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March 8, 2023
St Denis & Washington

EUROCAE WG-78 Plenary # 34 / RTCA SC-214 Plenary # 43 “Standards for Air Traffic Data Communication Services” - Minutes
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Date	January 30 – February 2, 2023
Place	Melbourne, FL, USA
Hosted by	Collins Aerospace

Meeting Summary:

The joint plenary of RTCA Special Committee 214 (SC-214) (#43) and EUROCAE Working Group 78 (WG-78) (#34) was held January 30 – February 2, 2023. The meeting was conducted as an in-person and WebEx meeting with the following attendees participating (* indicates in person attendance).

<u>Name</u>	<u>Company</u>	<u>January 30</u>	<u>February 2nd</u>
Alexander Engel*	EUROCAE	X	X
Andrew Ives	Inmarsat	X	
Anna Cagedemetrio	EUROCONTROL		X
Armin Schlereth	DFS	X	X
Bjarni Stefansson*	ISAVIA	X	X
Brandi Teel	RTCA	X	X
Chris Young	Collins	X	
Christophe Visee*	EUROCONTROL	X	X
Claire Robinson*	Universal Avionics	X	X
David Illan	ESSP	X	
Dung Nguyen*	Boeing	X	X
Edward San	FAA	X	X
Erik Mok	Universal Avionics	X	
Ferdinand Dijkstra	FerWay		X
Frank Lindemayer	DFS	X	X

Frederic Beltrando	Airbus	X	X
Gary Colledge	Inmarsat		
Greg Saccone*	Boeing	X	X
Guillaume Molinier	Airbus	X	X
Isabelle Herail	EUROCONTROL	X	
Jean Boucquey	EUROCONTROL	X	X
Joachim Hochwarth*	General Electric	X	X
Karsten Mikeska	DFS	X	X
Kathleen Kearns	Alternasource	X	X
Kim Cardosi*	The Volpe Center	X	X
Luc Emberger*	Airbus	X	X
Mike Matyas*	Boeing	X	X
Moin Abulhosn	FAA	X	
Noah Inahara*	Boeing	X	X
Pete Muraca*	FAA	X	x
Santi Ibarz	Airtel-ATN	X	
Shelley Bailey*	NavCanada	X	X
Steve Ferra*	FAA	X	X
Theresa Brewer	FAA	X	
Thierry Lelievre*	Cap Gemini (on behalf of Airbus)	X	X
Thomas Hess	DFS	X	X
Thomas Mustach	FAA	X	X
Todd Kilbourne	Mosaic ATM	X	X
Tom Judd	Honeywell	X	
Viktor Jagasits*	EUROCONTROL	X	X
Vincent McMenemy	FAA	X	X
Wendy Gutierrez*	Collins	X	X
Willie Truong*	Honeywell	X	X

* Indicates attendance in person

1 January 30th Plenary

1.1 Welcome, Introductions and Administrative Remarks

The joint 43rd Plenary of SC-214 / 34th Plenary of WG-78 was convened in person at Melby Hotel in Melbourne, FL hosted by Collins Aerospace and via Webex on January 30th, 2023 at 9:00 am EST by Chairs Claire Robinson (Universal Avionics) and Luc Emberger (Airbus). RTCA and EUROCAE anti-trust statement, proprietary policy and membership policy were read by Brandi Teel (RTCA) and Alex Engel (EUROCAE). Welcoming remarks were then made, followed by each attendee introducing themselves.

1.2 Agenda, Meeting Minutes and Action Item Review

Claire Robinson (Universal Avionics) presented the detailed agenda. The agenda was reviewed with some minor changes based on presenter availability for the plenary. The agenda was then agreed to with the changes noted.

Meeting minutes from SC-214 Plenary 42/WG-78 Plenary 33 were reviewed and approved with no changes.

Todd Kilbourne (Mosaic ATM) went over the action item list and any actions which were completed were officially closed. The action items were revisited once more at the closing plenary session.

Action Item #44, **Reach out to the TAC/PMC to ask for clarification on the B2 mandate(s)/implementations specifically about CPDLC and specification revisions:** This item is OBE and the relevant material will be discussed in revisions to the document. AI Closed.

Action Item #45, **Leadership to reach out to the FAA and other ATSPs for existing test/operation, scope conversations:** It will remain open for further discussion.

