

AREA OF CONCERN 123-2

04/19/06

SAFETY: No

SUBJECT: Aircraft Vertical Performance Data

DISCUSSION: Paragraph 4-4-9d of the AIM contains broad guidance for pilots relating to aircraft descent and climb rates. Specifically; the second sentence of the paragraph begins with the words “*Descend or climb at an optimum rate consistent with the operating characteristics of the aircraft.....*” This phrase is all encompassing and does adequately recognize that specific climb and descent performance criteria is largely controlled by flight management system vertical guidance programs, aircraft type, and specific operator procedures. Therefore, specific performance criteria are not included in the paragraph, nor are there any regulatory requirements relating to this subject. Most pilot operations manuals only contain information extracted from paragraph 4-4-9 relating to a requirement to notify ATC if a climb or descent of at least 500ft per minute cannot be sustained.

However, Appendix A of FAA Order 7110.65 contains climb and descent figures for most aircraft operating in the ATC system. If the purpose of this information is to provide controllers guidance on what performance they may expect from aircraft they are controlling, they may be working with erroneous data. Also, Note 2 of paragraph 4-5-7e of FAA Order 7110.65, refers to descent rates contained in the AIM: “*Controllers need to be aware that the descent rates in the AIM are only suggested and aircraft will not always descend at those rates.*” ALPA believes that this paragraph was originally intended to refer to the performance figures contained in Appendix A of 7110.65, as there does not appear to be any correlation to what is contained in the AIM.

SUGGESTED ATPAC ACTION: That ATPAC review this information and recommend that Note 2 of paragraph 4-5-7e, FAAO 7110.65 either be deleted or changed to pertain to the data contained in Appendix A of the Order, and, that the data contained in Appendix A be reviewed to insure it reflects the most accurate and complete performance information for controller guidance.

123 - Chart needs to be updated or removed. Each chart is based on certification. How pilots fly it can be different. Appendix redone when LAHSO was being worked. ATO-T will coordinate with Certification, then evaluate whether chart should remain.

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125 - Due to insufficient time for the appropriate discussions this AOC will be further deferred until 126.

126 - The current status of this item is unknown and should be worked by ATO-T.

127 - This item’s status remains unreported.

128 - Ben Grimes reported that this item will be discussed at an August meeting and a determination will be made to revise, eliminate climb characteristics, and/or eliminate the table.

129 - This item was again discussed as needing updating or cancellation because it is not current with aircraft performance.

130 - A report received via email advised that a panel has been convened to discuss this item as it relates to ICAO directives.

131 - Various groups are being polled with the intent to determine their use of the .65 appendix with a goal to determine if the chart is valid enough to continually update or eliminate for controller use.

RECOMMENDATION: Chart needs to be updated or removed.

132 - AJR-53 now taking this on as action. Remains open (deferred for two meetings) and placed in a side template showing due date of Mtg #135. Mr. Jehlen suggested that this AOC should be removed from the minutes and tracked separately to be returned when a resolution is available. This and other items will be removed from the minutes and returned on action dates submitted by the responding office.

133 - Not discussed at this meeting. Mr. Jehlen suggested that this AOC should be removed from the minutes and tracked separately to be returned when a resolution is available. This and other items will be removed from the minutes and returned on action dates submitted by the responding office.

134 - Not discussed at this meeting.

135 - There are two parts to the AOC. Part 1 involves incorrect, outdated information in the climb tables. Bruce McGray, AFS, has taken action to identify correct information so that it may be put into the tables. Part 1a - Proper information, when received, will then be incorporated into appropriate area. Part 2 involves personnel being erroneously directed from FAAO JO 7110.65 (paragraph 4-5-7e Note 2) to the AIM (paragraph 4-4-10d) for guidance; this error is planned to be changed in the next update in February.

136 – FAA AJT- 22 will write changes and submit to PDG. The Safety study and AFS-400 documents will be part of package.

137 – Discussion determined that on the job training from carrier to carrier is more crucial than populating a table. However, AFS has sent a memo to the PDG providing direction on which aircraft performance characteristic is useable for general ATC purposes.

138 – Part 2: AFS has provided Janes as the resource. It will be incorporated into the proper area. Projected implementation is late summer 2010.

Part 3: No discussion. Editorial memo sent to Publications from PDG for editorial changes. Changes will be in Change 1, August 26, 2010.

139 – Part 2: Web developers are working on incorporating the information to a website. There is no estimated time for completing this. Executive Director recommended closure as the group's task of finding a source has been completed; move to Recurring Agenda Item for status updates only.

Part 3: Editorial memo sent to Publications from PDG for editorial changes. Changes **will be** in Change 1, August 26, 2010.

CURRENT STATUS: Part 2 – Closed and moved to recurring agenda items

Part 3 – Closed

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Part 3 – Closed