Executive Summary

The joint RTCA SC-206 / EUROCAE WG-76 Plenary meeting was held during the week of March 2\textsuperscript{nd} at the Honeywell facility in Prague, Czech Republic

- **SG-1 – Aircraft-based Observation (AbO) Requirements**
  - ADS-B Weather (ADS-B Wx) Version 3 (V3) messages could be available from avionics beginning in 2022
    - The requirements have been closely coordinated with the stakeholders
    - Requirements for ADS-Wx AIREP and ADS-Wx PIREP verbiage has been coordinated and included in the draft MOPS and provided to the Combined Surveillance Committee (CSC)
    - AIREP provides fully-automated, sensor-based, periodic broadcast of aircraft-based MET data
    - PIREP enables electronic submission of pilot-observed weather via ADS-B
    - The ADS-B network updates are planned for reception of ADS-B V3 messages
  - ADS-B Wx effort continues to harmonize UAT with 1090ES ADS-B Standards
  - Important issue being discussed is ADS-Wx as “native function” or “optional feature”

- **SG-5: FIS-B MOPS**
  - Subgroup 5 continues to hold weekly telecons to revise and refine the DO-358B document Minimum Operational Performance Standards (MOPS) for Flight Information Services – Broadcast (FIS-B) with Universal Access Transceiver (UAT)
    - All technical issues have been resolved
    - SG-5 anticipates a full page by page review of the document starting the end of March
    - The document is expected to be released for Final Review and Comment (FRAC) at the June Plenary

- **SG-6: MASPS**
  - SG-6’s goal is to have all Service Descriptions (SDs) to a “mature” stage of completeness by the June 2020 Plenary
  - Given that this document will undergo an international FRAC, a full 45-day FRAC process will be necessary
    - Therefore they will use a full 45 days for the process
  - A Thales representative presented a position paper related to the MASPS development and scoping of that document
    - The intent was to ensure that the standard is suitable to meet industry needs
Details of that position paper can be found on the SC-206 Workspace

- Industry briefings were presented on the following topics (briefing slides can be found at https://workspace.rtca.org/apps/org/workgroup/sc-206/documents.php)
  - SG-6 Position Paper on the DO-364A Development Effort
  - ICAO Information Management Panel (IMP)
  - Thales Updated Position Paper

- Next Meeting:
  - June 8-12, 2020 (United Airlines, Denver, Colorado)
    - Joint RTCA SC-206 (Meeting 60) / EUROCAE WG-76 (Meeting 56) Plenary
Joint Plenary Meeting Summary

The joint RTCA SC-206 / EUROCAE WG-76 Plenary meeting was held during the week of March 2nd at the Honeywell facility in Prague, Czech Republic

Presentations are posted at: https://workspace.rtca.org/apps/org/workgroup/sc-206/documents.php

Monday, March 2nd Opening Plenary
The Opening Plenary convened at approximately 1400 CET (0800 EST)

1. Welcome and Opening Remarks
   - Reference the Leadership Opening Plenary Slides
     - The EUROCAE and RTCA disclaimers were read
     - Karan noted the June 16-17, 2020 Global Aviation Symposium

2. Introduction of Attendees
   - Rocky Stone, Co-chair United Airlines
   - Mark Libant, Co-chair NAV Canada
   - Joe Bracken, Secretary* AvMet Applications, Inc.
   - Eldridge Frazier FAA, Government Authorized Representative
   - Louis Bailey The Boeing Company
   - Bill Carson The MITRE Corporation
   - Steve Darr Dynamic Aerospace, Inc.
   - Lauren Donohue EUMETNET EIG (EUROCAE)
   - Cedric D’Silva* Thales Group
   - Stephane Dubet DSNA
   - Mark Eden Air Line Pilots Association, Int’l
   - Alexander Engel EUROCAE
   - John Ferrara* Consultant
   - Tammy Flowe FAA
   - Izabela Gheorghisor The MITRE Corporation
   - Brian Hint* FAA
   - Karan Hofmann RTCA
   - Amanda Hoprich* AvMet Applications, Inc.
   - Ed Johnson FAA
   - Debbie Kowalewski* Airline Dispatchers Federation
   - Robert Lee* AvMet Applications, Inc.
   - Macarena Martin-Viton Airbus
   - Jim Mills HQ USAF
   - Karol Molnar Honeywell
   - Benoit Morizet Airbus Operations
   - Mark Phaneuf Air Line Pilots Association, Int’l
   - Dirk Zinkhan EUMETNET EIG (EUROCAE)
   *Remote