Action Item #47, **Airbus to provide the safety assessment performed on the ROT change that was presented to the safety and performance subgroup for review:** Remains open.

Action Item #48, **UM148 WHEN CAN YOU EXPECT, get feedback from pilots/human factors:** this AI is closed.

Action Item #51, **Survey to provide opinion on whether tables in DO-351, vol. 2 are useful.** This item is closed.

Action Item #52, **Work on new text for availability and continuity clarification.** This item is closed.

Action Item #53, **Solicit members for support of final editorial work.** This item is closed.

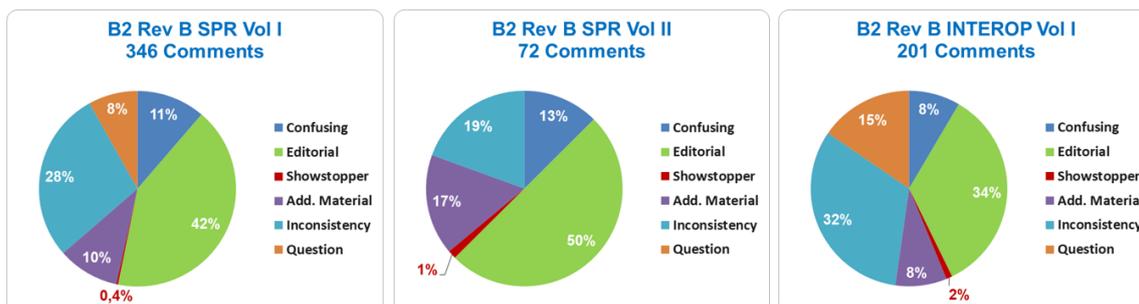
1.3 Discussion of Comments to the SPR

Instead of the subgroup status reports, the plenary discussed showstopper comments.

1.3.1 Overview of Internal Review Comments.

Thierry Lelievre presented the status of the comments received during internal review the SPR Volume 1, SPR Volume 2, and the Interop Volume 1:

B2 Rev B Internal Review outputs



4 SHOWSTOPPERS

- **SPR Cmt#250 BOEING (Dung) SR-FC-CPDLC-15A.** The sender sent the uplink, the sender should contact the aircraft by voice. The receiver has no knowledge of the content of the rejected message. Inconsistent with CPDLC-OR 79. DM145 instructs the sender to resend or contact by voice.
- **SPR Cmt#21 EUROCONTROL (Christophe) CPDLC OSA for DRNP.** Change approval was agreed upon validation from DRNP/Safety expert. Changes in OSA need to be validated. Not validation recorded so far.
- **INTEROP Cmt#87 BOEING (Mike) B2 Rev B Backward Compatibility.** Maintaining B2 Rev A backward compatibility is not in any way worth the associated cost, schedule, and technical impacts. The avionics would have to implement four CPDLC versions (FANS, B1, B2 Rev A, B2 Rev B) and three ADS-C versions (FANS, B2 Rev A, B2 Rev B) for no real benefit. Additionally, Boeing notes that maintaining B2 Rev A backward compatibility is not part of the RTCA SC-214 TORs and also significantly increases the risk of not meeting the CP1 mandate schedule. Boeing will implement only one B2 version, either Rev A or Rev B.
- **INTEROP Cmt#88 BOEING (Dung) A10 A/C Configuration B2 Rev B Only.** For A10 Monolingual aircraft, only one version of CPDLC and ADS-C is implemented. The ATN CM logon request would contain only one version. The right-hand column shows multiple versions.

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AIRBUS

Work on the B1 Accommodation and FANS Accommodation standards will be done after the SPR and Interop documents are mature. This will avoid unnecessary rework in the documents.

1.3.2 SPR Volume 1 Comment #250 Showstopper from Dung Nguyen (Boeing):

Comment: **SR-FC-CPDLC-15A.** The sender sent the uplink, the sender should contact the aircraft by voice. The receiver has no knowledge of the content of the rejected message. Inconsistent with CPDLC-OR 79. DM145 instructs the sender to resend or contact by voice.

Relevant discussion:

SR-FC-CPDLC-15A The flight crew shall contact ATC by voice when notified that a CPDLC uplink message is late, i.e. exceeds the specified latency value (as provided by the ATSU).

