendees

Kathleen Pirotte	Boeing
Jim Simpkins	MITRE
Frank Alexander	Northwest
Paul Hennig	UAL
Sarah McClellan	ARINC
Rose Ashford	NASA
Steve Giles	AMTI / Washington DC
Brad Loomis	FAA
Joe Iadeluca	FAA
Tony Bone	FAA
Don Weitzman	TRW Supporting Investment Analysis on HMI facets
Gordon Sandell	Boeing
Ed Porisch	Boeing
Monica Alcabin	Boeing
Al Burgemeister	Boeing
Bob Rovinsky	FAA
Miguel Castillo	UAL
Russ Chew	AAL

Kathleen reiterated that this is a preliminary analysis and that much work still needs to be done before it can be released. Kathleen stepped through the presentation. Markups are in the attached powerpoint document. (Unfortunately there is not a "revisions" tool in powerpoint, so you'll just have to compare the two versions.)

General Comments from the team:

- Influence diagrams need to be beefed up
 - Add growth as variable
 - Add growth of delay
 - Use NASSIM study for relationship between delay reduction and percent equipage
 - Include risk of ground infrastructure readiness
- Time assumptions need to be compatible with FAA (15 – 20 years)
- Atlanta study benefits should be extrapolated by looking at growth in the number of congested sectors (note that this is not compatible with FAA's approach)
- Future Datalink Benefit Estimates should quantify a value of what datalink might be worth.

Kathleen will send Eurocontrol Tactical/Strategic definitions to DL FG and link to ODIAC for definitions of Comm Services.

Jim Simpkins will provide updates to chart 14 which describes the Atlanta Study.

Jim pointed out that the C/AFT definition of en-route airspace is different than that used in the Atlanta study. Kathleen will correct that deficiency in the next release of the analysis.

Frank Alexander will contact Alex ? of Rockwell Collins for his study of equipage rates.

Schedule Review

8/25	Preliminary Benefits Analysis to DLFG
9/15	Cost/Benefit Report to DLFG, for review by ATA
9/29	Tentative DLFG meeting in Seattle (to be decided by 9/15)

Kathleen will send out drafts of the analysis for review as it evolves. The first step will be to "beef up" the benefits analysis, then to do a first cut at the costs.

FAA commented that it would be good to have the same assumptions in the C/AFT analysis as in the FAA's Datalink Investment Analysis. Kathleen will contact the FAA with data requirements and assumptions.

Russ reported on the ATA FSIC meeting held August 27th in Washington D.C. There was some concern within the ATA about datalink, thus ATA may not be able to produce a unanimous position on the value of datalink. There are important frequency spectrum issues that still need to dealt with.