3. Review and Approval of Meeting Agenda
The meeting agenda for this week was approved
Rocky noted that Cedric D'Silva will be calling in later to present the Thales’ position paper related to the DO-364A development

4. Review and Acceptance of Minutes of WG-76 Meeting 54/SC-206 Meeting 58
   Rocky made a motion to accept the Meeting Summary
   o Bill Carson seconded the motion
   The Meeting Summary was approved

5. Action Item Review
   Action Item 329
   o The Guide has not been approved yet, but the final “FRAC” version has been forwarded to SC-206
   o This item remains Open
   Action Item 347
   o This Action Item remains Open
   - Eldridge noted that this needs to be worked within the FAA and industry
   - Eldridge noted that the American Society for Testing and Materials (ASTM) is also working on a UAS/UAM standard
     1. RTCA and ASTM have recently begun working under a Memorandum of Understanding (MOU)
     - Eldridge commented that we may want to eventually develop an Operational Services and Environment Definition (OSED) for UAS
     - The Due Date for this Action Item was moved to June 2020
   Action Item 348
   o This Action Item remains Open
     - Eldridge reiterated that we may want to develop an OSED for UAS
       1. This will be discussed at the June Plenary
     - The Due Date for this Action Item was moved to June 2020
   Action Item 351
   o This Action Item was Closed
   Action item 352
   o This Action Item was Closed
   Action Item 353
   o This Action Item remains Open
   o The Due Date for this Action item was moved to June 2020
   Action Item 354
   o This Action Item was Closed
   Action Item 355
   o This Action Item was Closed
   Action Item 356
   o This Action Item remains Open
   Action Item 358
   o This Action Item remains Open, but can be closed after ALPA submits their position
   Action Item 359
   o This Action Item remains Open
   Action Item 360
   o This Action Item was Closed
• Action Item 362
  ○ This Action Item was Closed

6. Report of Sub-Groups:
   • SG-1: CSC and Other SC Coordination (ISRAs)
     ○ Reference the SG-1 Opening Plenary Slides
     ○ Steve Darr provided the SG-1 status briefing
     ○ Steve commented that he has received good support from the SC-206 Committee
     ○ Reference Slide 2
       - Steve noted that the new item PIREP was added after the Closing Plenary in Phoenix
     ○ Reference Slide 6
       - Steve noted that PIREPS are contained in an ADS-Out message and that it is not feasible to place it in an ADS-In message due to message structuring
       - Eldridge asked, with respect to AIREPS, if they have considered air-to-air for EDR
         1. Steve responded in the affirmative
            i. They are receiving EDR in an ADS-B Out message and as part of an ADS-In message
            ii. In order to get EDR in an ADS-Out message, the must comply with DO-370
       - Mark Eden asked if they are considering digital PIREPS
         1. Steve responded that they do not want that to be part of an ADS-In PIREP without some sort of validation
            i. Steve used units of temperature as an example
               1. There are a lot of validity checks conducted on the ground that you would not have on the AIRMET (sensor based) side
            2. Steve added that an AIREP is continuous whereas a PIREP would be only when a pilot fills out a report and hits SEND
       - Rocky Stone asked if they are permitting AIREPs and PIREPs from the same aircraft
         1. Steve responded in the affirmative
     o Reference Slide 8
       - Tammy Flowe asked if this includes “Null” EDR reports
         1. Steve responded that if the value is “0”, then it is considered a “Null” report
       - Steve noted that eventually the system would allow FAR Part 121 aircraft to receive reports from General Aviation (GA) aircraft
     o Reference Slide 9
       - Steve responded to a comment that “flight weathers” are sky conditions (i.e. cloud layers)
         1. And “layers” are defined by height

• SG-5: FIS-B MOPS (DO-358B)
  ○ Reference the SG-5 Opening Plenary Slides
  ○ John Ferrara provided the SG-5 status briefing
Rocky asked if the FAA has finalized all their inputs for the products that SG-5 is still working on
- John responded that SG-5 is set up to incorporate the TRA and TMOA products
  1. The FAA gave the contract to Harris and Harris defined the products based upon what they received from the FAA
    i. Therefore, SG-5 is relying on Harris and are building the document based upon what Harris provided