Note: Legacy FANS 1/A+ implementations may display a late message with an appropriate indication to the flight crew, which is considered acceptable but is not preferred.

CPDLC-OR 79 When an uplink CPDLC message with latency greater than the required latency value is received, the aircraft system shall disregard the message and send **DM145** MESSAGE RECEIVED TOO LATE, RESEND MESSAGE OR CONTACT BY VOICE.

(Editor) Agreed that, as far as B2 Rev B (and Rev A) are concerned SR-FC-CPLDC-15A is useless due to CPDLC-OR 79. Nevertheless SR-FC-CPLDC-15A applies only if the FC is notified of such a late message which could be the case with FANS 1/A Aircraft (see note). In this case this SR seems to be appropriate.

The concern from Boeing is specific to uplink messages that are not displayed to the crew, since the flight crew has no knowledge or awareness of such an uplink, so they wouldn't know to contact ATC by voice to be in compliance with SR-FC-CPDLC-15A.

Resolution:

The group agreed that this requirement was intended for displayed messages only, which is what the word "notified" was supposed to indicate. For clarity, the group agreed to add the word "displayed" to the requirement. The agreed update is:

SR-FC-CPDLC-15A The flight crew shall contact ATC by voice when notified that a displayed CPDLC uplink message is late, i.e. exceeds the specified latency value (as provided by the ATSU).

SPR Volume 1 Comment #21 Showstopper. From Christophe Visee (EUROCONTROL)

Comment: CPDLC OSA for DRNP. Change approval was agreed upon validation from DRNP/Safety expert. Changes in OSA need to be validated. Not validation recorded so far.

Relevant discussion:

The proposed change to the OSA for DRNP was based on an inconsistency identified by Airbus in revision A of the SPR. Based on the OSA, the RSP/RCPs are not applicable for DRNP due to the classification of OH-CPDLC-2:

Hazard		DCL	Taxi	ATC Comm	SA 1	SA 2	CDP	ITP	IM-AACD	IM-PTM	4D-TBO	DRNP
OH-CPDLC-1 - Loss of CPDLC capability [single aircraft]	Detected	4	4	4	4	4	4	4	4	4	4	4
	Undetected	4	4	4	4	4	4	4	4	4	4	4
OH-CPDLC-2 - Loss of CPDLC capability [multiple aircraft]	Detected	4	4	4	4	4	4	4	4	4	4	3
	Undetected	4	4	4	3	3	3	4	4	3	4	3

Additionally, Thomas Mustach (FAA) has concerns that having a detected hazard of Severity Class 3 will cause problems for certifying datalink systems due to the need for redundancy and certifying to DAL C. Claire Robinson (Universal) stated that all currently certified CPDLC/ADS-C applications are already DAL C. Christophe Visee (EUROCONTROL) explained that he is concerned with the lack of validation of the proposed redline, not the redline itself, since no DRNP experts have participated in the current revision of the SPR. Claire Robinson (Universal) stated that it is inappropriate to change the safety assessment with proper validation from the DRNP experts.

Resolution:

It was proposed to keep the Rev A safety assessment unchanged for DRNP Hazard 2. No consensus was reached, and the topic was added to the agenda for the Feb 2nd plenary.

Availability Discussion

Relevant discussion: Christophe Visee (EUROCONTROL) led off the discussion based on a proposal to remove the minimum outage duration threshold from the definition of Availability. This would mean that all outages count against availability, not just those longer than the threshold defined in DO-350. The SSPs and CSPs expressed concern that this will make the availability requirements for the service providers more stringent and possibly unattainable. Viktor Jagasits (MUAC) expressed that a 6-minute outage (the defined minimum outage duration threshold for RCP130) is too long, and that even a 3 minute outage can cause massive operational issues. He believes any outage with an operational impact should be counted. Luc Emberger (Airbus) pointed out that the threshold is technology dependent, and the SPR requirements are supposed to be technology agnostic. Resolution:

No agreement was reached on this subject, and the topic was added to the agenda for the Feb 2nd plenary with the statement that if no agreement is reached on redlines, the group needs to stay with the text as published in revision A.

Confirm Active Frequency using ADS-C and/or CPDLS Capabilities.

