

## DIVISION COMMENT \_RESPONSE LOG

<b>Originating Office:</b> AIR-130	<b>Document Description:</b> AC 20-150A	<b>Lead Reviewer:</b> Dave Robinson	<b>Reviewing Office:</b> AIR-130	<b>Date of Review:</b> 2/28/11
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Company & Group	Page & Paragraph	Comment	Rationale for Comment	Recommendation	Disposition
AIR-120 Cathy Swider	Page 3 4.(2) (b)	Is there a backup power source? Batteries?	Clarification	Add a line, saying .... If a lithium battery or battery system is included in the design, the compliance to XX.1309 must include analysis or testing to mitigate all potential safety hazards of the lithium battery or battery system.	Clarification statement- No battery or backup battery power bus connection is required in this design.
AIR-120 Cathy Swider	Page 7 Para 10.g.	In the Note, you mention the “discrete call register.” Is this defined anywhere?	Clarification	Brief definition or reference to def.	Clarification statement - The definition section was removed from this AC. The discrete call register is the short term memory for the temporary storage of phone numbers entered during the call process and removed before a new number is registered.
AIR-120 Cathy Swider	Page 7 Para 10.g.	In the first line, “The flight crew should be able to originate; answer, place on hold, and terminate a call...” Answering and placing a call on hold have been	Clarification, Punctuation	A means should be provided for the flight crew to originate .... Similar for terminate. (semicolon – switch to comma)	Agree- Changed punctuation.

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		addressed early. To be more complete, you may want to address originating and terminating calls.			
AIR-120 Cathy Swider	Pages 8, 9 Para a (1), Para b (2)	Control and display evaluation is very general.	Clarification	<p>Evaluate the controls for the pilot interface to ensure they are plainly marked as to their intended function, provide convenient operation, and prevent confusion and inadvertent operation.</p> <p>If a control performs more than one function, evaluate the labels to ensure the labels include all intended functions, unless the function of the control is obvious. During evaluation, consider line select keys, touch screens or cursor controlled devices (e.g., trackballs) as these can be susceptible to unintended mode selection resulting from their location in the cockpit.</p>	Disagree- This evaluation section is written at the AC guidance level and not intended to be written at the test procedure level. That level of detail test procedures will be implemented at the appropriate level.

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				Evaluate the display to ensure that information is legible and has sufficient luminance, size, and visual contrast for the flight crew to see and interpret it.	
AIR-120 Cathy Swider	Page 9 Para b(2)	Evaluation is very general.	Clarification	Alerts, annunciations, and indications should be clear, unambiguous, operationally relevant and limited to minimize the adverse effects of flight crew workload.  "Use of the colors red, amber, and yellow on the flight deck for functions other than flight crew alerting must be limited and must not adversely affect flight crew alerting." from new rule 25.1322 which defines the best standard.	Disagree- This evaluation section is written at the AC guidance level and not intended to be written at the test procedure level. That level of detail will be implemented at the appropriate level.
AIR-120 John Strasburger	Page 2 Paragraph 3.c.	Add instructions for use of RTCA/DO-254 for electronic hardware qualification. This could be a new paragraph, or the scope of paragraph 3.c. could be expanded to	Document should address both software and electronic hardware.	"Electronic Hardware Qualification. If the equipment includes a custom micro-coded component that is used by a function with a function failure condition	Disagree - TSO-C159A stated the Design Requirements which was determined, Electronic Hardware Qualification, was omitted due to the Failure Condition

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		include both software and electronic hardware.		classification of catastrophic, hazardous or major, the custom micro-coded component should be developed in accordance with RTCA/DO-254, <i>Design Assurance Guidance for Airborne Electronic Hardware</i> , dated April 19, 2000. If the failure condition classification is minor, RTCA/DO-254 or an existing design assurance practice may be used."	Classification of LRCS as "minor. and DO-254 requirement is required on "Major" and above only.
AIR-103	Page C-1 2 <sup>nd</sup> paragraph item 1.	The P.O. Box number is incorrect.	Accuracy	Suggest replacing the incorrect P.O. Box number with the correct number. The correct P.O. Box number is 371954	Change made