

PARC Member F2F Summary

April 22-23, 2009

Arlington, VA

April 22nd

Welcome & Introductions

Nakamura

Danny Aguerre-Bennet, chair of the ATPAC and member of the NATCA National Safety Committee was introduced to the PARC. She was invited to attend the F2F in order to gain knowledge of the PARC and to establish coordination between it and the ATPAC committee.

Track to Track Separation Studies

Barnes

Expected Results: Briefing to the PARC on the outcome of the recently completed track-to-track separation studies.

Steve Barnes provided information to the PARC on the outcome of the FAA's track to track separation studies. These were said to have been the first time studies had been done from a performance based standpoint. It was asked if there were any turns were expected that were greater than 15 degrees, but there were not. It was mentioned that there are track to track studies being done in Europe using a fixed radius method and it was questioned whether that might become a solution for the United States. It was stated that the US would address that option.

The use of 10^{-9} as the target level of safety was touched upon. The issue has been raised for years but it is finally being discussed as to whether it may be too conservative, and whether 10^{-7} might be more appropriate to use.

The intent of the studies was to show that they were being conservative. When asked how much data had been examined for the studies, the response was that only 588 tracks had been examined. A reminder was given that the studies had been done from a performance based standpoint and were not data driven.

A general statement was made that using RNP as a tool to speed implementation was not happening yet. It is a challenge to approve RNP for what it is capable of doing. If the performance is better than the requirements, that needs to be shown and documented and proved so we can move forward.

ACTION Steve Albers and Carrie Brady will obtain the reports from the RNP office when they are available and provide them to the PARC for information.

RNP Concepts and Benefits AT Briefing

Porter

Expected Results: Summary of work and comments received, plans for future actions

Suzanne Porter provided the PARC with an update on the RNP Concepts and Benefits Action Team. The team has concluded its current work and produced two reports. Both

reports with a cover letter have been sent to AVS-1. The AT has revised their ToRs to reflect future work, which is expected to be completed within a year. The ToRs were formally accepted by the PARC and approval was given for the Team to proceed with its new tasks.

RNP SAAAR Transition to ILS

Cramer

Expected Results: Status Update

Mike Cramer presented the questionnaire to the PARC that had been distributed for feedback. It was stated that the Action Team should start collecting comments as the activity evolves.

RNP Procedure Process

Alexander

Expected Results: Status Update

Frank Alexander informed the PARC that the team had agreed on the principles of the paper and expected it to be available to be presented to the PARC at the July F2F. It was noted that there was potentially relevant work from other WG/AT activities that might aid this effort. Frank agreed to look into this.

JPDO Aircraft WG

Alexander

Expected Results: The Roadmap and PARC

A status report on the JPDO Aircraft Working Group was provided by Frank Alexander. Current status and projected activities for 2009 were presented. For the far term applications TBO needs to be defined and the requirements need to be determined.

RNP SAAAR Update Action Team

Cramer

Expected Results: April 21st F2F Meeting Brief and update.

Mike Cramer provided the PARC with the status and recommendations of the Team. While operators think that Appendix 3 could be removed from the AC, there is not yet extensive enough data review to recommend that the Appendix 3 process is unnecessary. There was agreement that a single source of data is necessary. The team feels that the NFDC should be the single source, while the FAA disagrees.

A discussion took place on the definition of what changes from cycle to cycle should trigger a review of the procedure to assure the change was intended is crucial to commonality of methods among data validators. Mike Cramer was tasked with working with Brad Rush to create a list of data and respective thresholds to be ready by the July F2F.

Agreement was reached for the Team to revise its recommendation to indicate only a need for a single source of data, and to proceed with the drafting of a recommendation letter for that and the flyability recommendations. The draft letter was asked for in two weeks.

The Teams recommendations for RF minimum radius were reviewed. It was agreed that a small team of FAA and PARC members would need to be formed to address larger associated issues. Aspects of implementation would need to be worked by this team.

ACTION Mike Cramer took an Action to work with Brad Rush to create a list of data and respective thresholds by the July F2F.

ACTION Mike Cramer took an Action to draft a Recommendation letter with the source data and flyability recommendations.

4D Trajectory

Cramer

Mike Cramer briefed the PARC on a report given to the CNS Task Force on flight trials for 4D trajectory. It was stated that there are no real results at this point.

