TO: SSA Directors

SUBJ: 21Feb20 Little Rock Directors’ Meeting RTCA report

FROM: SSA RTCA Representative, Bernald S. Smith

Appendix I - ACRONYMS & DEFINITIONS
Appendix II - Letter from FAI President Bob Henderson

I hope I don’t make any misstatements in this report; things are so fluid, keeping correctly up to date is difficult.

RTCA – If you have any contact w/media, you probably know more than I can tell you about what’s going on re airspace, what with the influx of UAS and drones.

Titled - A REPORT ON THE VISUAL AND NON-VISUALLY ASSISTED CAPABILITIES OF INFLIGHT AIRCRAFT SIGHTING FOR TRAFFIC AVOIDANCE, see that 11-page white paper I wrote dated 3 December 1975 which ends with this statement:

“Since it is seriously being considered that by 1985 new production airliners should be as quiet as sailplanes, i.e., produce no more than aerodynamic noise, it may be reasonable to expect gliders then concurrently to begin to accommodate with non-visual alerting capabilities.”

I finally found an old copy to sate my ego.

So, where do we stand: BVLOS, backup, GPS, drone, UAS, NPRM, 250 grams, UAM, 0.55 lbs, UAT, GLONASS, Congress, 2.2 lbs, UAV, ATC, GNSS, 25Kgs, GAGAN, 55 lbs, BeiDou, ATC, SC-228, risk-based, 1090, eLORAN, UTM, QZSS, WAAS, autonomous, FAA, cyber, 400’, datalink, ADS-B, DOT, remote ID USS, modelers, are just some of the references to what this is all about and dealing with it.

A federal release FAA-2019-1100 proposed to go into effect in 3 years is deemed too slow rulemaking by many who want to use, and are already using, drones for a greater variety of purposes than one might imagine. Comments closing date is 02Mar29. I challenge anyone to read the entire documentation! ACTION ITEM Is SSA going to comment? Who? My comment is that my requirement as a glider pilot to maintain a visual lookout at all times, which is a requirement for pilots also on IFR flight plans, MUST be part of the requirements for UAVs/drones. How when unmanned? That’s their problem, but there are acceptable ways. Frankly, this whole thing is exhausting, from our beginnings with the establishment of RTCA SC-228 Minimum Performance Standards for Unmanned Aircraft Systems in 2013, with documents already produced, with how many more to come.

I did attend the CGSIC meeting 16/17Sep19 in Miami, but not the immediately following ION meeting, to save money and time. I had made all the important national/international government, industry, and organizational contacts, and heard all the presentations, at CGSIC, an increasingly important place for SSA to be. What used to be <75 people is now >300!
FLIGHT RECORDERS – As an ACTION item, SSA very much needs to find someone willing to take the place on GFAC occupied by Marc Ramsey who retired from it, altho he’s been graciously helping still. As previously reported, IGC’s GFAC and ANDS worked extensively on changes affecting FR classifications to bring them up to today’s standards. As a result, some FRs have been downgraded, following extensive communications w/manufacturers, where they still exist. SC changes in addition are underway so everything ‘fits’.

OSTIV – Your rep, Mark Maughmer, has put together a highly interesting program for your LIT Convention of which no doubt you will take advantage. OSTIV’s SDP met in Cologne, Germany on 11Oct19, unfortunately with no SSA presence. As reported by Rich Carlson, TSP met with SSF which I attended 09-13Sep19 at the Mid-Atlantic Soaring Center in Fairfield PA.

UNOOSA ICG – I did not attend the meeting in India because unique to that country is paperwork! To do so became more than I wanted to deal with, abnormal re hotel reservations, airline ticketing, meeting registration and visa requirements topping them all. FAI staff also did not attend due to a problem outlined below.

FAI GENERAL CONFERENCE - On 03-07Dec20 I attended the FAI GC which was rescheduled from Morocco and held in Lausanne, Switzerland at the Olympic Museum. Prior to meetings’ start, I hosted a small private dinner to honor our altitude buster and his wife, with top FAI and NAA officials.
FAI is under the wx financially and much has been, and will be, done to get well, like cutting travel drastically. See Appendix II.
Bernald
- end of report -

Appendix I
ACRONYMS & DEFINITIONS

ADS-B    - Automatic Dependent Surveillance - Broadcast
ANDS     - Air traffic, Navigation and Display Systems
ATC      - Air Traffic Control
ATM      - Air Traffic Management
BeiDou   - Chinese GNSS
BVLOS    - Beyond Visual Line Of Sight
CGSIC    - Civil GNSS Service Interface Committee
DOT      - Department of Transportation
EASA     - European Union Aviation Safety Agency
FAA      - Federal Aviation Administration
FAI      - Federation Aeronautique Internationale
FR       - Flight Recorder
GAGAN    - Indaian GNSS
GC       - General Conference
GFAC     - GNSS Flight Recorder Approval Committee
GLONASS - Russian GNSS
GNSS - Global Navigation Satellite Systems
GPS - Global Positioning System (USA)
ICG - International Committee on GNSS (United Nations)
ID - Identification
IGC - International Gliding Commission
ION - Institute of Navigation
eLORAN - electronic Long Range Navigation
NPRM - Notice of Proposed Rule Making
OSTIV - Organization Scientifique et Technique Internationale du Vol a Voile
QZSS - Japanese GNSS
RTCA - no separate meaning, a private non-profit corporation addressing aviation requirements and technical concepts to advance the art and science of aviation and aviation electronic systems to develop consensus-based standards for contemporary aviation issues
SC - Sporting Code, Special Committee
SDP - Sailplane Development Panel
SSF - Soaring Safety Foundation
TSP - Training and Safety Panel
UAM - Urban Air Mobility
UAS - Unmanned Aeronautical System
UAT - Universal Access Transceiver (978MHz)
UAV - Unmanned Aerial Vehicle
UNOOSA - United Nations Office for Outer Space Affairs
USS - UAS Service Supplier
UTM - UAS Traffic Management
VLOS - Visual Lone of Sight
WAAS - Wide Area Augmentation System