- SG-6: MASPS (DO-364A)
  o Reference the SG-6 Opening Plenary Slides
  o Eldridge Frazier provide the SG-6 status briefing
  o Reference Slide 2
    - Eldridge noted that he would like to see all SDs “green” by June 2020
      1. Except for CDM
  o No additional requirements have been added
  o This document will undergo an international FRAC process
    - Therefore they will use a full 45 days for the process
  o Eldridge expects to begin the OSA/OPA work in June 2020
  o Eldridge added that they need pilot input in WG2 to provide an operational perspective
  o There was discussion regarding the planned November 30 – December 4th Plenary meeting
    - Given that that is Thanksgiving weekend, we should consider moving the meeting to the 2nd week of December
    - Eldridge agreed to communicate with NIA to determine if their facility is available the week of December 7th
      1. A possible alternate location is the RTCA facility in Washington, DC
        i. Karan and Alex agreed to look into RTCA availability

7. Industry Coordination
- Thales Position on the SG-6 Effort
  o Reference the SG6 Position Paper
  o Cedric D’Silva presented the Thales position on the scope of the SG-6 work
  o Cedric noted that there is industry concern regarding the use of AIS/MET applications in the cockpit; with some being more critical than others
  o Current Terms of References (TORs) are asking them to address current architectures
    - Thales’ main issue is that they perceive that this group is too limited in scope to address industry issues
      1. They envision the end document being used as an Acceptable Means of Compliance (AMOC) to create artifacts for regulatory approval
        1. The industry needs something sufficiently developed to use and build once
  o Reference Page 2 of the Thales position paper
Eldridge commented that this standard is not being developed for regulatory approvals of AIS/MET information

- Steve Darr noted that Thales is expressing an industry need
  - With respect to RTCA document structures, the means for compliance between a MASPS and MOPS are fundamentally different
    - A document that would outline an AMOC would be a MOPS
      - Steve asked Cedric if Thales is suggesting that SC-206 develop a MOPS
        - Cedric responded that he cannot answer that question at this time
        - That would be up to either SC-206 or EUROCAE to decide
  - Stephane Dubet commented that this position paper is providing the view of industry; and asked for clarification on who constitutes “industry” in this case
    - Cedric responded that this is Thales’ position as an industrial supplier and entities within the Thales group building onboard systems

- Reference Page 5 of the Thales position paper; Proposal / Recommendations
  - Steve Darr asked if Item 3 is referring to the DO-364A document
    - Cedric responded that item 3 refers to the final document industry would use
    - Steve further clarified that SC-206 is in the process of writing a Standard (i.e. DO-364A) and asked if item 3 is referring to this document
      - Cedric responded in the affirmative
    - Steve asked if Thales is recommending that DO-364A provide an AMOC for the E2E diagram
      - Cedric responded by saying that DO-364A does not need to be THE document
      - But SC-206 needs to ensure that their approach is consistent with the regulatory authorities that will be using the document
    - Steve asked if it would satisfy Thales if there were Standards for both sides of the diagram
      - Cedric responded in the affirmative in that combined multiple Standards would be an acceptable means
      - Steve asked a Standard is needed for the “black box”
        - Cedric responded that just the ends would need Standards
      - Steve asked if the “black box” is free to use the information it needs independent of the Phenomena / Event information if there is no Standard associated with the “black box”
i. Steve added that if there are no Standards for the “black box,” the box could do things that are potentially detrimental
   1. Cedric responded that the box is part of the E2E performance

   o Steve asked what Thales is proposing SC-206 do with respect to DO-364A: Stop; do something different; or move toward a more E2E approach
     - Cedric responded that Thales is proposing the current effort adapt to this need to ensure that the correct level of information is included in what is being produced
     - Rocky noted that Thales has raised the level of interest of the committee
     - Mark Libant suggested that Cedric take one of current SDs and rewrite it to include what he is proposing would be helpful
       1. Rocky concurred given that we’re not sure how much effort would be required to achieve what Cedric is looking for
       2. Rocky would like to know how different the document must be to satisfy Thales
       3. Cedric commented that he is proposing a format with the content the operators can use

   - Tammy reiterated the suggestion from Mark Libant and recommended assigning Cedric an SD to review and provide an example of what he is looking for
   - Cedric stressed that he is not sure what he can do between now and the end of the week
     1. Cedric agreed to provide an example by end of the week (Thursday)
     2. Cedric will be added to the Closing Plenary agenda to address his review of an SD