ICAO IPPP and EASA

Nakamura

Dave Nakamura provided information to the PARC on performance based navigation activities and ICAO IPPP and EASA. Current documents for RNP APCH, AMC 20-27, and RNP APCH AR, AMC 20-26, being worked by the EASA RNAV/RNP Working Group were discussed so that the PARC would be aware of what was coming. The areas of differences were highlighted. With regards to AMC 20-27, Pascal Joly took an Action to research if it will be wrapped into Part 129. The PARC will need to be aware that this may be something that comes back to them as something to discuss for use in the US.

ACTION Pascal Joly took an Action to research AMC 20-27 with regards to Part 129.

Communications WG

Oldach

Expected Results: Working Group status and activities. Discussion of Datacom situation for NextGen and any potential PARC actions

Arnold Oldach briefed the PARC on the status of the Communications Working Group FANS 1/A over Iridium and Satellite Voice projects. The Iridium service was stated to be the concern. If it remains stable, they will be successful. The PARC requested a status update at the July F2F.

RTCA NextGen Task Force

Nakamura

Expected Results: PARC Implications

Dave Nakamura provided information to the PARC on the Task Force structure and time line. In general, work is in progress under a structure of two working groups and multiple sub groups. So far the activity has produced a candidate list of operational capabilities, factors to assess benefit, value and risk for them, and factors affecting implementation. This will be followed by an assessment to identify candidates and priorities.

April 23rd

Advisory Circular Status

Steinbicker

Expected Results: Update to the PARC on ACs.

Marc Steinbicker briefed the PARC on the status of the Advisory Circulars currently being worked. The implementation of RAIM prediction was discussed. Lou Volchansky is working with Volpe to get it integrated as a web based tool. The desire is to have the capability in place before we need it, but right now it is not looking good for the July target date. There is a NOTAM out regarding this that will have to be updated, and the AIM will probably have to be updated as well. The PARC will have to take a more active role in distributing information, with Steve Albers sending information to the PARC Members, who will in turn distribute it to their respective organizations.

AC 90-101 has a planned revision for “minor” items. However, one of those items is a name change of operation to “Authorization Required”. This harmonizes the name with that in the ICAO PBN Manual. This will also require a name change on the procedure as well, and also possibly in the AIM and other documents, and will be a more intensive effort than originally thought. The revisions to the AC are consistent with the recommendations that were made in the Recommendation Letter sent to Nick Sabatini on March 27th, 2008. The additional issues summarized in that Letter are planned to be implemented in AC 90-101b. The FAA agreed to work with Mike Cramer to track the revisions to ensure that all recommendations get implemented.

The PARC requested future updates on the status of AC 120-Continuous Descent Final Approach.

The revisions to ACs 120-28D and 120-29A were stated to require a lot of effort. The PARC requested to be tied in to this process.

A fall timeframe was given for when AC 90-LPV will be put out for comment. It will not define LPV as a precision approach. There may be some training credit given though.

Ken Alexander also provided a status update on AC 20-138b. The intent of the AC is to combine all multi-sensor nav, VNAV and GNSS airworthiness guidance into a single document. The PARC requested to be kept informed on the status of this AC as work progressed.

PARC Recommendation Status

Steinbicker

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

The status of the FAA implementation of previous PARC recommendations was briefed by Mark Steinbicker. The PARC was briefed on all progress made since the January F2F meeting. The PARC was asked to take another look at the recommendation made for a common lateral path for RNP and RNP SAAAR approaches when operations are conducted

together at the same location. It was thought that this may have been resolved, and that the change to 8260.52 will eliminate it.

ICAO PBN Study Group

Steinbicker

Expected Results: Advanced RNP and AC90-105

Mark Steinbicker provided information to the PARC on the ICAO PBN Study Group. A timeframe of 2018-2022 was given for Phase 2 of the proposed new navigation specifications. ADS-B will not be included in RNP 2. It was stated that ADS-B is not yet mature enough, and that RNP 2 will be coming too quickly. The FAA does believe that it may be applicable in some situations however, and should be considered.

AVN Restructuring

Rush

Brad Rush provided information to the PARC on the new organizational structure of the AeroNav Services Organization.

New Business and Meeting Closeout

Nakamura

Discussions on both climb gradients and bank angles were requested to be put on future PARC telecon Agendas.

Dave Nakamura tasked himself with querying the FAA on UAV issues to see if there was anything the PARC needed to become engaged in with the community.

The July 8-9 PARC F2F meeting will be held in Seattle and hosted by Boeing. The October 22-23 PARC F2F meeting will be held in Orlando and hosted by NBAA.