

WG1 – CDTI subgroup – Teleconference notes – July 12, 2004

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Continue reviewing the ASA MASPS document DO-289.

Seattle meeting logistics.

June 28th e-mail from Jonathan describes meeting location and nearby hotels. July 20th CDTI meeting will start at 9:00 AM. June 22 will be a joint meeting.

Meeting logistics were reviewed.

Aaron will get a call in number for the meeting and notify the group.

Sethu will ask folks to send Taji information to get into the Boeing plant.

Some concerns from Gary Livack about defining displays for high-end 3D and low end displays were discussed. The group agreed that this would add far more complexity to the task, and that the 2D graphical heads-down requirements could be used as a basis for these other displays. As such, the group agreed to continue only with requirements for a 2D graphical display.

Taji discussed setting up various airport surface map display features on a electronic flight bag so that the group can look at various display features and colors and such. The group agreed that this review would be useful, keeping in mind that this mapping is determined by another RTCA committee. Rather, we need to work with that information to display traffic information for some applications. Taji will also get a meeting room at Boeing so that any excess time scheduled for the demo will not be wasted. This will be added to the meeting agenda, probably for Wednesday morning.

The review of the ASA MASPS display section continued at section 3.3.3.

The summary functional table was reviewed. Most MOPS requirements for these requirements are assigned to the avionics guys for initial drafting, and then will be

reviewed by the rest of the committee. Michael offered to clarify any of these features, if necessary. Michael particularly noted the difference between “coupled” and “selected” targets.

3.3.3.1.1.3.2 Does the CDTI have to support one (Extended Runway Center Line and Final Approach Path) if the other is not available? If there is no final approach path, does the extended center line then need to be depicted? Does the CDTI need an input to decide which to use? Jim and Sethu will talk to Randy and Joel to determine what is meant.

Taji is writing an issue paper on traffic symbol variations.

There seems to be no mention of the location of own-ship on the display, such as a compass rose mode that allows some view behind the aircraft.

3.3.3.1.4.4 There is some concern about how the traffic length/width codes will be used, and how variable symbol sizes could be used. John Halleberg will look into documents dealing with this, and make recommendations to the group at the next telecon.

3.3.3.1.4.8 What is threshold for traffic vertical rate indicator? What sort of accuracy would one expect from vertical rate from ADS-B? Is the 500 ft TCAS rate a good choice threshold? Action assigned to John Morgan.

3.3.3.1.4.9 Taji had concerns that a horizontal velocity vector could provide misleading information to the pilot, with an instantaneous look at the display, when planes are turning. There was no agreement on this point, however. This will be discussed again during the meeting, and then perhaps an issue paper will be prepared.

The telecon was adjourned.