DRONE COMMITTEE ENGAGED IN UAS INTEGRATION

The Drone Advisory Committee (DAC) made significant progress in its recent meeting towards completing its recommendations on priority actions supporting integration of UAS into the National Airspace System (NAS). FAA

continued on page 3

Victoria Wassmer, FAA Acting Deputy Administrator, DAC Designated Federal Official and Chairman Brian Krzanich, CEO of Intel Corporation
NEW SITE, NEW STYLE, ENHANCED EXPERIENCE. CHECK OUT OUR NEW WEBSITE!

On May 2nd RTCA launched a new and improved website. This was the result of many months of work starting with a brand makeover, a wholesale replacement of our entire back office tools that culminated in the launch of our new website with enhanced capabilities aimed at improving the experience for our users.

The new interactive website provides a simple way to learn about RTCA services. It also puts information about Committees, Symposium, trainings, and our online store at your fingertips. The site will be routinely updated with articles, newsletters, and company announcements, that are of interest to our members and committee participants.

The new website offers the following self-service capabilities:

- Create your own account and login credentials
- Create and edit your profile with ease
- Make online payments for documents, events, training classes, etc.
- Register for RTCA Global Aviation Symposium and RTCA training courses
- Purchase and download documents from the online store
- Access the members only directory

We hope that you enjoy the fresh look and feel of our updated website, take advantage of the variety of information its provides and find that this portal serves as a valuable resource for you.
DAC continued...

Administrator Michael Huerta attended the meeting offering important perspectives on UAS integration into the national airspace.

The Committee is lead by Chairman Brian Krzanich, CEO of Intel Corporation, and Victoria Wassmer, FAA Acting Deputy Administrator and Designated Federal Official. The DAC has been tasked by the FAA to provide recommendations this year on (1) the relative roles and responsibilities of local, state and federal government in regulations and enforcement of drones, (2) achieving access to the airspace for drones, and (3) funding the integration of drones into the airspace.

The Committee received an interim report from task group leaders, providing an advanced look at five draft recommendations on defining a waiver-free path for Drone Access to Airspace.

In addition, the leaders of the Task Group addressing the respective Roles and Responsibilities for UAS regulations of local, state and federal government, reported on their progress. The TG received important feedback from the DAC, led by member, San Francisco Mayor Ed Lee, as well as comments from FAA Administrator Michael Huerta. The group’s effort includes representatives from the many local, state and federal stakeholders who are eager to assist with finding common ground on this issue.

The DAC is also developing recommendations on who (government, industry or a combination government/industry) should be responsible for activities and services necessary to support the safe integration of UAS into the NAS, including what funding levels and activities are the highest priority. They are also exploring what funding mechanisms should be used and how these mechanisms will be implemented in the near term with clear evolution paths for the future.

FAA officials, led by Acting Deputy Administrator Designated Federal Official Victoria Wassmer and Director of UAS Integration Office Earl Lawrence, updated the DAC on the FAA efforts to use the evolving regulatory framework to integrate UAS into the NAS. This FAA scorecard is updated at each DAC meeting so the DAC is aware of the current state of UAS Integration.

More than 120 members of the public attended the meeting hosted by the Air Line Pilots Association in Herndon, VA.

More information can be found on the Drone Advisory Committee page https://www.rtca.org/content/drone-advisory-committee.
RTCA 2017 GLOBAL AVIATION SYMPOSIUM

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- **Timely Topics** featuring issues impacting the aviation community now and into the future
- **Top Speakers and Panelists** from FAA, aircraft operators, airports, service providers, regulatory and ATM operators from around the world
- **Valuable Networking Sessions** with executives and senior leaders from the government and the global aviation industry

Recognition of Excellence: Annual Awards Luncheon
Keynote Speaker: Michael P. Huerta, FAA Administrator, Federal Aviation Administration (FAA)