Relevant discussion:

MUAC proposed to add functionality to the B2 standard to add automatic frequency monitoring (Refer to *Active_frequency_dialogue_MUAC-justification_WG78_OPS-subgroup_04January2023.pdf*). The proposal has 3 components:

- a. **PRIMARY mean:** ADS-C downlink of all the active VHF frequencies, automatically without pilot interaction
 - Prerequisites: ADS-C Connection, ADS-C / Radio Management Panel Automation,
 - Pros: Completely transparent to flight crew
 - Cons: None
- b. **SECONDARY mean:** CPDLC downlink of the COM1/COM2 frequencies **automatically** filled in by the avionics upon receipt of the new UMXXX CONFIRM ACTIVE ATC FREQUENCY message. Pilot still needs to press "SEND". Also possibly useful for airspaces where ADS-C is not available.
 - Prerequisites: CPDLC connection, CPDLC / Radio Management Panel Automation
 - Pros: Pilot is in the loop
 - Cons: additional "ding" in cockpit. Does not work if no automation
- c. **BACKUP/TEMPORARY solution:** CPDLC downlink of the ACTIVE (be it COM1 or COM2) frequency which is used for communication with the current ATC sector to be filled in **manually** by the pilot. Only for the time while the connection is not made between the FMS↔radios, or the airline purchased an aircraft without it. There will surely be aircraft manufacturers who don't implement the link between the radios and the FMS.
 - Prerequisites: CPDLC connection
 - Pros: allows ATC to still make use of a silent transfer if the aircraft doesn't support automation between radios-FMS. Allows airlines to decide if automation is worth the price.
 - Cons: "additional workload" for pilots as they need to check the VHF radio set to the ATC frequency, open the received CPDLC message and enter the 6 digits + press SEND

The group agrees that option a, using ADS-C, is the best way to gather this information. Viktor Jagasits had reached out to IFALPA and IATA prior to the meeting to determine their position on the proposals. They agreed that ADS-C is the preferred option. Ed Hahn (ALPA) expressed concern that pilots will not want to manually enter a frequency to support Option B or Option C.

Resolution:

The group agreed to add the support for ADS-C as an optional new data group. The group will not add new CPDLC messages and recommend using the CONTACT message if ADS-C is not available.

2 Working Group Sessions, Jan 31 and Feb 1

January 31st and February 1st, the group met and continued working the comments from the internal document review period. There was only one room available for the meeting this week. There were no subgroup breakouts.

2.1 Interop Volume 1 Comment #87 Showstopper, Backward Compatibility, Mike Matyas (Boeing)

Comment: B2 Rev B Backward Compatibility. Maintaining B2 Rev A backward compatibility is not in any way worth the associated cost, schedule, and technical impacts. The avionics would have to implement four CPDLC versions (FANS, B1, B2 Rev A, B2 Rev B) and three ADS-C versions (FANS, B2 Rev A, B2 Rev B) for no real benefit. Additionally, Boeing notes

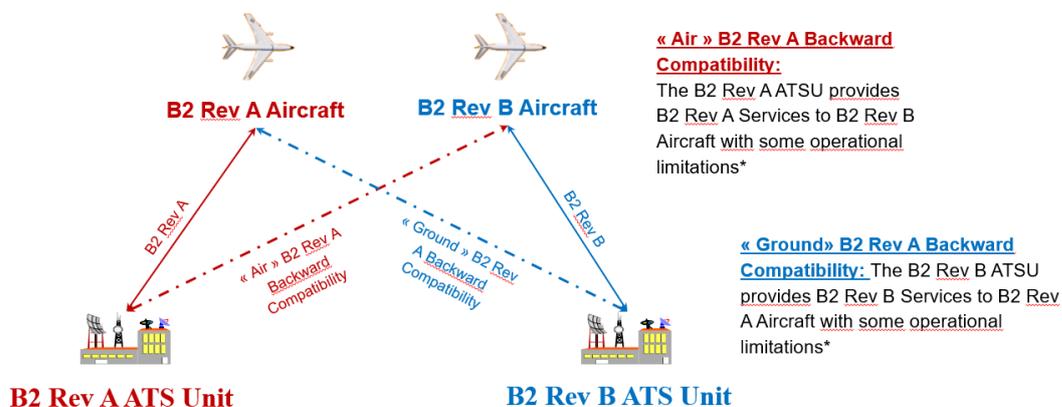
that maintaining B2 Rev A backward compatibility is not part of the RTCA SC-214 TORs and also significantly increases the risk of not meeting the CP1 mandate schedule. Boeing will implement only one B2 version, either Rev A or Rev B.

