

PARC Telecon Summary

July 29, 2010

1. RNP Charting WG

Rivas

The Group is finishing up their final letter and incorporating late comments. Activity is progressing on adding speeds to the database for SAAAR approaches and also RF legs, with the first telecon held to discuss issues. The Group wants to prepare a test database, and plan to use data provided by Grady Boyce and Delta once issues with releasing the data to input into the database are resolved. The August 6th telecon may need to be delayed. Pedro will be contacting Sarah Dalton for possible additional test procedures from Alaska Airlines to be added to the database.

2. Amarillo Issue

Roberts

The FAA is going to have another stakeholders meeting on Aug. 9th. They will present revisions to what has been seen in the past, but it is not known yet what they will be. NBAA will be denied access to the TRACON for the 6 hrs each night it is closed. NBAA would like to have access during those hours, and need this issue to be addressed.

3. SWA Information for PARC Regarding AMA

McMullin

A statement was made previously that a set of procedures was developed to meet Southwest needs. It was stated that this was not done, and that Southwest only works to develop procedures to benefit all. They work with all FAA groups to ensure consistency, and it is common for airlines to work at airports they are based out of. Southwest wants to stress that they do not develop procedures for one specific group. The Amarillo procedures were designed to eliminate radar vectoring. They will use direct-to clearances. Previously the airspace was handled by the aircraft dropping in from center into tracon control and receiving clearance direct to VOR. They will now get clearance to the intermediate fix. They attempted to address concerns. Air traffic control knows the 90 degree intercept rule, and they have tools to give them the intercept they need. Pilots and controllers are protected by the design of the approach. The new procedures reduce workload for both pilots and controllers. There is also a GPS and ILS they can fly during off hours. Wally Roberts stated that prevailing winds dictate use of rwy 22 most of the time, and there is only an LNAV procedure to that runway, which raises issues with the new procedure. However, rwy 22 does have an LDA with a glideslope. Southwest made the decision to make them radar procedures, and evaluated everything they could think of to make sure they weren't cutting anyone out. They (Southwest) rarely land on rwy 22. NBAA and Southwest agreed to have deeper discussions at the Aug. 9th telecon with a broader audience able to discuss issues. The FAA will have to come to a decision. NBAA raised a broader issue about airports getting RNP AR procedures instead of LPVs. Pedro Rivas also requested to discuss containment issues offline with Gary McMullin.

4. PARC Telecons

Nakamura

Frequency of PARC telecons was discussed. Agendas have been getting light on topics. From now on telecons will be scheduled by need, when topics to be discussed and proper participation are available. It will be a more flexible schedule that works to the issues.

5. Communications WG

Kraft

The Group had a good turnout at their last meeting held this month with 30 people in attendance from groups such as Alaska, Cargolux, Delta, Hawaiian, Continental/Continental Micronesia, and UPS.

FANS 1/A over Iridium program was discussed. Since December 2009, they have been collecting data and reviewing FOI operations. They are using the performance specifications in the GOLD, RCP 240 for CPDLC and type 180 for ADS-C, as a basis for their evaluation. CLX looks good for ADS-C and CPDLC. CMI looks good for CPDLC. For some reason they're seeing degraded performance on the ADS-C data from CMI aircraft. Gordon Sandell from Boeing is currently in Guam flying jump seat to investigate further and determine the cause. They think they are nearing the end of the project to make recommendations to the FAA. They have drafted a letter for PARC to FAA and are working on the report to be ready for PARC review sometime after the middle of August pending the results of Gordon's assessment and other activity.

FANS 1/A over HFDL was discussed next. The PARC CWG has picked up a new project to investigate FANS 1/A over HFDL. Hawaiian Airlines and ARINC have been working with Oakland Center to operate FANS 1/A over HFDL. This has been a two year effort and much progress has been made. They are in process to prepare a letter for PARC review sometime after the middle of August that will address mixed capable fleet operations.

Performance based communications and surveillance was the next topic of discussion. They had a lot of discussion on implementing a performance-based framework based on the GOLD. The First Edition of the GOLD was issued 14-Jun-2010. The NAT, Asia-Pacific Region, and the South Atlantic sub-region have accepted the GOLD as their basis for data link operations in 47 flight information regions. This framework is seen as critical to expand data link operations increasing efficiency and advancing safety, while at the same time leverage existing capabilities in a mixed-capable fleet environment. They are working on recommendations to revise AIPs and Regional SUPPs, A056 Ops specification template, flight plan requirements and ATC automation. U.S. and New Zealand are already monitoring CPDLC and ADS-C performance and the NAT and other Asia-Pacific States are in process to implement performance monitoring.

