
1. Welcome, Introductions and Administrative Remarks

The joint 50th Plenary of SC-214 / 40th Plenary of WG-78 was convened March 20th, 2024 at 12:00pm EST by Chairs Claire Robinson (Universal Avionics) and Luc Emberger (Airbus). Welcoming remarks were made, followed by each attendee introducing themselves. RTCA anti-trust statement, proprietary policy and membership policy were read by Brandi Teel (RTCA). Alex Engel (EUROCAE) presented the EUROCAE IPR policy, participation policy, and the GDPR privacy policy.

2. Agenda, Meeting Minutes and Action Item Review

The meeting had one agenda item which was to agree on submitting DO-351B/ED-229B Change 1 for FRAC/OC.

Rochelle Perera (Boeing) reviewed the meeting minutes from SC-214 Plenary #49/WG-78 Plenary #39. Minutes were approved with a minor change to remove an extraneous “-“ from the ADS-C vertical range discussion section.

3. RTCA & EUROCAE ToR Approval

Brandi Teel (RTCA) and Alex Engel (EUROCAE) both confirmed that the updated ToRs which included DO-351B/ED-229B Change 1, which was discussed at the previous plenary was approved by their respective organizations.

Claire Robinson (Universal) also reminded the group that DO-280B/ED-110B Change 2 FRAC/OC has been launched and members should be sure to review and provide comments.

4. DO-351B/ED-229B Change 1 -Summary of Proposed Changes

Claire Robinson (Universal) reviewed the set of proposed changes to be officially included in Change 1. Some of the items had already been agreed to be included in Change 1 during the previous plenary. These were reviewed as well as the new proposals.

Item 1: Erroneous CPDLC message numbering

- Modification of the ASN.1 CPDLC v4 for msg elements from UM158R to UM209R
- Update ASN.1 supplementary material
- Update ASN.1 (chapter 5.1) and P/OICS (chapter B.4.3.3, Table M-4)

During the Feb 26th plenary, the group agreed to include this in the change. This decision still stands.

Item 2: ADS-C Vertical rate range modification to allowable range

- Modify the ASN.1 ADS-C v3 VerticalRate variable to reinstate the -3000 minimum value, as per Rev A interop standard
- Update the ASN.1 supplementary material
- Update ASN.1 ADS-C (chapter 5.2) and P/OICS (chapter B.3.3.2, Table P-10 (item P-10,32)) of ED-229B/DO-351B

During the Feb 26th plenary, the group agreed to include this in the change. This decision still stands.

Item 3: Add the reason code “contract number already in use” in the ADSReject variable

- Update ASN.1 (chapter 5.2)
- Update ASN.1 supplementary material
- Update P/OICS (chapter B.3.3.2, Table P-8) of ED-229B/DO-351B
- Update section 3.2.1.1 Table 3-2 ‘Aircraft System Parameters’ (to include the case “Contract rejection when same contract request number as a contract already in effect with this ATSU”)

During the Feb 26th plenary, the group agreed to include this in the change. This decision still stands.

Item 4: Fix Typos

- Update ASN.1 for ADSNonCompliance extensibility marker to be “...,” instead of “...”
- Update ASN.1 for ADSReject, RejectReasonDetailsB should be rejectReasonDetailsB
- Update supplementary materials for both typos

During the Feb 26th plenary, the group agreed to include this in the change. This decision still stands.

Item 5a: AircraftIdentificationO and PositionRNamedInstruction are not used anywhere within the syntax

The group discussed whether to remove these two orphan items but noted that they were also in ED-231B/DO-353B. Removing from one and keeping it in the other would make the standards out of sync. The group then discussed whether to open a change document for ED-231B/DO-353B. Rowan Stewart (AirTel) presented blocking items found in the current version of ED-231B/DO-353B. Therefore, a change to that set of documents would be necessary, so the group agreed to include the proposal to remove these two items as part of Change 1.

Item 5b: The lat/lon for D-taxi does not match the other lat/lon definitions—investigate if this was intended or in error.

The group had investigated why this discrepancy may have occurred however there was not enough information available to decide whether a change should be enacted. Therefore the group agreed to not include any related edits in Change 1.

Item 6: Boeing proposal to change ASN.1 to allow for five low priority contracts instead of the current four. Previous discussions during the last plenary and subsequent telecon settled on not including this in change 1 as it will affect backwards compatibility. Instead an operational work around was proposed and accepted with those on the previous telecon. Further discussion will be done as per the request of DFS to discuss the proposed operational work around.

Group agreed to not include this in Change 1.

Item 7: MUAC proposal to add TTR into B2 standards. As adding this would have a high likelihood of impacting the SPR as well, the group decided at the Feb 26th plenary not to include

this in change 1. Further discussions would continue to be held including with other stakeholders such as ICAO groups and DSG.

Group agreed to not include this in Change 1.

Item 8: Destination-airport is listed as mandatory after the extensibility marker, which is poorly supported syntax

- update the ASN.1 to make destination-airport optional
- Update the supplemental material

Rowan Stewart (AirTel) presented this item and the group agreed to include this in Change 1.


