Executive Summary

The joint RTCA SC-206 / EUROCAE WG-76 Plenary meeting was held during the week of March 18th at EUROCAE Headquarters in Brussels Belgium

- SG-1 – Aircraft-based Observation (AbO) Requirements
  - The ADS-Wx development is at a point where there is a need to begin to ensure there is a means for ground systems to receive the data within the messages that are being sent out
  - CSC discussions resulted in an action to ensure the message definitions for ADS-Wx include support for ADS-R (crosslink rebroadcast)
    - Once the MOPS for 1090 is published, there will be a harmonization effort for the UAT MOPS
  - Steve Darr will be providing a briefing at the Friends and Partners in Aviation Weather (FPAW) Spring Meeting in Washington, DC
    - The subject will be on ADS-Wx and the potential for ADS-Wx with UAT to fill gaps in the weather observation network
    - The FPAW Spring Meeting will be held April 16th and 17th at the NTSB Conference Center

- SG-5: FIS-B MOPS
  - The DO-358A FRAC comment period was extended by 2 weeks due to the recent government shutdown
  - Addressing the remaining “non-concur” comments in version A of the document could impact the delivery schedule
  - SG-5 can meet the current schedule, but it will be “tight”
  - SC-206 decided to defer approval to release the document to the PMC during this Plenary session
  - There will be a Virtual RTCA Plenary on Tuesday, April 30th
    - This will be a 2-hour WebEx to review the final changes and other “non-concur” and “high” document comments
    - SC-206 will decide during this Virtual Plenary if the MOPS can be released to the PMC

- SG-6: MASPS
  - SG-6 has been experiencing issues with defining the system diagram and Service Descriptions (SDs)
- However, they have come to an agreement as to what needs to be included in the SDs
  - The 3 Working Groups under SG-6 (AI, MET, and CDM) are continuing their work in refining their SDs
  - Representatives from the FAA and EUROCAE WG-104 may be present at the June Plenary to brief the participants on System-Wide Information Management (SWIM) development efforts

  o System-Wide Information Management (SWIM) Briefing
    - SWIM in Europe is primarily ground-to-ground
    - SWIM compliance must be considered while developing the WG-76 / SG-6 DO-364A MASPS

  o Next Meetings:
    - April 30, 2019 (Virtual):
      - SC-206 Plenary to conduct a DO-358A FRAC Resolution Review and decide on releasing DO-358A to the PMC
    - June 10-14, 2019 (Frederick, MD):
      - Joint WG-76 / SC-206 Plenary
    - September 9-13, 2019 (Herndon, VA and Toulouse, France):
      - Joint WG-76 / SC-206 Plenary
      - SG-5 work on DO-358B
    - December 9-13, 2019 (Phoenix, AZ):
      - Joint WG-76 / SC-206 Plenary
Joint Plenary Meeting Summary

The joint RTCA SC-206 / EUROCAE WG-76 Plenary meeting was held during the week of March 18th at EUROCONTROL Headquarters in Brussels, Belgium

Presentations are posted at:

Monday, March 18th Opening Plenary
The Opening session convened at approximately 0800 EDT on Monday, March 18th.

1. Welcome and Opening Remarks
   - Reference the Leadership Slides March 2019 Plenary Meeting
   - Rocky Stone opened the meeting by welcoming the participants
   - Rocky noted that this is the 2nd joint meeting of RTCA SC-206 and EUROCAE WG-76
     o There is a full agenda of activity scheduled for this week
   - SG-6 conducted a meeting this morning prior to the opening Plenary session
   - SG-5 will be working this week (in the US) to continue to work resolution of the DO-358A FRAC comments
   - SG-1 is continuing to work with the Combined Surveillance Committee (CSC) and others
   - Alexander (Alex) Engel read the opening material related to RTCA and EUROCAE policy and procedure