AGENDA HIGHLIGHTS

**DAY 1 – JUNE 13**
- NextGen Advisory Committee
- Drone Advisory Committee
- **Awards Luncheon**
- Equipping for the Future
- Implementing NextGen Priorities
- Aircraft Metering: Time, Speed, Spacing
- **Industry Reception**

**DAY 2 – JUNE 14**
- ADS-B
- The Environment and NextGen
- Comprehensive FAA Bill
- UAS EX COMM
- **Industry Luncheon**
- Cybersecurity
- Commercial Space

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NEW MEMBERS

AircraftManship
Metz, FRANCE
David Gallezot

AircraftManship provides engineering services in the field of aeronautical regulations & technologies, Consulting for company and product certification, Training and competencies management, Engineering and technical studies.

Airspace
San Leandro, California USA
Brittany Nielsen

Airspace is the only drone security solution capable of identifying, tracking, and autonomously removing rogue drones from the sky. The company designed a drone of its own, jam-packed with sensors and machine intelligence, to autonomously intercept threatening drones at high speeds and carry them away from large crowds. They employ myriad technologies for its unmanned flying dogfighters that include computer vision and physics.

C Speed LLC
Liverpool, New York USA
David Lysack

C Speed is an innovative product development and engineering services company serving a diverse base of local, national, and international clients. The team at C Speed has been working together since 1996. Their talented engineers and project managers have many years of experience working in a wide range of industries including: Consumer Electronics, Medical Products, Military Systems, Test and Measurement Equipment.

Cubic Co. Ltd.
Saitama, JAPAN
Oji Sagisaki

Cubic Co. Ltd. specializes in Maintenance, Repair, Overhaul, Modifications (New avionics, Autopilot, etc.), Importing and Exporting aircraft.

Duetto Group
Arlington, Virginia USA
Shawn Bullard

Duetto Group, LLC, is a Capitol Hill-based government relations firm that provides strategic counsel for UAS-related companies, public and private organizations, robotic startups and defense companies, as they safely navigate the integration of Unmanned Aircraft Systems (UAS) in the National Airspace System.

Eaton Corporation
Irvine, California USA
William Murphy

Eaton is a world leader and premier innovator in aerospace. Eaton designs, manufactures and integrates the industry’s most advanced products and technologies for: Hydraulic Systems, Fuel and Inerting Systems, Motion Control, Engine Solutions. These products power hundreds of military and commercial aircraft platforms with a focus on improved reliability, weight reduction and fuel efficiency.

Gentherm
Northville, Michigan USA
Stephanie Tarczynski

As a technology company who are leaders in thermal technology, Gentherm design, develop, and manufacture heating, cooling, and ventilating devices for diverse global markets. The company ship 30 million thermal products yearly. They lead the automotive market in pioneering thermal comfort products with their Heated & Cooled Seating, Heated Steering Wheels, Heated & Cooled Cup Holder, Cool Bin and Interior Surfaces.

Gentherm Inc. created the first thermoelectrically heated and cooled seat system for the automotive industry. Called the “Climate Control Seat” system.

The company today is a developer and marketer of thermal management technologies for heating and cooling and temperature control devices for a variety of industries.

(continued on page 7)
New Members (continued)

Geoscience Australia
Symonston, ACT AUSTRALIA
Stavros Melachroinos

Geoscience Australia is Australia’s pre-eminent public sector geoscience organization. They are the nation’s trusted advisor on the geology and geography of Australia. They apply science and technology to describe and understand the Earth for the benefit of Australia.

MCR, LLC
McLean, Virginia USA
David Rhodes

Founded in 1977, MCR provides the highest quality strategic planning, cost and schedule analysis, acquisition management, and program assessment solutions to the US Federal Government, non-US Governmental Organizations, and International Aerospace & Defense.

MCR is a prime contractor on a broad spectrum of flexible contract vehicles. Their portfolio of contracts includes GSA OASIS, other ID/IQ contracts, GSA Federal Supply Schedules (FSS), and customer-centric contracts. These flexible contracts span the lifecycle of professional services entire spectrum of federal government customers. In addition, their NATO partners have complete access to their two ID/IQ contracts and basic ordering agreement (BOA) with the NATO Communication and Information (NCI) Agency.