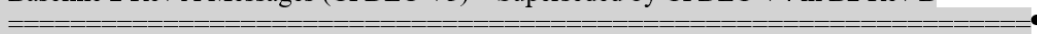
Item 9: MSWord sometimes automatically replaces a minus sign (ASCII code 45) with an em-dash (Windows-1252 code 151), which is a Microsoft-specific encoding that has no meaning in ASCII or UTF-8.

- update the ASN.1 to ensure all em-dashes are replaced with minus signs
- Update the supplemental material to be a plain text file instead of a word file

This item was also presented by Rowan Stewart (AirTel). The group discussed how best to ensure that users are not taking the pdfs and using automated tools to convert to text files for use. The concern around text file use is due to not having protection on text files, so there is no guarantee it hasn't been modified. The group agreed to include a note in the pdf document stating that automated tools should not be used to convert the pdf, but rather the supplementary material should be used. The group agreed to make the supplemental material a plain text file and to include a note at the beginning of ASN.1 section telling users to use the supplemental material. Specific wording of the note will be finalized during FRAC/OC.

The group agreed to include this in Change 1.

Item 10: Spacing issue/extra "--" found in comment

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-- → 
-- → Baseline·2·Rev·A·Messages·(CPDLC·V3)·--·Superseded·by·CPDLC·V4·in·B2·Rev·B → →
-- → 
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- Update the ASN.1 to fix spacing, remove dashes
- Update the supplemental material to be a plain text file instead of a word file

The group agreed to publish a plain text file for supplemental material and to clean up the spacing issues. The group agreed to include this in Change 1.

Item 11: Extra "/" found in TrafficDescription

- Update the ASN.1 to remove the "/"
- Update the supplemental material to be a plain text file instead of a word file

The group agreed to include this in Change 1.

Item 12: Interop standard contains one instance of “ads-c-data-AS-v3”, two instances of “ads-data-AS-v3” and three instances of “ads-c-message-AS-v3.” Proposal to change all instances to say “ads-c-message-AS-v3”

The group agreed with the proposal and to include this in Change 1.

Item 13: In ADSReject, rename the higher level« rejectReasonDetailsB » because it is used twice

- Update ASN.1
- Update supplementary material
- Update P/OICS

The group agreed to include this in Change 1.

Item 14: Excess whitespace characters in extensibility markers

- Update ASN.1
- Update supplementary material

The group agreed to remove the white space characters as part of Change 1.

The group discussed how there are some differences such as spaces and capitalization between ASN.1 and the P/OICS. Richard Kynard (Garmin) commented that the P/OICS is used to show compliance, not to write requirements so slight wording differences between that and ASN.1 is not a show stopper.

5. DO-351B/ED-229B Change 1 Draft

Claire Robinson (Universal) reviewed the DO-351B/ED-229 Change 1 draft using the EUROCAE template. The RTCA version will be very similar but with slight differences.

With respect to the need to add a new reason code “contract number already in use” the group agreed to proceed with the proposal from Frederic Beltrando (Airbus) to use item 9 in the ASN.1 definition as that number is not currently used. Additional ideas can be submitted and discussed through the FRAC/OC process.

6. DO-353B/ED-231B Block Issues

Rowan Stewart (AirTel) presented two issues found which are believed to be blocking issues for implementing B2.

1. There is a missing B at the end of DistanceSpecifiedRBDirectionSideB in ED-231B/DO-353B which is not consistent with ED-229B/DO-351B.

2. <insert the second item> was this having to do with the small differences in ASN.1 comments? Need to look at Rowan’s presentation.

The group agreed that these issues should be addressed and therefore a change to ED-231B/DO-353B would be required. Because of this, it was also decided to remove the two

orphaned elements discussed as item 5a since the opportunity to keep both documents in synch becomes available with this change document.

7. ToR Updates

As the group decided to open DO-353B/ED-231B, a ToR update would be required. Claire Robinson (Universal) updated the RTCA ToR during the meeting. The EUROCAE ToR update will include equivalent information but requires some additional work. Therefore, the EUROCAE ToR update will be done offline and approval from the members will be obtained by email.

8. Any Other Business (Plenary)

Claire Robinson (Universal) opened the floor for any new business. The issue of the location of the October meeting was discussed. Collins and Boeing offered to host. The group decided that Collins would host the October 2024 meeting in Iowa, USA and Boeing would host at a later date.

9. Upcoming Schedule (Plenary)

- June 10-14, 2024- Plenary, Maastricht
- October 14-17, Plenary, Cedar Rapids, Iowa

10. Adjourn (Plenary)

The meeting was adjourned on March 20th, 2024 at 3:30pm EST. All documents and presentation material reviewed during Plenary have been uploaded and are available in the applicable RTCA AerOpus documents folder

Rochelle Perera
Secretary, SC-214

CERTIFIED as a true and accurate summary of the meeting.

Claire Robinson
Chair, SC-214

Luc Emberger
Chair, WG-78