



To FDD Working Group **Date** October 18, 2017

From Sam Buckwalter
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Subject **Meeting Announcement**
FSEMC Data Document (FDD) Working Group

When January 23-25, 2018, from 0900 to 1700

Chairman Mike Jackson, FedEx

Where **Meeting Location**
Hilton Cocoa Beach Oceanfront
1550 N. Atlantic Avenue
Cocoa Beach, Florida 32931 USA
tel + 1 321 799-0003
fax + 1 321 799-0344
<http://www.hiltoncocoabeach.com>

The group room rate for this meeting is \$139.00 USD. To book online, visit the following address:
http://www.hilton.com/en/hi/groups/personalized/C/CCBCHHF-ARINC3-20180122/index.jhtml?WT.mc_id=POG

Alternately, you can book using the following directions:

- Reservation Telephone: 1-866-580-7402
- Provide the group code: ARINC3
- Provide your Arrival/Departure Dates and the number of guests in the room
- Confirm Reservation with Contact Details and Credit Card

The hotel reservation cutoff date is **December 22, 2017**, to obtain the group rate of **\$139.00**.

Instruction Please notify ARINC Industry Activities of your intention to attend by registering online at:

<http://www.aviation-ia.com/events/>

Dress code for this meeting is business casual.

Comments or questions regarding any of the agenda items are invited. If you wish any material to be circulated prior to the meeting, please submit your proposals via e-mail to Sam Buckwalter by January 5, 2018. After this date, late materials may not be available for review prior to the meeting; they may only be introduced on the agenda with the approval of the chairman and formal consensus of the group.

The meeting is open to all interested parties. Individuals requesting time on the agenda should contact Sam Buckwalter. The agenda will be finalized one week prior to the meeting.

Meeting Objectives

The FDD Working Group will continue the comprehensive review of **ARINC Specification 450: *Flight Simulator Design and Performance Data Requirements***, which covers all the data needed to develop and validate the FSTD simulation models: fix wing and rotary wing.

A portion of the meeting agenda will be dedicated to a discussion on malfunction. Malfunction has been a long-standing discussion at the FSEMC Conference without much consensus on approach or consolidation. At the previous meeting, the working group discussed implementation of malfunctions data into flight simulation and the use malfunction for maintenance training. Moreover, the group discussed, with the proliferation of binaries, how will this affect the operator's ability to add malfunctions to their simulators. Tuesday's meeting will open with a review of Section 1.3 and Appendix A on malfunctions. Airlines are strongly encouraged to attend this meeting and provide their input.

After the malfunction discussion the group will continue the review of the document and the below action items.

The following action items will be reviewed at the January meeting:

1. CAE to provide updated wording for Section 1.1, Purpose.
2. Malfunction Data – Section 1.3 and Appendix A to be reviewed in-depth by all.
3. L3 CTS to provide update on Section 2.6.2, Panels.
4. CAE to review Chapter 3 and 15 and provide updates for helicopter data.
5. Section 3.1.1: Airbus and Boeing to add alpha beta envelopes and a statement of compliance of the aerodynamical model.
6. Section 3.2.5.9: CAE and TRU to check Change 2 for Ice Effects.
7. Section 3.3.4.2, Flight Control Data-Fixed Wing, Bombardier and CAE to review and provide additional tests.
8. Section 4.4: L3 CTS to provide a listing of checkout data.
9. TRU to review Chapters 7 and 9 and provide updates for helicopter data.
10. Airbus to review Chapters 10 and 11 and provide updates for helicopter data.
11. FedEx to review Section 8.6 and provide text for alternate avionics.
12. Section 9.3.1 needs to be reviewed further by the entire group.
13. Section 12.9 needs to be reviewed further by the entire group.
14. L3 CTS to provide checkout data for IRS, Section 14.4.

15. Section 14.8 needs to be reviewed further by the entire group.
16. Airbus accepted the action to research if text needs to be added on air temp to take the sound sampling.
17. CAE and TRU accepted the action to provide analysis parameter on System Verification, Section 15.2.3.
18. CAE to provide text on signal to noise and minimum resolution for Section 15.3.1.
19. Chapter 17, Data Requirements for Lower Level Flight Simulation: The group will discuss the reason for the section and the objective.
20. Boeing and Airbus to review and provide updated text.

Travel Information

Please arrange your own ground and air transportation.

The Hilton Cocoa Beach Oceanfront Hotel is about 45 miles from the Orlando, Florida Airport. There is not a courtesy shuttle to the hotel.

There are, however, a few transportation services that provide a shuttle between Orlando and Cocoa Beach. The following are a few that serve this route:

<http://www.cbshuttle.com/cocoa-beach-rates.htm>

<http://www.aroundtheclockusa.com/1601300.html>

<http://www.cocoabeachshuttle.net/>

Orlando International Airport

Distance from hotel: 45 miles

Drive time: 45 minutes

Directions: Take SR 528 East (Bee Line) for 40 miles until it becomes A1A South at Port Canaveral. Go 5 miles on A1A South through Cape Canaveral and into Cocoa Beach. The Hilton hotel is located 1 mile south of Ron Jon's on the left.

Note: SR 528 (Bee Line) is a toll road so you will need to have cash.

Melbourne International

Distance from hotel: 25 miles

Drive time: 40 minutes

Directions: Turn left onto Nasa Blvd to US 1; turn left onto US 1 North to SR 404 (Pineda Cswy). Turn right onto 404 East to Hwy A1A; turn left onto A1A North and go 8 miles. The Hilton hotel is located on the right side of the road.

cc

FSEMC Steering Committee