• ICAO Information Management Panel (IMP) Update
  o Reference ICAO IMP Update slides
  o Stephane Dubet provided update
  o Reference Slide 3
    - Stephane noted that the NOTAM replacement system is their highest priority
    - A question was asked as to what the NOTAM Replacement System was referring to
      1. Stephane responded that they have received a clear request from stakeholders for a true replacement versus attempts to patch the current system
         i. This is not necessarily related to Digital NOTAMS
      - Stephane noted that the AIM Material of Volume II is focused on ground-ground communications
        1. Volume I includes air-ground communications
        2. There is also an effort to include air-ground aspects in Volume II
  o Reference Slide 4
    - Stephane noted that the PANS-IM document will be provided by the June Plenary
  o Reference Slide 5
    - Rocky requested some SWIM-related language from the SWIM Manual
      1. Stephane responded that he is reluctant to provide material to group at this time until he receives approval from his committee
i. In addition, he feels that the material is not mature enough to distribute at this time, but will consider it after their next Working Group meeting

- Eldridge asked when Volume II will be complete
  1. Stephane responded that he is unsure
  2. Eldridge elaborated that he would like to include the SWIM definitions within the SG-6 document

- Stephane noted that version of Volume I is already available

1. Stephane agreed to coordinate with Alex Pufahl on the possible release of some of the Volume II SWIM manual language / definitions to SC-206 / SG-6

• Collaborative Decision Making (CDM) Update
  o There were no slides associated with this update
  o Rocky Stone provided the update
  o Rocky noted that he has been participating in CDM from the Future Concepts Team (FCT) perspective
    - When they built the Terms of Reference (TOR), they added the minimum content provision for CDM
      1. Rocky added that in the US, the only input a flightcrew gets is when there are Traffic Flow Initiatives (TFIs) in place
      2. If the flightcrew has a legitimate request / alternative that will work, the flightcrew should be an active participant in those decisions
    - Rocky stated that an issue is “can we do a reroute free of convection and other traffic?”
      1. Rocky took this to the FCT
        i. The FCT has direction from their leadership to not work with the “pathfinder” concept
        ii. 4 of the 6 subgroups under the CSG are already looking at the “pathfinder” concept
        1. “Pathfinder” concept is ATC allowing an aircraft to proceed through and area after the weather has cleared
    - Rocky added that he and Matt Tucker are going to have a harder job getting this concept approved
      1. Matt is drafting the concept as a Pathfinder Service
      2. Rocky noted the following
        i. Bad news – more work needed to be done to develop the SD
        ii. Good news – the CDM world still feels it’s a valid concept
  - Eldridge commented that he has always supported the 3-legged stool concept (AOC, Dispatch, Pilot)
    1. Eldridge asked if the CDM world is still open to a 4-legged stool concept
      i. Rocky responded in the affirmative
  - Mark Eden commented that the end goal is to be able to depart instead of a experiencing a large ground delay and a large block of airspace being “blocked”
  - Debbie Kowalewski noted that the dispatchers do not want large reroutes
1. Debbie asked if the CDM world is proposing any change to ATC decision making
2. Debbie also asked if the CDM world is considering working with the Command Center, or just direct with ATC
3. Rocky responded that all they’re trying to do is have the pilot request be considered
4. Debbie agreed to email specific CDM-related questions to SC-206 for consideration as part of the CDM activities
   o Rocky noted that there is a CDM session scheduled for Wednesday afternoon

8. TOR Discussion
   • Reference DO-358B
     o Amanda Hoprich made revisions to the schedule on the screen during the discussion
   • The TOR will be discussed in more detail during the Thursday, March 5th Closing Plenary session

The Opening Plenary adjourned at approximately 1710 CET (1110 EST) on Monday, March 2nd.
Thursday, March 5th Closing Plenary
The Closing session convened at approximately 1400 CET (0800 EST) on Thursday, March 5th.

