



To FDD Working Group **Date** January 4, 2019

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

When March 26-28, 2019, from 0900 to 1700

Chairman Mike Jackson, FedEx

Where Meeting Location
Crowne Plaza Gatwick
Langley Drive, Crawley
West Sussex RH11 7SX
United Kingdom
Tel +44 1293 608 608
The meeting site is about 5 miles from the London Gatwick Airport (LGW).
Hotel Information
The Crowne Plaza Gatwick is the preferred hotel for this event; however, ARINC Industry Activities (IA) has not arranged for a room block. Please make your arrangements with the hotel directly.

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 March 19, 2019. 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 now, rotary wing.

A portion of the meeting agenda will be dedicated to the 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 of malfunction for maintenance training. Moreover, the group discussed how the proliferation of binaries will affect the operator's ability to add malfunctions to their simulators. Tuesday's meeting will open with reviewing 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 actions will be reviewed at the March meeting.

1. L3 CTS to provide update on Section 2.6.2, Panels.
2. Section 3.1.1: Airbus and Boeing to add alpha beta envelopes and a statement of compliance for the aerodynamical model.
3. CAE to review Section 3.1.15 wording to cover non-BERM (Blade Element Rotor Model) simulations.
4. Section 4.4: L3 CTS to provide a listing of checkout data.
5. Section 6.2.13 and subsections to be reviewed by all for a sanity check. Itash Samani, CAE, to contact original drafters to determine the reason for specific engine malfunction requirements.
6. TRU to review Chapters 7 and 9 and provide updates for helicopter data.
7. ARINC IA to restructure Chapter 12, Warning Systems and Alerting, and add a new section for Miscellaneous.
8. FedEx to review Sections 12.8/12.5 for HLBP.
9. FedEx to review Section 13.7 and incorporate NVG.
10. L3 CTS to provide checkout data for IRS, Section 14.4.
11. Section 14.5.2: ARINC IA to update photo.
12. CAE to review Chapter 15 and provide updates for helicopter data.
13. Section 15.2.1: Airbus accepted the action to research if text needs to be added on air temp to take the sound sampling.
14. CAE and TRU accepted the action to provide analysis parameter on System Verification, Section 15.2.3.
15. CAE to provide text on signal to noise and minimum resolution for Section 15.3.1.
16. Airbus: Chapter 18 Review.
17. CAE and TRU to review helicopter malfunction in Appendix A.

18. Airframers (Airbus, Boeing, Bombardier, Embraer) to review Appendix A malfunction list to see if it is a complete list and to harmonize terminology.
19. Appendix D
 - a. TRU to check the test-specific parameters for commercial jets.
 - b. CAE to check the test-specific parameters for helicopters.
 - c. Airbus to review and update the text.
20. ARINC IA to fix Appendix D-1 and D-2.
21. Appendix G: Airbus to review the Validation Roadmap examples.
22. ARINC IA: Maintenance Training change to Chapter Status.
 - a. FedEx to review text to make sure it meets airline requirements.
23. TRU and CAE to see if a new chapter needs to be developed for Special Purpose Aircraft simulation data requirements (Water Bomber, Sea Plane, etc.)
24. ARINC IA to review glossary and acronym list and make sure it is accurate with the document.

**Travel
Information**

Please arrange your own air and ground travel arrangements.

cc

FSEMC Steering Committee