



RTCA SC-206: Summary of the 53<sup>rd</sup> meeting  
EUROCAE WG-76: Summary of the 50<sup>th</sup> meeting  
*AIS/MET Data Link Services*

- Coinciding Meetings in Herndon, VA (Harris) for SG-5 and Toulouse, France or Prague, Czech Republic for SG-1 and SG-6
- December 9-13, 2019
  - Dallas, TX (American Airlines) or Phoenix, AZ (Honeywell)

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The joint meeting of SC-206 / WG-76 was held December 3<sup>rd</sup> and 6<sup>th</sup>, 2018 at the Harris Facility in Palm Bay, Florida.

Presentations are posted at:

[https://workspace.rtca.org/apps/org/workgroup/sc-206/documents.php?folder\\_id=7888](https://workspace.rtca.org/apps/org/workgroup/sc-206/documents.php?folder_id=7888)

**Monday, December 3<sup>rd</sup> Opening Plenary**

The Opening session convened at approximately 1300 EST on Monday, December 3<sup>rd</sup>.

**1. Opening remarks: Reference the Leadership Opening Slides deck**

- Host
  - Paul Freeman gave the opening statement regarding the Harris facility
- RTCA/EUROCAE
  - Karan Hofmann presented the associated RTCA slides
  - Alexander Engel (Alex) stated that EUROCAE has similar policies as RTCA
  - Eldridge Frazier asked Karan if Alex will go through the sign-in process on the EUROCAE website sometime this week
    - Karan responded that Alex intends to go over the EUROCAE process
      - 1. We need to work on getting everyone an account on the WG-76 site
    - Alex provided several slides on the process
    - Alex suggested that everyone attempt to log into the site this week and any issues could be addressed either during the week or during the Thursday closing Plenary
- Chairmen
  - Tom Evans reported on the previous WG-76 / SC-206 work
    - The interest today is to look at the AIS MASPS recently released by RTCA and adding the WG-76 services
      - 1. This will be done within SG-6
  - Alex Engel stated that EUROCAE has recently decided to get back into the effort by defining several datalink services
    - It seemed foolish to start their effort from scratch and use the existing MASPS as the basis for their document
      - 1. Therefore, they decided to “piggy-back” on the existing MASPS document
    - EUROCAE has asked the user community about the 17 WG-76 services and they were determined to be worthwhile
      - 1. They received industry concurrence and decided to work with SC-206
    - Alex noted that Boris Resnick is unable to attend this week due to VISA issues

**2. Attendees' introductions**

- |                           |   |
|---------------------------|---|
| • Rocky Stone, Co-chair   | United Airlines                           |
| • Tom Evans, Co-chair     | NASA                                      |
| • Joe Bracken, Secretary* | AvMet Applications, Inc.                  |
| • Eldridge Frazier        | FAA, Government Authorized Representative |
| • Moin Abulhosn           | FAA Aircraft Certification                |
| • Jeff Aenmey             | Dutch Air Line Pilots Association         |

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- |                       |  |
|-----------------------|--|
| • Louis Bailey        | The Boeing Company                                   |
| • Bill Carson         | The MITRE Corporation                                |
| • Stephen Darr        | Dynamic Aerospace                                    |
| • Cedric D'Silva*     | Thales Avionics                                      |
| • Stephane Dubet      | DSNA   |
| • Mark Eden           | Air Line Pilots Association (ALPA), Int'l            |
| • Alexander Engel     | EUROCAE  |
| • Bill Geoghagan      | National Air Traffic Controllers Association (NATCA) |
| • John Ferrara*       | Consultant   |
| • Tammy Flowe         | FAA Aviation Weather                                 |
| • Paul Freeman        | Harris   |
| • Jeremy Garber       | Harris   |
| • Allan Hart*         | Public   |
| • Brian Hint          | FAA  |
| • Karan Hofmann       | RTCA   |
| • Amanda Hoprich      | AvMet Applications, Inc.                             |
| • Ed Johnson          | FAA  |
| • Robert Lee          | AvMet Applications, Inc.                             |
| • Mark Libant         | NAV Canada   |
| • Matthew Lug*        | USAF   |
| • Clark Lunsford      | The MITRE Corporation                                |
| • Thomas Mai          | FAA  |
| • Michael McPartland* | MIT  |
| • Jim Mills           | HQ USAF  |
| • Karol Molnar        | Honeywell  |
| • Benoit Morizet      | Airbus Operations                                    |
| • Mark Mutchler       | FAA  |
| • Madhu Niraula       | Rockwell Collins, Inc.                               |
| • Mark Phaneuf        | Air Line Pilots Association (ALPA), Int'l            |
| • Willie Truong*      | Honeywell  |
| • Christopher Tyson*  | EASA   |
| • Steve Young*        | NASA   |
- \*Remote

