

Standardization of a functional & interactive protocol

Working group AIRBUS/THALES/HONEYWELL

January 2022

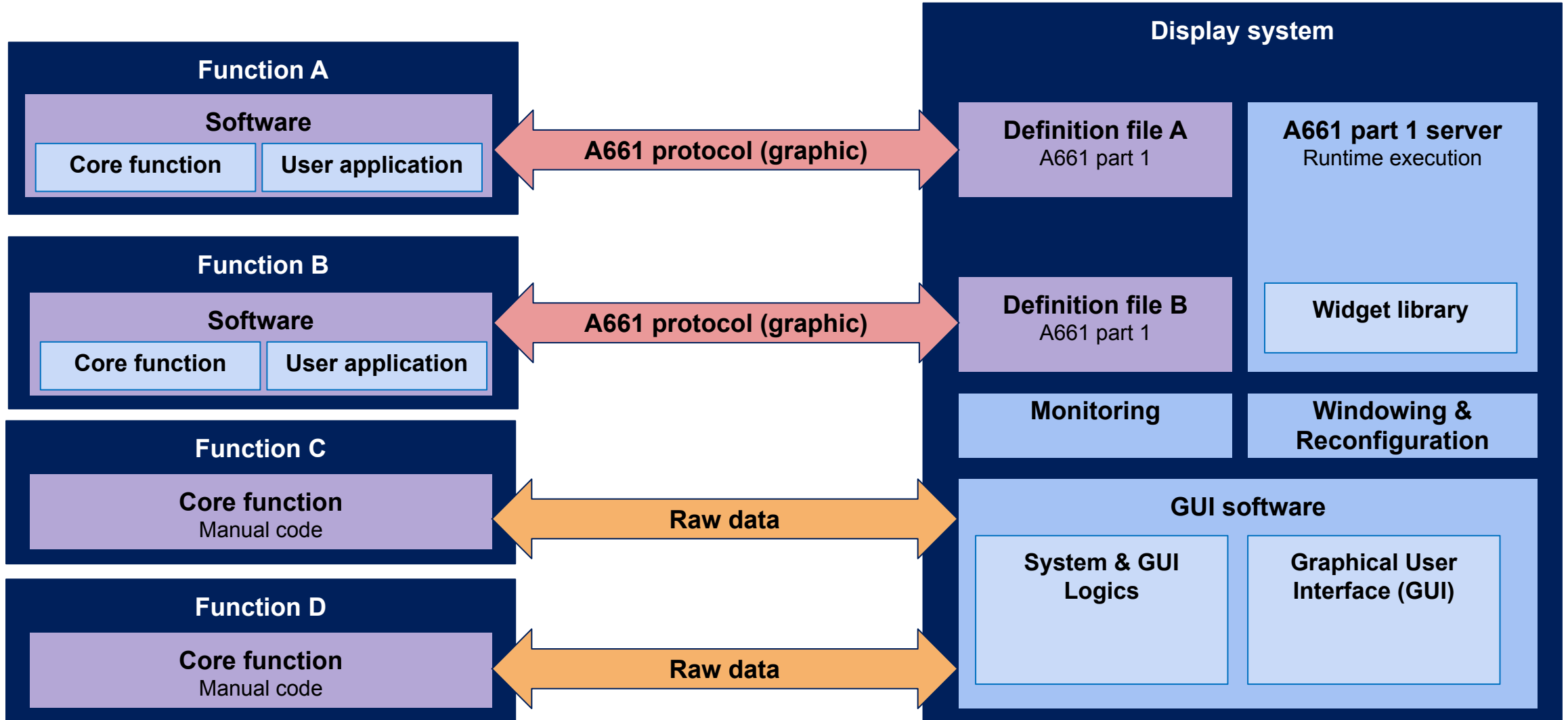


AIRBUS

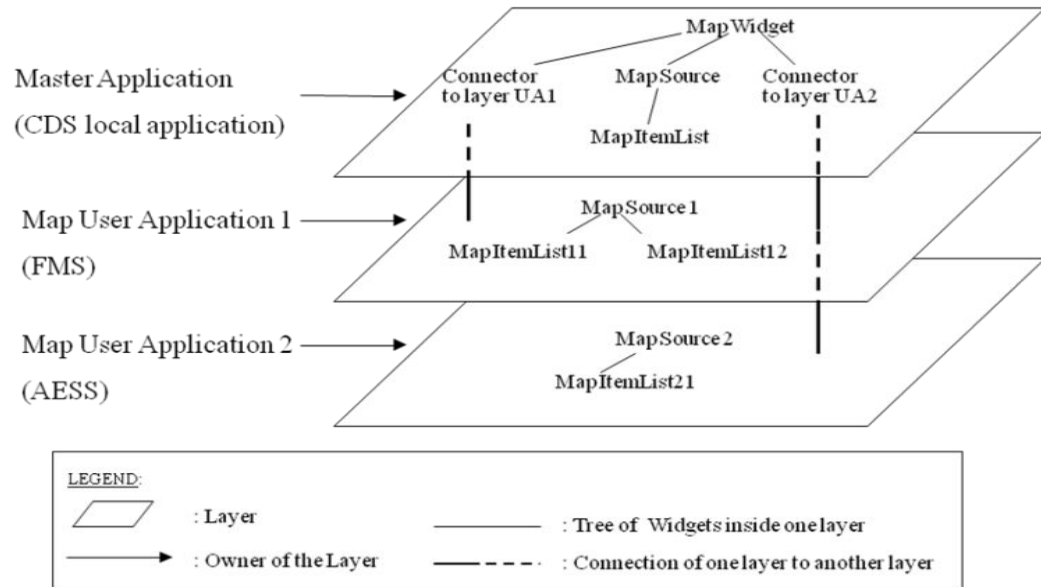
Function scope

Display scope

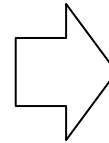
HMI architecture pattern : state of the art



