

PARC Telecon Summary  
September 28, 2005  
Telcon # 202-493-2924

**Agenda Items:**

1. **AC90-RNPSAAAR** – Vinnie Chirasello/Bruce DeCleene  
**Action Item:** Bruce and Vinnie will send the DME/DME inhibiting language to Bill Vaughn.  
Currently resolving internal comments.  
Language has been posted on the PARC Telcon site under today's telcon:  
[https://ksn.faa.gov/km/avr/parc/parc/parcmem/Telcons/Document%20Library/14/050928\\_DME%20Language.doc](https://ksn.faa.gov/km/avr/parc/parc/parcmem/Telcons/Document%20Library/14/050928_DME%20Language.doc)
2. **AC 90-100 Action Team** – Frank Alexander  
**Action Item:** Minutes from the August Meeting and any updates - Frank  
Next meeting is scheduled for October 18, 11:00 AM –5:00 PM – location- TBD.  
Frank - We'll go through the document paragraph by paragraph and work the language at the next meeting.
3. **Communications Working Group Roadmap** – Tom Kraft/Ann Tedford  
General review of comments on Data link roadmap  
Postponed due to Ann's and Tom's absence.  
RCP Roadmap and others. PARC hasn't been giving this WG much direction.  
Dave asked them to cancel the meeting next week so that PARC can first have a discussion in terms of direction. There are basic disagreements going on within the WG.  
Dave said that there needs to be an industry co-lead.
4. **"Final Approach Segment (and or /) Decision Altitude WG" or FASDAWG** – Ted Demosthenes  
**Action Item:** Ted Demosthenes is to give his plan for forming the FASDAWG.  
E-mail to everyone with the WG plan.  
The issue with DA in a turn near-term. Let PARC think about recommending to the FAA that the application at Kennedy get special authorization. 5-6 members would be great for the total WG.  
**Action Item:** Designate members.  
Training issues have to be discussed throughout the WG activity.  
**Action Item:** PARC has a week to respond to Ted's material.  
Bruce – JFK has always been a special.
5. **Critical Decisions Working Group Update** – Davis  
**Need WG F2F right around PARC Member F2F.**  
**Action Item:** Olga will get a hold of Jerry and get his dates and space availability for the week of PARC F2F.

6. **Human Factors Working Group Update** – Abbott/Kerns  
Meeting tomorrow – issues at DFW. Feedback from Ken about Atlanta, mitigations seem to be working.  
F2F WG prior to the Member F2F.  
Need further coordination – meeting location, dates, etc. Kathy will get a hold of Olga on that.

### **Other Action Items:**

1. **PARC Work Program and Critical Path schedule progress** – Tann Pinney  
Schedule posted on the PARC telcon site under today's telcon.  
  
Visual look at what's required for all these activities.  
Dave wants for everyone to take a look at it and give feedback.
2. **NBAA Issue (RNAV WG)** – Wally Roberts  
No communications of any type to date on NBAA's request to have an informational meeting (telcon) of the dormant RNAV Working Group.  
**Action Item:** Need to get a hold of Roger Burns to see when this can get started up again.
3. **NBAA's 4.0 VNAV path angles and RF-leg overlays on RNAV (RNP) (SAAAR) IAPs** – Wally Roberts  
No communications or action of any type to date on NBAA's two issues that were forwarded by the PARC in July to the FAA:
  - a. 4.0 VNAV path angles, where the obstacle environment necessitates, for airports used primarily by business jet aircraft.
  - b. RF-leg overlays on RNAV (RNP) (SAAAR) IAPs. The KSUN RNAV (RNP) IAP for RWY 31 is a perfect example of where this application would be of significant operational benefit to appropriately equipped operators. This KSUN procedure was mandated by the FAAA administrator to not have RF legs in order to accommodate the commuter carrier that serves that airport, which commuter carrier is unable to fly RF legs. The procedure is complex and subject to adverse issues that would be prevented by the properly equipped operator being able to exercise the option to fly the procedure using RF legs. The denial of RF legs as an option on this complex procedure is contrary to the mandate of the PARC; that is inclusion for advanced aircraft as well as minimizing exclusion for less capable aircraft.

POSTPONED due to John McGraw's absence.

Vinnie Chirasello stated that the design is not a copy, it was drawn in the FAA, Brad Rush and the FAA designed it.

- 4. NBAA issue - KSUN RNAV (RNP) Runway 31** – Wally Roberts  
KSUN RNAV (RNP) Runway 31 is the first RNP SAAAR Public IAP at a relatively remote mountain location. This is an area where a lot of controlled airspace begins at 14,500, msl (the former continental control area). The FAA is supposed to issue rule making to accommodate new terminal instrument procedures when existing controlled airspace will not contain the procedures. At KSUN the FAA has, instead, required a climb gradient of 340 feet per mile to 15,000 in order to assure containment in existing controlled airspace. The climb gradient would not be required above 10,000 for obstacle clearance purposes and the level-off altitude could be 12,000 or perhaps 13,000 feet instead of 15,000 if airspace action were taken in accordance with FAA policy.  
If the FAA continues down this road we will end up having operators excluded because of unnecessary climb performance requirements. This is contrary to the design objectives set forth by the PARC.

- 5. Peaks and Obstacles in PDX RNP special** – Bill Vaughn  
Concern about the inclusion of Peaks and Obstacles in their PDX RNP special, no P & O, nothing less than 0.3 RNP allowed. This must be addressed quickly as the Boeing RNP documents state 0.11 and 0.15 with no mention of EGPWS P & O. No agreement that peaks and obstacles is appropriate on the final review of the AC. I suggested deleting peaks and obstacles. It still remains an issue. It's being worked.  
Bruce DeCleene – can't speak to the Portland special, but in terms of the AC language, we heard some concern from various parties on including peaks and obstacles requirements in the AC. In response to those concerns, Bruce submitted a comment against the final internal coordination document to delete any mention of peaks and obstacles from the AC. Deleting that language doesn't eliminate the root issue, which is identifying how the aircraft, operation and procedure fit together to satisfy the safety objective. A number of proposals are floating around on how to address that issue, and the FAA does not want to prejudge or bias those discussions with the AC. This issue should not delay the signing out of the AC, and will have to be resolved in the projects themselves.  
Action Item: Dave recommended that the AC be updated once agreements are reached.

- 6. PARC Public Meeting Location and Dates** – Dave Nakamura et al.  
Focus of this meeting will be: SAAAR Notice, Order, AC hopefully, RNAV criteria, etc.  
First quarter - San Diego  
Olga will check with TetraTech facilities – will call Margie Vasquez.

**Next PARC Member F2F** – Dave Nakamura

**November 16 and 17, location – AMTI, Rosslyn.**

**Roadmap WG meeting – November 15 also at AMTI.**

**CDWG and HFWG meetings around these dates – TBD.**

RSVP list:

<https://ksn.faa.gov/km/avr/parc/parc/parcmem/MemberF2FMtg/Lists/Attendees/Meeting%20Attendees.aspx>

Kevin Comstock

Wally Roberts

Dave Nakamura

Kathy Abbott

Paul Railsback

Mike Cramer

Pat Zelechowski

Chris Swider

Tann Pinney

Olga Legoshina

Tony Broderick

Ted Demosthenes

Bruce DeCleene

Frank Alexander

Vinnie Chirasello