3. Review and approval of meeting agenda

- Eldridge indicated that Wednesday is an official government employees day off in remembrance President Bush's funeral
  - Eldridge is attempting to determine if government employees will be able to attend Wednesday's WG and SG meetings
  - Tom asked if the CDM briefing would then be off for the day
    - Rocky responded that he felt they could still be productive during the scheduled CDM discussion time
- Allan Hart asked if there is a slide for the closing Plenary agenda
  - Karan noted that the primary activity for the closing Plenary is the approval for FRAC of the DO-358A document
  - Allan asked if FRAC review and FRAC release will be held during the same session

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- Tom responded in the affirmative
  - There will be probably a gap of approximately an hour between the discussion and the decision
  - The meeting agenda was approved
4. Approval of previous meeting minutes
- The minutes of the previous SC-206 Plenary (September 21<sup>st</sup> at RTCA Headquarters in Washington, DC) were approved
5. Action Item Review
- Action Item 329
    - Karan stated that the MASPS drafting guide is not complete
    - The final document will be a stand-alone MASPS drafting guide versus a combined drafting guide for all document types
    - **Karan stated she will provide a draft on Workspace**
      - The document will contain the word “DRAFT”
    - This Action Item will remain Open
6. Sub-Groups reports
- SG-1: CSC and Other SC Coordination (ISRAs) – Reference the SG1 Status Slides
    - Ed Johnson reported that there will not be a lot of SG-1 meetings conducted this week
      - Most of the SG-1 work is now in the hands of the CSC
    - Ed noted that the Backup slides in his SG-1 Status deck are intended to provide background information to the EUROCAE partners
    - Ed commented that the “downlink” service is not being addressed in the MASPS
    - During this week, SG-1 representatives will be attending SG-6 and other meetings where necessary to coordinate on any services that will touch the downlink
  - SG-5: FIS-B MOPS – Reference the SG5 Status Slides
    - Paul stated that SG-5 is revising the FIS-B MOPS
    - Reference Slide 3
      - John Ferrara stated that it was the Program Office’s decision to build DO-358A to comply with system as is
      - Rocky asked if DO-358A will be comprehensive for the GA pilot
        1. Paul responded that as long as NOTAMs are being created by humans with free text, the problem will continue to exist
        2. However, when NOTAMs are generated via automated means, the problem may go away
        3. John added that the Program Office has decided not to send NOTAMs that are over 30 days old
          - i. Some NOTAM text is incomplete and some NOTAMs are not sent
          - ii. FIS-B is not comprehensive and it is not designed for that
          - iii. It is not intended to replace the preflight briefing
    - Reference Slide 4
      - Paul stated that the FAA has given Harris an RFP to implement the icing information in 1 of 4 different implementations

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1. Harris is not sure they could have the research completed by March 2019
  2. SG-5 was careful that the wording in DO-358A would not be affected by any of the 4 possible implementations
    - i. The avionics will be unaffected as well
- Reference Slide 5
- Jim noted that he and Rocky have discussed the need to standardize the ground source
  - Paul responded that SG-5 and RTCA cannot levy requirements on the upstream providers
  - Eldridge added that he was not aware until this morning that SG-5 has a NOTAM expert available (Bill Geoghagan – NATCA)
    1. Eldridge noted that Bill may be able to provide an update on where the FAA is with respect to the NOTAM system
  - Rocky concurred that SG-5 and RTCA cannot levy requirements, but SG-5 can offer some gentle suggestions in the text of the document
    1. Bill noted that NATCA has chosen to go the way of safety
      - i. NOTAMS are not Safety Critical in the NAS
      - ii. A system must have a backup and 99999 reliability to be Safety Critical
    2. Eldridge added that RTCA could use AOPA and ALPA to help push the issue further
- Reference Slide 6
- Paul stated that there has been a great deal of discussion within SG-5 regarding backward compatibility
    1. Testing to date indicates that there are no backward compatibility issues
      - i. John commented that he is personally not convinced that the Harris testing proves out the fact that there are no backward compatibility issues
        1. John is not sure Harris is testing all possible combinations
        2. There is the potential that not all backward compatibility issues are being addressed
        3. Paul responded that the FAA will have to approve the switch to MRMS through a test campaign (it will be at the FAA's discretion if enough testing has been conducted)
      - ii. Michael McPartland asked if Harris is the generator of the mosaic for NWP, and if so, is NWP a viable alternative to MRMS
        1. Eldridge responded that RTCA does not have the ability to dictate FAA Programs
          - a. The FAA identifies the Program, and RTCA develops the Standard
- Reference Slide 9
- Bill Carson stated that the last major bullet on the slide could be considered “important”