1. Welcome and Closing Remarks
   - Reference Leadership Closing Plenary Slides

2. Introduction of Attendees
   - Rocky Stone, Co-chair United Airlines
   - Mark Libant, Co-chair NAV Canada
   - Joe Bracken, Secretary* AvMet Applications, Inc.
   - Eldridge Frazier FAA, Government Authorized Representative
   - Louis Bailey The Boeing Company
   - Bill Carson The MITRE Corporation
   - Steve Darr Dynamic Aerospace, Inc.
   - Lauren Donohue EUMETNET EIG (EUROCAE)
   - Cedric D'Silva* Thales Group
   - Stephane Dubet DSNA
   - Mark Eden Air Line Pilots Association, Int’l
   - Alexander Engel EUROCAE
   - John Ferrara* Consultant
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   - Robert Lee* AvMet Applications, Inc.
   - Macarena Martin-Viton Airbus
   - Jim Mills HQ USAF
   - Karol Molnar Honeywell
   - Benoit Morizet Airbus Operations
   - Mark Phaneuf Air Line Pilots Association, Int’l
   - Dirk Zinkhan EUMETNET EIG (EUROCAE)
   *Remote

3. Report of Sub-Groups
   - SG-1
     - Reference the SG1 Closing Plenary Slides
     - Ed Johnson provided the update
     - Rocky thanked Steve Darr for all his work in this effort
   - SG-6
     - Reference the Thales Updated Position Paper (Provided from Cedric D'Silva)
       - Rocky noted that the updated position paper was provided to SC-206 for review
       - SC-206 does not have the authority to write requirements for E2E approval
       - We have no control over items like ASOS
i. However, there are entities that do that and ensure the component is functioning
   - We need to assume the component attributes have been vetted and are accurate
   - We need to ensure E2E compliance, but we cannot put a requirement on it
   - Alex Engel commented that having a certified source of information may satisfy the Thales requirement
     - This would ensure that the quality of the data is sufficient for the use
   - Rocky commented that SG-6 will be more intentional about including this type of language in the DO-364A document
   - Cedric asked for clarification by asking if the Committee is saying, at the airline level, that they need some sort of information to satisfy their approval process
     - Rocky responded in the affirmative
       i. SG-6 will state up front in the DO-364A document that all information will come from an “authoritative source”
          1. Note: the terminology was subsequently changed to “approved source”
   - Cedric commented that he conducted some interviews over the week regarding the data acquisition process, and some key points from those discussions were:
     i. They are not looking at an industry level of standardization between the air and ground system / exchange mechanisms
     ii. They need standardization where providers provide approved information at the ground level
     iii. They recommend obtaining wide input from operators on what is being produced in the document to support them
   - Rocky responded that the RTCA and EUROCAE processes allow all operators to weigh in and provide input
     i. Cedric noted that when providing an EFB application to a user, that includes a ground portion to acquire the information
        1. GDLP / ODLP is a very specific industry segment
        2. Louis Bailey responded that that is within the scope of DO-364A
           a. Cedric added that we need to address what is outside the system also
   - Reference Page 3; Need
     - Eldridge asked, with respect to the first “need” if this is referring to the SWIM network that Stephane Dubet is working
       i. Cedric responded that it may be
          1. And if so, they have the Standard they need
     - Steve Darr asked if Thales is asking for international Standards that would force Thales or Airbus or any other manufacturer interested in providing a transfer of data to have access to the same information in the same ways
i. Cedric responded that Thales is asking for an infrastructure that permits the provision of data between the ground and the EFB in an interoperable manner

ii. Rocky noted that he does not see a big disconnect between what is being done and what Thales is recommending

- Rocky stressed that we need to provide Cedric an opportunity to review an SD and provide an example of what he’s looking for
  - Steve Darr added that Cedric should strike from the SD those things that Cedric thinks should be left to industry
  - Steve added that he thinks what Thales is asking for SC-206 to develop and coordinate a global Standard for all information communicated via datalink related to aeronautical or weather information

  i. Cedric responded not for every piece of information

- Rocky asked Benoit Morizet to work with Cedric and Stephane Dubet to work through an SD and present the results to the group

  i. Benoit agreed to forward the Winds and Temperature SD to Cedric

  ii. Steve Darr asked if Cedric should use an SD already published in DO-364A or use SD being developed now

    1. Rocky responded that he would prefer that Cedric use a new SD as one that would go into DO-364A
       a. In addition, we are not able to modify the existing SDs in DO-364

