

PARC Member F2F Summary

May 2-3, 2007

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Welcome & Introductions

Nakamura

Meeting Overview & Agenda Review

Dave Nakamura welcomed the PARC to the meeting and introduced new members David Jones and Brian Will to the PARC. A summary of recent PARC accomplishments was displayed.

OEP Update

McGraw

Expected Results: Status update.

John McGraw provided the PARC with an update on the FAA's Operational Evolution Partnership. A question was asked as to how the NextGen Review Board was integrated with the JRC. The groups will be coordinating with each other, but as there is still much work to be done even more coordination will be necessary in the future. An explanation of the new Airport Development segment was provided. Numerous questions regarding where specific programs fit into the OEP were answered. All were said to already be included or were planned to be included as the program developed. Concern was expressed that the FAA would settle on one path rather than explore multiple solutions. The response was that no single path would be decided upon and that multiple groups will have a chance to discuss and comment on all issues and provide input on any decisions made. A question about looking at new blunder scenarios came up and John McGraw explained that a case is being built to come up with the next one.

Communications Working Group

Kraft

Expected Results: Status update.

Tom Kraft provided an update on the status of the PARC Communications Working Group. Issues and concerns regarding data link were discussed, with a focus on data link harmonization strategies. The briefing concluded with a request for the PARC Chairman to work with Nick Sabatini and ATO senior management to accept the Communications Working Group recommendations and acknowledge the Roadmap for Data Link submitted in July of 2006.

Air Traffic Aviation Safety Oversight Group

Ferrante

Expected Results: Update provided to the PARC on the Group activities.

Anthony Ferrante briefed the PARC on the Air Traffic Oversight Service (AOV). A synopsis of who the Service is, what their mission is, and what their responsibilities are was given. Questions as to AOV's role in specific situations such as determining separation minimums and Advisory Circular updates were answered. The AOV would be involved in any decision that affected safety. For Advisory Circulars, updates and revisions are done by the originating office and not AOV.

RNP Program Office Update

Williams

Expected Results: Status update

Jeff Williams provided the PARC with an update on the activities of the RNP Program Office. He informed the PARC that they have begun working Vertical Flight issues as of this fiscal year. During the discussion of RNP SAAAR Operator Authorization Status it was questioned as to whether or not work was being done to pull RF legs out of SAAAR criteria. Jeff Williams stated that a dialogue needs to take place on this issue, and Wally Roberts volunteered to participate in the discussion. Issues with non-ICAO equipment suffixes were discussed.

Human Factors Working Group

Abbott

Expected Results: Status update.

Shawn Pruchnicki provided the status update to the PARC for the Human Factors Working Group. The Human Factors Working Group plan to interview pilots and controllers to gather data for Working Group analysis was discussed. The PARC wants the Working Group to make the intention of their action clear, and to coordinate their activities with other groups to ensure there is no duplication of effort. Scott Foose was recommended as someone to bring in for Regional Airline issues. A comment was made that there seems to be a lot of focus on SIDs, with not as much attention to STARS. It was agreed that more work needs to be done on STARS.

Flight Deck Automation Working Group

Abbott

Expected Results: Status update.

Kathy Abbott provided the PARC with an update on the activities of the Flight Deck Automation Working Group. A discussion took place on the Groups use of Incident and ASAP reports as well as accident reports to gather data. The issue is how the group can tell for sure if the incident was caused by an aircraft malfunction or by pilot error for reporting accuracy. It was agreed that was an issue, but for now if the reporter classified the incident as a malfunction they followed that classification. They could not vary from that classification without doing a much deeper analysis of the incident. Dave Nakamura asked what the Group would do with their recommendations, whether they would be forwarded through the PARC or CAST. The response was that it would be a mixture of both, depending on the recommendation. Both groups however would be aware of all recommendations.

ADS-B

Capezzutto

Expected Results: Status update.

Vincent Capezzutto provided the PARC with an update on the ADS-B program. 260 versus 260A issues were discussed, with information on what percentage of the fleet has reporting capability included in the discussion. It was questioned as to whether it should be considered a High Risk that users will experience delays in equipping aircraft due to financial or other issues. It was agreed that this is an issue that will need to be considered, and that it will be given more consideration after the NPRM. Continued coordination between the PARC and the ADS-B program is necessary. PARC Members who are also involved in the ADS-B program include Roger Wall, Ken Speir, and Doug Arbuckle.