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- Regarding requirement #150, Garmin and MITRE have been working on this over the past few weeks
    1. #150 may not have a completed procedure by Thursday of this week
  - Eldridge asked, from an industry standpoint, what is the impact to Garmin (for example) if this procedure is deferred to DO-358B
    1. Jeremy Holman responded that he assumes Garmin would have to generate its own test procedure
      - i. The onus would fall to the manufacturer to develop a test procedure
    2. Eldridge asked Moin if he can accept the fact that this may not be included
      - i. Moin responded that if it has to be deferred to DO-358B, then so be it
    3. Bill noted that this will be discussed again during the Closing Plenary
- SG-6: MASPS – Reference the SG6 Status Slides
    - Eldridge noted that SG-6 will receive a briefing by Brian Hint (FAA Technology and Procedures Division) regarding the Automated EFB Concept and where the industry is planning on going with EFBs
    - Allan Hart asked, with respect to the Service Description discussion from the last SG-6 meeting, if it has been determined where the SDs will appear; in the appendices or in the body of the document
      - Eldridge responded that that will be discussed this week
        1. Eldridge added that he would prefer they are placed in an appendix and made to look like the other weather surveillance SDs
    - Brian Hint asked if anyone has proposed a template for the SDs yet
      - Eldridge responded that WG-76 has put together a template, but SG-6 will need to refine it
    - Madhu Niraula stated that a lot of work was done by SC-214 for some of the services
      - Eldridge responded that Joe Bracken and Ernie Dash worked some of those services in the past through an ISRA with SC-214
    - Bill Carson noted that sometime back he was attempting to develop a structure for all the services (note: the template was forwarded to Eldridge and Amanda during the meeting)
      - A “skeleton” structure should exist somewhere on Workspace
      - Allan Hart commented that he thought the structure exists in the appendix of DO-364 and that someone was going to take that structure to see how the WG-76 SDs fit
      - Eldridge responded that that will be worked this week
    - A comment was made that SG-6 should review what was done by SC-214 in the past related to the relevant SDs
      - **Karan agreed to research what SC-214 materials were available and post to Workspace**

## 7. Presentations

- Unmanned Aerial Systems / Urban Air Mobility (Steve Young) – Reference UAS-UTM Slides

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- The future civil Unmanned Aerial Systems (UAS) airspace environment is not the same as Urban Air Mobility (UAM)
  - UAM will probably have a passenger and possibly a pilot
  - UAS is unmanned
- UAM is speaking mostly to the low altitude urban regime
  - All areas would require some sort of AIS/MET datalink capability
- Steve indicated that he is part of the Unmanned Aircraft Safety Team (UAST) where they develop Safety Enhancements for UAS and UAS operations
  - They have already identified some sort of communications means
- Steve stated that he has provided a copy of the UAS Integration Plan to Eldridge
  - There are 2 pilot programs:
    1. UPP – UAS Traffic Management (UTM) Pilot Program
    2. IPP – Implementation Pilot Program
      - i. The IPP is either regional or nationwide
- Reference Slide 2
  - Steve noted that the green lines on the right are wireless connections (WiFi – datalink)
  - Entities like AIRMAP, SkyWards (Verizon) and Kittyhawk (Boeing) are able to provide services
    1. These groups have representatives on the UAST
    2. These groups could provide updates and gaps related to UAM
  - Mark Mutchler commented that when we begin looking at UAS operations that are more autonomous, we need to consider feeding AIS/MET information to them
  - Brian Hint asked if there needs to be a Standard
    1. Steve responded that they are debating this within the UAST to determine if Standards are necessary
- Reference Slide 1
  - Stephane Dubet stated that they have a similar type diagram in Europe
    1. They met a couple months ago where they discussed the topic of data for unmanned operations
    2. They confirmed the need for UAS to have access to AIS/MET data
- Reference Slide 2
  - There was a question on the level of maturity of the operations
    1. The response was that there have been a lot of changes as to how the operations should be conducted
    2. Stephane noted that in Europe there is not a clear picture of operations at this time
    3. Steve noted that the FAA is moving ahead on this architecture based on the two implementations mentioned earlier
      - i. There is a lot of inertia behind this architecture
      - ii. Steve added that this architecture is not much different from an ANSP architecture
- Eldridge asked if UAM is closer to fruition than UTM
  - UAM is trying to be operational by 2021
  - Steve responded that the ANSP structure may support UAM sooner
    1. Their issue is the vehicle
      - i. In Steve's opinion, the vehicle-based issues that are bigger than the ATM perspective