Relevant discussion:

Mike Matyas introduced the discussion by stating that full backwards compatibility in the air and on the ground is too costly for avionics manufacturers to implement. For example, including support for rev A B2 and rev B B2 in the logon would lead to 12 different permutations to test. There are UI impacts as well.

The question was raised about revision A ground stations--currently MUAC is the only B2 ground system, and they committed to updating prior to the B2 rollout. Both NATS and MUAC expressed support for the ground managing backward compatibility instead of the aircraft. Thierry Lelievre (Airbus) presented the following to define air vs. ground backward compatibility:

What configurations for "B2 Rev A Backward compatibility" are required?



* **Operational limitations:** the ATSU will be able to provide only CPDLC & ADS-C capabilities which are common to B2 Rev A and B2 Rev B

There were several questions on the impacts to existing FANS ground systems that implement B2. The primary concern is that if they reject a rev A B2 aircraft that the aircraft could then logon using FANS. The group agreed that this is a reasonable assumption.

Note: This can be achieved by removing the ATN NET address from the airborne database of a rev A B2 aircraft, when a given center is not rev A capable.

Resolution:

The group agreed to ground backward compatibility and worked through the required changes to DO-351B. They are summarized by:



CPDLC "Ground" B2 Rev A Backward compatibility"



B2 Rev B ATIS Unit

B2 Rev A Aircraft

B2 Rev B Messages not to be sent to B2 Rev A Aircraft (*not supported by B2 Rev A Aircraft. If received by the B2 Rev A Aircraft then it will ABORT of CPDLC Connection*):

B2 Rev A Messages replaced in B2 Rev B by:

- **UM64RB** OFFSET [*specified distanceR*] [*direction side*] OF ROUTE
- **UM65RB** AT [*position ATW*] OFFSET [*specified distanceR*] [*direction side*] OF ROUTE
- **UM66RB** AT TIME [*time*] OFFSET [*specified distanceR*] [*direction side*] OF ROUTE
- **UM82RB** CLEARED TO DEVIATE UP TO [*lateral deviationB*] OF ROUTE
- **UM249B** REVISED [*revision reasonO*]
- **UM267RB** CLEARED TO DEVIATE UP TO [*number of degrees*] DEGREES [*direction*] OF ROUTE
- **UM268RB** AT [*level single*] CLEARED TO DEVIATE UP TO [*lateral deviationB*] OF ROUTE

New Messages in B2 Rev B :

- **UM147B** REQUEST POSITION REPORT
- **UM382** DESCEND VIA STAR TO [*level single*]
- **UM383** AFTER PASSING [*positionR*] DESCEND VIA STAR TO [*level single*]
- **UM384** CLIMB VIA SID TO [*level single*]
- **UM385** AFTER PASSING [*positionR*] CLIMB VIA SID TO [*level single*]

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B2 Rev A Messages to be supported and processed by B2 Rev B ATSU if Operational B2 Rev A BC is supported:

- **UM64R** OFFSET [*specified distanceR*] [*direction side*] OF ROUTE
- **UM65R** AT [*position ATW*] OFFSET [*specified distanceR*] [*direction side*] OF ROUTE
- **UM66R** AT TIME [*time*] OFFSET [*specified distanceR*] [*direction side*] OF ROUTE
- **UM82R** CLEARED TO DEVIATE UP TO [*lateral deviationB*] OF ROUTE
- **UM249** REVISED [*revision reasonO*]
- **UM267R** CLEARED TO DEVIATE UP TO [*number of degrees*] DEGREES [*direction*] OF ROUTE
- **UM268R** AT [*level single*] CLEARED TO DEVIATE UP TO [*lateral deviation*] OF ROUTE

B2 Rev A Messages to be technically or operationally supported (for rejection or processing) by B2 Rev B ATSU if respectively Technical or Operational B2 Rev A BC is supported:

- **DM15R** REQUEST OFFSET [*specified distanceR*] [*direction side*] OF ROUTE
- **DM27R** REQUEST WEATHER DEVIATION UP TO [*lateral deviation*] OF ROUTE
- **DM60R** OFFSETTING [*specified distanceR*] [*direction side*] OF ROUTE
- **DM80R** DEVIATING [*specified distanceR*] [*direction side*] OF ROUTE

• **DM120** REQUEST OCEANIC CLEARANCE [*OCL requestO*] => To be rejected by **AIRBUS** ERROR

The ADS-C common server will need to be backward compatible with rev A to ensure that all aircraft can be served.