2. Attendee Introductions
   - Rocky Stone, Co-chair United Airlines
   - Tom Evans, Co-chair NASA
   - Joe Bracken, Secretary* AvMet Applications, Inc.
   - Eldridge Frazier FAA, Government Authorized Representative
   - Moin Abulhosn* FAA Aircraft Certification
   - Jeff Aenmey Dutch Air Line Pilots Association
   - Louis Bailey The Boeing Company
   - Bill Carson The MITRE Corporation
   - Cedric D’Silva Thales Avionics
   - Stephen Darr* Dynamic Aerospace
   - Torsten Domroes Jeppesen / Boeing
   - Stephane Dubet DSN
   - Mark Eden Air Line Pilots Association (ALPA), Int’l
   - Alexander Engel EUROCAE
   - John Ferrara* Consultant
   - Tammy Flowe* FAA Aviation Weather
   - Paul Freeman* Harris
   - Jeremy Garber* Harris
   - Izabela Gheorghisor* The MITRE Corporation
   - Dennis Hart EUROCONTROL
   - Brian Hint FAA
   - Karan Hofmann* RTCA
   - Jeremy Holman* Garmin
3. Review and Approval of meeting agenda
   - Meeting agenda for this week was approved

4. Review and Acceptance of Minutes of WG-76 Meeting 50/SC-206 Meeting 53
   - Rocky made a motion to accept the December Joint Meeting Summary
   - The December Meeting Summary was approved

5. Action Item Review
   - Action Item 329 – remains Open
   - Action Item 330 – remains Open
   - Action Item 331 – remains Open
     - Eldridge commented that they may have a resolution to this item by the end of the week

6. Report of Sub-Groups:
   - SG-1: CSC and Other SC Coordination (ISRAs)
     - Ed Johnson reported that there are no updates at this time
       - Steve Darr will be meeting in Toulouse next week to present the ADS-Wx development status to the ICAO Surveillance Panel, Aeronautical Surveillance Working Group
     - Ed noted to the group that he wanted to acknowledge all of Clark Lunsford’s contributions to the efforts of SG-1
       - Clark’s funding will be ending prior to the next Joint Plenary session
       - Steve Darr will assume the role of SG-1 Co-Chair from Clark after his departure
   - SG-5: FIS-B MOPS (DO-358A FRAC Resolution)
Reference the SG-5 Opening Plenary Slides

Paul Freeman noted that the DO-358A FRAC comment period was extended by 2 weeks due to the recent US government shutdown.

Paul stressed that addressing the remaining “non-concur” comments in version A of the document could impact the delivery schedule.

- Resolving these could be done within the next 2 months in time for the next PMC meeting.
- Paul added that SG-5 feels that these comments should be addressed in Version A of DO-358.

Rocky asked if addressing these comments would result in “ripple effects” within the document.
- Paul responded in the affirmative.
- Jeremy Holman concurred that addressing these comments will result in residual impacts to the document.

Reference Slide 3
- John Ferrara stated that SG-5 has not come to full agreement on the nature of the comments.
- Paul noted that many of the key SG-5 personnel are not available this week, therefore, SG-5 may not have full consensus by the end of this week on how to resolve these comments.
- Rocky stated that we were anticipating a final disposition from SG-5 by the closing plenary this week.
  1. John responded that he does not feel that SG-5 will be able to make a final determination of what all needs to be done by the end of the week.
- Rocky stated that for SC-206 to send the document to the PMC, we will need Plenary approval.
  1. Rocky added that, given that we may not have an SG-5 position by the closing plenary this week, we may need a special plenary WebEx at some time in the near future.
  2. Rocky recommended that this special plenary WebEx take place no later than a week or two prior to the required final submission date to the PMC.
    i. This has been done before.
  3. Rocky’s concern is over the total “ripple effect” within the full document.
- Moin Abulhosn commented that “purging” is one issue, but there are potentially many impacts to the document and test procedures.
- Rocky commented that we need to determine a future 1-2 hour special plenary session plan.
  1. The suggestion was late-April or early-May.
  2. Amanda Hoprich stated that we must have the document to the PMC 45 days prior to the June 27 PMC meeting.
    i. 45 days prior to the June PMC meeting would be May 13th.
- Steve Darr commented that SG-5 has made good progress thus far and SG-5 has done a considerable amount of work to address these comments.