HMI architecture pattern : limitations



ARINC 661 layers

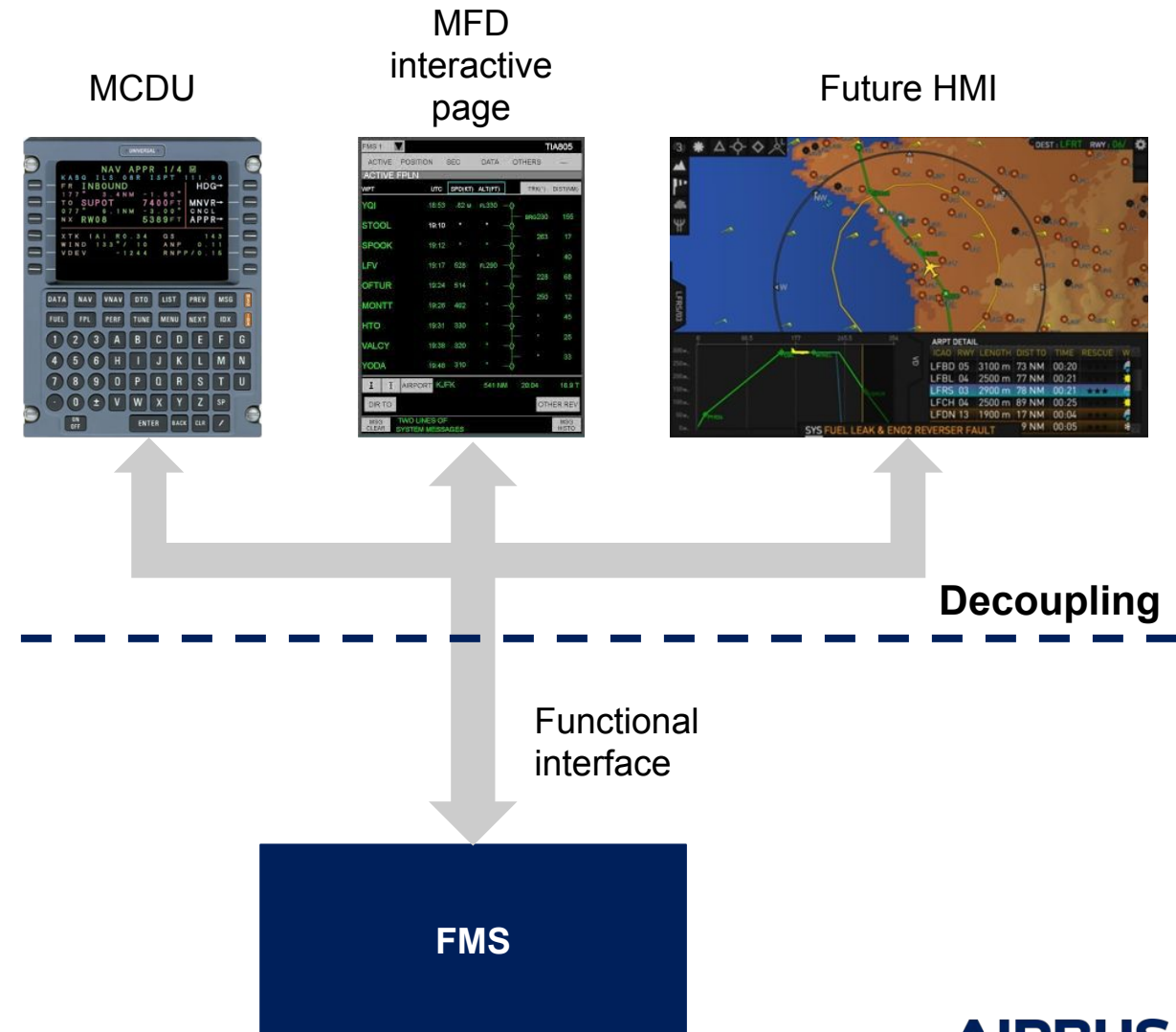


Single view

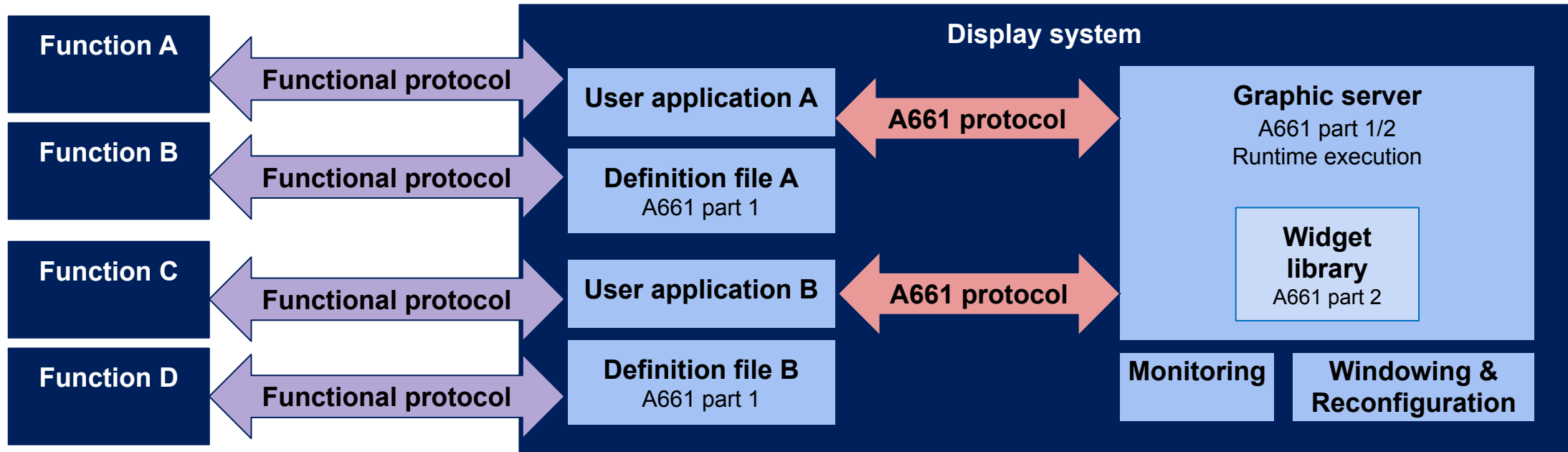
Main assumption : future HMI cannot be managed with multiple ARINC 661 layers and remote User Applications as in the current architecture pattern

