



- RTCA Status

Presented to ICAO APAC SURICG/7

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VP Aviation Technology & Standards

May 2022



- Operate as an Independent Standards Development Organization
- FAA is member of RTCA
  - Supports committees with *Government Authorized Representative*
- RTCA Professional Staff ensures committee proceedings follow guidelines
- Supports ICAO activities
- Close coordination and interaction with EUROCAE



# RTCA as a Non-profit Association

- ❖ Academia
- ❖ Airports
- ❖ Aviation service providers
- ❖ Government organizations
  - ❖ FAA, DOD, TSA, NASA, FCC
- ❖ Manufacturers (OEMs and after-market)
- ❖ Operators
  - ❖ Airlines, GA, Cargo, DOD, Drone/UAS
- ❖ Suppliers
  - ❖ Automation, Infrastructure, Avionics
- ❖ Labor
  - ❖ Pilots, Controllers, Dispatchers
- ❖ R&D organizations



- In August 2021, RTCA SC-186 and EUROCAE WG-51 approved the ADS-B In Discussion Group to provide a forum for FAA, EUROCONTROL, and Industry coordination
- Objectives of the group:
  - Identify any potential changes needed to DO-317C/ED-194B and DO-361A/ED-236A resulting from ongoing activities
  - Support the development of additional applications that utilize the requirements already defined in DO-317C/ED-194B
  - Support the OEMs and avionics manufacturers in successfully implementing DO-317C/ED-194B and DO-361A/ED-236A
- August 2022 Deliverable: white paper summarizing activities and potential changes to DO-317C/ED-194B and DO-361A/ED-236A, Change 1

# Summary of Activities

- **October 2021**
  - ADS-B In Primer and FAA Program Status
  - NLR ADS-B In Status
  - CDTI-Assisted Separation (CAS) on Approach Overview
- **November 2021**
  - NextGen Advisory Committee (NAC) ADS-B In Task Group Report
  - FAA Response to NAC ADS-B In Task Group Report
  - CAS on Departure Overview
  - Mapping FIM MOPS Requirements to IM Operations
- **January 2022**
  - ACAS on Departure Operational Description Comment Disposition
  - DO-317C/ED-194B requirements changes to Support CAS on Departures for TSO-C195c
- **February 2022**
  - ADS-B In Retrofit Spacing (AIRS) Evaluation Project Overview
  - CAS on Departure Topics
  - Role of Aircraft Descent Speed Prediction in Trajectory-Based Operations (TBO)
- **March 2022**
  - Coordination with SC-214 and SC-227
  - Understanding FIM Avionics Implementation Options
  - Alaska Airlines Vision for IM.308

Slides generously supplied by Dr. L Weitz – SC-186 WG-4 Chair



- Human-in-the-Loop study results
- Recommended updates to IM Sample Algorithm
- Overview of FAA Tech Center capabilities
- Update on SESAR activities
- Tactical uses of IM in en route and terminal environments
- ADS-B In Benefits updates

# Outcomes to Date

- Increased industry awareness of CAS operations and opportunity to provide input on operational concepts
- Increased awareness of FAA activities in support of operational trials and CAS and IM deployment
- Identified and mitigated challenge with using CAVS application + supplemental requirements for all CAS operations
- Ongoing FAA/industry discussion on how FIM MOPS requirements support IM operations
- Increased awareness of how ADS-B In applications will be integrated with TBO



Thank you

# RTCA



SAFER SKIES THROUGH COLLABORATION

