

**PLENARY MEETING MINUTES  
MEETING OF SPECIAL COMMITTEE 231**

**TAWS**

**Date:** 9 February 2016

**Time:** 0900 MST to 1000 MST

**Place:** Phoenix, AZ

**Co-Chairmen:** Yasuo Ishihara                      Rick Ridenour

**Designated Federal Official:** Charisse Green

**Attendees:**

<b>Name</b>	<b>Company/Agency</b>
Baker, Kirk *	FAA
Fleury, Stephane *	Thales
Green, Charisse *	FAA
Hall, Mike A*	MITRE
Ishihara, Yasuo *	Honeywell
Johnson, Steve *	Honeywell
Kirtz, John #	Rockwell Collins
Kapytov, Vasily #	IANS Inc.
Langlais, Alicia *	ACSS
Licata, Bill #	Universal Avionics
Ostrom, Gary *	Honeywell
Reynolds, Zach *	ACSS
Ridenour, Rick *	ACSS
Sadilov, Seva #	IANS Inc.
Tubb, Nicholas *	Boeing
Vafiades, Monica *	U.S. Air Force
Zapoluch, Steve #	Garmin

*-attending in person #-attending by phone	
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## Plenary Discussion:

Rick Ridenour and Yasuo Ishihara (co-chair) led this meeting.

Charisse Green read the DFO statement.

Meeting called to order with a brief introduction of each of the 12 attendees in person and 6 on the phone.

A review was made of the RTCA Proprietary References Policy as a standard policy, as updated in March 2015. By signing in to a given committee meeting, each participant acknowledges this policy.

Since the December telecon, a teleconference was held, folding in action items into the draft Strawman. Last week an updated Strawman and comment matrix was released. The intent is to walk through the remaining comment matrix items and review action items from the previous meetings.

Also, since the last meeting, Charisse, Yasuo and Rick discussed with Barry Miller of AIR-130 regarding the callout of TAWS in the low RNP guidelines as a System Crosscheck per AC 90-101A. This is opposed to the TAWS MOPS indicating that the terrain display should not be used for navigation. As a bottom line, the TAWS MOPS development we are undertaking would have no change. Barry and the committee members indicated that a “crosscheck” is not synonymous with “use for navigation”. For an operator to obtain operational approval to fly the low RNP AR procedures, having the latest TAWS DB loaded will be reinforced per operator. Additionally, the operation of the low RNP AR also requires obstacles. Also, Barry indicated that in the FAA process of evaluating the low RNP route, several runs are required – on course, but also slightly off course to ensure timely TAWS alerts occur.

There remains a potential problem of compatibility between emerging RNP AR procedures and existing TAWS standards. The committee questions if the operational side (AC for low RNP) would include requirements to check this compatibility by installation. However, the TAWS equipment requirement is written generically and the compatibility question is ongoing with new RNP AR releases and the TAWS TSO/DO is not considered affected by this discussion.

## NEXT STEPS

The next working group meeting is scheduled for a telecon of 17 March 2016 at 9:00 AM EST. The next face-to-face meeting is then planned for 12-15 April 2016, getting out at 13:00 EST on Friday at the RTCA office in Washington. The following face-to-face is proposed to be 7-10 June 2016.