Mmo Aviation Services, Inc.
Seattle, Washington USA
Jana Young

Mmo Aviation Services is a dynamic small business offering a variety of aviation services, including DER Flight Test Pilot and Flight Analyst, Systems Design and Analysis, System Safety Assessment, Functional Hazard Analysis, Failure Modes and Analysis. In addition, full service, turn-key Worldwide Aircraft Ferry and Delivery services are offered, under the fully owned subsidiary company, FlyFast Aviation, Inc. Mmo Aviation Services is a Registered Small Business with the US Government and is an approved Government Contractor.

Patmos Engineering Services Inc.
Issaquah, Washington USA
Tammy Reeve

Patmos offers a unique skillset for digital design (FPGA, ASIC, board level) as well as FAA DER review and approval authority for programmable devices and software. Specifically, Patmos offers: Turnkey digital design services, FPGA/ASIC/Board design and verification for all industries, Airborne software and electronic hardware compliance support, DO-254/DO-178C and Certification Overview training, DO254/DO-178C program auditing.

In the aerospace domain, the Patmos team supports both commercial and military avionics design and certification programs and is Directorate of Defense Trade Controls (DDTC) registered with the United States Department of State Bureau of Military affairs.

Professional Helicopter Pilots Association (PHPA International)
Daleville, Alabama USA
Steven Rush

PHPA is a labor organization granted legitimacy by an act of Congress of the United States of America, to represent the employees of the flight training contract workforce for collective bargaining of wages, benefits, working conditions, and grievances.

StratMach
Alexandria, Virginia USA
Greg Comstock

Engineering and Management Services, specializing in Aviation.

TEC Simulation
Tampa, Alabama USA
Ryan Munson

TEC Simulation was started by an engineer with the goal of bringing high quality awareness sensor models to the simulation industry at reasonable prices. Today’s pilots must contend with a large variety of awareness sensors for: storms, traffic, lightning, terrain and flight restrictions that they must be trained to process such a myriad of data. TEC Simulation can bring these models to the training world so pilots will best know how to use these tools.

TEC Simulation produces realistic weather models with data link interface to cockpit displays. These simulated models include FIS-B, SiriusXM and ADS-B with products such as: NEXRAD (up to 10 custom storms), METAR - Aviation Routine Weather Report, TAF - Terminal Aerodrome Forecast, Lightning, Winds Aloft, TFR - Temporary Flight Restrictions, etc. TEC Simulation can integrate these models in to your current simulator and align depictions to match the visual system storm patterns.

With 15 years of avionics integration experience, TEC Simulation can update your current simulator to weather sensors and displays pilots require. They are adept at stimulating aircraft displays and avionic suites using serial buses.
SC-135, the committee responsible for Environmental Test documents, held its plenary on April 27, 2017 at the RTCA Facilities in Washington, DC. SC-135 is working to update DO-160G, *Environmental Conditions and Test Procedures for Airborne Equipment* as well as a revision to DO-357, User’s Guide for DO-160G. Several working groups met and reviewed proposed changes before the plenary on April 25 and 26.

Both documents are coordinated with and issued as joint documents with EUROCAE Working Group 14. SC-135 will hold its next plenary October 26-27, 2017 at the National Institute for Aviation Research at Wichita State University in Wichita, Kansas.

Special Committee 159, which authors the standards for Global Navigation Satellite Systems (GNSS), met in virtual plenary on May 11, 2017. Three documents were approved to send to the Program Management Committee for publication: an update to DO-246D, the Ground Based Augmentation System ICD; an update to DO-253C, the Ground Based Augmentation System MOPS; and a new Minimum Operational Performance Standard for GPS/GLONASS (FDMA + antenna) L1-only.