RTCA/ATMAC

Wall

Expected Results: Update on program status and future schedule, and coordination of activities with the PARC and ATMAC.

Roger Wall provided the PARC with an update on RTCA ATMAC R&P activities. Updates on the Nav Evolution Roadmap, OEP Version One, and Enterprise Architecture were provided. Continued coordination between the PARC and RTCA ATMAC R&P was recommended.

JPDO/NextGen

Arbuckle

Expected Results: Update on NGATS activities and review/discussion of further interaction between the PARC Roadmap, RNP implementation, and the NGATS plan.

Doug Arbuckle provided the PARC with an update on JPDO activities. A question was asked whether there was any airborne equipment planning being done for RNP <.1. The response was that RNP .1 was chosen as the starting point for now.

RNP SAAAR Update Action Team

Cramer

Expected Results: Status update

Mike Cramer briefed the PARC on the status of the RNP SAAAR Update Action Team activities. Progress reports on updates to both FAA Order 8260.52 and Advisory Circular 90-101 were given. It was noted that the recent ICAO changes to the OCS would need to be reviewed. The charting requirements for SAAAR also need to be identified. During the discussion of items needing clarification in Appendix 4 of the AC it was stated that the altimetry system crosschecks issue may have already been solved by a previous group. Mark Steinbicker was mentioned as being a member of this previous group and would be able to confirm whether this issue was solved or not, and he will be involved in the RNP SAAAR Update Action Team discussion of the issue. A final issue mentioned for the PARC to be aware of was that maximum speed limits are not being charted. It is felt that this is resulting in their importance being lost and will result in more training being required.

FMS Vertical Differences Analysis

Cramer

Expected Results: Information provided to the PARC.

Mike Cramer provided information to the PARC on FMS differences in vertical path execution. This was a data gathering process done by MITRE for the RNP Program Office and AFS-400 as a follow on to the lateral differences study completed last year.

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FMS Standards Action Team

Alexander

Expected Results: Status update

Frank Alexander provided a brief update of the status of the FMS Standards Action Team. He stated that there was nothing to report right now but to expect a brief in the future when progress has been made. No briefing slides were presented.

Critical Decisions Working Group Transition

Alexander

Expected Results: Status update.

A proposed membership list for the new Working Group to work on implementation of the Critical Decisions Working Group recommendations was presented. The concept covers several Roadmaps and a decision will need to be made how to best match them up and take the PBN

concept to NextGen. Frank asked the PARC Members who is going to do the coordination. John McGraw stated that two plans would not be efficient and once it is finalized then the CDWG will get to take a look at it. Dave Nakamura stated that the PARC will need to be informed as to what it can and can't do regarding the coordination of the FAA's plan and that this may have a ripple effect on other committees. John McGraw stated that we want to make sure that we don't impact other committees. Suggestions were asked for other members to participate. PARC Chairman Dave Nakamura suggested the group not grow too large. John McGraw stated that the PARC will need to stay in close coordination with other groups. AFS-400 will be putting out an implementation plan that covers all NextGen programs by the end of this fiscal year. It was suggested that the PARC use that plan as a baseline, with the PARC focusing specifically on the CDWG recommendations while coordinating with other groups to make sure there is no duplication of effort and that no implementation work is in conflict between groups.

Nav Evolution Roadmap, RTCA, and JPDO Avionics WG **Alexander**
Expected Results: Status update.

Brief updates on all activities were provided. The Nav Evolution Roadmap was stated to be in advanced coordination with the FAA Administrator. The next JPDO Avionics Working Group meeting is scheduled for June.

AC90-100a Release Issues **Alexander**
Expected Results: Briefing to the PARC on secondary issues resulting from the release of the AC.

Issues with Route Type 3 aircraft in regards to AC90-100a were discussed. No briefing slides were presented.

NBAA Airspace Issue **Roberts**
Expected Results: Provide a review of the basis for the PARC Airspace Issue letter to Nick Sabatini.

