

PARC Member F2F Summary

July 8-9, 2009
Seattle, WA

July 8th

Welcome & Introductions

Meeting Overview & Agenda Review

Nakamura

TFS Status and Processes

Porter

Expected Results: Provide a better understanding of TF5 and how performance-based is being addressed.

It was stated that Task Force Five was launched to get the industry mid term priorities for NextGen – capabilities that were achievable by 2018. The focus of the group is to eliminate duplicates and prioritize capabilities in order to provide recommendations. Recommendations will not be exclusive to consensus items, as all capabilities will be touched upon. The Task Force will also define “Best equipped, best served”. Since this has not yet been defined, no endorsement of this has taken place by the FAA. Stakeholder inputs were received early on, and the Task Force has been doing data analysis so that the weighting inputs are less subjective. The Business Case group was said to be unique to the Task Force. Participation has been heavy on the Task Force, with over 200 members amongst its various groups. Their Final Report is scheduled for August preparation.

The briefing can be viewed at: <http://tinyurl.com/TaskForce5>

TF5 RNAV and RNP

Boyce

Expected Results: Discussion and identification of areas where PARC recommendations for regulatory guidance material may be needed.

A discussion took place on the consistent themes that emerged throughout discussions in the Task Force. It was also mentioned that RNAV is capable of reducing separation, and that this needs to be taken advantage of. The criteria needs to be fixed or the benefits of RNAV will be limited. The Task Force is not getting down into details of what criteria needs to be changed, but instead is working on a collaborative approach to the criteria to agree on what needs to be done and how. Bridging information needs to be provided to those doing the current mathematical studies so that we can get proper credit for what we already have. This is a key missing piece. A question was asked if there was any discussion of who should actually work the issues taking place, and whether it should be RTCA, PARC, the FAA, or some other group. These discussions are not taking place. The Task Force will just recommend operational priorities, and who should do the work will not be part of their recommendations. A statement was made that you can design all the procedures you want, but they are useless if Air Traffic won't let you fly them. The FAA is currently not addressing how to best move towards these conceptual changes.

RNP SAAAR Transition to ILS

Cramer

Expected Results: Review results and PARC agreement on next steps and schedule.

The data gathering is complete and the comparison matrix has been reviewed. The next step will be to organize and understand the capture criteria.

RNP SAAAR Update Action Team

Cramer

Expected Results: Definition of “significant change” for an RNP SAAAR procedure.

Mike Cramer provided a review of the remaining issues from the Teams prior work. It was asked whether the recent software change problem had raised any new concerns for the Team. The answer was no, since there are always new problems that pop up. What is needed is to enforce a standardized process for evaluation so that when problems arise they can be quickly identified and resolved. The Team is still working on defining “significant change”. The flight sim validation will be done by Cherokee CRC in Oklahoma City. The DME reversion issue will be worked once talks take place between Jack Corman and members of the Action Team. The team is trying to get the requirements of Appendix 3 off the operators back. It was mentioned that none of the errors found would have been detected by a CRC, and that the database is the answer. AVN is working on the new database system right now with Jeppesen, Rockwell Collins, and Universal. The database will be in Axim format. Right now there is not enough data to drop the end to end check. Once the Team finishes its work, it will need to be up channeled to ICAO to make the procedure worldwide. An Information Paper would be worthwhile for the next ICAO meeting. Pedro Rivas task was named as a possible author of the Paper.

RNP Concepts and Benefits AT

Porter

Expected Results: Review and PARC agreement with current direction, next steps, and schedule.

The briefing began with a review of newly revised ToRs. The Team has begun discussions on how to overcome environmental issues. Kristen Farry is working on non-radar applications for the Team in order to determine benefits. There is a need to explore whether or not the PARC wants to work with AFS-400 regarding separation studies. It was finally stated that there needed to be a broader awareness of the work the team was doing.

JPDO Aircraft WG

Alexander

Expected Results: Review current work program, updates planned for Avionics Roadmap, areas where PARC action may be necessary.

There has not been much activity by the Group recently due to the start up of Task Force 5. Frank Alexander has taken over position of Industry Chair from Dave Nakamura. Steve VanTrees is co-chair. The topic of mid-term definition of TBO was not raised at the last ATMAC meeting because they are still waiting on a recommendation letter from Peggy Gilligan, which should be ready by the August meeting. It is expected that there will be some PARC actions that come out of the Group discussions.