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- Allan noted that his concern is with UAS in the urban environment
  - They would be dealing more with a City Geography Markup Language (CityGML) format (1, 2, 3, 4)
    1. Allan added that “package deliverers” are not going to be doing flight plans
    2. Steve added that rooftop to rooftop operations are envisioned for UAS
      - i. Allan responded that rooftops are part of the city GML
- Eldridge asked if Steve would be able to bring an industry, FAA, or EUROCAE subject matter expert to the September 2019 Plenary meeting to provide a briefing
  - Stephane commented that that would be a good timeframe with respect to European operations
  - **Steve Young agreed to find a speaker(s) for either the June or September plenary meetings and will raise this in the other working groups he’s involved with**
- EUROCAE Workspace and Use by WG-76 (Alexander Engel) – Reference [EUROCAE Facts and Figures Slides](#)
  - Karan stated that the EUROCAE council does not change the content of the documents
    - Council members are all representatives of EUROCAE member organizations
    - Alex responded that the TAC does not change content either
    - The General secretariat and the Working Group works with the commenter to resolve comments
  - A question was asked as to the relationship between EUROCAE and EASA
    - Alex stated that EASA is a member of EUROCAE and is represented in the TAC and the Council
    - EASA does not play role in the WGs other than sending representatives to the WGs
      1. The WGs get no direction from EASA or EUROCAE
      2. The General Secretariat supports the WGs with respect to the EUROCAE processes
  - Alex recommended that everyone attempt to gain access to the EUROCAE repository workspace during the week
  - Documents between EUROCAE and RTCA are identical, but have different cover pages and different page size

The Opening session adjourned at approximately 1500 EST on Monday, December 3<sup>rd</sup>.

## Thursday, December 6<sup>th</sup> Closing Plenary

The Closing session convened at approximately 1300 EST on Thursday, December 6<sup>th</sup>. Reference [Leadership Closing Slides](#)

### 1. Closing remarks: Host, RTCA/EUROCAE, and Chairmen

- Chairmen
  - Rocky stated that since Paul Freeman has to leave the meeting early, the Closing Plenary session will begin with SG-5 FRAC release presentation

### 2. Attendees' introductions

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| • Joe Bracken, Secretary* | AvMet Applications, Inc.                             |
| • Eldridge Frazier        | FAA, Government Authorized Representative            |
| • Moin Abulhosn           | FAA Aircraft Certification                           |
| • Jeffrey Aenmey          | Dutch Airline Pilots Association                     |
| • Bill Carson             | The MITRE Corporation                                |
| • Stephen Darr            | Dynamic Aerospace                                    |
| • Cedric D'Silva*         | Thales Avionics                                      |
| • Stephane Dubet          | DSNA   |
| • Mark Eden               | Air Line Pilots Association (ALPA), Int'l            |
| • Alexander Engel         | EUROCAE  |
| • Bill Geoghagan          | National Air Traffic Controllers Association (NATCA) |
| • John Ferrara*           | Consultant   |
| • Tammy Flowe             | FAA Aviation Weather                                 |
| • Paul Freeman            | Harris   |
| • Jeremy Garber           | Harris   |
| • Allan Hart*             | Public   |
| • Karan Hofmann           | RTCA   |
| • Amanda Hoprich          | AvMet Applications, Inc.                             |
| • Ed Johnson              | FAA  |
| • Robert Lee              | AvMet Applications, Inc.                             |
| • Mark Libant             | NAV CANADA   |
| • Matthew Lug*            | USAF   |
| • Thomas Mai              | FAA  |
| • Michael McPartland*     | MIT  |
| • Jim Mills               | HQ USAF  |
| • Karol Molnar            | Honeywell  |
| • Benoit Morizet          | Airbus Operations                                    |
| • Mark Mutchler           | FAA  |
| • Madhu Niraula           | Rockwell Collins, Inc.                               |
| • Mark Phaneuf            | Air Line Pilots Association (ALPA), Int'l            |
| • Tim Rahmes*             | The Boeing Company                                   |
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- Christopher Tyson\*                      EASA  
\*Remote