Paul noted that the document that has been provided to SC-206 is the current version of the document; absent the resolution of the 2 unresolved non-concur comments.

Reference Slide 6.
- Eldridge Frazier proposed that the document needs to be finalized by the end of April in order to provide Amanda with ample time (~2 weeks) to clean up the document
- Rocky commented that that gives SG-5 less than a month to resolve these non-concur comments and any residual issues

7. Workplan for WG-76 Meeting 51/SC-206 Meeting 54
- Rocky asked if the group was ready to discuss how RTCA / EUROCAE documents will be stored
  - Eldridge responded that RTCA Workspace will be the primary method due to ease of use
  - There have already been Subgroup folders created in Workspace
- Alex indicated that he will be speaking with his leadership as to how to maintain at least a minimum set of information on the EUROCAE site
- Eldridge stressed that document configuration management is extremely important between multiple sites

The Opening Plenary adjourned at approximately 0900 EDT on Monday, March 18th
Thursday, March 21st Closing Plenary
The Closing session convened at approximately 0800 EDT on Thursday, March 21st.

1. Welcome and Opening Remarks: Host, RTCA/EUROCAE, and Chairmen
   • Chairmen
     o Rocky stated that since Paul Freeman has to leave the meeting early, the Closing
       Plenary session will begin with SG-5 FRAC release presentation

2. Attendee Introductions
   • Rocky Stone, Co-chair United Airlines
   • Tom Evans, Co-chair NASA
   • Joe Bracken, Secretary* AvMet Applications, Inc.
   • Eldridge Frazier FAA, Government Authorized Representative
   • Louis Bailey The Boeing Company
   • Bill Carson The MITRE Corporation
   • Cedric D'Silva* Thales Avionics
   • Stephen Darr* Dynamic Aerospace
   • Torsten Domroes Jeppesen / Boeing
   • Stephane Dubet DSNA
   • Mark Eden Air Line Pilots Association (ALPA), Int'l
   • Alexander Engel EUROCAE
   • John Ferrara* Consultant
   • Tammy Flowe* FAA Aviation Weather
   • Paul Freeman* Harris
   • Jeremy Garber* Harris
   • Izabela Gheorghisor* MITRE
   • Dennis Hart EUROCONTROL
   • Jeremy Holman* Garmin
   • Amanda Hoprich* AvMet Applications, Inc.
   • Ed Johnson FAA
   • Robert Lee AvMet Applications, Inc.
   • Mark Libant NAV Canada
   • Clark Lunsford* MITRE
   • Matthew Lug* USAF
   • Michael McPartland* MIT
   • Jim Mills HQ USAF
   • Karol Molnar Honeywell
   • Benoit Morizet Airbus Operations
   • Mark Phaneuf* Air Line Pilots Association (ALPA), Int'l
   • Roger Sultan* Air Line Pilots Association (ALPA) Int'l
   • Willie Truong* Honeywell
   • Stephen Yun* The Boeing Company
   *Remote

