

Ops Doc

IV

DDWG



JEPPESEN 9 APR 99 (11-1)

ATIS 119.75

LANSING, MICH
CAPITAL CITY
ILS Rwy 28L

119.75
Approach (R) **125.9**
Tower **119.9**

TOZE 852

MISSED APPROACH: Climb to **2500'** then **LEFT** turn direct **LAN VOR** and hold.

	STRAIGHT-IN LANDING RWY 28L		LOC (GS out)			Max	MVA(M)
	ILS DA(H) 1052 (200')	RAIL or ALS out	RAIL out	ALS out	LOC (GS out) MVA(H) 1300 (448')		
A			RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1300 (439')-1
B			RVR 40 or 1/2	RVR 60 or 1/4		120	1320 (459')-1
C	RVR 24 or 1/2	RVR 40 or 3/4				140	1360 (499')-1 1/2
D			RVR 50 or 1	1 1/2		165	1440 (579')-2

End speed-Kts: 70 90 100 120 140 160
GS 3.00* 377 484 538 646 753 861
LOM to MAP: 3.4 2:55 2:16 1:20 1:42 1:27 1:17

CHANGES: See other side. © JEPPESEN SANDERSON, INC., 1985, 1999. ALL RIGHTS RESERVED.

Flight Plan

On departure turn left heading 010
Climb and maintain FL 180
Expect FL 330 15 minutes after
departure
Squawk 3423
Contact Dep Cntl 127.85

TAKEOFF CHECKLIST

- Flaps.....Set
- Lights.....Set
- Autopilot.....Asleep

**Digital Display
Working Group
(ATA)**

EFB

DDWG★

Digital Display Working Group

Digital Display Working Group

Background

Purpose

Challenges

Current Projects

Lessons learned

Background

Formed March, 1996 to evaluate digital chart and navigation display

Expanded to include transition to electronic flightdeck documents

Facilitate air carriers, FAA, DOT, and vendors

DDWG Purpose

Facilitate prudent introduction of EFB technology

- Provide forum for operators and vendors
- Assist FAA with regulatory environment
- Address Human Factors issues via Volpe (DOT)

Desired Results

Improve

- safety
- efficiency
- customer service

Decrease training time and cost

Challenges

Address spectrum of EFB types, from stand-alone, self-contained to fully integrated aircraft system.

Identify human factors issues where data is sparse and fragmented.

Help users identify needs to reduce R&D time and cost

Current Projects

AC 120-EFB, review and comment
Volpe Human Factors Document
User-vendor forum

AC-120EFB

AC initiated in 1999; participants included AIR 100, AFS 400, DOT, and DDWG

Draft AC finalized, will be sent to FAA Legal this week

Volpe Human Factors Document

Initiated 1999

Provide FAA a “tool” to evaluate systems

First edition complete Sep 2000

Second edition planned Sep 2001

Spearheaded by Divya Chandra (DOT) and Susan Mangold (Battel)

User-Vendor Forum

Purpose: involve product and service representatives early in process, but NOT a vendor forum

Keeps Group members abreast of current trends and technologies

Lessons Learned

Needs analysis first

Consider the entire system and architecture, not simple hardware

- Which documents and functions
- Document/application suitability (structure and content)
- Support requirements

Step “out-of-box” for cost analysis