3. SG-5 – FRAC Release Review – Reference SG5 FRAC Release Review Slides

- Paul Freeman extended thanks to the SG-5 team that has gotten them this far on the document
- Mark Phaneuf asked if there will be samples of the new products in the DO document
  - Paul responded that there will not be examples, just intended formats
  - Bill Carson added that there will be no visible examples in the MOPS
    - However, when putting the test procedures together, MITRE has included representative examples
    - Bill added that the way products are presented can be different
  - Paul noted that the 1<sup>st</sup> 4 products listed are the same as the graphical products
    - The last 2 products listed use graphical overlay product; which is similar to the NOTAM formats
    - Regarding the icing product, the FAA has 4 options to choose from
      - Harris will work the icing product based upon the FAA’s selection
      - Paul added that this should not affect the avionics or the MOPS
      - DO-358B could be modified to address the icing change
- Reference Slide 11
  - Bill Carson indicated that 14 of the 18 procedures are “good to go”
    - Of the remaining 4, Bill has posted 3 to Workspace
    - Bill feels that the document can enter the FRAC process as is
    - Garmin is looking at the final test and will finalize that one during FRAC
    - Bill added that within the next 24 hours, all 18 will be posted to Workspace and ready for review; with only minor edits to be expected
- Reference Slides 31 and 32
  - Eldridge indicated that he plans on providing the document to the FAA for their review and asked if the FAA is able to download the document or just view it
    - Karan responded that they can just view it, however they could make exceptions for specific sections to specific individuals
  - Karan agreed to send out an email with instructions on how / where to access the RTCA documents
- Mark Mutchler asked , of the 4 test cases being tested by Garmin, at what point will they be available for other avionics manufacturers to review them
  - Bill responded that the test procedures have been through multiple reviews, and by next week, all test procedures will be on Workspace and able to be reviewed
- Mark Mutchler commented on the “outstanding effort” on the part of SG-5 in putting the document together
  - Paul noted that SG-5 did not have extensive participation on the part of the avionics manufacturers
- Steve Darr asked, with respect to the purge requirements, if there was any safety analysis conducted on any risks to the user in retaining information that is outdated
  - Paul responded in the negative and added that each product has a time attributed to it
    - But no safety risk analysis was conducted
  - John Ferrara added that the document does allow for purging, and that each product has a time associated with it
    - Some products have a built in purge time, but it is worth more thought of a specific example of where it may be an issue

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- Mark Mutchler added that any product has the potential to be an issue if maintained for too long
  - Mark asked if there is anything in the document stating that a parameter can be maintained, but not displayed / used in the cockpit after a certain time
    - A long flight could be using old data that could present an issue
- Jeremy Holman commented that he does not think the global block products are affected by this purge / retain requirement
- A suggestion was made that someone include this issue as a FRAC comment
- Rocky Stone made a motion to support SG-5's request to place DO-358A into the FRAC process
  - The motion was seconded and carried
  - The document was released for FRAC
  - Madhu Niraula (Rockwell Collins) expressed reservation in releasing the document
    - Madhu took issue with where the test procedures and the associated requirements are located within the document (appendix versus main body)
    - Rocky noted that Madhu's comment can be addressed as part of the FRAC process
      - Rocky added that SG-5 may expect a non-concur from Rockwell Collins

