

March 10, 2004 WG1 - CDTI subgroup telecon

Bill Kaliardos – FAA
Jim Maynard – Garmin
Sethu Rathinam – RC
Michael Petri – Technical Center
Aaron Gannon - Honeywell
Jonathan Hammer - MITRE
Jim Walton - UPS

CDTI Meeting in Washington DC will start on Tuesday, April 6th. Join other subgroups on Wednesday afternoon, with the plenary on Thursday.

Boeing has offered two people to join the group within the next few weeks, one applications oriented, and one avionics oriented. Airbus is interested in the application side, and don't plan to participate except for following the proceedings. Honeywell plans to participate in the three sub-groups of WG1/4.

Sethu reviewed the telecom agenda:

1. Agenda review & update
2. Finish review of the ASA MASPS requirements for CDTI and external subsystems, starting at section 3.3.3.1.5 to end of 3.4.5.3.

Sethu suggested that the group review DO-257A (Aerodrome moving map display) as homework.

3. Review the old CDTI draft (from June of 2001).

The document was not reviewed at this time, but Sethu is working on rounding up industry comments regarding holes in this document.

Sethu suggested that the group develop working papers for specific issues to capture the issues and provide results of discussions. This idea was well-received.

There are still calls out to some avionics manufacturers for additional participation in the group.

The ASA MASPS review used up most of the available time, so item 5 was discussed for the remainder of the telecon.

5. Any discussion resulting from our review of the Draft of the Surveillance AC (Appendix L on CDTI).

Bill gave an overview of some of the comments received, particularly concerns about changes to the TCAS symbology for integrated displays, and calls for some additional experimentation to confirm that these changes don't increase horizontal maneuvering. Jim W. noted that UPS has certified integrated displays, and that there have been no problems with this at UPS. Jim W. was asked to make a presentation on the CDTI/TCAS symbol set integration at the next meeting.

The remainder of the agenda was not discussed, but will be discussed at the meeting.

4. Assignments - with potential ones below (to be discussed at the telecon):

First cut of an outline for the CDTI MOPS to fit into the ASAS MOPS, that is consistent with the currently proposed STP and ASSAP outlines - to be assigned to Rockwell Collins and Honeywell

Prepare short presentation on the potential customers of the MOPS (different levels at the industry requesting the MOPS and others who will use it) - to be assigned to the FAA

Survey of current CDTI material in existence (collect the material in existence on CDTI, both implementations and concepts - most of which we know about - review and make a presentation) - to be assigned to <Volunteers needed>

Methodology to use for cases where we can not make a decision (e.g., there is no group consensus on if something is intuitive). This may include lab simulations, pilot questionnaire etc. To be assigned to <MITRE?>

Other assignments as they come up.

6. Thoughts on the level of detail on the traffic symbols that we plan to specify. I'd like to hear the group's thoughts on a text specification that allows multiple implementations, or a strict design (like TCAS) that leads to a "standard." So far, we have leaned towards allowing multiple implementations.

7. If we have time left over, we'll discuss the Appendix that didn't make it into the ASA MASPS. I'd suggest you browse the document. This document will be useful to us when we start developing detailed requirements.