FANS 1/A over Inmarsat was brought up as a potential new issue. They may also start looking at issues with use of Classic Aero on the Inmarsat I4 network. This is the same technology on the I3 network, but with different infrastructure. Also, they will be looking at the I4 swiftbroadband capability for safety services.

Satellite voice was then briefed. The NAT SPG/46 in June of this year concluded on terms of reference for an inter-regional ad hoc SATCOM task force that would produce globally applicable Guidance Material for the use of AMS(R)S voice for ATS communications. Tom Kraft is the U.S. nominated member to participate in this ICAO effort and he has been corresponding with the ICAO EUR-NAT Regional Office in Paris to establish a joint working relationship with the ad hoc SATCOM task force. The PARC CWG already has an initial draft satellite voice guidance document to support use of Satcom voice for ATC communications, with a goal that it can support FAA policy changes to MEL that would allow permanent installations of one HF voice system and one SATCOM voice system to meet requirements for 2 LRCSSs.

NextGen/SESAR/ROW items were also briefed. They discussed some VHF architecture issues with a proposal from FAA on a dedicated data communication network service (DCNS) for ATC. However, since the meeting, the FAA has withdrawn the proposal. They are beginning to review standards and FAA programs on implementing data communications in domestic airspace. They invite interested parties to join us in those discussions leading to recommendations to the FAA.

In light of the new PARC charter, they will be reviewing their future work program at their next meeting, which is scheduled for October 13-14 in Phoenix.

6. KSN Site

Albers

The FAA is migrating the KSN sites to SharePoint, which raises some issues for PARC use. . . SharePoint is intended for collaboration only, not as a document library, so all historical PARC documents will need to be hosted elsewhere. Additionally, new user requests, password reset requests, and creation of new sites will take longer as they will have to be submitted to a third party. Any and all options are currently being explored. It was stated that RTCA has begun use of a "SharePoint light" type of software, commercial software that they can use as they wish.

New Business

Carrie Brady is in discussions to start up PARC public site hosted on the FAA site. This may be put on hold until a determination is made regarding the KSN migration.

The PARC Charter will no longer be an Order.

Future PARC Meetings

Proposed Fall F2F Date Nov. 4-5, 2010 Location TBD, but will be in the DC Metro area. Southwest is desirable for a future meeting.

PARC Telecon Attendees:

Name	Attendance	Name	Attendance
Abbott, Kathy		Porter, Don	
Albers, Steven	x	Porter, Suzanne	
Alexander, Frank	x	Railsback, Paul	
Alexander, Ken	x	Rasch, Blane	
Arbuckle, Doug		Rivas, Pedro	x
Black, Dan		Roberts, Wally	x
Boehm, Ben		Robinson, Jeff	
Brady, Carrie	x	Rush, Brad	x
Bridges, Kevin		Schwartzkopf, Larry	
Broderick, Tony		Shahidi, Hassan	
Buerger, Rick	x	Smith, Tyler	
Burns, Roger	x	Solmonson, Perry	
Carty, Rob		Sowerby, Chris	
Cassidy, Barbara		Steinbicker, Mark	x
Chirasello, Vincent		Swigart, John	
Clausen, Perry	x	Turk, Tony	
Comstock, Kevin		Wall, Roger	
Conklin, Thomas		Webb, Michael	
Cramer, Mike	x	Weeks, Glen	
Davis, Jerry		Will, Brian	
DeCleene, Bruce		McKee, Kyle	
Demosthenes, Ted	x	Belk, John	
Dutton, John	x	Barber, Clay	
Elmore, Pere		Tallman, Nick	
Farry, Kristin		McCarthy, Joe	
Fulton, Steve		Arrighi, Jim	
Foose, Scott		Travasini, Jeff	
Galecki, Rick		Miller, Barry	
Hickok, Steve		Dalton, Sarah	x
Hodges, Harry		Miller, Sam	
Joly, Pascal		Formosa, Jeff	
Jones, Dave		McKee, Kyle	
Kenagy, Randy		Gorman, Jeff (AFS-460)	
Kraft, Tom	x	Morgan, Curtis (AFS-460)	
Lamond, Bob	x	McMullin, Gary	x
Majauskas, Cathy		Boyce, Grady	x
McGraw, John		Hamilton, Danny	x
Nakamura, Dave	x		
Oldach, Arnold			
Parra, Ricardo			