



AFS-400 Field Update

Flight Technologies and Procedures Division

"Improving Safety and NAS Operations through Flight Technologies and Procedures"

Volume 1, Issue 1:

Spring 2014

A Message from Bruce

It is my pleasure to welcome you to our first AFS-400 quarterly newsletter. This will be an opportunity for us to communicate the many projects AFS-400 has completed, staffing changes, helpful links, and upcoming events.



Our goal is for this newsletter to become a reliable, one-stop source for all things AFS-400. Please do not hesitate to reach out to our team with any questions you may have at AVSNextGen@faa.gov.

Again, welcome and we look forward to your feedback.

Bruce DeCleene

Manager, Flights Technologies and Procedures Division, AFS-400

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[@faanews](#) will spend more than 1B on #NextGen during FY'15: [ow.ly/uyo34](#) [@WeAreALPA](#) [#navigation](#) [#airlines](#) [#technology](#)



[ALPA@WeAreALPA](#)

With #NextGen, results will lead to increased capacity, reduced delays, and diminished greenhouse gas emissions. #FAA



[ALPA@ WeAreALPA RT](#)

[@RepRickLarsen:](#)

Today's #Aviation modernization hearing w/ [@RepLoBiondo](#) at FAA Tech Center, a cornerstone for R&D of NextGen programs

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Highlighted Stories

Proposed Rule Released on Minimum Altitudes for Use of Autopilots

On February 3, 2014, the FAA released the final rule for [Minimum Altitudes for Use of Autopilots](#) for parts 121, 125, and 135 operators. This rulemaking amends and harmonizes minimum altitudes for use of autopilots for transport category airplanes; it also enables the operational use of advanced autopilot and navigation systems by incorporating the capabilities of current and future autopilots, flight guidance systems, and Global Navigation Satellite System (GNSS) guidance systems while protecting the continued use of legacy systems at current autopilot minimum use altitudes. Additionally, this final rule implements a performance-based approach, using the certified capabilities of autopilot systems as established by the Airplane Flight Manual (AFM) or as approved by the Administrator. For more information on the Autopilot rule, please contact [Kel Christianson](#).

Enhanced Flight Vision Systems (EFVS) Proposed Rule Released

FAA Takes another Step towards NextGen Goals of Increased Airport Access, Efficiency, and Throughput

On June 11, 2013, the FAA took another major step towards achieving the NextGen goals of increased access, efficiency, and throughput at airports by releasing a Notice of Proposed Rulemaking (NPRM) for Enhanced Flight Vision System (EFVS). Under the rule, pilots with the proper training and experience would be permitted to use EFVS in lieu of natural vision to continue descending from 100 feet above the touchdown zone elevation to the runway and land on certain straight-in instrument approach procedures under instrument flight rules (IFR). This proposal would also permit certain operators using EFVS-equipped aircraft to dispatch, release, or takeoff under IFR and to initiate and continue an approach when the destination airport weather is below authorized visibility minimums for the runway of intended landing.



If implemented, the proposed rule would significantly boost airport capacity by relieving operators from approach and takeoff bans in low visibility environments.

The NPRM's comment period ended on October 15th. The next step will be for AFS to submit the Final Decision document back to Aviation Safety Rulemaking (ARM). Then, the milestone timeline will be established for EFVS. For more information on the EFVS rule, please contact [Terry King](#).

Employee Spotlight

John Blair



Q: What do you do, how long have you been with FAA, and where are you based?

JB: *I am an Aviation Safety Inspector in the Flight Operations Branch, AFS-410, assisting with the wide array of issues our branch typically deals with to include CSPO and, most recently, the San Francisco efficiency enhancement project. I've been with the FAA 5 years and I am based in Washington, DC.*

Q: How did you end up with the FAA?

JB: *That's an interesting question. In other words, none of us (pilot types) looked up as kids watching an aircraft fly by and thought, "Gee, I'd really like to regulate them someday." I was no different, but after 19 years as a professional pilot with 2 airline bankruptcies under my belt, I decided to change paths.*

Q: What is your favorite part about working here?

JB: *The part I enjoy and what motivates me the most is being in a position to fix things and affect positive change and improvements to aviation. Throughout my entire aviation career, I have been fortunate to be surrounded by good, decent people and I'm glad this continues to be the case here.*

Q: Best life lesson?

JB: *"It's not about who's right, it's about what's right."*

Q: What is your greatest accomplishment?

JB: *Raising a family that I'm very proud of is, by far, the most rewarding experience of my life. For me, at the end of the day, that's what it's all about.*

Karen Lucke



Q: What do you do, how long have you been with FAA, and where are you based?