3. SG-5 – FRAC Resolution Presentation – Reference SG5 Closing Plenary Slides
• Reference Slide 6
  o Paul Freeman stated that this is the most important slide in the update
  o FIS-B is purely an advisory system
    - There was a discussion regarding the lack of a requirement for a safety
      analysis be conducted for an advisory system
  o John Ferrara noted that all changes Paul has presented are intended to make sure the
document is clear and cannot be misread and that all appropriate data is made
available to the pilot
    - Steve Darr “agreed in principle” and will review the revisions made to the
current version
• Reference Slide 8
  o Paul stated that SG-5 can meet the current schedule, but it will be “tight”
  o Rocky Stone expressed thanks to SG-5 for taking the non-concur comments into
account in the latest version
  o Rocky noted that if there were no “wholesale” changes to the document, there would
be no need to re-FRAC the entire document
    - Revisions have been focused on specific purging requirements
  o Rocky added that the intent was to move the document forward at this time
    - However, with “non-concur” comments, we are not able to move it forward
    - Therefore, we will be holding a special Plenary session on April 30th
    - Rocky stressed that the SC-206 membership will need a review copy of the
document by April 23rd
  o Rocky applauded the efforts of SG-5
  o Rocky suggested caution in drafting some sort of safety analysis content statement in
the document
    - Steve noted that the performance requirements in DO-358A are based on the
system, not the specific products
    - Rocky added that safety was taken into account at an “informal” level and
the safety analysis content statement should acknowledge that the
documented considered safety while being drafted
• Bill Carson raised the fact that SC-206 was not provided an overview of all comments made
to DO-358A and how each was dispositioned
  o Paul responded that all comments are included in Workspace for anybody to review
  o Rocky responded that not all Special Committees have received overviews of all
“high” or “non-concur” comments
    - The Special Committees tend to leave it up the Subgroup leadership to
present to a level of detail they feel is appropriate
    - This may include simply highlighting the more controversial comments
  o Eldridge stressed that SG-5 and SC-206 cannot present this level of detail to the PMC
leadership
    - The PMC must receive a “deeper dive” into the comments and how they
were addressed
    - Paul understood and will provide more detail to the PMC when needed
  o Steve concurred with Bill Carson’s comment
    - Historically, the level of detail provided was intended to ensure there was a
reasonable understanding of what comments / issues potentially stood in the
way
- There were several other “non-concur” comments that we have not seen any details for
  - Paul agreed, for the April 30\textsuperscript{th} Plenary session, to provide an update on the other “high” and “non-concur” comments

- The Virtual RTCA Plenary will take place on Tuesday, April 30\textsuperscript{th}
  - This will be a 2-hour WebEx to review the final changes and other document comments
  - SG-5 will provide the document to the SC-206 membership by April 23\textsuperscript{rd}

- Amanda Hoprich asked if she can send the April 30\textsuperscript{th} Virtual Plenary agenda to RTCA to publish
  - Rocky responded in the affirmative
  - Jeremy Holman asked if item 4 of the Virtual Plenary agenda will include a review of the other “high” and “non-concur” comments
    - Rocky responded in the affirmative

- SC-206 decided to defer approval to release the document to the PMC during this Plenary session
  - That decision may be made at the April 30\textsuperscript{th} Virtual Plenary