The committee also approved opening the following documents for Final Review and Comment (FRAC) prior to its next formal plenary: an update to DO-235C, the L1 Interference Environment Report (WG-6) and an update to DO-292A, the L5 Interference Environment Report (WG-6). The next plenary meeting will be the 99th Plenary of SC-159 and will take place on October 27, 2017 at RTCA in Washington, DC.
This month's volunteer spotlight features Michael McPartland, Ph.D., technical staff at the MIT Lincoln Laboratory, and Ernie Dash, aviation meteorologist at AvMet. Both serve on the Aeronautical Information and Meteorological Data Link Services Special Committee 206 (SC-206) and lead the SC-206 Sub-Group 7 (SG-7) on Guidance for the Usage of Data Linked Forecast and Current Wind Information in Air Traffic Management (ATM) Operations. Members of SG-7 are working to develop guidance and methodology for the recommended quality of wind information sent via ATM systems.

“Ernie and Michael are deeply committed,” says RTCA President Margaret Jenny. “They both care about the quality of the product the committee is producing and they have the ability to bring differing opinions together to support the consensus process.”

When asked what aspect of their work with SC-206 they are most proud of, both Michael and Ernie commend their fellow committee members for working with them to create consensus in an industry where consensus doesn’t always come naturally.

“I retired from the Air Force and consensus mostly meant we said ‘yes, sir,’ and we marched off to support the task as directed,” Ernie says. “Now at RTCA, the special committees are challenged to achieve consensus among sometimes competing interests among the government and industry stakeholders. It was a steep, quick learning curve for me—sometimes frustrating, but worth the effort when consensus was achieved.”

“Delivering a document based on consensus is difficult,” Michael says. “You're dealing with dispersed parties with different goals and geographic locations...so bringing everyone to where they are contributing their maximum and getting the document out the door really stands out. It couldn't have been done on that time schedule unless the many people working on the project pulled out all the stops to make it happen.”

Ernie and Michael attributed the success of SC-206 and SG-7 to the committee’s Co-Chairmen, Alan Hart and Rocky Stone, and to RTCA Program Director Karan Hofmann. “They have always ‘set the table’ and been impartial in guiding the assigned work to best meet the overall task objectives,” Ernie says. “That impartial, goal-oriented approach has allowed and even encouraged open input from all participants.”

Open-minded impartiality turned out to be key to SG-7’s findings, which Michael says were counter to all expectations. “We were all surprised to see that the actual quantity and quality of weather data was a lot less than expected in order to achieve the performance we were expecting to see,” he says. “But there are some ‘gotchas’ with that, and having perfect information [in the ATM] won’t necessarily solve every problem.”

“In many ways, the weather factors which impact flight operations have not changed. The data link technology, however, has advanced along with the introduction of new air traffic management [ATM] applications,” Ernie says. “The document findings and recommendations underscore the impacts and complexities of wind information on the generation and execution of flight clearances, and they point to the need for careful consideration and operations-focused research as new ATM applications are developed and fielded.”

In addition to SG-7’s recommendations, Ernie and Michael are watching for developments related to unmanned aerial vehicles, and they expect cyber security to be a growing concern for the aviation industry over the next few decades. Most importantly, though, Ernie looks forward to enjoying retirement at his family home on the Outer Banks as he steps away from his duties at RTCA later this year. And as he leaves his work as a subject matter expert with the organization, he sends a special thanks to his mentor and friend Hal Moses, whose guidance was invaluable in Ernie’s early days with the organization. He also thanks the RTCA Program Directors for bringing vision, focus, and energy to the work of the committees and workgroups.
SC-206 met on May 4, 2017. Sub-Group (SG7), Wind Information Guidance, under the leadership of Co-Chairs Ernie Dash (AvMet) and Michael McPartland (MIT/LL) led Final Review and Comment (FRAC) resolution and expect to present to the Program Management Committee in September.

The committee is also working on guidelines for Eddy Dissipation Rate (EDR) for a fall delivery and revising the Flight Information Services Broadcast (FIS-B) with Universal Access Minimum Operational Performance Standard (MOPS) expecting a delivery late next year.