#### 4. Sub-Groups reports

- SG-1 - Reference SG1 Closing Slides
  - There was no discussion related to the SG-1 closing slides
- SG- 6 – Reference SG6 Closing Slides
  - Rocky stated that there is a planning meeting scheduled for January 8<sup>th</sup> with the CDM community to discuss the development of a use case, and determine a method to conduct CDM
    - The intent is to permit the pilot to have input in routing decisions
    - CDM is trying to develop some minimum set of weather and aeronautical information that pilots should have to participate in routing decisions
    - Alex confirmed that, given the scope of the CDM activity as defining information requirements for the services, participation of WG-76 members would be within the limits of the current ToR
  - Reference Slide 3
    - With respect to the “Combined” WG, Jim Mills indicated that he will lead this particular WG and coordinate with WG2 and others when needed
  - Reference Slide 4
    - Team members were added in real time during the meeting to the WG slide
  - Reference Slide 6
    - WG1 (AIS) and WG2 (MET) generated similar schedules moving forward
    - Starting on January 16<sup>th</sup>, there will be either a WG1 or WG2 telecon on alternate Wednesdays
  - Reference Slide 7
    - Allan Hart asked, with respect to document development, if the document will be revised as needed after the SDs are developed to see what Sections need to be updated
      - Eldridge responded in the affirmative

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- SG-6 is anticipating changes to Section 3 and Appendices A, B, and C
- There may be a large Glossary change to include the international documents
- SDs are expected to be placed in Appendix A
- The group agreed that the MASPS is for the system as described as it is today in those 3 sections
  - Eldridge commented that he is unsure if the system description will remain as it is given that there were discussions yesterday on the flow of the information and the terminology to be used
  - Tom Evans added that it will depend on how to bring the input data into the scope
- o Eldridge noted that the September 2020 meeting should be at EUROCAE due to it being a combined document at that time
- o It is expected that the June 2020 meeting will be held in Denver
- o Karan agreed to provide information on what is needed for hosting Plenary meetings

5. Decision on FRAC release of DO-358A

- Reference Item 3 above and the related discussion / decision

6. Future meetings plans and dates

Meeting Dates	Locations (Hosts)	Releases / Approvals
March 18-22, 2019	Coinciding Plenary Meetings Herndon, VA (Harris)  Brussels, Belgium (EUROCONTROL)	SG-5 - DO-358A FRAC resolution review / Plenary approves release of DO-358A to PMC  Joint WG-76/SC-206 Plenary (SG-1 & SG-6) <b>SG-1 indicated that they would be needing meeting space during the Brussels meeting</b>
June 10-14, 2019	Frederick, Maryland (AOPA)	Joint WG-76/SC-206 Plenary PMC approves DO-358A for publication (June 27, 2019)
September 9-13, 2019	Coinciding Plenary Meetings Herndon, VA (Harris)  Toulouse, France (Airbus?) or Prague, Czech Republic?	SG-5  Joint WG-76/SC-206 Plenary (SG-1 & SG-6)
December 9-13, 2019	Dallas, TX (American Airlines?) or Phoenix, AZ (Honeywell?)	Joint WG-76/SC-206 Plenary Approve DO-358B for FRAC release

- Karan asked if the September 2019 meeting could possibly be moved to one week earlier or later
  - o After discussion, numerous conflicts made it difficult to move up or back a week
  - o However, the week of September 23<sup>rd</sup> is being considered

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**NOTE: it was subsequently decided during a January MET WG meeting to maintain the September 9-13 Plenary week**

7. Action item review

- Reference Action Item 331
  - Moin agreed to locate and provide Karan with additional historic SC-214 materials
  - Joe Bracken was also asked to provide copies of documents from his archives
  - Madhu Niraula also noted that all historic SC-214 material was moved to the RTCA archives

#	Owner	Action	Date	Status
<b>Open Action Items</b>				
329	Karan Hofmann	Provide copies of harmonized MASPS drafting guides to SG-6 when complete	9/21/18	Open
330	Steve Young	Identify SME speaker to present material on UAS government and industry initiatives during the June or September 2019 Plenary meetings. Steve will also raise this issue within the other WGs he's involved in	12/6/18	Open
331	SC-206	SC to review what has been done in the past within SC-214 regarding EUROCAE Service Descriptions	12/6/18	Open
<b>Closed Action Items</b>				
282	Moin	Clarify what type of AIS/MET data link MOPS would be needed (as follow on to the AIS/MET MASPS), if one or multiple MOPS are needed, or one with different sections for different systems. -- Can close pending resolution of AI 299.	March 2014	Closed
299	Eldridge	Advise SC-206 what the FAA would like to see as follow on to the AIS/MET MASPS (outside of what's already covered by the MOPS ISRAs with SC-186 and SC-209). -- Coordinating with FAA's AWD, AVS, and others.	Sept 2016	Closed
308	SG1	Put together a document (presentation or white paper) that provides insight into how SC-206 can move forward with updating DO-364 while keeping the scope from impacting the work of the CSC and our ISRAs with SC-186 and SC-209. As part of this, define what material in DO-364 needs to be protected from modification when the document is updated. -- Closed and rolled into TOR feedback.	July 2017	Closed
309	SC-206	Consider dates for 2018 meetings (WG or plenary).	July 2018	Closed