Additionally, only one ASN-1 per application is retained and will be: CPDLC V4 and ADS-C V3 that will encompass DRNP, PTM and IM.

If DRNP, PTM or IM Message is received and the B2 Rev B System does not support the DRNP, PTM or IM service then send the UM159/DM62 ERROR (1, undefined error) concatenated with the UM162DM155 MESSAGE NOT SUPPORTED BY THIS ATC UNIT/AIRCRAFT and discard the received message.

2.2 Interop Volume 1 Comment #88 Showstopper Dung Nguyen (Boeing)

Comment: **A10 A/C Configuration B2 Rev B Only.** For A10 Monolingual aircraft, only one version of CPDLC and ADS-C is implemented. The ATN CM logon request would contain only one version. The right-hand column shows multiple versions.

Relevant discussion:

This discussion was included in the larger backward compatibility discussion.

Resolution:

B2 Rev B Aircraft will not support the B2 Rev A Backward Compatibility). A10 is B2 Rev B Only Aircraft.

2.3 ASN.1 Versions

Comment: Multiple internal review comments were related to maintaining 2 separate ASN.1 versions of Rev B: one with advanced services and one without.

Relevant discussion:

The group discussed how the ANSP will know if advanced services are supported by an aircraft if the ASN.1 doesn't make it clear. The flight plan filing was suggested as the proper source of this information, given that it is filed in advance. There were some concerns about pilots mis-filing their flight plans, based on issues seen by MUAC, but it was agreed that ANSPs have to be able to trust the flight plan. Shelley Bailey (NavCanada) pointed out that there are current opportunities at the ICAO level to try to add to the flight plan codes if that is required. The FAA confirmed that departure clearances are based on the flight plan filing.

Resolution:

Agreed with getting rid of ASN-1 versions without DRNP, PTM and IM.

Only one ASN-1 per application is retained and will be: CPDLC V4 and ADS-C V3 that will encompass DRNP, PTM and IM.

If DRNP, PTM or IM Message is received and the B2 Rev B System does not support the DRNP, PTM or IM service then send the UM159/DM62 ERROR (1, undefined error) concatenated with the UM162DM155 MESSAGE NOT SUPPORTED BY THIS ATC UNIT/AIRCRAFT and discard the received message.

3 February 2nd Plenary

3.1 Verification Test Document Planning

The group discussed the current lack of progress on this deliverable. It was agreed that the focus is currently on the B2 documents, and that once they are published, additional resources will be available for the verification test document. The schedule will need to be replanned.

There was additional discussion about the scope of the document, and the desired application. Pete Muraca (FAA) emphasized that the goal is not to force previously certified systems to show compliance to a new document, neither to make it mandatory for future certifications, but rather to use the document as guidelines and recommendations to support validation tests definition.

Claire Robinson (Universal) took the action to discuss the test document with the PARC CWG.

3.2 SR-16 Discussion

“The ATSU system shall make the controller aware of clearances and operational responses being automatically released.”

The group agreed to add “or awareness” at the end of SR-GD-CPDLC-16A.

3.3 Availability

The availability discussion from the first day of plenary was continued.

Resolution:

The group agreed to remove the unplanned outage duration threshold from the tables 5-14 and 6-13. Additionally, the availability allocations for A_{ATSU} and A_{CSP} will be removed from the tables and replaced with A_{ATSP} , which is already defined in the SPR as $A_{ATSP} = A_{ATSU} \times A_{CSP}$. A note will be added to the table allowing that A_{ATSU} and A_{CSP} are subject to contract agreements.

3.4 Potential SPR error with major hazard level for B2

Thomas Mustach brought up the discussion of a potential error in the safety assessment for B2 that designates the system to be at the major hazard level.

