



Toulouse, France, October 14-16, 2025

EUROCAE EUR 225-25 / WG129-11  
RTCA Paper Number: 009-26/SC244-017

**Joint EUROCAE WG-129 / RTCA SC-244  
“Takeoff Performance Monitoring System Strategy” Meeting Minutes**

**DATE:** October 14<sup>th</sup> – 16<sup>th</sup>, 2025  
**TIME:** Tuesday, Wednesday, and Thursday (0900 to 1700 CEST)

**PLACE:**

October 14<sup>th</sup> and 16<sup>th</sup>

Airbus  
Blagnac Campus 1  
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October 15<sup>th</sup>

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**PARTICIPANTS:**

<b>Last, First Name</b>	<b>Organization</b>
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Barhoum, Erek	Boeing
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Buisson, Alexandre	Airbus
Carvosso-White, Helen*	CAA UK
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Forni, André*	Embraer
Genissel, Philippe	Airbus
Hallworth, Kevin	CAA UK
Ishihara, Yasuo	Honeywell
Jespersen, Allan	Gulfstream
Jones, Christopher*	FAA
Landers, Thomas	Gulfstream
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Olmstead, Dayne	ALPA
Para, Alexander	RTCA
Pillain, Atiqah	EUROCAE
Stephane, Picaut	Dassault Aviation
Vanderkamp, Travis	Collins Aerospace
Véras, Vinícius*	Gulfstream
Vial, Jean Sebastian Vial	Thales

\* Indicates virtual attendance

10/14/2025

## **1 Welcome and Introductions, Administrative Remarks and Agenda Review**

After a round-table introduction, RTCA and EUROCAE representatives welcomed the participants.

## **2 EUROCAE and RTCA policies**

EUROCAE and RTCA representatives presented their Intellectual Property (IP) policies and membership statements without any question from the attendance.

## **3 Review of the approved Terms of Reference for SC-244 and WG-129**

The group reviewed the Terms of Reference and no issue was raised.

### **3.1 Calendar and Due Dates**

Dates were reviewed and no change was proposed at this time. May be reviewed in next plenary.

## **4 RTCA and EUROCAE review of drafting guide for Minimum Operational Performance Standards (MOPS) and document creation**

After a brief discussion, the group decided to skip this item..

## **5 Review and approval of Meeting Minutes (Meeting #7)**

The Meeting Minutes from the last meeting were approved without comments.

## **6 Discussion of vision from Regulators**

Kevin Hallworth pointed out that TOPAAS could, eventually, be applicable to Part 23 aircraft and that the MOPS should not necessarily be limited to Part 25 aircraft.

## **7 Continued Work on the new MOPS**

### **7.1 Review of Draft Document - Current State**

It was discussed the eventual need of Nuisance alerting criteria.

ALPA suggested at least was 90% probability of no nuisance alerts.

Airlines plan for all of the runway length, including taking credit for the headwind.

The probability should be consistent with other systems' nuisance alert criteria such as: predictive windshear, fire warning, thrust reverser. CS25.1309 has some references for probability  $7 \times 10^{-6}$  for high-speed aborts.

A nuisance alerting criteria is different from a false alerting criterion. The nuisance alert is related to the calculation algorithm, while the false alerting is linked to malfunction.

### **7.2 Intended Function**

The intended function was reviewed, and a slight change was made. May be revisited in the next plenary session.

### **7.3 Modes and States Update**

The modes and states were reviewed, and a slight change was made to the text. Should be revisited in the next plenary session.

### **7.4 Alerting**

The alert type, conditions, and scenarios were reviewed, and a slight change was made to the text. Should be revisited in the next plenary session.

10/15/2025

## **7.5 Review of new material from participants**

### **7.5.1 Paulo Cypriano Magalhães (Embraer)**

Paulo proposed the use of distance definitions below:

- Performance Takeoff Distance (PTOD): Would represent the best performance we can expect as calculated by a representative aircraft performance model following OEM supplied takeoff methods, techniques and data.
- Typical Takeoff Distance (TTOD): Would represent the regulatory takeoff distance
- TOPAAS Model Distance (TOMD): Would represent the takeoff distance as predicted by the TOPAAS system

The group discussed how to take into consideration the regulatory nuances such as the runway conditions (wet/dry), wind factors for headwind/tailwind.

Tom L. asked how the real-time predicted distance from TOPAAS should be considered. Airbus stated that the proposed AMC doesn't say that we need to compare predicted distances, but instead, to compare expected vs. actual Performance, so we are not required to perform data expansion during mode 3.

Paulo pointed out that typical operations should be close to PTOD, assuming no weight errors, no engine failure, etc... so we should consider PTOD and TTOD as the distance range for TOMD ( $PTOD < TOMD < TTOD$ ).

Tom L. suggested that the PTOD could consider the OEI LOF distance as a lower boundary.

Andre F. said he would like to see a table with the 3 modes, showing parameters to be considered and mitigation of risks of unsafe takeoffs. He also would like to understand how to consider the errors from different sensors.

Paulo said PTOD is only for accuracy evaluation. Is not expected to be calculated in the aircraft.

### **7.5.2 Airbus**

Airbus presented an analysis showing that the typical weight errors found in real A350 operations may lead to a statistical distribution of roughly +/- 10% on the takeoff distance.

Another analysis showed that roughly 30% of the operations are limited by field length. So if OEI distances are to be considered by TOMD with no margins, 50% of the cases may have nuisance alerts, leading to a total number of 15% of real operations with nuisance alerts.

10/16/2025

## **7.6 Further Discussion of Distance for Testing of Real-Time Computation**

After the discussion, it was proposed that an improved text should be available for the plenary session #09 to be held in Savannah in 2026.

## **8 Set Next Meeting Date**

Next plenary sessions were planned for:

- Plenary #09: Jan 27<sup>th</sup> to 29<sup>th</sup> in Savannah, GA – USA (tentative)
- Plenary #10: April 28<sup>th</sup> to 30<sup>th</sup> in Paris (Tentative)

## **9 New Business**

N/A

## **10 Close**

The meetings occurred normally, without any technical issues. The next plenary session was then confirmed to be held in Savannah, GA at Gulfstream Aerospace.