

FAA CHAIR	Robert Davis
INDUSTRY CHAIR	Steve Bush
INDUSTRY CO-CHAIR	Casey Seabright

Chairpersons Discussion

Discussion
<p>Industry Chair briefed continued goals for the year ahead:</p> <ul style="list-style-type: none">• Review and refresh the OSWG Procedures Guide• Refresh and update the Agenda• Continued work on updating OSWG procedures guide <p>a. Waiting for edited language from AFS-260.</p> <ul style="list-style-type: none">• Roster review.• Continue to assign Industry leads for continuity and follow up of specific working items <p>FAA Chair briefed two new AFS-200 Branches:</p> <ol style="list-style-type: none">1. AFS-240, New Program Implementation and International Branch, Pete Neff – Manager.2. AFS-270, Policy Integration, Jody Breaker – Manager. <ul style="list-style-type: none">• All OSWG meetings will continue to be held in D.C.

Agenda Items:

1. WebOPSS Update: Bob Davis

Discussion		
WebOPSS status briefed by industry to FAA leadership. Specifics:		
<ol style="list-style-type: none"> 1. Current Status and ongoing funding issues. 2. System is labor intensive. 3. Continue to work toward fixes required – potential MMS data specifications, i.e. tops time limits, CAT III RVR, Nav system. 4. Industry continues to request that WebOPSS should produce a message or flag when the expiration date for an exemption approaches as well as a desire to have a messaging/pop up capability to announce paragraph template changes. 		
Bob Davis proposed a “Work flow” process to track specific headquarters approval flows e.g. POI, regions, AFS, etc. for authorizations via popes.		
Reviewed draft popes web site location; www.faa.gov/aircraft/draft_docs/ and items that should be removed as well as the subscription system that has had problems.		
From AFS-260:		
<ol style="list-style-type: none"> 1. AFS-260 continues to have a Change Request in for HQ to have the ability to define a default sort order for data in the template; but for auto-loaded data like A005, the user will not be able to change it. 		
Action items	Person responsible	Deadline
See if a message or flag for exemption expiration dates can be built.	Paul Lepine	N/A

2. C050 – Special Pilot-in-command Qualification Airports

Discussion		
Standing Agenda Item: A-010 is on hold until more comprehensive justification for the draft revision is developed.		
No new requests for changes to C050.		
Action items	Person responsible	Deadline
None	FAA Lead: Bob Davis	
	Industry Lead: Casey Seabright	

3. S400; CAST Safety Enhancements

Discussion		
Industry lead is Steve Bush.		
Bob Davis and Greg Michael provided status update		
No date given for when S-400 will be placed on the Federal Register.		
FAA is tasked with HR-5900 which takes precedence over S-400		
Continued discussion of viability and visibility of this topic. The group decided to maintain this topic as a standing agenda item in order to keep it visible to the group and to watch for and discuss any developments on the topic.		
The FAA did discuss some developments around testing (some carriers participated in Beta test) and update that the POI will not be required to issue and electronic signature.		
The Industry group continues to voice concern regarding a number of issues concerning the “data”. In Industry view the data is not data as such but subjective opinions. Industry has voiced concern over controls around the information submitted via S400, privacy, FOIA, and potential retribution or action taken as a result of information submitted. Industry is concerned regarding potential subjectivity of the inputs/responses to the CAST questions much less any controls and variability around the information.		
Industry and FAA discussed potential solutions to some of the privacy concerns, e.g MOU’s, Order of Protection.		
Action items	Person responsible	Deadline
Monitor	FAA : Greg Michael, Keeton Zachary Industry: Steve Bush	N/A

4. A010; Aviation Weather Data

Discussion		
Theo Kessarlis provided comment and update: A010 is still on hold under legal review.		
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Action items	Person responsible	Deadline
None		

5. C081; Special Non 14 CFR Part 97 Instrument Approach or Departure Procedures

Discussion		
FAA Lead will be John Swigart, AFS-470.		
Jim Winklleman to be Industry Lead.		
Minimal discussion; John Swigart to provide update at the 2011-4 meeting.		
Action items	Person responsible	Deadline
Provide update.	John Swigart	2011 OSWG
	Industry lead: Jim Winkleman	

6. C073; IFR Approach Procedures Using Vertical Navigation (VNAV)

Discussion		
Industry Lead is Joe Devito.		
FAA Lead is Kel Christianson		
No Update other than in final comments		
Action items	Person responsible	Deadline
Proposal to be prepared for placing C-073 on the agenda	Joe Devito	10/01/11

