ID: Spring_2011_18
Assignee Name: Pat Lewis - AJP-63
DFO Name: Nelson Miller - AJP-63
Subcommittee: Aircraft Safety

Last Date of Update:

Recommendation:

Finding (2): The Aircraft Safety Subcommittee supports the research being performed in the area of Terminal Area Safety and finds it is well structured and relevant. The stall recovery training research is progressing well with clear recognition of the degree of difficulty in accurately simulating this little explored and data lean flight regime. The subcommittee would like to see action taken to assure very close coordination between this research and that of the Flight Control Mechanical Systems area as synergy opportunities exist. The runway friction research aimed at reducing runway excursions needs to be complemented with continued research into how to prevent other causes of excursions such as unstable approaches. Performance Based Navigation (PBN) research is progressing well in a critical area with more to be done.

Recommendation: The subcommittee recommends that future PBN research include analysis of the performance improvements of NextGen satellite-based navigation solutions (e.g., RNP, SBAS, GBAS) over classic navigation sensors (e.g., ILS). This analysis, which should include RNP to GBAS approach and landing operations, should result in data that can be applied to regulatory criteria that establish operational advantages (e.g., lower landing minima) for these NextGen capabilities.

FAA Response:

FAA Response: The FAA agrees that the future PBN research should include analysis of the performance improvements of NextGen satellite-based navigation solutions over classic navigation sensors. Current PBN evaluation of radius-to-fix terminator during RNP departure will be completed in FY 2012. The PBN analyses of satellite-based navigation solutions will be addressed outside of the TAS RE&D program after FY 2012.

Current Status: