



EUR 023-16/WG78-36  
RTCA Paper No. 016-16/SC214-76

Version 2, Jan 22, 2016

**MINUTES OF THE 25<sup>th</sup> PLENARY MEETING OF WG-78/SC-214**  
**“Standards for Air Traffic Data Communication Services”**

<i>Date</i>	<i>13 January 2016</i>
<i>Place</i>	<i>WEBEX Meeting</i>
<i>Hosted by</i>	<i>RTCA</i>

**The attendees included:**

Co-Chairs SC-214/WG-78

Jerome Condis                      Airbus  
Charles Stewart                      United Airlines

Secretary SC-214/WG-78

Jane Hamelink                      Thane, Inc.

Members (Present)

Christopher Adams                      MUAC  
Frederic Beltrando                      Airbus  
Mathias Boddicker                      US Navy  
Willem Brondsema                      Eurocontrol  
Kim Cardosi                      VOLPE  
Marc Charron                      NAV Canada  
Gary Colledge                      INMARSAT  
Jerome Condis                      Airbus France  
Cedric D’Silva                      Thales  
Alex Engel                      EUROCAE  
John Gonda                      MITRE  
Christine Haissig                      Christine Haissig Consulting LLC  
Jane Hamelink                      Thane, Inc.  
Joachim Hochwarth                      GE Aviation Systems  
Karan Hoffman                      RTCA  
Santi Ibarz                      Airtel-ATN  
Alexander Ives                      INMARSAT  
Mike Jackson                      Honeywell

Todd Kilbourne	System Enginuity, Inc.
Tom Kraft	Federal Aviation Administration
Thierry Lelievre	ALTRAN
Tracy Lennertz	VOLPE
Angel David Mancebo	EASA
Thomas Mustach	Federal Aviation Administration
Greg Nesemeier	Federal Aviation Administration
Dung Nguyen	The Boeing Corporation
Frederic Picard	Thales
Pascal Rohault	Thales
Albert Sayadian	Federal Aviation Administration
Gordon Sandall	The Boeing Company
Randy Sheng	Honeywell
Charles Stewart	United Airlines
Willie Truong	Honeywell
Dongsong Zeng	Mitre

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In accordance with the Federal Advisory Committee Act, Thomas Mustach, Federal Aviation Administration (FAA), was the designated Federal Representative for this meeting.

**Meeting Objectives:**

1. Resolve issue that came up after last plenary resolution and approval of comments received during FRAC / Open consultation of Revision A to Baseline 2 Standards SPR and INTEROPS
2. Approve the documents for submission to RTCA PMC and EUROCAE Council for publication

**1. Plenary 25 Welcome/Introductions and Administrative Remarks**

Jerome Condis, welcomed members to Plenary 25 WEBEX meeting.

In accordance with RTCA policy, Thomas Mustach, the designated FAA representative, opened the meeting by reading the following text: “In accordance with the Federal Advisory Committee Act, this Advisory Committee meeting is OPEN TO THE PUBLIC. Notice of the meeting was published in the Federal Register on: January 4, 2016. Attendance is open to the interested public. With the approval of the Chairman, members of public may present oral or written statements at the meeting. Persons wishing to present or obtain information should coordinate with RTCA Program Director – Karan Hoffman and the Co-Chairs – Chuck Stewart and Jerome Condis

Karan Hoffman reminded the joint committee that none of the material should be proprietary material.

**2. Approval of the agenda of Plenary 25**

Jerome Condis, co-chair, presented the Plenary 25 agenda, which was approved as shown below:

1. Welcome/Introduction/Administrative Remarks
2. Approval of the Agenda of Plenary 25
3. Approval of the Minutes of Plenary 24
4. Description of new finding and approach to resolve
5. Approval of resolution and submission of documents to RTCA PMC and EUROCAE Council for publication
6. Adjourn

**3. Approval of the minutes of Plenary 24**

The Plenary 24 minutes were approved without modification

#### 4. Description of new finding and approach to resolve

##### a. ADS-C EPP Discontinuity Issue

Thierry presented the concern from Honeywell that there is no capability in EPP to indicate a discontinuity in the aircraft FMS active flight plan. (see *ADS-C EPP Change Proposal\_Discontinuity.ppt*)

Christopher Adams (MUAC controller)

- confirmed that there is a need to know about discontinuities; if received from ADS report, such information could reduce false alerts that result today from ground based determination,
- if provided in ADS-C EPP, strongly prefers the followed-by (rather than preceded by).

Joachim (GE) indicated that standard should indicate that there may be other type of discontinuities. He took the action to propose text to include this as a Note in Annex B.

Cedric (Thales Avionics) indicated that, as per navigation standards, the discontinuity representation by the FMS is relative to the leg to the waypoint and not from the waypoint. As a consequence, he considered that adopting a “followed by discontinuity” approach in EPP was inconsistent with this.

##### b. OPA Discussion

Tom Kraft presented amendments proposed by the OPA team (*P25\_ED228 DO350-RevA-OPA Amendments-OPATeam.ppt*):

- Alignment of definition for RSP data delivery time (Appendix F):
  - o Relationship with ICAO PBCS Manual
  - o ADS-C Demand Reports can now be included in ADS-C report delivery time measurements against RSP specification
  - o Inclusion of ADS-C report generation time
  - o Need for a new ADSC-OR-xx for the ADS-C application
- - Alignment of Definitions of OPA Terms (Appendix D, E, F)
  - o e.g. ADS-C: Replacement of ‘Transaction’ with ‘Data Delivery’
  - o e.g. CPDLC: Replacement of ‘TRN’ with ‘RCMP’
  - o Ripple effect on Appendix E and F.

#### 5. Approval of resolution and submission of documents to RTCA PMC and EUROCAE Council for publication (see *WG78/SC214 P25 decisions.pptx*)

##### Decision P25: 1 Disco in ADS-C EPP (Honeywell)

- Operational need agreed
- Change in the document agreed (followed-by-disco added in lateralType\* + note for other type of discontinuities)

**\* The majority opinion was that the EPP is not meant to represent a trajectory by using leg types per any of the navigation standards (ARINC 424, DO-236C, etc.). All ground stakeholders confirmed the followed-by-disco approach was much preferred from operational perspective. All airborne stakeholders, except Thales Avionics, agreed this option was acceptable as it would not imply any unacceptable complexity onboard.**

**Action P25-1:** Cedric to confirm Thales Avionics position (preceded-by vs. followed –by). If this ended up being unacceptable, Thales Avionics would have the possibility to raise a Dissenting Opinion in the published standards.

**Action P25-2:** Joachim to provide note for B2 standard indicating that there are other types of discontinuities.

**Action P25-3:** Fred/Jane Thierry: Lateral type definition in B2 standard will be modified for both CPDLC and ADS-C to reflect followed-by-disco type.

**Decision P25-2: RSP specification and basic data / time in ADS-C reports (OPA Team)**

- Issue recognized
- Resolution agreed to clarify the:
  1. applicability of RSP180/400 to reports that does not include predicted data, and
  2. applicability of RSP160 to reports that include predicted data

**Action P25-4:** Dedicated team (candidate members: send an email to Thomas, Jane, Chuck and Jerome) to coordinate the final detailed document changes in compliance with the above decision by end Jan 2016.

**Decision P25-3: Provided these resolutions are completed, P25 approves the document for submission to PMC/Council for publication.**

## 6. Adjourn

Plenary 25 was adjourned.

All the papers referred to in these minutes can be downloaded from  
<http://workspace.rtca.org/apps/org/workgroup/sc-214/documents>.

Jane Hamelink  
Secretary, SC-214/WG-78

CERTIFIED as a true and accurate summary of the meeting.

Charles Stewart  
Co-Chairman, SC-214/WG-78

Jerome Condis  
Co-Chairman, SC-214/WG-78