

# LINK 2000 + BASELINE 1 and 2

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# LINK2000+

## Implementation Program

**Operational/**

**Datalink**

**The**

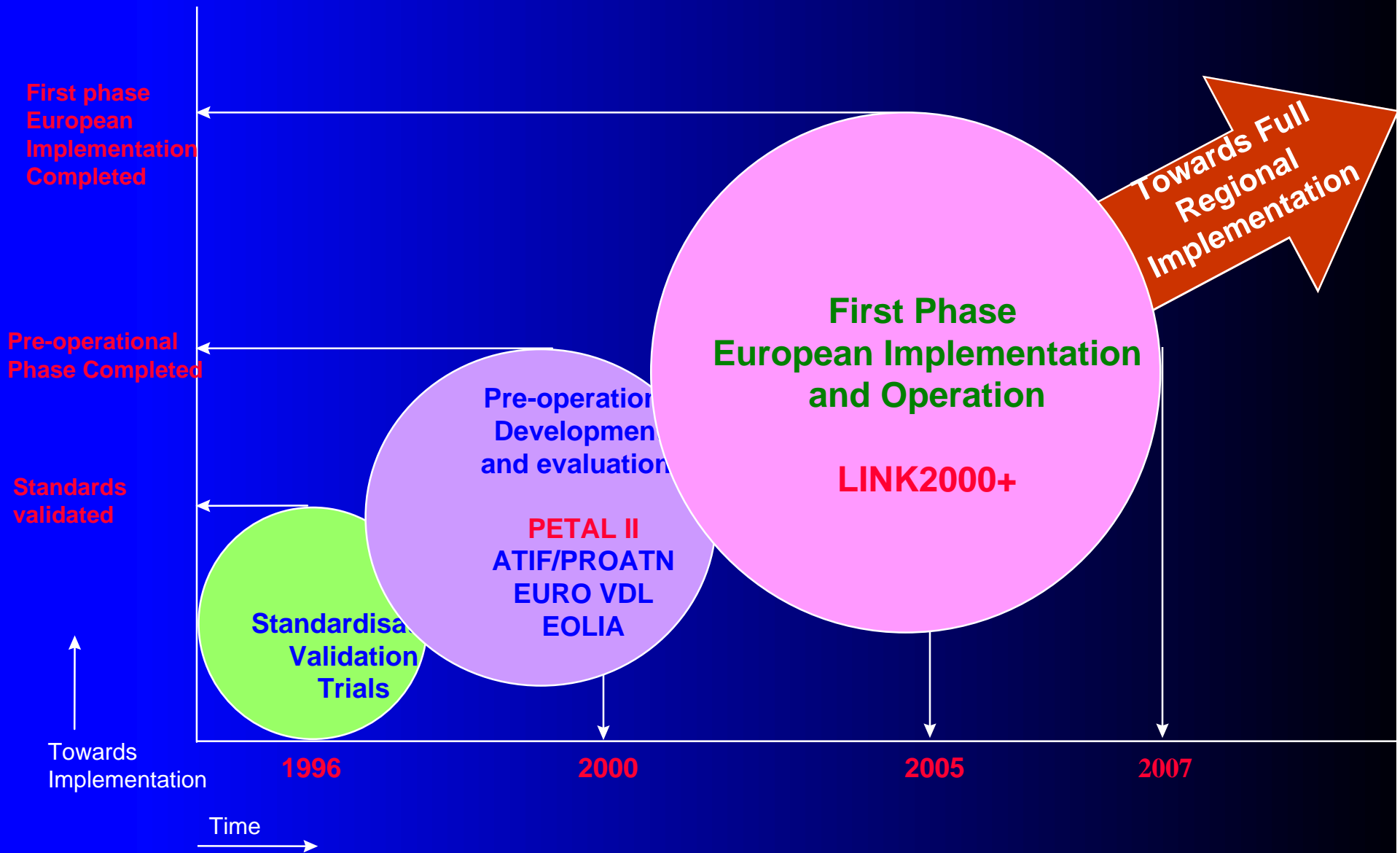
**Program**

**for**

**Service**

**Implementation**

# LINK2000+ Context



# There is a Problem

- PIT has successfully defined BASELINE 1
  - it has been be injected into the RTCA189/Eurocae53 process
  - it has committed International participants
- There has been widespread confusion over who should do BASELINE 2 work (linked to FAA Build 2 and European additions)
  - Last PIT we suggested B2T “on the back of the PIT”
  - 100s of emails followed by suggestions of separate groups with conflicting TORs etc.



