Flight Deck Surface Trajectory-based Operations (STBO): Results of Piloted Simulations and Implications for Concepts of Operation (ConOps)

David C. Foyle, NASA Ames Research Center
Becky L. Hooey and Deborah L. Bakowski, San Jose State University
Problem
1. Current-day flight deck operations are not able to support:
   - NextGen Arrival - Anticipated throughput generated by NextGen concepts such as M&S, VCSPA, etc.
   - NextGen Departure - Predictability required for NextGen concepts.
     (re: IADS RTT ConOps 4-12-10)
2. Must work ATC concepts in parallel with flight deck concepts or be vulnerable to risk of developing concepts to which pilots cannot comply.
   (i.e., IADS RTT Doc: “OV-6c NEXTGEN 2018 Scenario 07 - Peak Departures v0.1 4-13-2009”)

Research Needs
- Develop/assess Surface Traffic Mgmt. Systems / Flight Deck ConOps variants
- Determine technologies/procedures for pilots to conduct NextGen taxi operations
- Assess compliance and pilot workload under NextGen IADS operations
- Define and conduct RTT IADS RTP efforts

Approach

**Iterative Pilot-in-the-loop Simulations**
- ConOps Definition / refinement
- Pilot compliance
- Pilot info. requirements
- Pilot acceptance

**Impact**
- ConOps Development
- SMS Algorithm/Parameters Development
- Flight Deck System Requirements
- Robust systems (e.g., off-nominals)

Progress
- Multiple simulations
- Defined ConOps options
- Eliminated specific candidate ConOps options
Pilot requirements for Surface Trajectory Based Operations (STBO) clearances

Problem: Integrating Surface Management Optimization (SMO) STBO clearances with flight deck information requirements

Advanced Surface Management Optimization (SMO) Systems and ConOps Must Incorporate Pilot Operating Requirements
- Ability to comply with speed requests
- Variance of route and time conformance
- Conceptual development (e.g., form of taxi clearances - continuous, updates, etc.)
- Pilot/Aircraft non-conformance
- Rerouting

Human Factors Pilot-in-the-loop Studies to Determine Pilot Operating Requirements
- Speed conformance
- Route and time conformance
- Conceptual (ConOps) development
- Pilot workload, Situation awareness (SA)
- Safety impacts due to time pressure

STBO Flight Deck Issues

STBO Concepts
- Progressive taxi/route updates
- Continuous-coupled STBO clearances
- Endpoint-only STBO Clearances (push-back, departure queue)

STBO Taxi Clearance Formats
- Flight Deck speed & time displays
- Bandwidth of error-nulling (i.e., continuous vs. non-continuous checkpoint error)
- ATC STBO Clearance: Speed, Time

Pilot Performance Metrics
- Variance of speed, time-of-arrival error
- SA, workload, safety impacts
NextGen Taxi /
Surface Trajectory-Based Operations (STBO)

Surface Trajectory-Based Operations (STBO) inherently different than In-Air TBO

- In-Air: More constrained – due to aircraft inertia, min/max speeds, in-trail separations.
  - More predictable, much more likely to have fully defined trajectories: $X(t), Y(t)$
- Taxi: Not constrained – aircraft start, stop, wait, merge into queues, no min. separation
  - Less predictable, more variants on defining STBO than in-air TBO

# Constraint Points ($X_t, Y_t$)

1. Pushback - Takeoff slot (loose)
1. Spot
2. Rwy Queue
3. Rwy Queue
1. Spot
2. Rwy Cross
3. Taxiway Merge
4. Rwy Queue
1. Spot
2. Taxiway Merge
3. Rwy Cross
4. Taxiway Merge
5. Rwy Queue

... All intermediate pts...
... All intersections...
... All intermediate pts...
\infty. Rwy Queue

CURRENT DAY

FULL STBO
NextGen Taxi / Surface Trajectory-Based Operations (STBO)

SARDA: Spot and Runway Departure Advisor

RTT Research Transition Product: "Integrated Surface Management w/Flight Deck"

HCSL

Surface Traffic Management Algorithms

# Constraint Points ($X_t, Y_t$)

1. Spot
2. Rwy Queue

1. Spot
2. Rwy Cross
3. Rwy Queue

1. Spot
2. Rwy Cross
3. Taxiway Merge
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... All intermediate pts...
... All intersections...
... All intermediate pts...
∞. Rwy Queue

FULL STBO
Simulation and Results
Pilot requirements for 4-D taxi clearances

Initial Baseline 4-D Taxi Navigation Study
(Williams, Hooey & Foyle, 2006, Proc. AIAA)

- 18 Current Captains
- Minimal display information (baseline study)
- 4-D Taxi Clearance Formats
  - Speed: Commanded average route speed + Current speed
  - Time: Commanded time to RWY + Elapsed time
  - Both: All

Speed/Time Format (in green)
Pilot requirements for 4-D taxi clearances

Initial Baseline 4-D Taxi Navigation Study
(Williams, Hooey & Foyle, 2006, Proc. AIAA)

- 18 Current Captains
- Minimal display information (baseline study)
- 4-D Taxi Clearance Formats
  - Speed: Commanded average route speed + Current speed
  - Time: Commanded time to RWY + Elapsed time
  - Both: All
- Results
  - Less error with Both (Time and Speed together) formatted clearances
  - Eyetracking usage - speed used early in route, then switch to using time information
### HCSL Completed NextGen Taxi Sims