SC-206 members recent visit to National Institute of Aerospace (NIA)

SC-213 met in Plenary May 8-12, 2017 at the EUROCAE facilities north of Paris, France. In the Plenary Session, several work groups met to make progress on their document deliveries. A new document, The Minimum Aviation System Performance Standard (MASPS) for Aircraft State Awareness Synthetic Vision Systems, was completed by WG-3. This MASPS will be issued as a joint document with EUROCAE Working Group 79.

The plenary approved opening the document for Final Review and Comment (FRAC). FRAC began May 16th and will conclude June 30th. FRAC is held in parallel with the EUROCAE Open Comment period. A virtual plenary will take place to address FRAC Resolution on August 1, 2017.


SC-213 met in Plenary May 8-12, 2017 at the EUROCAE facilities north of Paris, France. In the Plenary Session, several work groups met to make progress on their document deliveries. A new document, The Minimum Aviation System Performance Standard (MASPS) for Aircraft State Awareness Synthetic Vision Systems, was completed by WG-3. This MASPS will be issued as a joint document with EUROCAE Working Group 79.

The plenary approved opening the document for Final Review and Comment (FRAC). FRAC began May 16th and will conclude June 30th. FRAC is held in parallel with the EUROCAE Open Comment period. A virtual plenary will take place to address FRAC Resolution on August 1, 2017.
Darren Allison, RTCA’s Program Director, Aviation Policy recently addressed a group of students of the TransSTEM Academy at the Cardozo Education Campus in Washington, DC.

The program, supported by the Aero Club Foundation, brings aviation professionals into the Cardozo classroom on a monthly basis enabling students to learn first-hand about the many aspects of aviation and aerospace.

The TransSTEM Academy’s founder, Shirley C. McCall will be highlighted during the Industry Luncheon at our RTCA Symposium 2017.
RTCA, Inc. has teamed up with The MITRE Aviation Institute to offer high quality and relevant training for the aviation industry in understanding the requirements and parameters for avionics software development necessary to obtain FAA certification.

The two world class organizations are using their collective experience and expertise to provide training on the new standards and recommended practices contained in the DO-178C, Software Considerations in Airborne Systems and Equipment Certification.

In addition to the comprehensive course manual developed by the experts at The MITRE Aviation Institute, each training course attendee will receive the latest standards developed over a six-year period by RTCA Special Committee 205.

The course is led by instructors who will provide a thorough understanding of the requirements and the applicability of DO-178C; the fundamental techniques of software development considerations in airborne systems and equipment certification; and an introduction and overview of Software Tool Qualification Considerations, Formal Methods Supplement to DO-178C, Model-Based Development and Verification Supplement to DO-178C, and Object Oriented Technology and Related Techniques Supplement to DO-178C.

As an adjunct to DO-178C, this course will provide the background and scope on the four documents supporting DO-178C:

- DO-330, Software Tool Qualification Considerations
- DO-331, Model-Based Development and Verification Supplement to DO-178C and DO-278A
- DO-332, Object-Oriented Technology and Related Techniques Supplement to DO-178C and DO-278A
- DO-333, Formal Methods Supplement to DO-178C and DO-278A

Attendees will receive detailed instruction on DO-331 covering the objectives, activities, explanatory text and software life cycle data that should be applied when model-based development and verification are used as part of the software life cycle.

In addition, the training will cover the systems requirements linkage to the DO-178C and Supplement processes through an explanation of the interface to ARP 4754A, Guidelines for Development of Civil Aircraft and Systems.