    2. The group consensus was for Cedric to evaluate a “green” SD and an existing DO-364 SD

- Steve Darr asked if Thales is asking for requirements at the cockpit level

  i. Cedric responded that no additional standardization is required

    1. The risk assessment is done at the level of use on the flight deck (similar to the OSA work to be done by the WGs)

    2. It is up to the user to look at risk assessments being used for each EFB application and determine their ability to use it

  o – Reference SG6 Closing Plenary Slides

    - Eldridge Frazier provided the SG-6 status briefing

    - Eldridge commented that WG1 and 2 worked hard this week

      - However, there was not much progress on maturing the document

    - Reference Slide 3

      - Eldridge commented that he would like the OSA/OPA work to take place in June, but he is not sure if they’ll be ready by then

    - Reference Slide 5

      - Tammy noted that the Aerodrome Landing Zone SD changed scope a few weeks back to combine several other SDs
i. Steve Darr asked if this SD is airport specific, and does not address remote areas
   1. Eldridge responded that it is aerodrome only
      - Tammy noted that the Winds and Temp SD is now “green”
      - Jim Mills reported that WG1 has made some breakthroughs on their diagrams
      - Rocky commented that WG3 made a lot of progress this week and that they will be holding a meeting at the end of March
   - Reference Slide 6
      - Eldridge stressed that he wants to develop a standardized review process
         i. Input to the documents need to be documented
      - Eldridge would like to achieve some sort of consensus on a process
      - Louis responded that what a document gets posted to Workspace, it should be accompanied with a note that that SG is only accepting written comments to this document
         i. Eldridge concurred

4. TOR Approval
   • SC-206 TOR
      o Revisions were made on screen to Revision 16 of the TOR related to discussions associated with DO-364
         - Cedric D’Silva noted two levels of approval in Europe
            - Approval of the information
            - Approval by the operator to use the information
               i. Rocky commented that this aspect is covered at the operator level and not required within the DO-364 document
         - Louis Bailey requested that the term “authoritative source” be defined at the TOR level
            - Eldridge and Louis agreed to coordinate with Brian Hint to clarify wording
               i. The revised wording will be coordinated via email
      - Rocky made a motion to send the revised TOR to the PMC once this wording issue has been resolved
   • WG-76 TOR
      o Alex Engel noted that he will coordinate with SC-206 after the TOR is revised and approved

5. Future Meetings, Plans, and Dates
   • June 2020
      o Rocky agreed to send out meeting logistic information by March 31, 2020
   • November 30 – December 4, 2020
      o Given that this Plenary would require individuals to travel during Thanksgiving weekend, it was decided to move this meeting to the following week (December 7-11)
Eldridge agreed to coordinate with NIA to determine if their facility is available during that week.

- RTCA Headquarters in Washington, DC is being considered as a backup, but may be unavailable due to room availability.

- March 2021
  - The May 2021 meeting is intended to be held in Europe.
  - Europe, Madrid, or Toulouse were identified as possible meeting locations.
  - No specific dates were chosen.

- June 2021
  - Ottawa, Ontario (NAV Canada) was chosen as the meeting location.
    - Mark Libant will be the Point of Contact.
  - June 21-25, 2021 was chosen as the date of the meeting.

- September 2021
  - The September 2021 meeting is intended to be held in Europe.
  - Brussels was identified as a possible meeting location.
  - No specific dates were chosen.
    - However, it was recommended that the meeting take place late in the month.

- December 2021
  - The December 2021 meeting is intended to be held in the US.

- The following table of future meeting dates / locations was discussed during the Closing Plenary session:

<table>
<thead>
<tr>
<th>Meeting Dates</th>
<th>Locations (Hosts)</th>
<th>Releases / Approvals</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 8-12, 2020</td>
<td>Denver, CO</td>
<td>Joint WG-76/SC-206 Plenary (SG-1 &amp; SG-6) &amp; SG5</td>
</tr>
<tr>
<td></td>
<td>(United Airlines - Rocky)</td>
<td>SG5 – Approve DO-358B for FRAC Release</td>
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<tr>
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<td>SG5 – DO-358B FRAC Resolution Review/Plenary approves release of DO-358B to PMC</td>
</tr>
<tr>
<td>June 21-25, 2021</td>
<td>Ottawa, Canada (NAV Canada – Mark Libant)</td>
<td>Joint WG-76/SC-206 Plenary (SG1 &amp; SG6) DO-364A FRAC Release</td>
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<tr>
<td>December ?, 2021</td>
<td>Washington, DC (RTCA - Karan?)</td>
<td></td>
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</tbody>
</table>