There was a plenary decision to remove DRNP from the current SPR in order to avoid Tom Mustach’s nonconcur comment during the FRAC. This might create a back compatibility issue, an issue with the ASN.1. May need to have two versions of ASN.1. Tom’s argument is centered around the DRNP safety analysis created a major hazard which in his view is unacceptable. There was a proposal to put DRNP service back into the SPR in a future revision.

3.5 FRAC Plan and Schedule

Alex reiterated the FRAC process for the group. The two options under discussion were:

1. Vote to go to FRAC for DO-350B/ED-228B and DO-351B/ED-229B on the condition that the agreed to edits are completed first
2. See another round of redlined documents for internal review and hold another plenary to vote FRAC for DO-350B/ED-228B and DO-351B/ED-229B

Thomas Mustach (FAA) stated that he did not agree that option 1 was viable since it did not allow for an additional review of the redlined changes. Mike Matyas (Boeing) agreed that it would be good to see an additional redlined version of the SPR. Representatives of MUAC and EUROCONTROL expressed concerns about the impacts to the schedule and how that will be interpreted for the European CP1 maturity gate.

3.6 Any Other Business

Luc opened the floor for any new business. No new business was discussed.

3.7 Review of Action Items

The action item list was reviewed and updated as necessary. Items which were deemed complete were closed out. It was reminded that the subgroups will maintain their own action item list for working group action items.

The current open plenary action items are:

44	Mar 2022 plenary	Reach out to the TAC/PMC to ask for clarification on the B2 mandate(s)/implementations specifically about CPDLC and specification revisions	Luc and Claire	June 2022 plenary	Closed	6/7/22: waiting to hear from EASA rep on TAC. Still open. 7 Nov 22 - Remain open requires more discussion. 30 Jan 23 - action item is OBE. We should close this AI. The group will discuss the topic as we consider revisions to the document.
45	June 2022 Plenary	Leadership to reach out to the FAA and other ANSPs for existing test/operation, scope conversations	Luc and Claire	November 2022 plenary	Open	7 Nov 22 - remain open 30 Jan 23 - item remains open
47	June 2022 Plenary	Airbus to provide the safety assessment performed on the ROT change that was presented to the safety and performance subgroup for review.	Luc	November 2022 Plenary	Open	7 Nov 22 - not ready to update safety assessment; need more information 30 Jan 23 - item remains open
48	June 2022 Plenary	UM148 WHEN CAN YOU EXPECT, get feedback from pilots/human factors	Shelley and Tomonori	November 2022 Plenary	Closed	7 Nov 22 - will close on Thursday; will discuss on 8 Nov 22 30 Jan 23 - close action item
51	November 2022 Plenary	Survey to provide opinion on whether tables in DO-351, vol. 2 are useful.	All	December 2022	Closed	30 Jan 23 - close action item
52	November 2022 Plenary	Review Radek's proposal for RSP mods	All	Monday November 14, 2022	Closed	30 Jan 23 - RSP mods were reviewed; action item closed
53	November 2022 Plenary	Work on new text for availability and continuity clarification	S&P Subgroup	Monday November 14, 2022	Closed	30 Jan 23 - action item closed
54	November 2022 Plenary	Solicit members for support of final editorial work	All	November 2022	Closed	30 Jan 23 - action item closed

The above items listed as closed were closed during this plenary session. The plenary action items are listed in a separate Excel file that can be found on AerOpus.

3.8 Upcoming Schedule

Luc summarized the schedule discussion from earlier in the day. In order to fit with the agreed plan for FRAC preparation, the next plenary will be tentatively May 30-June 2, 2023 and will be held in person only at the MUAC in Maastricht, Netherlands, pending host confirmation. Details will be provided in a calling notice.

There will be an interim virtual plenary on March 17 to discuss the vote on whether to move to FRAC. The details will be provided in a calling notice.

An additional editors meeting will likely be held after the FRAC open comment period has ended. Details will be provided in a calling notice.

The current schedule is maintained on AerOpus in the directory /SC214 Standards for Air Traffic Data Communication/Schedule.

4 Adjourn

The meeting was adjourned on February 2, 2023 at 5:00pm EST. All documents and presentation material reviewed during Plenary have been uploaded and are available in the applicable RTCA AerOpus documents folder.

Todd Kilbourne
Secretary, SC-214

CERTIFIED as a true and accurate summary of the meeting.

Claire Robinson
Chair, SC-214

Luc Emberger
Chair, WG-78