7. A353; Automatic Dependant Surveillance –Broadcast (ADS-B)

Discussion		
Spec was created to authorize operations through Hudson Bay.		
Update given by Dennis Mills, (AFS-220).		
AC for ADS-B operations is in final coordination at the FAA which includes “The” ADS-B operational approval method going forward. Considerable effort being given to making sure Spec and guidance is “right”.		
One template is to include ADS-B IN and OUT and should coordinate well with B050.		
System to integrate a “RAIM-like” prediction tool.		
Industry lead to be Mike Davis		
FAA Furloughs not expected to affect processing of applications.		
Action items	Person responsible	Deadline
None		

8. A025; Electronic Record Keeping

Discussion		
Theo Kessarlis AFS-260 provided update.		
A025 discussion will be resurrected. The issue remains that the ops spec has become a repository for many more authorizations that should not be included within this paragraph.		
Industry would like to form a subgroup to assist in the development.		
Issue: Guidance materials referenced in WebOPSS does not reflect current 8900.10.		
Action items	Person responsible	Deadline
None	FAA: The Kessarlis	
	Industry: Casey Seabright	

9. B343; Fuel Reserves for Flag and Supplemental Operations

Discussion		
B343 as an OpSpec remains on hold and not available to additional carriers at this time.		
FAA is researching the European model to determine performance based fuel modeling and may harmonize future requirements.		
FAA is working toward a PBM model similar to the ICAO Annex 6.		
Meeting scheduled for October to finalize ICAO Annex 6 guidance. Attached draft.		
Action items	Person responsible	Deadline
None	FAA: Gordy Rother, Dave Burnham, Leo Hollis	
	Industry: Steve Kuhar	

11. B054; Special Limitations and Provisions for Instrument Approach Procedures and IFR Landing Minimums

Discussion		
Minimal discussion. FAA will keep language as is.		
Action items	Person responsible	Deadline

11. C063; IFR RNAV 1 Departure Procedures (DP) and Standard Terminal Arrivals

Discussion		
AFS-470 briefed the Notice and AC90-105 for RNP 1 DP and Arrivals and Tailored Arrivals is pending.		
RNP 1.0 using RF legs now on fast track – should have update next meeting.		
Testing currently being conducted.		
John Swigart to be FAA POC for future updates.		
Language will be developed for C063 and 8900.1 in conjunction with the above.		
Action items	Person responsible	Deadline
	FAA: John Swigart	
	Industry: Rich Yuknavitch	

12. B035; Addition of Q-Routes

Discussion		
OpSpec, Notice, and guidance were published in June 2011. Move to close the agenda item:		
Agenda item Closed		
Action items	Person responsible	Deadline
None		

13. A027; Land and Hold Short Operations

Discussion		
<p>Steve Kuhar raised initial questions regarding contaminated runways and the prohibition to conduct LAHSO. Discussion ensued regarding DFW and potential non-compliance with LAHSO restrictions; i.e. ...runways must be free of any contaminations Bob Davis clarified that this is for agreements between and applicable to 121 and 129 agreements.</p>		
<p>The question was raised regarding which is correct, The OpSpec or ATC order? It was determined that OpSpec guidance is correct.</p>		
<p>FAA Industry agreed that the guidance contained and the conditions and limitations are adequate. Failure of any airport to operate within the constraints should be brought to the FAA's attention for resolution.</p>		
Action items	Person responsible	Deadline
None	FAA:	
	Industry: Steve Kuhar	

14. C051: Terminal Instrument Procedures

Discussion		
<p>Andy Newcomer to be Industry Lead.</p>		
<p>Request from Industry to change language in C051 and all other applicable OpSpecs replacing references to JAR-OPS with EU-OPS as applicable.</p>		
<p>FAA agreed to make changes as appropriate. Some opsspecs are currently under review for other changes. Other OpSpecs will be addressed as time permits.</p>		
Action items	Person responsible	Deadline
None		

15. Stakeholder Survey

Discussion		
<p>Bob Davis discussed future expanded grading for better data trend recording.</p>		
Action items	Person responsible	Deadline
None		

16. A029: Aircraft Interchange Agreement for Part 121

Discussion		
Definition of Primary Operator is not correct. The intended outcome is to clarify/correct the language regarding who has operational control of a given operation.		
Documents have been forwarded to AFS-140 for FAA coordination.		
Action items	Person responsible	Deadline
None	FAA: AFS-220	
	Industry: Rich Carpenter	

17. C055; Alternate Airport IFR Weather Minimums

Discussion		
FAA Lead to be John Swigart, AFS-470.		
Unmonitored nav aids are a continuing problem, especially for longer haul operations. The Industry is concerned that as more responsibilities are being contracted to third parties, the ability to monitor essential nav aids is no longer possible under certain circumstances. The increase in the number of unmonitored nav aids is beginning to have a negative effect on providing reliable air transportation.		
What is the solution? AFS-410 continues to study (w/Mitre) the possibility of increasing RNAV approaches for alternates. Study should provide better indication of RAIM availability.		
Industry is concerned the solution may rely too heavily upon GPS.		
How do the potential solutions comply with Part 97 or are changes required? Question was asked: "Where is the requirement that nav aid must be monitored?"		
Coby requested that a list of specific nav aids be assembled and sent to him.		
Action items	Person responsible	Deadline
Send either the Industry Chair, Steve Bush, or Coby Johnson specific unmonitored nav aids that are becoming a problem.	FAA: AFS-270	N/A
	Industry: Jim Winkleman & Andy Newcomer	03/31/11