*Unless otherwise noted, all training courses will take place at RTCA Headquarters, located conveniently in downtown Washington, DC. For additional information, please visit www.rtca.org or email training@rtca.org.
DO-160G, ENVIRONMENTAL CONDITIONS AND TEST PROCEDURES FOR AIRBORNE EQUIPMENT, TRAINING COURSE

June 6-9 at RTCA
September 11-14 at WSU
December 12-15 at RTCA

RTCA, in partnership with Wichita State University’s National Institute for Aviation Research (WSU-NIAR), offers high quality training covering RTCA’s DO-160G, Environmental Conditions and Test Procedures for Airborne Equipment. The course will provide an understanding of the use of DO-160G and how it fits in with the greater picture of requirements, design, certification and TSOs.

Course participants will gain a clear and relevant understanding of the applicable FAA regulations, advisory material, certification procedures, design approaches/trade-offs, inspection and conformity requirements, as well as details of the necessary parts of a test plan, test report, compliance plan and compliance report. A strong focus is placed on the reduction of risk, cost and schedule throughout the design/certification process, by use of targeted design and increased first-pass success on design and testing. In addition to a comprehensive course manual, each training course attendee will receive a copy of RTCA’s DO-160G, supporting material, and will participate in real-world exercises applying the knowledge learned from the class.

DO-254, DESIGN ASSURANCE GUIDANCE FOR AIRBORNE ELECTRONIC HARDWARE, TRAINING COURSE

April 10-12 at RTCA
September 11-13 at RTCA
December 18-20 at RTCA

RTCA is hosting a three-day training course, tailored specifically to design/verification engineers and project/certification managers requiring DO-254 compliance.

This three-day course will:

• Provide an overview and application of RTCA DO-254, as defined by current FAA and EASA guidance in airborne electronic systems.
• Describe how to apply the DO-254 lifecycle and supporting processes; understand system safety assessments and the design assurance level (DAL); and set up a project correctly through proper planning and standards.
• Present techniques and writing requirements for electronic hardware, and how to optimize requirements for verification processes.
• Describe how to efficiently and effectively verify requirements with simulation and hardware tests.
• Address specific considerations for programmable logic devices (PLDs) such as FPGA/ASIC versus all electronics; commercial off-the-shelf (COTS) components usage; and tool assessment and qualification.

*Unless otherwise noted, all training courses will take place at RTCA Headquarters, located conveniently in downtown Washington, DC. For additional information, please visit www.rtca.org or email training@rtca.org.
SC-233, which is writing a Standard to Address Human Factors/Pilot Interface Issues for Avionics, met to revise their document April 2-6, 2017 at RTCA in Washington, DC. The committee is ready to release their document for Final Review and Comment (FRAC).

The Plenary to open FRAC is scheduled for July 13, 2017 and will be held as a virtual plenary. FRAC will close on August 14th. The SC-233 plans to resolve all comments received and approve them in a plenary in late September 2017.

SC-235 is completing the Final Review and Comment (FRAC) resolution on DO-227A, *Minimum Operational Performance Standard for Non-Rechargeable Lithium Batteries Installed on Aircraft*. The revision will include technology advancement, lessons learned, address AAIB safety recommendations and improve clarity of the existing document based on past experiences of industry.

The final meeting is scheduled for July 13th for final release to present to the September 2017 Program Management Committee for approval and publication.
STAFF SPOTLIGHT: MEET DARREN ALLISON, RTCA PROGRAM DIRECTOR FOR AVIATION POLICY

Darren Allison joined RTCA in January 2017 as the Program Director for Aviation Policy. A former Marine Corps helicopter pilot, Darren served in Afghanistan and Iraq, in addition to working with the Marines in Southeast Asia managing security cooperation among active U.S. military branches in the region. Along with his military experience, he also worked as the chief executive officer of the Boys and Girls Club in Wilmington, North Carolina, as well as serving as a court appointed special advocate.

Darren holds degrees in Aviation and Governmental studies, and he is currently working toward a Master’s degree in Public Administration from the University of North Carolina, Chapel Hill. It was this combination of experience and study that drew him to the Program Director position at RTCA.