4. Sub-Groups reports
   - SG-1 - Reference SG1 Closing Plenary Slides
     - Steve Darr provided the closing SG-1 status
     - Rocky indicated that he will be having a future discussion with Steve to determine what happens after the CSC and ICAO publication of the ADS-B v3
       - Steve concurred
       - Steve added that they are at a point where they need to begin to move to the next phase to ensure there is a means for ground systems to receive the data within the messages that are being sent out
       - Rocky added that there is more work required on the transmit side to encourage folks to use it
     - Steve noted that discussions resulted in an action to ensure the message definitions for ADS-Wx include support for ADS-R crosslink broadcast
       - Once the MOPs for 1090 is published, there will be a harmonization effort for the UAT MOPS
     - Steve noted that he will be providing a briefing at the FPAW Spring Meeting in Washington, DC
       - Steve will be presenting on ADS-Wx and the potential of ADS-Wx with UAT to fill gaps in the weather observation network
       - The FPAW Spring Meeting will be April 16\textsuperscript{th} and 17\textsuperscript{th} at the NTSB Conference Center
   - SG-6 – Reference SG6 Closing Plenary Slides
     - Eldridge Frazier provided the initial SG-6 remarks (Reference SG-6 Closing Plenary Slides)
       - There were 3 WGs working in Brussels this week
         - WG1: Aeronautical Information
         - WG2: Meteorological Information
         - WG3: Collaborative Decision Making
     - Jim Mills provided the WG1 update (Reference SG6 WG1 Closing Plenary Slides)
- Jim noted that, based upon this morning’s conversation, he and Karol Molnar have a clear understanding as to how to proceed
- Jim is not providing a “burn-down” slide at this time as the document is currently “all red”
- WG1 will continue their bi-weekly telecons and develop their Use Cases as necessary
  - Tammy Flowe provided the WG2 update (Reference SG6 WG2 Closing Plenary Slides)
    - Tammy noted that each Service Description (SD) represents a Use Case
    - They plan on restructuring their SDs based on that criteria
    - WG2 will expand their sequence diagrams by adding the “communication” box between the service end-points
    - The WG2 “burn down” is also currently “all red” but a draft of Wind/Temp SD is currently being used to gather comments before extending to other SDs and in order to align the WG-76 SDs with the SC-206 MASPS
    - WG2 intends to resume their bi-weekly telecons starting Thursday, March 28th
  - Rocky provided the WG3 update
    - Rocky noted that they held a 2-hour session on Tuesday regarding CDM
    - Their goal is to develop a minimum set of information content to enable cockpit participation in CDM
    - Rocky stated that they are going to need to open the “green box” on the left of the scope diagram to describe the information content
    - WG3 has drafted an initial outline for a white paper
      - Rocky added that the outline should be in a good enough condition to provide to the entire SG-6 membership
  - Eldridge reported that SG-6 has been experiencing issues with defining the system diagram and SDs
    - During this morning’s meeting, they came to an agreement as to what needs to be included in the SDs
      - Eldridge will be working with WG1 and WG2 to ensure consistency amongst the SD formats
    - Eldridge will be drafting a white paper to identify their action items
    - Reference the architecture diagram
      - Eldridge indicated that the green boxes are still out of scope
        i. However, the entire diagram will be part of the SDs
        ii. There are still issues with the “interfaces”
    - Eldridge noted that there may be someone from FAA and EUROCAE WG-104 at the June Plenary to brief the participants on System-Wide Information Management (SWIM) development efforts
    - Regarding the MASPS burn down diagram, Eldridge expects to have at least one AI and one MET SD to blue status by the June meeting

5. SWIM Presentation – Stephane Dubet and Dennis Hart
   - Reference the SWIM Presentation EUROCAE WG76-RTCA SC206 briefing slides
   - Stephane indicated that the Terms of Reference (TORs) between WG-76 and SC-206 are slightly different
SWIM is not mentioned in the SC-206 TOR, but the WG-76 TOR contains several references to SWIM