Wally Roberts briefed the PARC on the Issue Paper previously distributed for PARC comment. There was some thought amongst the PARC that guidance for this issue may already be in place, and all that may need to be done is to tighten existing policy. Wally took an Action Item to draft a letter to Nick Sabatini by June 1st which will be distributed to the PARC for comment.

PARC Recommendations to AVS-1 **Webb**
Expected Results: Status update on the basic RNP recommendations.

Mike Webb provided the PARC with the status of the FAA's response to the recommendations of the Basic RNP Working Group. Mike Webb took an Action Item to respond back to the PARC on two issues. The first was to provide the FAA's rationale for not putting RF legs in the final approach segment, and the second in regards to LNAV approaches with a missed approach climb gradient.

PARC 8260.42B Recommendations Status **Webb**
Expected Results: Status update.

Mike Webb provided the PARC with the status of the FAA's response to the recommended updates to FAA Order 8260.42B.

Vertical Flight Working Group**Hickok**Expected Results: Status update.

Steve Hickok provided an update to the PARC on the activities of the Vertical Flight Working Group. The briefing included general information on Vertical Flight issues. It was stated that there were twenty two or twenty three remaining critical items of a substantial nature to be resolved before the VFWG end goal can be achieved. It is believed that many of these issues can be resolved with effective communication; therefore a face to face meeting was requested with the FAA. John McGraw agreed to a face to face, and a meeting date will be scheduled. A request was also made by the VFWG for greater Ops involvement from the AVS. John McGraw stated that he would contact AFS-250 for a representative to assist the VFWG with Ops issues.

Migration of Non-public Elements of Notice 8000.300**Fulton**Expected Results: Status update

Steve Fulton provided an update to the PARC on the status of his action team's activities. The team's Concept was presented for PARC approval, which it received. The group should have completed its work by July 2007 with a presentation to the PARC at the next F2F meeting. The team recommends that the migration transforms into an AC. John McGraw reminded the team not to restrict specials when coming up with the final document. The team iterated that the document will be conceptual in nature; a condensed document of parts that need to be maintained.

Performance Based Navigation Database**Cox**Expected Results: Introduce the PBNB and to gain the benefit of input from PARC in similar manner to the CNS Task Force and AWOHWG.

The PARC was briefed on the free web based database of Performance Based Nav terminology. There were questions as to how closure would be reached on definitions when input would be received from multiple sources. At this time the database administrators are creating a repository of all definitions and are not making an attempt to determine the most "correct" definition. It was stated that ICAO would be the one to make the final decision on definitions. A request was made for a further update to be given on the database at the August face to face meeting, which was approved by Dave Nakamura.

RPAT Next Steps**Porter**Expected Results: Obtain PARC input on the direction of future work for the RPAT Activity group.

Don Porter briefed the PARC on the status of RPAT activities. RPAT implementation was stated as beginning in 2008 with Seattle being looked at as the first site. Other sites such as Cleveland and Memphis are also being looked at. It was stated that what is needed is for an FAA facility to be assigned to run the program.

Third Party OTA**Speir/Williams**Expected Results: Status update.

Jeff Williams and Ken Speir provided the PARC with an update on the status of third party OTA for procedure development. The current OTA process is being used to jump start third party procedure development until reauthorization can go through. It was questioned as to why the RAPT would not be the one to submit sites. The response was that the RAPT may not know of all

of the activities going on at the site, and that the FAA has the regulatory responsibility. At this time, there are no plans to provide a listing of procedures that outside vendors could choose from, but that could be a possibility in the future. Maintenance costs of procedures were discussed. Any cost incurred by the FAA must be reimbursed. The FAA can not pay maintenance costs on a procedure unless it is a procedure they had planned to pick up on their own. A further update on all third party issues was requested for the August face to face meeting.

New Business/Future Meetings

Nakamura

Bruce DeCeleene received only positive feedback to his LOA process proposal and will move forward.

Pedro Rivas will provide an update on the Nav Data Switchover issue at the next PARC telecon.

The August PARC F2F Meeting has a new proposed date of August 8th – 9th with a tentative location of Seattle. David Jones will check on available meeting space at Boeing to host the meeting and report back to the PARC.