

## **ARINC IA Project Initiation/Modification (APIM)**

**Name of proposed project**

**APIM #: 08-016**

**Guidelines on Visual Data Base Currency (VDBC)**

### **Suggested Subcommittee assignment**

Form new FCS Working Group to address Visual Data Base Guidelines based on Regulatory Authority direction, as discussed during FSEMC Open Forum sessions.

### **Project Scope**

The purpose of this proposed ARINC report is to provide industry guidelines on Class I, Class II, and Class III airport visual models and the maintenance impact on these visual models. The committee shall review all the requirements for the Class I & Class II airport models as described in the FAA Part 60 document, table A3B & A3C, as well as attachment 3 to Appendix A to Part 60 on the level of requirements for the Class III airport models.

In parallel, the working group will also present proposed guidance documents to ICAO, EASA, and others in the process of visual database currency requirements clarification.

The working group will recommend request for clarification on a range of issued impacted by FAA Part 60, as well as provide guidance on differences between legacy systems qualified under previous criteria (FSTD Directive 1) and those FSTDs qualified under FAA Part 60.

### **Project Benefit**

The ARINC report shall provide guidance and best industry practices on what needs to be updated on the Class I, Class II, and Class III airport models in order to be considered up to date. The report shall also provide clear indication on the data to be used to apply the changes and define the trigger date for the implementation of the modification to the airport models.

This document will seek interpretation from the regulatory authorities, and provide the flight training simulator industry standardized guidance on compliance with regards to visual database currency.

### **Airlines and Operators supporting effort**

FedEx

American Airlines

Northwest Airlines

UPS

Delta Airlines

Southwest Airlines

Oxford Aviation Academy

Continental Airlines

Air Canada  
United Airlines  
Boeing/Alteon

### **Other Organizations supporting effort**

AVT  
CAE  
FSI  
Mechtronix  
Rockwell/Collins  
RSI  
Thales

### **Issues to be worked**

1. Formulate questions that require interpretation from the FAA for part 60 requirements regarding airport visual models, with FAA to answer with Q&A clarifications, Advisory Circulars, etc.
  - Develop a guidance document for FAA Part 60 requirements to publish to industry
  - Clearly identify the trigger and expectation for the implementation of changes to the airport models in order to meet the 45, 90 & 180 day requirements.
  - Provide guidance on differences between legacy systems qualified under previous criteria (FSTD Directive 1 (Part 60, Appendix A, Attachment 6)) and those FSTDs qualified under FAA Part 60.
2. Develop a common “template” of airport and environmental model data design requirements to meet regulatory compliance, initiated by suppliers, then reviewed by the general user/operator community. Regulatory review will be encouraged.
  - Define the criteria of critical elements that need to be considered in order to meet the requirement of Class I, Class II, and Class III airport models as defined in Table A3B & A3C, and attachment 3 to Appendix A in the Part 60 document.
  - Review criteria for applicability to legacy systems not governed by FAA Part 60
  - Review other regulatory requirements to determine if there are significant additional requirements imposed by these authorities
    - Document data set required for potential ARINC data supply guidelines
3. List of items for Common Depository

- Define ARINC Industry Activities FSEMC Website function with links for points of contacts, sources of information, and “informal” notifications for simulator community
    - a. Determine common sources of information to be used by the industry in order to maintain the airport models up to date.
4. The resultant ARINC report shall provide guidance and best industry practices on the building and updating all airport models in order to be considered compliant.
- The report shall also provide clear indication on the data to be used

**Recommended Coordination with other groups**

ATA STIG, ICFQ, Regulatory Authorities

**Projects/programs supported by work**

Regulatory compliance, end user satisfaction

**Timetable for projects/programs**

Urgently

**Documents to be produced and date of expected result**

TBD

**Comments**

This guidance document will reference industry standards (TBD, etc.). Therefore, the user should ensure regulatory compliance following updates

**Meetings**

The following table identifies the number of meetings and proposed meeting days needed to produce the documents described above.

<b>Activity</b>	<b>Mtgs</b>	<b>Mtg-Days</b>
VDBC		3

*For IA staff use*

IA staff assigned: Sam Buckwalter

Forward to committee(s) (AEEC, AMC, FSEMC): AMC

Potential impact: B  
 (A. Safety    B. Regulatory    C. New aircraft/system    D. Other)

Committee resolution:   B    
 (1. Authorized    2. Deferred    3. More detail needed    4. Rejected)

Assigned Priority: A  
 A. – High (execute first)    B. – Normal (may be deferred for A.)