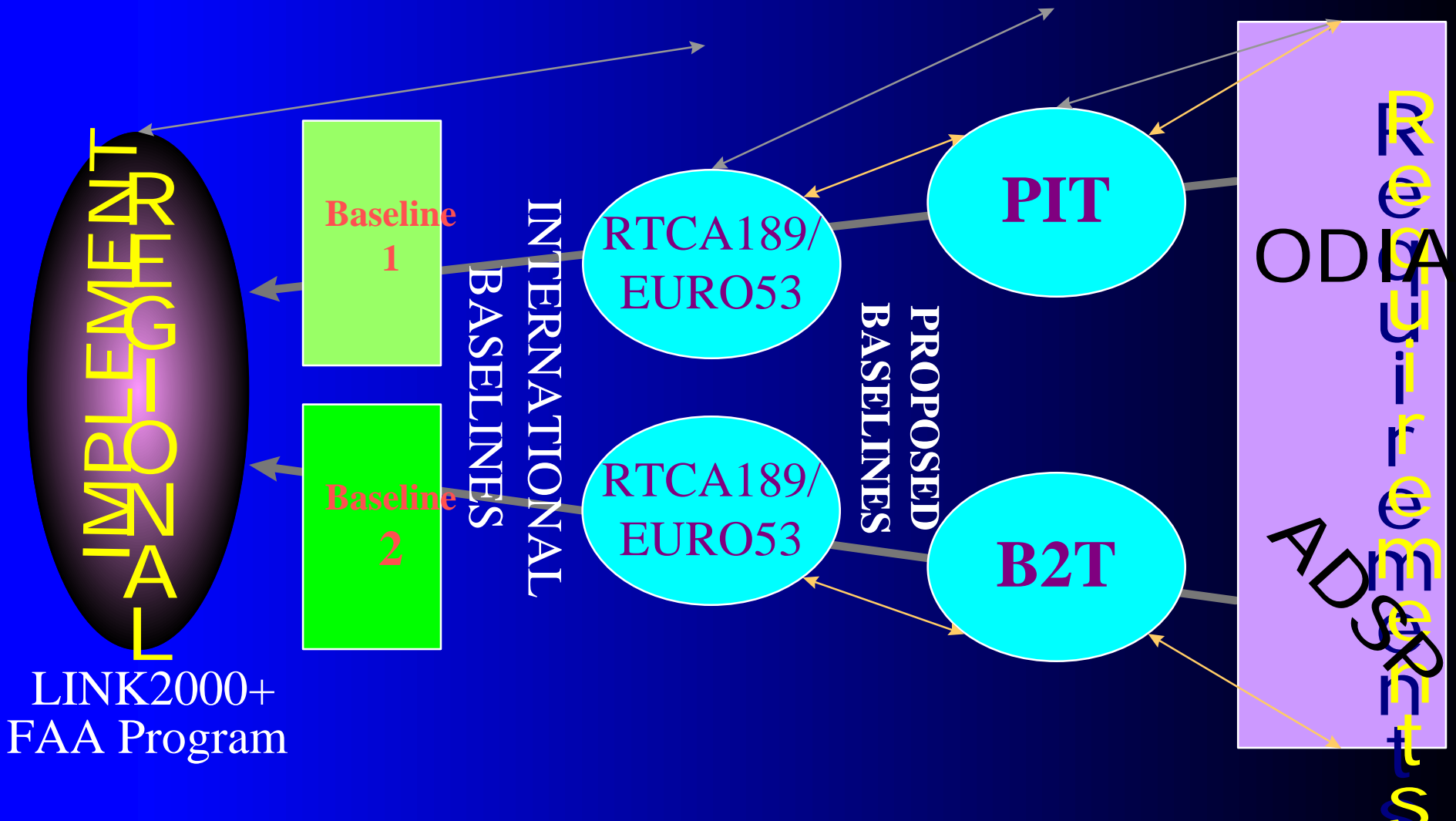
# Prior Baseline Dev. Suggestion

IMPLEMENT

ENDORSE

DEVELOP  
baseline

REQUIRE



# What Went Wrong

- FAA invitation to form Implementation Team, Eurocontrol reply gave some idea that L2K Drafting Group would make Baseline 2 specs - it will not.
- Despite explanation document written for creation of B2T “on back of PIT”, B2T discussion evolved to seemingly unfocussed Independent group
  - Error to show it separate in diagram,
  - Error to imply that it could develop Next Set of Specs. without commitment
  - B2T reporting lines not made clear
- FAA decide to create RTCA SC 194, US Imp. Planning

# Potential Consequences

- Separate B2T uncontrolled, Baseline 2 not defined or backwards compatibility ensured with Baseline 1 (open ended discussion - no committed parties )
- PIT loss of operational focus/authority and commitment
- IMPL/CERT activities defined in PIT move elsewhere
- PIT partner commitment could move to US specific activity. PIT framework not used.



# Need for International Co-operation

- Airlines require a Globally Interoperable Service
- Essential areas where US/European common agreements required
  - Safety and Certification framework
