



Agenda Item 6: Any other business

Federal Aviation Administration (FAA) Data Communications Program Status

(Presented by the United States)

SUMMARY

This information paper introduces the Federal Aviation Administration's Data Communications Program status.

1. Background

1.1 This paper summarizes the Federal Aviation Administration's Data Communications Program status and definition.

1.2 In September 2006, the FAA Executive Council approved the entry of the FAA's Data Communications Program into the Initial Investment Analysis phase of our acquisition lifecycle. This provided the first formal recognition that the program met criteria to be established in accordance with the FAA's Acquisition Management System requirements.

1.3 Since that time, the program has gone through its definition, cost, and benefits activities. On 25 July 2008, the FAA's Joint Resources Council approved the programs Initial Investment Decision (IID).

1.4 This IID establishes the baseline program definition for "deeper dive" into the solution development to achieve the final investment analysis requirements, cost and benefits baseline.

1.5 It is anticipated that the Final Investment Decision (FID), where final program requirements, cost, benefits & metrics are established and agreed to will occur in mid-2010. This would signal the timeframe where contracts could be let for development/purchase of equipment/service to support the deployment of data communications services across the U.S.

1.6 The definition of the program focuses on the implementation of data communications services in the En Route, Terminal and Tower domains using VDL-2. There is discussion of support to ACARS implementation for surface services e.g., D-TAXI and support for FANS-1/A+ aircraft as well.

1.7 However, users have requested that the FAA consider expansion of the program to cover evolution of data communications services in the Oceanic and Remote airspace. This latter point is under

consideration and would likely lead to provision of data communications services to SC-214/WG-78 equipped aircraft by the FAA's ATOP system.

2. **Conclusion**

2.1 The meeting is invited to note the information provided above and consider this information as appropriate during its further discussions.

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