18. C060; Category III Instrument Approach and Landing Operations

Discussion		
<p>Bryant Welch presented a new draft C060 which addresses the intent to clarify OpSpec language regarding cascading authorization is ongoing and in FAA coordination.</p> <p>New C-060 will have selectable paragraphs to authorize S.E. CAT III operations.</p> <p>New table in ops spec to reflect lowest RVR values authorized for each combination of equipment status.</p> <p>Briefed that CAT III runways are added to table as quickly as webmaster (AFS-410 site) and WebOPSS are notified of the AWO's approval.</p> <p>Industry also asked about "acceptance" rather than long approval process of CAT III (and CAT II) approaches at airports where the FAA has deemed design, etc. meet acceptable standards. FAA will look into it.</p>		
<p>Draft paragraph and guidance is available at http://www.faa.gov/aircraft/draft_docs/opspecs/index.cfm Comments are due August 26.</p>		
<p>Bryant Welch produced a presentation that addresses all three aspects of C060 covered in the meeting. The presentation will be made available for review.</p>		
Action items	Person responsible	Deadline
Review and provide comments on draft.	All concerned Industry participants	Aug 26

**19. C060; Category III Instrument Approach and Landing Operations
(15% Additional runway Requirements)**

Discussion		
<p>There is Industry concern that the paragraphs specific references to 15% additional runway length requirements are unnecessary and repeats the C054 requirements (121.195(b)). Specifically, the reference to 1.3 factor for when RVR is less than 600' "<i>depending on the operational procedures and/or additional equipment used by the operator</i>" is unclear and includes poor assumptions and should also be considered for removal.</p>		
<p>Reference to the 115% of wet runway requirements – 121.195.b will remain in the new OpSpec</p> <p>Reference to the 1.3 will be removed from the new OpSpec.</p>		
Action items	Person responsible	Deadline
	Industry: John Cowan	

20. C060; Category III Instrument Approach and Landing Operations (Rollout RVR Requirements)

Discussion		
<p>Industry and FAA discussed the changes in the draft paragraph which change the Rollout RVR requirements from Advisory to Controlling.</p> <p>Background provided from Bryant Welch: CAT III operations are generally approved through use of AC 120-28D. This AC generally supports that TDZ, MID and RO RVR are controlling; although, not in an entirely consistent manner. There seems to be a disconnect when comparing RVR requirements of AC 120-28D Table 4.3.8-1 and that provided in Appendix 7)</p> <p>Order 8900.1 appears to support Controlling/Controlling/Controlling for all systems.</p> <p>Reference to HBAT 99-17 is inconclusive as both arguments can be supported depending on specific section of the HBAT being referenced and no one can determine where the authority to make rollout advisory originated.</p> <p>From a safety standpoint, determine what is “reasonable” for RO RVR requirements?</p> <p>Ultimately, through harmonization it appears the draft will contain the controlling language unless someone can provide compelling evidence to the contrary.</p> <p>RO RVR will become Controlling at 300 RVR for all CAT III systems.</p> <p>No change to FAR END RVR. Far end RVR will remain Advisory for all systems.</p> <p>Approach operations may be initiated or continued with any RVR (TDZ, MID, RO) unavailable.</p> <p>There is still some question as to what TDZ and MID RVR values hybrid systems will ultimately be authorized. Once this is determined, the table in the OpSpec will be updated.</p> <p>Review previous referenced draft C060 and presentation in item 18.</p>		
Action items	Person responsible	Deadline
Review, research, and comment	All concerned Industry participants	Aug 26

21. B055 Comm equipment for North Polar Ops

Discussion		
Group requested removal of this item (B-055) as a discussion topic. Issue has been resolved.		
Close Agenda Item		
Action items	Person responsible	Deadline
None		

22. A012 Part 121 Domestic Operations to Certain Airports Outside the 48 Contiguous States and Alaska

Discussion		
Updated Template was issued		
Item Closed		
Action items	Person responsible	Deadline
None		

23. C300; Navaid Substitution

Discussion		
Continued discussion regarding GPS overlay approaches and authorizations. Specifically Industry would like to explore broader authorization.		
Additional discussion centered on applicability of the authorization and RNAV/GPS for alternates		
FAA provided update that Mitre survey/study is ongoing.		
FAA does not intend at this time to update or change C300 boiler plate language but did mention that they may consider unique circumstances.		
John Swigart, AFS 470 to be FAA Lead.		
Jim Winkleman and Rich Yuknavitch will become primary Industry Leads.		
Action items	Person responsible	Deadline
Contact John Swigart and provide update.	Jackson Seltzer, Jim Winkleman, Rich Yuknavitch	N/A

