

Meeting Minutes for the proposed SC189/WG53 SG4

Operational Services Definition Sub Group

Geneva, Switzerland, 16 April 1999

Welcome and Introduction

Gregg Anderson (FAA) and Jose Roca (Eurocontrol) opened the meeting with a welcome to the participants and thanks to SITA for acting as host. Participants were invited to introduce themselves. An attendance list was circulated and is attached (sg4-01a.doc).

G. Anderson established the goal of the meeting as developing consensus on the need for an effort to define the Baseline 2 operational data link services. Objectives were to identify the scope, deliverables, and schedule for the effort.

Overview of Need

Martin Adnams (Eurocontrol) presented a briefing (sg4-01c.ppt) reviewing the historical antecedents of the activity. Discussion focused on the activities of the Link 2000+ effort.

Tony Martin (Smiths Industries) expressed a concern that certification documents might be developed in a manner so as to be specific to regions. G. Anderson noted that the Baseline 1 documentation was initiated by the FAA with the explicit goal of being globally applicable.

Steve Zerkowitz (IATA) expressed the air carrier perspective that Baseline 2 capabilities should be seamless across regions. He expressed concern that overlapping initiatives by other organizations (e.g., 5th Framework Initiative of the European Commission Transport Directorate) may have the effect of diluting the focus on a single global effort.

Tony Martin stated that the effort cannot be restricted to a North American-European perspective; participation by actors in the Asia/Pacific area is crucial.

G. Anderson noted that notification had been provided to interested parties around the world. He encouraged all participants to contact their counterparts in other organizations and regions to encourage their participation. G. Anderson also expressed a concern that the scope of the effort be limited to a manageable scale so as to facilitate success.

Don Streeter (FAA) asked for clarification on the activities of the 5th Framework Initiative. Tony Martin noted that activities were on going to focus the Initiative.

Philip Clinch (SITA) asked for clarification on the focus of the activity. G. Anderson noted that the issue would be addressed as part of the review of the Terms of Reference. P. Clinch noted that there were several other sets of related new capabilities (e.g., ADS-B and FIS-B) as well as current capabilities (e.g., FANS-1/A and ACARS).

Tony Martin noted that it is difficult to develop a viable business case on a small slice of CNS/ATM. Baseline 2 has to be considered within a broader context (e.g., RNAV and approach procedures). J. Roca stated that preparation of the business case is not the direct concern of the group.

Lionel Bertin (Aerospatiale Airbus) observed that Eurocae is not a “natural” forum for operationally oriented subject matter experts. J. Roca suggested that appropriate participation may be encouraged by issuing invitations through ODIAC.

S. Zerkowitz noted that Link 2000+ has to be the central focus on the effort.

P. Clinch suggested that a joint effort between Link 2000+ and the RTCA Free Flight Steering Committee may give the effort a higher profile. G. Anderson suggested that the RTCA Program Management Committee might not be favorable to such an arrangement. M. Asbury (UK NATS) agreed that the effort would be best served by remaining at arms length.

Tony Martin suggested that the products focus on transitional stages.

Andrea Kneeland (SITA) asked if use of the SC189/WG53 structure would unduly limit participation to North America and Europe. Tony Martin and G. Anderson responded that SC189/WG53 has been successful in gaining a broad base of participation.

P. Clinch suggested that a “global” focus be emphasized as an objective. He further suggested that FANS-1/A be seen as integral to the ATN.

Terms of Reference

The agreed terms of reference are attached (sg4tor.doc). The SG agreed to the nomination of Gregg Anderson, FAA, and Jose Roca, Eurocontrol, to be the co-chairs of the SG.

Air Traffic Service Provider Plans

Due to the lack of time available to complete this topic, only one administration’s plans were discussed. M. Asbury presented a brief overview of UK NATS plans, noting that the major objective of NATS is to bring the New En Route Center online. The planned New Scottish Center will have data link capabilities. FANS-1/A is planned as the initial capability, transitioning to ATN with Way Point Position Reporting capability.

Relationship with the Business Case

Stephen Giles (FAA) presented a briefing (sg4-01b.ppt) on the relationship between the business case and the operational data link services being defined by the group. He noted that air carriers would be initiating a team to develop a business case for the Baseline 2 in the context of the Link 2000+ activity. The business case would be developed consistent with the model developed by the CNS/ATM Focused Team. The methodology to be applied will be consistent with that presented in the C/AFT Data Link Investment Analysis (available from www.boeing.com/caft). In order to conduct the business case analysis, a clear and detailed description of the proposed services is necessary. The business case will act as a validation of the proposed operational services.

Actions

1. J. Roca undertook to compile a mailing list of the attendees and other interested parties; and, to distribute it to the attendees by 30 April.
2. G. Anderson undertook to compile the minutes of the meeting, along with presentations and proposed meetings schedule, and provide to the attendees by 30 April.
3. All members to provide their ATS data link service plans to the SG prior to the next meeting.

Summary

The meeting concluded that the effort was worthwhile and would be supported by members as best they could. The SG laid out the tasks and expectations of the membership, agreed on the new proposed TOR's, and is ready to begin its work. All participants were reminded to provide a presentation for all to review prior to the next meeting in order to get ahead of the task. According to the SC-189/WG-53 working arrangements, all electronic media for the SG will be in Windows 95 compatible software. Based on the received information, an attempt will be made to compile these plans into the basic scope of the data link services identified for the Baseline 2 effort.

The next meeting will be hosted by the FAA in Atlantic City, New Jersey, USA on June 18, 1999. The members were encouraged to participate in the SG-1 and PIT meetings being held that week to get an understanding of the kind of work the SG will be doing.

There being no further business, our host was congratulated for the fine service that SITA had provided during all the meetings that week. The meeting was adjourned at 1600 local.