

PARC Member F2F Summary

January 14-15, 2009

Arlington, VA

14 January

Welcome & Introductions

Nakamura

The meeting began with a review of the Agenda and introductions. PARC Members were asked to focus on possible new tasks for the PARC and areas of future work which would be discussed in more detail on the PARC Next Steps item. It was also mentioned that with the changes in FAA leadership there is a need to communicate with Peggy Gilligan and John Hickey to get them up to speed on PARC activities. A first step took place this week. No significant changes were made to the agenda. However, there was some uncertainty about the Enterprise Architecture topic since PARC had not received any feedback from the FAA EA office on this.

Advisory Circular Status

Steinbicker

Expected Results: Update to the PARC on AC 90-RNP, AC 90-RNAV, and AC 90-101.

Mark Steinbicker briefed the PARC on the status of upcoming Advisory Circulars. AC 90-101 is being worked by Vinnie Chirasello and is proceeding as planned for an April/May publication. It was mentioned that the AC will be moving towards the international "AR" format in place of "SAAAR". Other changes that have been made were a result of comments received. It was brought up that the information in the AC needed to be migrated to training and checking manuals, with the focus of the training to let pilots know what the limitations were. The FAA is already planning for the next version of AC 90-101. AC 90-RNAV has undergone no considerable changes since it went out for comment. The equipage recommendations were stated to be the main remaining issue. Publication is waiting on information from the NECC, but may proceed without them with a placeholder in the AC for future information. This AC was stated as being critical for the major airlines. The longer VORs and DMEs stay, the longer they must be supported, which results in the majors being held back. For AC 90-RNP, it was stated that a signed copy should be available soon. AC 90-94 and AC 90-97 will be cancelled with the publication of AC 90-RNP. A section by section review of the AC was conducted. It was agreed that further discussions of the AC should be held during future PARC telecons, with possible work to be done by the RNP Benefits Action Team.

ACTION AC 90-RNP discussions to be added to future PARC telecon Agendas.

RNP Concepts and Benefits AT

Clausen/Porter

Expected Results: Status update of AT activities.

The Action Team has one more telecon planned to do a final review of their two reports. After that review, they will submit the reports to the PARC for approval. With PARC approval, they will be forwarded to AVS-1. The second report was modeled largely after the work the AT did in Atlanta. The PARC took an Action to hold an extended telecon for discussion of both reports. It was questioned whether GBAS applications were looked at. While they were not, it could be mentioned in the report for a future capability. AOPA would like a third short report on non-radar applications as they believe there is a large community that can gain immediate benefit. It was agreed that more data and discussion of this was needed.

ACTION PARC to hold extended telecon to discuss the AT reports.

ACTION AT to discuss non-radar applications with AOPA for a possible third report.

JPDO Integrated Work Plan and Avionics Roadmap

Nakamura

Expected Results: Information provided to the PARC and discussion of Roadmap.

Dave Nakamura provided information to the PARC on the JPDO NextGen Avionics Roadmap. For the Key Enablers of Capabilities, it was stated that this was a “best guess” based on current knowledge and that this can and will be revised. One comment made was that a stronger objective statement was needed, with the suggestion being “The 2020 objective needs to be closely spaced parallel approach procedures.” The PARC took an Action to review and comment on the Roadmap. It has been uploaded to the PARC Members KSN site and can be viewed at:

<http://tinyurl.com/8twzxy>. Aircraft Certification stated that they were updating AC’s and would provide them to the PARC in February.

ACTION PARC to review and comment on the JPDO NextGen Avionics Roadmap

ACTION AIR to provide updated AC’s to the PARC for review in Feb.

PARC Recommendations Status

Steinbicker

Expected Results: Update to the PARC on the implementation status of PARC recommendations.

The current status of the implementation of previous PARC recommendations was reviewed by Mark Steinbicker. For RF path terminators, there is a need to identify implementation sites. The question is how to identify those sites, either through input from the PARC or working through GAMA or some other group. It was suggested that the FAA not restrict any inputs, and to gather them from all possible sources. Frank Alexander took an Action to discuss this offline with Roger Burns, while Mark Steinbicker stated he would raise the issue internally in the FAA. For the Critical Decisions WG recommendation of a process for optimum integration of performance based navigation, surveillance, and communications, it was stated that the ATMATC needed to be engaged in the effort. This should be a part of the FAA response to this recommendation. The first step is to have a discussion with Joe McCarthy’s office. The FAA requested that the VNAV as a primary means of vertical reference recommendation be revisited. For the PARC RNP and SAAAR Interactions recommendation regarding common lateral paths for RNP and RNP SAAAR approaches, it was decided that the PARC RNP Procedure Process group would be the ones to take this into account for the selection of new procedure sites. There is a response letter from the FAA regarding the Class E airspace recommendation, and it will be placed on the KSN when it has been signed. A question was asked if RNP could be used for lateral track to track separation. The Benefits Action Team stated that they would provide input on this issue.

ACTION The CDWG recommendation for developing a process for optimum integration of performance based navigation, surveillance, and communications needs to engage the ATMATC. Joe McCarthy’s office needs to be contacted to begin this process.

ACTION The CDWG recommendation for VNAV as a primary means of vertical reference needs to be revisited. Action pending Jerry Davis return to PARC activity.

ACTION The RNP Procedures group must consider common lateral paths for RNP and RNP SAAAR approaches. TOR revision should be made and provided back to PARC by Feb 5, 2009.