- Stephane indicated that the intent of his briefing is to provide an overview of SWIM and of the work being done at the International level
- Stephane noted that SWIM primarily has been up to this point ground-to-ground in Europe
  - Aircraft Access to SWIM (AAtS) is addressing the ground-to-air aspects
- Stephane agreed to provide examples of Provisions for Air Navigation Services (PANS) documents if that would be helpful to SC-206
- Reference the “The European Context” slide
  - There are six “families” of services (functionalities) of SESAR R&D
  - Within SESAR, there are two main activities
    - R&D
      - AIS/MET Common Services
    - Air-to-ground SWIM
      - In Europe, there is not much work on AAtS; however, it is planned
  - There are 3 main components of SWIM in Europe
    - Technical infrastructure
    - Information
    - Services
- Reference the “Main European Specifications” slide – Dennis Hart
  - Dennis noted that they need to make technology decisions on the air-to-ground and ground-to-ground links
  - The intent should be to ensure that the WG-76 and SC-206 efforts are not diverging from the start and that there is a common means of exchanging information related to the services
- Reference the “Potential SWIM Inputs to WG76-SC206” slide
  - While focusing on ground-to-ground SWIM exchanges in Europe, there is work that has been done on what information could be shared from an air-to-ground perspective
  - Stephane agreed to share PANS / EUROCONTROL specifications, WG-104 deliverables, and/or SESAR R&D research outputs as appropriate
- Reference the “Extracts from ICAO Service Provisions” slide
  - Stephane indicated that the right column could be considered service descriptions
  - A question was asked why “safety assessment” is not included in this list
    - Stephane responded that the safety assessments may be accounted for within “service validation”
    - Stephane added that where “integrity” is mentioned, that could include safety aspects as well
    - Safety is evaluated at the product level
  - Stephane is not suggesting that SG-6 take this list and put it directly in the MASPS document
    - Also note that the context in Europe is different (i.e. ground-to-ground) and that they are not addressing the datalink
- Reference the “Open Question - Discussion” slide
  - A comment was made that we need to ensure consistency
  - Alex Engel stated that there is a question on how SWIM-compliant we want the WG-76 / SC-206 effort to be
- Given that Europe is primarily focused on ground-to-ground, we have to keep that in mind as to how compliant we can / need to be
  - Mark Libant indicated that there are similar discussions taking place within the Information Management Panel (IMP), but a slightly higher level
    - A Service is defined as end-to-end; from the originator to the user
      - We need to have a consistent definition and understanding of “service”
- Eldridge stated that the FAA’s position is that they are SWIM compliant
  - Eldridge asked what industry says about SWIM
    - Someone responded that the operators and airlines are not aware of what is going on
    - Stephane noted that it’s difficult to assess the interest at the stakeholder level
    - Dennis noted that there is global concurrence that after the year 2025, we work to full information exchange via SWIM
      i. The airlines and airports are the largest customer base in Europe
      ii. Most groups don’t realize that they’re already doing SWIM-like exchanges
      iii. There is actually a lot of SWIM-compliance, but the users are not always aware of it
  - Jim Mills stated that on the Digital NOTAM side in the US, DoD and Delta Air Lines are using SWIM
    - The FAA is working with the PMO to be able to choose what information you want
- Dennis noted that the European SWIM concept is based upon an IP-based network
  - Dennis stressed that they are not doing SWIM simply for the sake of developing SWIM
    - Their intent is to enable a better information exchange network
    - They are trying to remove technical and institutional barriers and identify information exchange requirements
    - Information sharing needs to be based upon information exchange requirement(s)
- Eldridge commented that the FAA, as part of NextGen, has a “test bed” located at Embry Riddle Aeronautical University (ERAU) in Florida
  - All NextGen demonstrations go through the SWIM network at the ERAU testbed
  - We need to work SWIM compliance into the SDs
  - We also need to have a EUROCAE WG-104 subject matter expert (SME) as part of the MASPS development effort
- Louis Bailey noted that we will not be SWIM-compliant and that we’re outside the scope of SWIM
  - Louis stressed that we want to make sure we’re driving requirements that will go into the SWIM network
  - Rocky stated that he feels we’re SWIM-compliant at the network level, but concurs that we want to drive the information that goes into the network
  - Stephane indicated that he could ask a representative from WG-104 to brief the SG-6 group on their activities
- Note: EUROCAE WG-104 produced ED-154 and ER-018 and could report about their experience when developing ED-154 and to provide assistance on what WG-76/SC-206 need to consider to make their services SWIM complaint.
- Eldridge stated that the FAA is in the air-to-ground R&D phase and is able to lead in driving the requirements that need to go into the SWIM network.
- The MASPS document will help Europe in their air-to-ground SWIM development effort.

Dennis stated that we need to consider the information aspects and how it will be used.
- For example, is the “air” need for convection the same as the “ground” need?
- We need to consider the understanding and definitions of the terminology and the various user needs.
- We need to make sure the message conveyed in the air-to-ground regime is not confusing what is needed in the ground-to-ground regime.
- Terms and terminologies are critical.