Expected benefits for a functional & interactive protocol

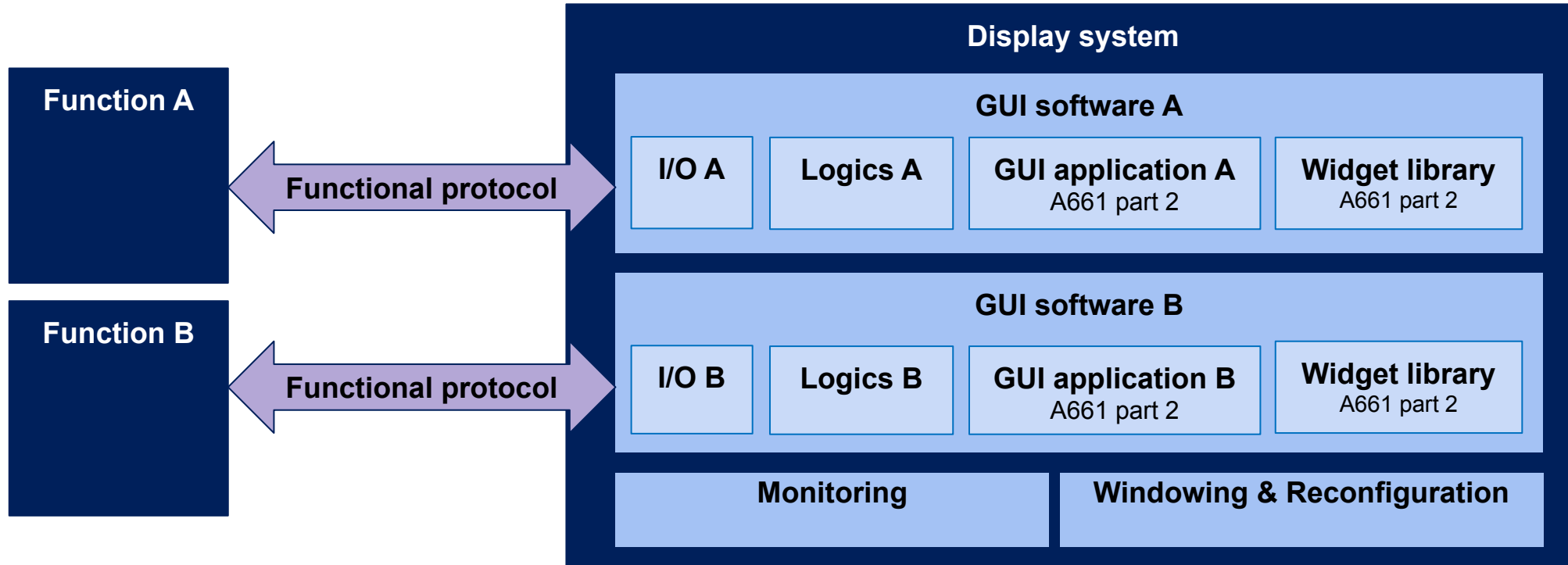
- Increase decoupling between HMI and Functions
 - Use common function with different cockpit concept
 - Allow independent evolution of HMI and functions
 - Limit bandwidth between HMI and functions (useful for ground assistance)
- Reduce system costs (RC/NRC) and development time
 - Re-use standard interfaces
 - Ensure interoperability between suppliers
 - Enable product policy
- Provide secured interfaces with « Open world applications »
 - Semantic checking for data security
- Rationalize number of protocols in the aircraft
- Foster datacentric approach of communication



Solution A : functional protocol and ARINC 661 part 1 & 2

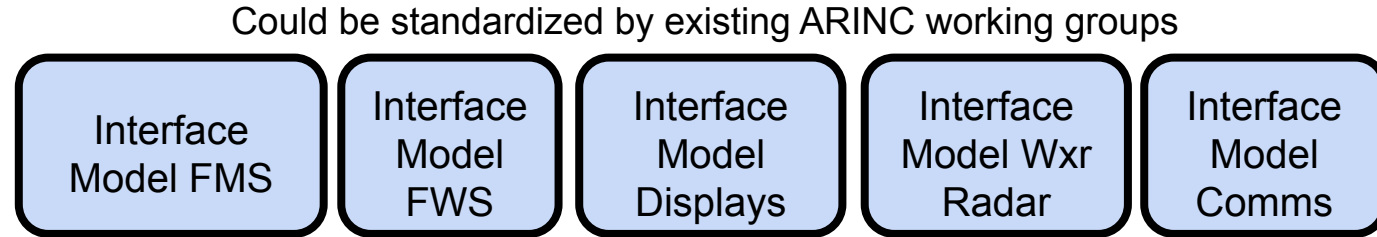


Solution B : functional protocol and ARINC 661 part 2 only

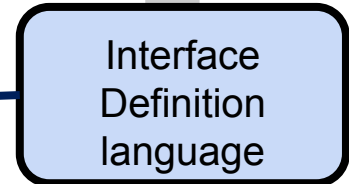


Standard breakdown

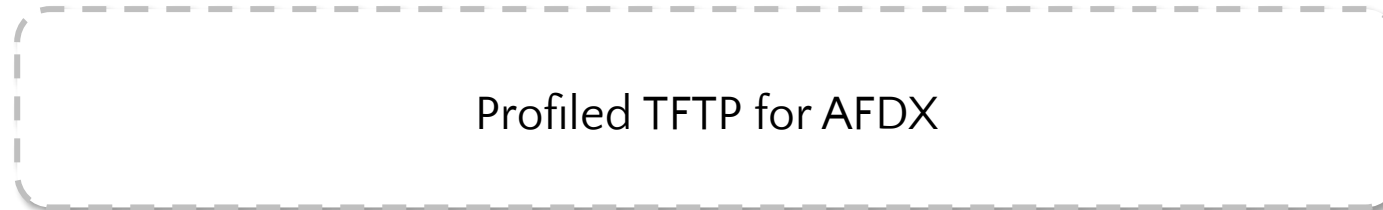
Function data model
Definition of messages, commands and data dictionary for a given function



Core standardization working group



Packing
Packing and Unpacking management, packet transactions, securisation (CRC, acknowledge, retry) at packet level



Transport
Network management (routing), transport level, error handling at Transport level