24. C384: Required Navigation Performance (RNP) Procedures With Special Aircraft and Aircrew Authorization Required (SAAAR)

Discussion		
<p>Industry is concerned that the RNP AR monitoring program required by AC 90-101A, Appendix 6 is burdensome to industry in that there is no ending mechanism provided.</p> <p>Especially in light of the quickly expanding RNP AR program and number of approaches, the maturity of the programs may allow for a mechanism to phase out reports and data provided.</p> <p>FAA acknowledged that aspects of this could be considered and proposed.</p>		
Action items	Person responsible	Deadline
Work with AFS-470	O.J Treadway	

25. C355; Exemption to §121.619 for Domestic Destination Alternate Airport Requirements

Discussion		
<p>Industry contends that language contained in is confusing to the reader and has been mis-interpreted and proposed new language.</p> <p>Specifically Industry proposed changing following provision:</p> <p><i>“The intended destination airport must have at least one operational CAT I ILS approach with minima of at least 200 feet and RVR 2000 that is available for use if needed.”</i></p> <p><i>To this: “The intended destination airport must have at least one operational CAT I ILS approach <u>available for use that has minimums no greater than 200’ DA(H) and 2000 RVR visibility.</u>”</i></p> <p>FAA Instructed Industry to provide the language to Leo Hollis for review and potential ops spec change.</p>		
Action items	Person responsible	Deadline
Provide draft language to FAA for review	John Cowan	2011-4 OSWG

26. A317; Acceptance of a Fatigue Risk Management Plan

Discussion		
Dale Roberts provided a presentation on the FRMP, the OpSpec and implementation.		
All were informed that the plans had been reviewed and accepted. By statute, the ops spec "acceptance" of the plan was required to be in place Aug 1.		
Provisions of the plan must be in place no later than 90 days after Aug 2.		
Additional changes to the plan are to be submitted to AFS-200. The checklist will be used as the vehicle to provide changes for review.		
If no interim changes are made, a new acceptance is required no later than 24 months. All interim changes re-set the clock; i.e. the plan gets a new 24 month expiration date.		
Presentation will be made accessible to OSWG participants.		
Action items	Person responsible	Deadline
Issue OpSpec and implement provisions of the plan	All Industry with an FRMP	

27. D485 Aging Airplane Inspection and Records Review

Discussion		
Mike Keller will be Industry Lead.		
Industry is requesting FAA's assistance in defining what the Manufacture date is, since the Industry is required to track from the Manufacture date regarding Aging Airplane requirements.		
Specific manufacturing dates are not always clear.		
In general, FAA considers the the date of the initial C of A to be the manufacture date; however, this does not work in all circumstances.		
Action items	Person responsible	Deadline
Follow-up with FAA	Mike Keller	

28. B036/B054: Class II Navigation

Discussion		
Additional discussion regarding Class II post position Plotting was held following the closing of the general meeting. Not all members were able to stay and participate. Anyone who would like a summary of the discussion should contact either John Cowan provide summary or Madison Walton.		
Action items	Person responsible	Deadline
None		

29. Additional Items:

a) D301: Aircraft Network Security Systems

Discussion		
AFS-310 Chelle Brisco was unable to attend to address questions; however, she is available to discuss with anyone interested in developments. As an alternative, questions may also be sent to Rusty Jones.		
Action items	Person responsible	Deadline
None		N/A

b.) C063: IFR RNAV 1 Departure Procedures (DP) and Standard Terminal Arrivals (STAR)

Discussion		
John Blair discussed a revision to C063 (particularly tables at end)		
C063 is under development to provide additional clarification of types of procedures within the table		
Action items	Person responsible	Deadline
Update at next meeting	John Blair	2011-4 OSWG

c.) C067: Special Airport Authorizations, Provisions, and Limitations

Discussion		
Dispatch Inspector Scott Stacy, discussed C067 and his proposal that since there are two paragraphs (A&B) that deal with different specific airport issues, that the single table should be two tables; one for each specific issue.		
Action items	Person responsible	Deadline
Update at next meeting	Industry: Jim Winkleman	2011-4 OSWG

Miscellaneous

Discussion		
D095/D195		
Industry asked that D095 and D105 be added to November (2011-4) Agenda.		
Mike Keller will be Industry Lead		
Ricky Chitwood will be FAA lead.		
Reminder: OSWG 2011-4 is currently scheduled for November 1 st and 2 nd at the Navy Memorial, Washington D.C. and will be joint Domestic/International (129 meeting).		
Action items	Person responsible	Deadline
None		