AEEC

Together "We Set the Standard."

To	SAI Subcommittee	**Date**	June 25, 2015
From	P. J. Prisaznuk paul.prisaznuk@sae-itc.org tel: 1-410-212-0913	**Reference**	15-999/SMA-896 lth

Subject
Meeting Announcement
Systems Architecture and Interfaces (SAI) Subcommittee

Chairmen
Bob Semar, United Airlines
Reinhard Andreae, Lufthansa

Host
Boeing

When
September 21-22, 2015

Monday, September 21 from 0900 to 1700
Tuesday, September 22 from 1530 to 1700

The SAE AeroTech Congress will be held September 22-24 at the same location, with Opening Plenary Session starting September 22 at 0830.

The AEEC Mid-Term Session will be held September 23-24 at the same location. All SAI Subcommittee participants are invited to attend.

Where
Meeting Location

Washington State Convention Center
800 Convention Place, Room 401
Seattle, Washington 98101
tel 1-206-994-5030
www.wscc.com

Hotels
SAE International has negotiated special rates for the SAE AeroTech Congress in Seattle. Hotel information is available using the link shown below.
http://www.sae.org/events/atc/attend/hotel-travel/

Register
The AEEC registration list will be used for admission into the SAE AeroTech Congress. It is important that you notify ARINC Industry Activities of your intention to attend by registering online at: *http://www.aviation-ia.com/events/*

Schedule

SAI Subcommittee Convene Times:

> **9:00am Monday, September 21 – Room 401**
> **3:30pm Tuesday, September 22 – Room 401**

ARINC Industry Activities Members and Corporate Sponsors may attend this meeting free of charge.

Individuals requesting time on the agenda should contact Paul Prisaznuk. The agenda will be finalized one week prior to the meeting.

Meeting Objectives

NextGen/SESAR Avionics and Equipment and Architectures

The SAI Subcommittee will continue its discussion of NextGen and SESAR programs and the expected impact on Communication, Navigation, and Surveillance (CNS) equipment.

ARINC Report 660B: *CNS/ATM Avionics Architectures Supporting NextGen/SESAR Concepts* refers to several ARINC Standards that may be impacted by emerging airspace requirements. The future work program will be discussed.

Safety Services using Internet Protocols

The SAI Subcommittee will discuss plans for the development of new standards intended to define datalink protocols to support Safety Services using Internet Protocols (IP). This will involve planning and communication with other Standards Development Organizations (SDOs). Potential applications include VHF, Satcom, Gatelink, and others. The SAI Subcommittee will discuss the issues and the implications.

Flight Management System Functional Definition

ARINC Characteristic 702A: *Advanced Flight Management Computer System* supports 4D Trajectory Based Operations. Application software functional definitions include those functions required for trajectory based operations, data link communication, and airport surface guidance. The SAI Subcommittee will consider a proposal to update ARINC Characteristic 702A.

GNSS Avionics

ADS-B equipage will lead to the need for a highly accurate position source on the airplane. Several GNSS satellite constellations are being deployed. The SAI Subcommittee will consider the need for multi-frequency, multi-constellation positioning sensors on the airplane. Presentations are invited.

AeroMACS System Architectures

AeroMACS (Airport Mobile Access Communication System) is intended to support the future airport surface communications. An AeroMACS Working Group has been formed to define the desired features of AeroMACS radio equipment in an ARINC Standard. A status report will be provided.

Meeting Objectives	**Emergency Locator Transmitters and Aircraft Tracking**

Emergency Locator Transmitters and Aircraft Tracking

RTCA SC-229 and EUROCAE WG-98, responsible for Emergency Locator Transmitters (ELTs), is updating RTCA DO-204 to address the latest design, performance, installation, and operational issues for 406 MHz ELTs. COSPAS-SARSAT, an international satellite system for search and rescue, is upgrading its ELT detection capability by placing search and rescue transponders on new GNSS satellites. The SAI Subcommittee will discuss the desire for an ARINC Standard for ELT equipment that may be installed on future aircraft.

Proposals to Initiate/Modify ARINC Standards

In preparation for the AEEC Mid-Term Session to be held September 23-24, 2015 in Seattle, the SAI Subcommittee will review final versions of APIMs for consideration by the AEEC Executive Committee.

New APIMs may also be introduced for discussion. This group of APIMs is welcome and it is expected that they will be ready for AEEC Executive Committee consideration in April 2016 at the AEEC General Session. Proponents are invited to present their APIM in Seattle.

Standards Development and Subcommittee Reports

The SAI Subcommittee will review any standards development activities of interest to assure they are achieving the objective of the airline engineering and maintenance communities.

Travel Information

From the Airport to the Downtown Seattle

The Seattle airport is located approximately 15 miles (24km) from downtown, the Washington State Convention Center and nearby hotels.

A number of transportation options are available, e.g., taxi ($60), shuttle bus ($20) and light rail ($3). If you have a rental car, parking is available at downtown hotels and at the Convention Center, starting at $12 per day.

Link Light Rail: Runs from SeaTac Airport to Westlake Center which is close to the Washington State Convention Center. To take the light rail from the airport to downtown:

- Follow signs to "Link Light Rail" – Thru Parking Garage Level 4

- When you get to the station, buy a full-fare ticket from the machine and go upstairs to the train going in the direction of Westlake (the only direction).

- Ride the rain to the Westlake station, which is downtown under Pine Street, between Third and Sixth. Walk upstairs to Pine Street, then to your hotel.

- Duration is 38 minutes. Cost is $2.75.

http://www.soundtransit.org/Schedules/Link-light-rail

The train runs every 15 minutes during non-peak times, and twice as often during rush hour.