



EUR 286-24 / WG129-07
RTCA Paper No 224-24/SC244-007

Saint-Denis, 20 Sept 2024
Washington, 20 Sept 2024

**EUROCAE WG-129 “Take-off Performance Monitoring System Strategy”
and
RTCA SC-244 “Take-off Performance Monitoring System Strategy”**

Third Plenary Minutes of Meeting

Date	04 / 05 Sept 2024 (14:00 to 18:00 UK Time/09:00 to 13:00 EDT)
Place	Gatwick + Microsoft Teams Online
Venue	CAA Aviation House Gatwick (United Kingdom)
Hosted by	UK CAA

List of Attendees:

Name	Organization	Presence
Alexandre Buisson	AIRBUS	Online
Andre Forni	EMBRAER	Online
Alexandre Baillargeon	Garmin	Online
Brian Roberts	UK CAA	In person
Bryce Fenton	TXTAV	Online
Daniel Lopez	AIRBUS	In person
Dayne Olmstead	ALPA	In person
Erek Barhoum	BOEING	In person
Eric Tran	Garmin	Online
Esther Hoyas	EUROCAE	In person
Helen Carvosso-White	CAA UK	In person
Ian MacLaren	CAA UK	Online
Jeffrey Meyers	FAA	Online
Joscha Kurz	DLR	Online
Karan Hofmann	RTCA	Online
Kevin Hallworth	CAA UK	In person
Kirk Nance	Avix Aero	In person
Marino PEREZ GARCIA	EASA	Online
Matthew Vigen	WNCO	In person
Paulo Magalhaes	EMBRAER	In person
Ryan M Smelser	Collins Aerospace	In person
Stephane PICAUT	Dassault Systems	Online
Tom Landers	GulfStream	In person

Minutes of Meeting:

- **EUROCAE and RTCA policies, introduction and processes.**
- **Acceptance Minutes of the last meeting held in Washington 4 – 5 June 2024 approved by members attending this meeting.**
- Review of Internal report as saved as V3.0. accepted.

Section	Comment	Action
Forward	<ul style="list-style-type: none"> • No comments made on this section. 	
Introduction	<ul style="list-style-type: none"> • No comments made on this section. 	
General	<ul style="list-style-type: none"> • Question over the TOPM (Take off performance monitoring), A number of proposals were put forward. • Take off performance and position alerting system. (TOPPAS) • Take off performance and runway position alerting system (TOPRPAS) 	Group to agree on final wording.
Background	<ul style="list-style-type: none"> • GM proposed some new text which was accepted which included some existing standards. • FAA data analysts may be able to extract some more data which may be useful in the next phase. 	
	Cleaning up exercise within the document to look at the phrase "Take-off" to standardize in the document.	IR to be reviewed
Current Technology	<ul style="list-style-type: none"> • Discussion on the scope of this WG, does this stop at the T/O point or is the climb also a consideration for the actual standard. • General comment to include table numbers throughout the document. • Take off diagram to be updated to remove the Taxi phase post RTO. 	Table No's to be included. Paulo Magalhaes
Flight management speeds	<ul style="list-style-type: none"> • An external paragraph to bridge the gap between what is written regarding the EFB and calculating V speeds and available technology which would integrate with this system. Revised wording proposed and agreed during the meeting. • Paulo to update 	Paulo Magalhaes to update
Wind Conditions	<ul style="list-style-type: none"> • Tower winds as a wind source was added to the text during the meeting. • Discussion of tyre overspeed during the T/O run. It was agreed that this was outside the boundary of this IR, but could be mentioned in the later work developing MOPS/MASPS. 	

	<ul style="list-style-type: none"> • Wind speed variation during the T/O run should also be considered when the standard is being developed. If this is to be considered an early call to the pilots to abort should be considered. 	
Pitch Trim setting	<ul style="list-style-type: none"> • Move to follow Centre of gravity check. COMPLETED • Thrust lever angle moved closer to FMS paragraph. COMPLETED 	
Flap setting	<ul style="list-style-type: none"> • Existing CS / CFR 43. 25.703 added to the text. COMPLETED 	
Runway position	<ul style="list-style-type: none"> • A comment was made to make the beginning of each section more standard introducing the section. • Last sentence to have an overarching conclusion to this section. 	
Runway condition	New text written during the meeting presented to the group and accepted.	
Manual Thrust lever angle	Paulo to update this section with comments received during the meeting	Paulo Magalhaes
Engine bleed configuration	<ul style="list-style-type: none"> • New section written was reviewed at this meeting. • No other remarks on this section. 	
Real time acceleration	<ul style="list-style-type: none"> • Parts of this section has been moved into the new Runway database and alert consideration 	
Runway database and alert consideration	<ul style="list-style-type: none"> • Andre to propose some update text to this section. • Runway slope added to this section during the meeting and accepted by the group. 	Andre Forni
Conclusion	<ul style="list-style-type: none"> • There was a discussion on the merits of moving into the next phase writing a standard against a MOPS or MASPS. • It was generally agreed that should this report be accepted by the Committee we would move forward to write a MOPS • 	
Bibliography	<ul style="list-style-type: none"> • Tom agreed to tidy this section up. 	Tom Landers

Next Meetings:

- 17th September 2024 - on line working meeting
- 17th October 2024 - Plenary meeting to agree on finalization of the Internal Report.

List of Actions

Action No.	Question	Assigned to	Response
1.1	Final Title wording of the report to be agreed	The group	
1.2	Standardisation of some words throughout the document (e.g. Take-off)	Document review	
1.3	Table no's to be added	Document review	
1.4	Take off diagram to be amended	Paulo Magalhaes	
1.5	Revision of Manual Thrust Lever Angle paragraph with comments from the group.	Paulo Magalhaes	
1.6	Update wording to Runway database and alert consideration paragraph	Andre Forni	
1.7	Bibliography	Tom Landers	