ATNP WG1
Utrech, Netherlands
23-24 June 1998

ATN Implementation

Presented by Paul Hennig

Summary

There is a coordinated, cohesive plan underway addressing both the business and the technical aspects of an operational, global data link system based on ATN SARPs and Guidance Material.

1.   Players

AIRLINES: ATNSI -- ATN Systems, Inc. -- (Alaska, American, American Trans Air, Continental, Delta, Federal Express, Hawaiian, Northwest, United, United Parcel, and US Airways).

VENDORS: ACI -- Aeronautical Communications International -- (AlliedSignal, Honeywell, Sextant Avionique, Sofreavia, and Thomson-CSF w/subcontractor Vertel).

SERVICE PROVIDERS: ARINC and SITA.

STATES: USA/FAA

2. Drivers

ACARS Saturation   –   NOW

Serious ATC Congestion   –   2000   (Gridlock – 2005)

3. Expectations

1999   PETAL II (CM/CPDLC 63 messages - 4 American 767s).

1-1-2000   AOC ATN-1 VM2/SD3 (5 years to full fleets equipage)

4Q2001   CM/CPDLC 9-18 messages (full deployment at 23 en-route centers within 18 months)

4. Near Term Milestones

JULY   AEEC Data Link Systems Subcommittee
(ATN-1 definition)

AUGUST   Airline/ARINC Memorandums of Understanding
(ATN-1 and VM2)

OCTOBER   FAA Joint Resources Council
(full funding)

NOVEMBER   Core/All Airline CNS/ATM Focus Team
(investment analysis/CBA modeling)

5. Proposal

The Working Group is invited to note this progress toward an operational ATN.