  - Inter-operable End to End Operational Service
  - Inter-operable Communications infrastructure
- Regional specifics to be taken care of in Implementation programmes (e.g. Link 2000+, proposed RTCA194)
- Co-ordination between Regional Implementations ensured by INTEROP Teams such as FIT, PIT, “X”IT

# Link 2000+ DG Recommend (1)

- Clarify B2T activity as limited to SCOPING BASELINE 2 by 4Q 99 and call it the PIT/B2 group to bind them together (now we have SG4)
- PIT/B2 group report to LINK 2000+ drafting group and FAA
- BASELINE 2 SCOPE definition used with BASELINE 1 definition to gain stakeholder commitment by L2K drafting group/FAA.
- Only with Stakeholder Commitment develop spend effort to develop BASELINE 2 End to End specs.

# Link 2000+ DG Recommend (2)

- Set the following rules at the PIT/B2 group 1st meeting on 16 April
  - PIT CERT framework to be used for Baseline 1 and 2, therefore limited functional change (Limited Update)
  - B2 Limited to existing ICAO 9705 functionality
  - B2 shall be Backwards compatible with Baseline 1
  - Global definition mandatory
  - No dependence on new G-G co-ordination (e.g. Via AIDC)
- Eurocontrol will provide 1st Baseline 2 SCOPE proposal to PIT/B2 group 1st meeting on 16 April for discussion