“I saw that there was a job working aviation policy which synced well with my background as an aviator as well as with my education,” he says. “My first master’s degree was related to inter-governmental studies, government relations, and how the military works well with the rest of the government. I also spent a lot of time with decision makers when I was working on security cooperation in Asia. So even though I wasn’t in DC, I had worked alongside a lot of those folks and felt comfortable with that aspect of the job.”

In his capacity as Program Director, Darren provides crucial policy, research and logistical support to the Next Gen Sub Committee and work groups. He also serves a vital role as liaison between industry leaders and the government. Currently these groups are working on initiatives to implement NextGen capabilities and the initiative to increase efficiencies in the Northeast Corridor.

“It’s basically an industry and government collaboration to identify areas in the NAS [National Airspace System] where we can improve through-put and efficiencies—areas where we can apply the technologies that already exist to increase productivity,” Darren explains. “There’s a lot of energy behind it and agreement that the corridor is a place where we can implement technologies to make the airway more efficient...the flights that come in and out of the corridor have a trickle-down effect on the rest of the airspace. So, if weather is bad or there are delays, it affects the rest of the NAS. Plus, it’s one of the few places in the U.S. where everybody has some skin in the game.”

It is this understanding of policy as well as the dynamics of developing cooperation among teams that has made Darren a great fit on the RTCA team, according to RTCA president Margaret Jenny. “Darren brings a strong commitment to the foundation of RTCA; serving and supporting the members,” she says. “He immediately jumped in, applying the experiences from his career and education, and is contributing to the success of our collaborative efforts.”

“...Darren brings a strong commitment to serving and supporting members.”
— Margaret Jenny, President, RTCA
CALENDAR OF EVENTS

June

June 6-9
DO-160G Training: Track A&B
Hosted by RTCA
Washington, DC

June 6-9
SC-229, 406 MHz Emergency Locator Transmitters (ELTs)
Hosted by RTCA
Washington, DC

June 15
SC-224, Airport Security Access Control Systems Plenary Session
Hosted by RTCA
Washington, DC

June 19-23
SC-206, Aeronautical Information and Meteorological Data Link Services Plenary
Hosted by Boeing
Renton, WA

June 19-23
SC-217/WG-44, Aeronautical Databases Plenary
Hosted by Rockwell Collins, Inc, Cedar Rapids, IA

June 19-23
DO-178C Training
Hosted by RTCA
Washington, DC

June 29
Supplements to DO-178C Training
Hosted by RTCA
Washington, DC

July

July 10-14
SC-228 Plenary MOPS for UAS
Hosted by RTCA
Washington, DC

July 11
SC-225, Rechargeable Lithium Batteries and Battery Systems Plenary
Hosted by RTCA
Virtual

July 13
SC-233, Addressing Human Factors
Hosted by RTCA
Virtual

July 13
SC-235, Non-Rechargeable Lithium Batteries
Hosted by RTCA
Virtual

July 20
NACSC Meeting
Hosted by RTCA
Washington, DC

July 24-28
SC-216/WG-72, Aeronautical Systems Security Plenary
Hosted by Airbus
Hamburg, Germany

July 25-28
SC-236/WG-96
Hosted by the FAA
Renton, WA

July 28
SC-135, Environmental Test
Hosted by RTCA
Virtual

August

August 1
SC-213/WG-72, Enhanced Flight Vision Systems/Synthetic Vision Systems
Hosted by RTCA
Virtual

August 3
SC-224, Airport Security Access Control Systems Plenary
Hosted by RTCA
Washington, DC

August 17
NACSC Meeting
Hosted by RTCA
Washington, DC

August 21-25
SC-223, IPS and AeroMACS 23rd Plenary
Hosted by RTCA
Washington, DC

UPCOMING EVENTS

June 13-14
RTCA Global Aviation Symposium
Hosted by RTCA
Crystal City, VA

June 22
PMC, Program Management Committee
Hosted by RTCA
Washington, DC

June 22
TOC, Tactical Operations Committee
Hosted by RTCA
Washington, DC

June 28
NAC, NextGen Advisory Committee
Hosted by FedEx Corporation
Memphis, TN