6. Action Item Review
   - Action Item 329
The Guide has not been approved yet, but the final “FRAC” version has been forwarded to SC-206
- This item remains Open

- **Action Item 347**
  - This Action Item remains Open
    - Eldridge noted that this needs to be worked within the FAA and industry
    - ASTM is also working on a UAS/UAM standard
      1. RTCA and ASTM have begun working under a Memorandum of Understanding (MOU)
      - Eldridge commented that we may want to develop an OSED for UAS
    - The Due Date was moved to June 2020

- **Action Item 348**
  - This Action Item remains Open
    - Eldridge commented that we may want to develop an OSED for UAS
    - This will be discussed at the June Plenary
    - The Due Date was moved to June 2020

- **Action Item 353**
  - This Action Item remains Open
  - The Due Date was moved to June 2020

- **Action Item 356**
  - This Action Item remains Open

- **Action Item 358**
  - This Action Item remains Open

- **Action Item 359**
  - This Action Item remains Open

- Several new Action Items were identified (363-369) during the Joint Plenary discussion and are listed below

<table>
<thead>
<tr>
<th>#</th>
<th>Owner</th>
<th>Action</th>
<th>Date</th>
<th>Due Date</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>329</td>
<td>Karan Hofmann</td>
<td>Provide copies of harmonized MASPS drafting guides to SG-6 when complete</td>
<td>Dec 2019</td>
<td></td>
<td>Open Guide not approved yet, but final “FRAC” version forwarded</td>
</tr>
<tr>
<td>347</td>
<td>Steve Young</td>
<td>Steve will speak with his UAS/UAM industry group to determine a need / willingness to participate in SC-206 to establish AI and MET UAS/UAM requirements</td>
<td>Sept 2019</td>
<td>June 2020</td>
<td>Open</td>
</tr>
<tr>
<td>348</td>
<td>Eldridge Frazier</td>
<td>Pending the outcome of AI 347, Eldridge to coordinate with Kevin Johnston (ANG-C) and meet with Jay Merkle (FAA) to discuss SC-206 involvement in uplinking AIS/MET information to UAS operators</td>
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<td></td>
<td>Stephane Dubet</td>
<td>Steve Young</td>
<td>Mark Phaneuf / Mark Eden</td>
<td>SG6</td>
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<td>Provide briefing at June 2020 Joint Plenary on PANS development activity</td>
<td>Investigate possible Langley tours for the December 2020 Joint Plenary meeting</td>
<td>Determine if ALPA can support a position of either Native Functionality or Optional Feature of ADS-Wx</td>
<td>SG6 to discuss what is in / out of scope with respect to Operational Hazards (OH’s)</td>
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<td>Debbie Kowalewski</td>
<td>Stephane Dubet / Alex Pufahl</td>
<td>Stephane Dubet</td>
<td>Eldridge Frazier</td>
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<td>Debbie agreed to email specific CDM-related questions to SC-206 for consideration as part of the CDM activities</td>
<td>Stephane to coordinate with Alex on the possible release of some of the Volume II SWIM manual language / definitions to SC-206 / SG-6</td>
<td>Provide update on status of ICAO SWIM Vol II document at June Plenary Meeting</td>
<td>Eldridge to coordinate with NIA to determine if NIA facility available the week of December 7, 2020 (versus week of November 30th)</td>
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<td>Cedric D'Silva / Benoit Morizet</td>
<td>Eldridge Frazier / Louis Bailey</td>
<td>Rocky Stone</td>
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<td>Cedric to work with Benoit to review an existing Service Description and annotate accordingly to support his position (coordinate with Stephane Dubet as being developed)</td>
<td>Eldridge / Louis to coordinate with Brian Hint to clarify wording. Coordinate revised wording via email with SC-206 prior to Due Date</td>
<td>Rocky to send out logistic information for June Plenary</td>
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7. Other Business
   - No new business was raised

8. Adjourn

The Closing session adjourned at approximately 0930 CET (1000 EST) on Thursday, March 5th.

CERTIFIED as a true and accurate summary of the meeting.
RTCA SC-206: Summary of the 59th meeting
EUROCAE WG-76: Summary of the 55th meeting
AIS/MET Data Link Services

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

Rocky Stone, SC-206 Co-chair

Mark Libant, SC-206 Co-chair