ACTION The FAA response letter to the Class E airspace recommendation will be posted to the KSN site as soon as it is available.

FAA NextGen Implementation Review

Tedford/Whitley

Expected Results: Information, discussion and PARC review of possible needs for actions on policy or regulatory recommendations.

Ann Tedford and Pamela Whitley provided information to the PARC on the FAA's NextGen plan. Ann Tedford began with an overview of NextGen. It was mentioned that although the NextGen office is under Air Traffic, it is an FAA activity and not an Air Traffic activity. They are responsible for all NextGen activities across all lines of business. An issue the PARC raised was the movement of dates to the right on the timeline. Airlines have already made significant investments based on earlier estimates. If dates are moving to the right and it will be longer before airlines can see any benefit from their investments, it will be difficult to convince them to invest more in the future. They need to see more immediate benefit from the investments they have already made. The next version of the NextGen plan will be published January 30th and will be available at <http://www.faa.gov/about/initiatives/nextgen/>. Feedback on the new plan was welcomed.

Pam Whitley next provided information on the NextGen Workplan. A detailed work plan of all activities going on today was reviewed. The PARC had several questions regarding TIS-B and FIS-B in NextGen mid-term. Dave Jones and Frank Alexander both requested to discuss those questions further with the NextGen office offline. The PARC also had interest and questions regarding the NextGen Communications Program Concept. The NextGen office has obtained approval for initial investments and is developing preliminary requirements to determine program costs. A final investment analysis is planned for summer of 2009. The Data Communication group was asked to provide an informational briefing to the PARC after the investment analysis had been completed. The PARC again raised the issue of NextGen sticking to its earlier commitments and timelines. An Action was taken to review the new plan when it was released on January 30th. Comments would have to be worked through Lorne Cass and the ATMAC, otherwise this would be outside the scope of the PARC. It was pointed out that any changes to the NAS would require a safety risk management analysis, and that NextGen needed to ensure that their timelines reflected this. The final comments were on trajectory based operations (TBO). A proposal was made that the PARC write a letter stating that TBO is not defined and that until it is NextGen will never move past 2018. Frank Alexander was tasked with drafting the letter with Mike Cramer being the POC.

ACTION Explore having the NextGen Data Communications group provide an informational briefing at the Oct. F2F.

ACTION PARC to review the new NextGen plan when it is published Jan. 30th.

ACTION Frank Alexander to draft TBO letter.

15 January

PARC Next Steps 2009

Nakamura

Expected Results: Discussion of PARC direction and activities in the coming year.

The second day of the meeting began with a discussion of what issues the PARC should work in the future. Both the new NextGen plan and the JPDO Avionics Roadmap will need to be reviewed for possible rulemaking needs. PARC input on the far term portions of the JPDO Roadmap were stated to be critical. Peggy Gilligan and John Hickey will need to be provided with information on who the PARC is and what they do. It is planned to bring back the Critical Decisions Working Group to prioritize recommendations and to help with their implementation. The PARC RNP to ILS group should begin coordination with groups currently running demos to ensure these trials will be able to be reproduced. The PARC, through the Procedure Process group, needs to do more work on increasing benefits from new procedures. More work also needs to be done to document and show benefits, both benefits achieved now and future benefits that will be gained from the building blocks that are being done now. The PARC needs to identify problems with RNAV and actively work repairs.

RNP Procedure Process

Alexander

Expected Results: Review of ToR comments and Team kickoff.

Frank Alexander presented the ToRs of the RNP Procedure Process group for approval. It was agreed to accept the ToRs and the group was approved to start work. Work will include RNP SAAAR and RNP approaches. It may expand in the future to include departures.

RNP SAAAR Update AT, TBO, RNP to ILS

Cramer

Expected Results: Action Team status and activities.

Mike Cramer provided updates in three separate activities. The RNP SAAAR Update Action Team is working on Appendix 3 with two small sub teams to work the data assurance and flyability issues. It was agreed to suspend the PARC TBO activity and draft the previously suggested letter to Peggy Gilligan requesting a task force be formed to define TBO. That definition would then be used as a basis for the JPDO work on TBO. The PARC took an Action to discuss TBO on future telecons. The ToRs for the RNP to ILS Action Team have been reviewed. It was made clear that it was not limited to ILS, but also RNP to xLS/LPV.

ACTION TBO discussions will be added to future PARC telecons.

FASDAWG Implementation

Chirasello

Expected Results: Briefing on the results of phase one.

Vinnie Chirasello updated the PARC on the progress of FASDAWG implementation. A briefing on the outcome of phase one of testing and preliminary data was provided. A question was raised regarding how to keep the autopilot from remaining engaged? Testing is currently underway of

current rules for when autopilot must be on. The PARC will be briefed again when more information is available.

New Business and Meeting Closeout

Nakamura

ICAO will be holding a low visibility workshop from June 9th – 11th in Paris.

The PBN Roadmap has some mid-term inconsistencies and needs to be updated. Since the Roadmap is not longer being worked, inputs and updates will need to be provided to the NextGen office.

The April PARC F2F date is in conflict with the CNS Task Force Meeting. A new date of April 13th – 14th was agreed on for the meeting. However, with Easter Sunday being April 12th, new dates of either April 22nd – 23rd or May 13th – 14th are being explored.

Dave Jones will explore the possibility of the July F2F meeting being hosted by Boeing in Seattle.