6. Future meetings plans and dates

<table>
<thead>
<tr>
<th>Meeting Dates</th>
<th>Locations (Hosts)</th>
<th>Releases / Approvals</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 30, 2019</td>
<td>Virtual (WebEx)</td>
<td>DO-358A FRAC Resolution Review / Plenary approves release of DO-358A to PMC</td>
</tr>
<tr>
<td>June 10-14, 2019</td>
<td>Frederick, Maryland (AOPA)</td>
<td>Joint WG-76/SC-206 Plenary (SG-1 &amp; SG-6) SG-5: DO-358B</td>
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<tr>
<td>March 2020</td>
<td>Prague, Czech Republic (Honeywell) US (?)</td>
<td>Joint WG-76/SC-206 Plenary (SG-1 &amp; SG-6) DO-358B FRAC Resolution Review / Plenary approves release of DO-358B to PMC</td>
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<tr>
<td>June 2020</td>
<td>Denver, CO (Frontier Airlines?) Boulder, CO (UCAR/NCAR?)</td>
<td>Joint WG-76/SC-206 Plenary (SG-1 &amp; SG-6)</td>
</tr>
<tr>
<td>September 2020</td>
<td>Europe (?)</td>
<td>Approve DO-364A for FRAC Release</td>
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<tr>
<td>December 2020</td>
<td>Paris (EUROCAE)</td>
<td>DO-364A FRAC Resolution Review / Plenary approves release of DO-364A</td>
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7. Action item review
   - Action Items 329, 330, and 331 remain Open
   - New Action Items 332, 333, 334, 335 identified and listed below

<table>
<thead>
<tr>
<th>#</th>
<th>Owner</th>
<th>Action</th>
<th>Date</th>
<th>Status</th>
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<tbody>
<tr>
<td>329</td>
<td>Karan Hofmann</td>
<td>Provide copies of harmonized MASPS drafting guides to SG-6 when complete</td>
<td></td>
<td>Open Guide not approved yet, but final “FRAC” version forwarded</td>
</tr>
<tr>
<td>330</td>
<td>Steve Young</td>
<td>Identify SME speaker to present material on UAS government and industry initiatives during the June or September 2019 Plenary meetings. Steve will also raise this issue within the other WGs he’s involved in</td>
<td>September 2019</td>
<td>Open</td>
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<tr>
<td>331</td>
<td>Eldridge Frazier</td>
<td>SC to review what has been done in the past within SC-214 regarding EUROCAE Service Descriptions</td>
<td>March 2019</td>
<td>Open</td>
</tr>
<tr>
<td>332</td>
<td>Paul Freeman John Ferrara</td>
<td>DO-358A to be provided to SC-206 for review 1 week prior to the 4/30 Plenary</td>
<td>April 23, 2019</td>
<td>Open</td>
</tr>
<tr>
<td>333</td>
<td>Paul Freeman John Ferrara</td>
<td>SG-5 to provide update on other “high” and “non-concur” comments during the 4/30 plenary</td>
<td>April 30, 2019</td>
<td>Open</td>
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<tr>
<td>334</td>
<td>Stephane Dubet</td>
<td>Stephane indicated that he could share PANS / EUROCONTROL Specifications, WG-104 deliverable(s), and SESAR R&amp;D research outputs as related to SWIM efforts</td>
<td>June 2019</td>
<td>Open</td>
</tr>
<tr>
<td>335</td>
<td>Stephane Dubet</td>
<td>Stephane to coordinate with WG-104 and schedule a telecon to brief the SG-6 group on their activities</td>
<td>June 2019</td>
<td>Open</td>
</tr>
</tbody>
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8. Other business
   - There was no New Business identified during the Closing Plenary session

9. Adjourn
   The Closing session adjourned at approximately 1130 EDT on Thursday, March 21st.
CERTIFIED as a true and accurate summary of the meeting.

Joe Bracken, SC-206 Secretary
Benoit Morizet, EUROCAE WG-76 Secretary

Rocky Stone, SC-206 Co-chair
Boris Resnick, EUROCAE WG-76 Chair

Tom Evans, SC-206 Co-chair
Alexander Engel, EUROCAE Technical PM