Autopilot Use/Rulemaking AT

Demosthenes

Expected Results: Review and PARC agreement with current direction, next steps, and schedule.

A focus of the briefing was for the PARC to decide if the Team should continue down the path it is on, or have the issues they are working have been overcome by events. Will their recommendations be accepted and get into the rulemaking “tube” in any reasonable time? The answer was that there is no reason not to continue, even if the FAA is proceeding on its own. We need to understand the need for this action so that it can be shown to the rulemaking committee. They need to be shown the benefit of the action.

Advisory Circular & PARC Recommendation Status Steinbicker

Expected Results: Update to the PARC, PARC review and comments.

The new AFS-400 organization was reviewed. There were not many changes in status to brief since the PARC was last updated in April. There was said to be international interest in RF Path Terminators. Perry and Suzanne will add implementation site selection to at the Team discussions. The DA in a turn study will go forward, but is on hold right now. During the discussion on the upcoming AC 90-LPV, it was mentioned that the AC would need to be harmonized with EASA and AMC 20-28, which is much more restrictive than our normal guidance. This was an issue that might need to be worked by Roger Burns and the RNP Working Group.

PARC/CAST Flight Deck Automation WG Abbott

Expected Results: Review preliminary results and schedule status.

The Group asked for PARC feedback on how much more analysis needs to be done and what particular items if any the PARC wanted them to look at. They are looking to end their analysis and have a proposal on where to stop. They also requested that the PARC look at the data to see if it supports the assumption that incidents precede accidents. It does not appear to match up and we may need to change our preconceptions. The Group is not saying there is no connection, only that the connection is far more complicated than previously thought.

RNP SAAAR IAP & Interim '50 second' Rule Roberts

Expected Results: The importance and prioritization of minimum required straight segments.

The material provided backs up work done by the Criteria Working Group and supports the effort to reduce straight segment time. It can be viewed at: <http://tinyurl.com/lcl29o>

July 9th

FAA Enterprise Architecture

Wijntjes

Expected Results: Review FAA EA

The FAA has adopted the DoD architecture and adapted it. It was asked whether or not there will be training to help with understanding the undertaking. Do stakeholders need to understand this better? The FAA held a conference on the Architecture with over 700 attendees, they have online training, and there are more outreach efforts coming. No programs or actions have been stopped or curtailed yet, but that will be coming. Right now it is more for programs that are coming, helping to analyze what should be done in the future rather than examining past programs. There are boards in place, the EA board and TRB. All information and views are available online. The OTA was put in place last week, and the vehicle will be in place the week of July 20th. 16 mid term scenarios were delivered this spring, and they will be shown to industry. The Portal address to view all information is: <http://nasea.faa.gov>

JPDO Integrated Work Plan

Van Trees

Expected Results: Review JPDO IWP, areas where PARC may be needed to help develop guidance material e.g. RNP departures/arrivals, RNP enroute, etc.

The PARC was provided with a look at the initial draft of the Work Plan. Discussions of what to be added to the Plan took place. It was stated that the list of mid term capabilities appeared to be a “wish list”. The intent was to try to not make 2018 look like Christmas morning where we get everything. They are giving visibility to the work that needs to be done. It was stated that when operators see advanced capability they worry about equipage. The FAA understands and is trying to help operators, show them that if they do have to upgrade they know whether it will be a one time thing or if they have more coming down the road. Everything is coordinated through the far term between the FAA and JPDO.

Communications WG

Kraft

Expected Results: Status Update on all WGs.

The Group has two big programs that it is working on. The belief is that if they can get Iridium to work it will enable FANS equipage. Iridium as a complement to what is already out there. They will need the right people in the FAA to handle the MEL policy. The Group is planning to send recommendations to the PARC the last week of August.

New Business and Meeting Closeout

Nakamura

Dave Nakamura requested that from now on all Action Team and Working Group F2F briefings start with a brief overview as to what they are currently working on.

Next PARC F2F: Oct. 22-23, 2009, Orlando FL hosted by NBAA