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 EUROCAE WG-76: Summary of the 50<sup>th</sup> meeting  
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310	SG5	There are serious problems with providing Temporary Restricted Areas information via NOTAM and FIS-B. Address this in a white paper to SC-206 leadership. The problem is system-wide, but focus on the FIS-B perspective. Formulate some options for SC-206 leadership.	Sept 2017	Closed Mar 2018
311	Eldridge	Eldridge to verify date of personal event in June 2018 in order to identify June Plenary date	Dec 2017	Closed
312	Eldridge	Eldridge to coordinate with AOPA for a June 2018 Plenary venue	Dec 2017	Closed Mar 2018
313	Karan	Karan to check on RTCA room availability for September 2018 Plenary	Dec 2017	Closed
314	Tammy	Tammy to prepare 2 additional slides to include in her December 19th PMC briefing deck to provide details on why SG4 chose not to pursue a MOPS	Dec 2017	Closed
315	Karan	Karan agreed to arrange another telecom with the WG76 leadership regarding the combined MASPS	Dec 2017	Closed Mar 2018
316	SC206	SC206 team to review proposed TOR change language as it relates to rejoining WG76 and provide comment by the March 2018 Plenary meeting. This includes coordination by Karan with WG76 to obtain their feedback	Dec 2017	Closed June 2018
317	Karan	Karan to reach out to her WG76 counterpart to obtain their feedback on the proposed TOR changes (combined with 316)	Dec 2017	Closed
318	Rocky	Rocky to provide an update on the CDM activities to the SC206 team in January 2018	Dec 2017	Closed June 2018
319	Bill	Bill Carson to complete and provide an update on his harmonized MASPS tasking in January 2018	Dec 2017	Closed Mar 2018
320	Amanda	Amanda to update the March Plenary agenda to remove the opening Plenary session and to change the end date / time	Dec 2017	Closed Mar 2018
321	Karan	Karan Hofmann agreed to look for latest WG-76 documents and post to Workspace accordingly	Mar 2018	Closed June 2018
322	Karan	Karan Hofmann agreed to pull down all recent WG76 documents from the WG76 Sharepoint server, post to Workspace, and provide the link to the 206 membership	June 2018	Closed June 2018
323	SC206	Rocky Stone suggested the membership review and edit the existing draft TOR document regarding rejoining WG76, joint MASPS development, and MOPS product additions	June 2018	Closed June 2018

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324	Frances	Frances Prott agreed to post / distribute most recent TOR with proposed language for review and comment by the team for the Thursday Plenary session	June 2018	Closed June 2018
325	Tom	Tom Evans agreed to provide Frances with a copy of / reference to the ICAO Gold document	June 2018	Closed June 2018
326	Steve	Steve Darr agreed to forward to Frances / Karan the FPAW meeting information being provided to AMS	June 2018	Closed Sept 2018
327	Moin	Moin Abulhosn agreed to speak with the head of Flight Standards about minimum CDM requirements for operators and coordinate with Rocky	June 2018	Closed Sept 2018
328	Paul / John	Paul Freeman / John Ferrara were tasked with developing a FIS-B MOPS Burn Down diagram	June 2018	Closed Sept 2018

8. Other business

- Alex Engel thanked RTCA and Harris for hosting the meeting
  - Alex added that a lot of progress was made during this week
- Rocky Stone also thanked Paul Freeman and Harris for hosting and all of the administrative support they provided through the week

9. Adjourn

The Closing session adjourned at approximately 1500 EST on Thursday, December 6<sup>th</sup>.

CERTIFIED as a true and accurate summary of the meeting.



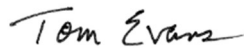
Joe Bracken, SC-206 Secretary

Benoit Morizet, EUROCAE WG-76 Secretary



Rocky Stone, SC-206 Co-chair

Boris Resnick, EUROCAE WG-76 Chair



Tom Evans, SC-206 Co-chair

Alexander Engel, EUROCAE Technical PM