

Adler, Charles O

Subject: FW: GADSS-Advisory Group Webex #16

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Thanks Chuck. Just to augment and support what was already noted, I kept track of who said what:

Miguel Marin: (ICAO)

- ADT does not need to be powered for full duration of the flight, only when it needs to be.
- The functional requirement will be based on how long an aircraft can fly in the absence of electrical power.
- Working with OEMs, proper and adequate requirements are needed.

Delcan Fitzpatrick (Irish Aviation Authority):

- Agrees with the need for a moderate level of tamperproof requirements.
- With respect to autonomous power, stated that the requirement need not be anymore stringent than any other system of the aircraft, ie flight systems, displays, etc. which are already on the backup bus.
- He very much likes using a probability of occurrence.

Document 10054

- Will help fill in the gaps and further define these issues.
- Draft in Late October
- Finish document by end of year

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From: Adler, Charles O [<mailto:charles.o.adler@boeing.com>]

Sent: Thursday, August 31, 2017 9:11 AM

To: HOF Henk; luis.malizia@embraer.com.br; roberto.pereira@embraer.com.br; Senol, Ahmet; Turner, Jessie; Tom Pack; Hannes Griebel; 'Ronis, Iain (Sky Connect)'; Murphy, Tim; PICHAVANT, Claude

Subject: RE: GADSS-Advisory Group Webex #16

Hello all,

My quick notes from this meeting, please feel-free to add/correct/expand as you see fit:

A very full meeting agenda did not permit detailed discussion, we presented our discussions and then there were some brief comments before the advisory group needed to continue with their agenda:

- Tamper-proof approach of moderate/reasonable level is appropriate – if we want to make the aircraft completely safe we’d leave it parked on the tarmac.
- Power resilience does not imply system needs to be self powered for the entire flight, time for fully autonomous power reflects amount of time an aircraft can fly with a total power loss. System should not be expected to be more power resilient than other high assurance aircraft systems – e.g. a standby flight display that uses an aircraft emergency power supply. Approaches other than batteries may apply - e.g. capacitors.
- Probabilistic approach – in favor of this approach, was hoping that the GADDS conops would get to that point with one of the appendices – but didn’t have the time or airplane level expertise to get there.
- Summary – nothing shocking, in general encouraging to see the work being done and a generally similar viewpoint to that of the GADDS teams.
- A November face-to-face discussion would be a good opportunity – we will work that offline.

Regards,

Chuck Adler