KL: *I am the manager of the Flight Systems Laboratory, AFS-450. I've been with the FAA 25 years. I have been stationed in Oklahoma City since 1999.*

Q: How did you end up with the FAA?

KL: *I started with the FAA right after college. I had an Aeronautical/Astronautical Engineering degree and was looking to find a job in the Chicago area if possible. I was hired as an Aerospace (Aviation Safety) engineer in the Chicago Aircraft Certification Office in January of 1989. I worked as an Academy instructor and an AIR policy manager before coming to AFS late last year.*

Q: What is your favorite part about working here?

KL: *The diversity of what we do. As the FAA, we have oversight over such a huge industry that we have opportunities to engage in a large variety of tasks. I like not doing the same thing every day.*

Q: Best life lesson?

KL: *"If everything is important, nothing is important." I like this quote which I heard a number of times from Nick Sabatini. I don't think we adhere to it very well. But I think the idea of understanding and identifying priorities is going to be even more important to us as we move forward into a future of unknown resources.*

Q: What is your greatest accomplishment?

KL: *I have been fortunate to do a lot of great things that I am proud of, so it's hard to pick one "greatest accomplishment." I guess a personal one that stands out is completing marathons in 3 of my favorite cities - Chicago, New York, and OKC.*

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A Year in Review

Here is a quick look back at some of the work the Division accomplished in FY13.

In subsequent issues, we will highlight current year ongoing projects in this section.

| Quarter | Date | Accomplishment |
|-----------|--|--|
| Q1 | 11/12/2012 | Published FAAO 8260.31C, Foreign Terminal Instrument Procedures |
| | 4/22/2013 | FAA Order 8260.43B, Flight Procedures Management Program, signed and published; cancels FAA Order 8260.43A |
| Q3 | 4/23/2013 | Electronic Flight Bags: Training Syllabus and EMC Checklist; Order 8900.1, Vol 4, Chapter 15, Section 1 |
| | 5/30/2013 | Published FAA Notice 8900.218, Alternate Airport IFR Weather Minimums |
| | 6/3/2013 | Boston OSA Report and Job Aid completed and signed by AFS-400 |
| Q4 | 8/1/2013 | Completed FAA Order US Standard for Terminal Instrument Procedures, 8260.3 Change 26 |
| | 8/22/2013 | Updated AIM Section 7.1, Weather Information |
| | 9/4/2013 | Conducted Data Collection Flight Test and Co-Authored Undetected Bias evaluation –HITL, Report completed |
| | 9/30/2013 | Airbus Tech Refresh leading the charge to get a new HUD, ATSWAW, and an A320 aero performance package to expand our research |
| | 9/30/2013 | Tech Report: DOT-FAA-AFS-450-84 – Simultaneous Offset Independent Dual Instrument Approaches |
| | 9/30/2013 | Tech Report: DOT-FAA-AFS-450-83 – Dependent Stagger Reduction to 1.0 NM Report |
| | 9/30/2013 | Tech Report: DOT-FAA-AFS-450-80 – Closely Spaced Parallel Operations (CSPO) Site Specific Evaluation for ORD |
| 9/30/2013 | CDTI Assisted Visual Separation (CAVS) OSA | |

Flash Questions

Q: I need to upload an application to a NextGen tracker, but I need access. How can I get access?

A: You can get access by requesting it through your 220 officer or directly from the AFS-408 Branch. Each Region has its own homepage with the 408 site, and that also has contact information for requesting access.

Q: Do we have to use the NextGen Op Spec tracker for applications that do not require concurrence, such as EFB applications?

A: Yes. Although the trackers are used primarily as a tool for helping facilitate the concurrence process for individual NextGen applications, they also serve to meet the requirement to track the overall numbers and types of applications, including those that do not need concurrences.

Q: Why am I being asked to update an application on the tracker when there hasn't been any change of status in it?

A: This helps Headquarters know whether an application is still being pursued and worked on by the operator or whether it has been abandoned or placed on the back-burner. If an application has been stalled at the operator level, just note that in your comments and change the status to "inactive." Do the same for an abandoned application and fill in the "Process Completed" date. You can "reactivate" the application later if the situation changes, but in the meantime, the FAA will know not to expect any further updates.

Have a question? Contact us at AVSNextGen@faa.gov.

Notes and Announcements

Newsletter Subscriptions

The AFS-400 Newsletter will be distributed on a quarterly basis. If you would like to subscribe to our newsletter, please email us at AVSNextGen@faa.gov and we will add you to our distribution list.

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