



Comment Response Document (CRD) to ESF-ACNS.E.TAWS.030-01 – is.1

1. Summary of the outcome of the consultation

The consultation concluded with only 4 comments of which only one is of technical nature, the other ones are acknowledgments.

Analysis and reply to the comments are provided in Section 2.

2. Individual comments (and responses)

(General Comments)

-

comment

2

comment by: *FOCA (Switzerland)*

Thank you for the opportunity to comment. FOCA has no comments on this document.

response

Noted

comment

3

comment by: *LBA*

LBA has no comments

response

Noted

comment

5

comment by: *DGAC France*

DGAC France thanks EASA for the ESF consultation on TAWS and SVS (CS ACNS.E.TAWS.030.b3-b4-e).
DGAC France has no comment on this paper.

response

Noted

comment 1

comment by: THALES

Please find below our proposal (Modifications highlighted in yellow):

In addition to SVS, the display (not limited to PFD only) must show a two-dimensional terrain view in the maximum field of view correlated to the situation awareness (Refer to CS ACNS.A.GEN.005 Definitions coming from CS ACNS Issue 4) on a separate window during Forward Looking Terrain Avoidance (FLTA) alerts or upon crew activation and which complies with CS ACNS.E.TAWS.030 (b)(3) and (b)(4), ensuring that the flight crew is aware of the relative elevation of the surrounding terrain that could become a threat as well as of the areas that generate an alert when present.

The Flight Path Vector (FPV) should be displayed on the SVS, which anticipate the future position of the aeroplane, giving an indication of potential collision when overlapping the synthetic terrain and, conversely, showing that the short-term flight path remains above any threatening terrain. Without the Flight Path Vector (FPV), the SVS already provides the terrain and the associated proximity with the motion of the aircraft.

response PARTIALLY ACCEPTED

The comment related to the first paragraph is accepted but slightly reworded (areas highlighted in yellow).

The comment related to the second paragraph is not accepted, as a recommendation cannot be considered a compensating factor if it is not implemented. In the absence of FPV, the relative position of the anticipated trajectory compared to terrain is difficult to assess. Therefore, the text of the second paragraph is not modified.

The resulting final will be amended as follow:

In addition to SVS, a separate window must display in the maximum field of view a two-dimensional terrain view that complies with CS ACNS.E.TAWS.030 (b)(3) and (b)(4) during Forward Looking Terrain Avoidance (FLTA) alerts or upon crew activation, ensuring that the flight crew is aware of the relative elevation of the surrounding terrain that could become a threat as well as of the areas that generate an alert when present.

The Flight Path Vector (FPV) must be displayed on the SVS, which anticipate the future position of the aeroplane, giving an indication of potential collision when overlapping the synthetic

terrain and, conversely, showing that the short-term flight path remains above any threatening terrain.