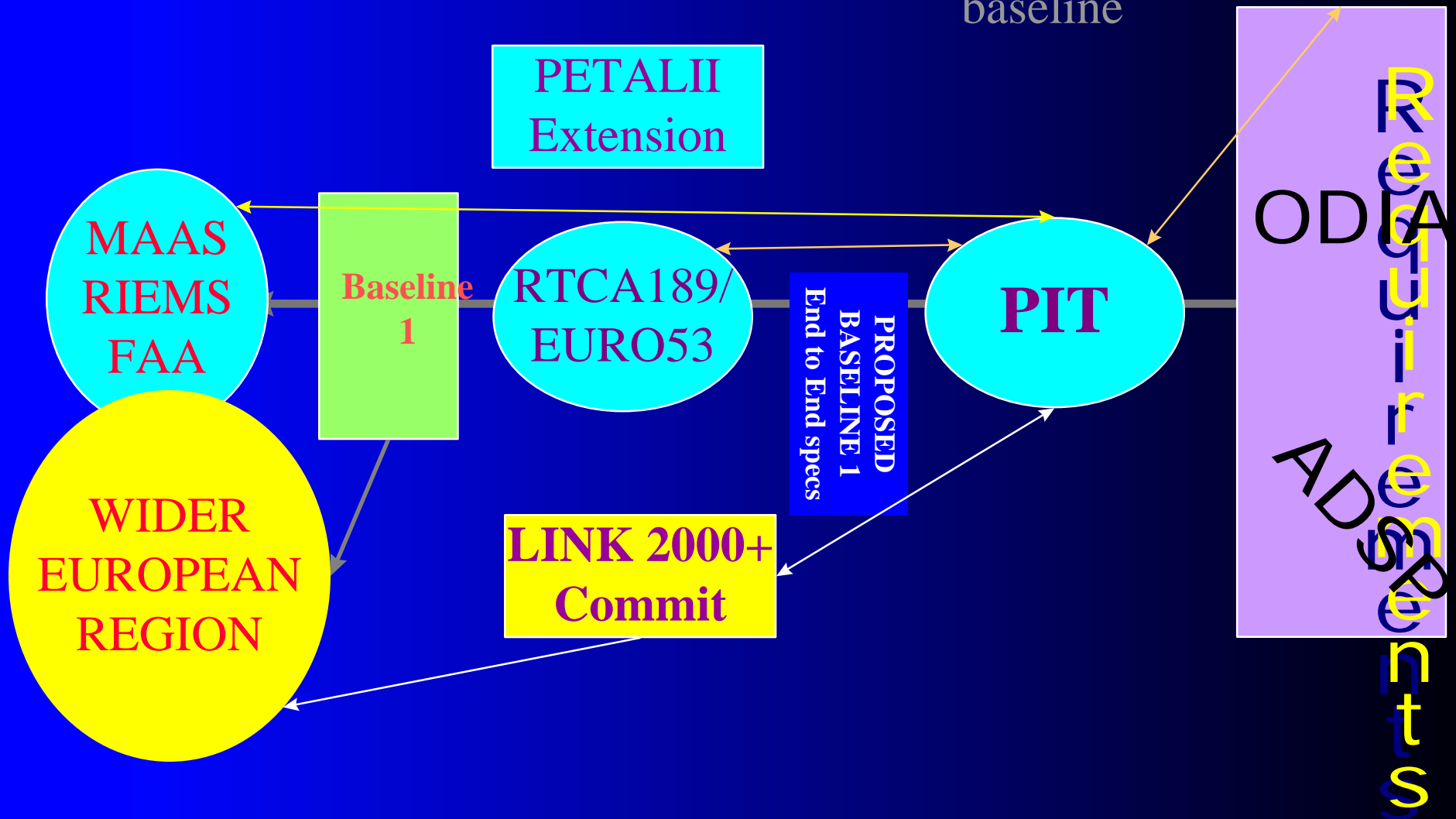
# Baseline 1 Relationships

IMPLEMENT

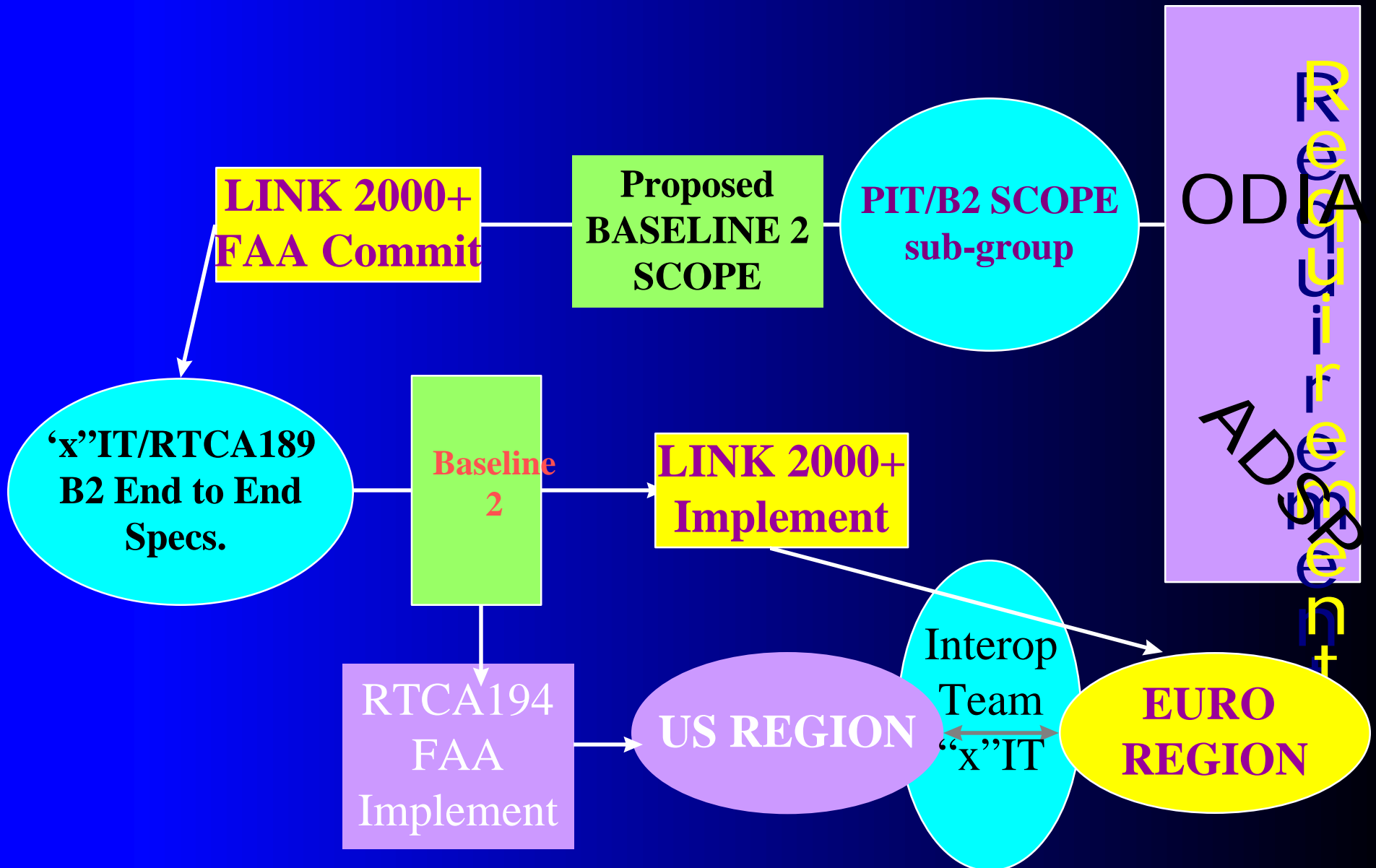
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baseline

REQUIRE



# Baseline 2 Relationships



# Conclusion

- We need to maintain International co-operation to achieve Global service
- BASELINE 2 scope work should be done in PIT (or subgroup) and finished by 4Q 99
- Any decision must maintain PIT focus and momentum
- Relation to RTCA189/Eurocae53 must be defined
- Role of US Specific RTCA 194 must be defined
- These were the conclusions of the LINK 2000+ Drafting Group as input to PIT.
- To be discussed in light of FAA input
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End