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Customers: FAA, avionics/EFB mfg. |
| Intermediate *checkpoints* w/ speed+ time (18 CAs) | ![Graph](image2.png) | • Intermediate checkpoints (intersections, Rwy crossings) allow SMOs to “null error” for Rwy RTA | • Intermediate RTAs in taxi clearance help  
Customers: FAA, RTTs, SMO Develop. |
| *ATC speed commands*: Avionics/EFB need? (16 CA/FOs) | ![Graph](image3.png) | • ATC speed commands only  
→ poor RTA conformance  
• Onboard speed recalc.  
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**but** with 2-3x “eyes-in” time  
• Viewed as *not safe* | • ATC speed clearances will not suffice  
Customers: FAA, RTT |
Simulation and Results
Pilot requirements for 4-D taxi clearances

Initial Baseline 4-D Taxi Navigation Study (Expt #1) \cite{williams2006}:
- Less error with Both (Time and Speed together) formatted clearances
- Eyetracking usage - speed used early in route, then switch to using time information

Baseline 4-D Taxi Navigation - Updating/adjusting 4-D taxi clearances study (Expt #2):
- Scenario: ATC Taxi clearance - Segmented ATC clearances w/ "time checkpoints" due to:
  1) changing conditions; or
  2) imperfect aircraft Time of arrival (TOA) compliance at checkpoints
- 17 Current Commercial Transport Captains
- Minimal display information (follow-on to first baseline study)
- 4-D Taxi Clearance Format:
  - Both: Commanded average \textit{SPEED + TIME} to runway crossing (plus current readout)
- 6 experimental trials: 3 w/checkpoints & 3 no checkpoints
- Time checkpoints on EMM (white bars) & auditory tone 75 ft before checkpoint
Pilot requirements for 4-D taxi clearances

TOA Absolute Error (Left panel).
• For slower commanded taxi speeds, time checkpoints improve Runway (Time of Arrival) TOA accuracy

Eye Dwell Time (Right panel).
• Overall, pilots looked at display information more during checkpoint trials than non-checkpoint trials (24% vs 20% of trial)
• Middle-of-route checkpoints (Segments S2 & S3) --> more visual attention (% Dwell Time) on display
  - Pilots received new updated checkpoint information 4 times as often
  - Visual workload increased
  - Possible traffic awareness issues
### Evaluated

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• Need RTA in taxi clearance  
Customers: FAA, avionics/EFB mfg. |

### Findings

- Intermediate checkpoints with speed + time (18 CAs)
- Intermediate checkpoints (intersections, Rwy crossings) allow SMOs to “null error” for Rwy RTA
- Intermediate RTAs in taxi clearance help  
Customers: FAA, RTTs, SMO Develop.

### ConOps Implications

- Defined SMO algorithm parameters: Speed, Distance, # constraint pts  
- Initial FD display requirements  
Customers: FAA, avionics/EFB mfg., SMO Developers

### ATC speed commands: Avionics/EFB need? (16 CA/FOs)
- ATC speed commands only → poor RTA conformance  
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Customers: FAA, RTT
Simulation and Results
Experiment Goal
Characterize the distribution of pilots’ Time of Arrival (TOA) performance to inform the development of Surface Traffic Management (STM) algorithms.

Compare three STM system concepts (traffic flow points; within-subjects factor):
1) One single traffic flow point to ensure on-time arrival at the destination runway;
2) Occasional (three) traffic flow points to enable traffic sequencing at important intersections and
3) Frequent (five) traffic flow points to enable dynamic system re-optimizations and very close coordination

Compare two NextGen Time-based Taxi Ops implementations (Between-subjects factor):
1) Speed Clearances: Current-day Avionics without Speed Error Nulling
2) Speed & Time (Checkpoint) Clearances: Advanced Avionics with Speed Error Nulling

Experiment Overview
16 Pilots (Commercial Transport, CA & FO)
32 departure taxi trials (‘spot’ to runway)
Medium-fidelity simulator; DFW airport
Questionnaires; SME debriefs

Taxi Navigation Display (taxi route, traffic, and traffic flow points)
Departure clearance datalinked from ATC
Electronic checklist (encourage realistic cockpit scan; objective workload measure)
PFD augmented for taxi operations
ND shows auto-loaded Tailored Departure Path

Speed Command
Time Info (RTA, Elapsed)
Time of Arrival Error

Speed Effect:
- Slow speeds (10 kts): A/C early
- Fast speeds (18, 22 kts): A/C late
- 14 kts (negligible error)

Traffic Flow Point Effect:
- TOA error larger for 1 traffic flow point than for 3 and 5

Next-Gen Implementation Effect:
- TOA Error larger for "no error nulling"
- Reduced spread of TOA Error distribution with "error nulling"

Workload
- Error-nulling avionics increased time to verify/accept departure clearance (~1 sec for nominal clearance; 12 sec for off-nominal clearance with error)
- 2-3 speed/checkpoint updates recommended by pilots
- 5 updates viewed as too many for:
  - Error nulling: 88%; 7 of 8
  - No Error nulling: 0%; 0 of 6
  (p < .001, Performance/workload trade-off)

Structured Interview Results
Safety: "eyes in" vs "eyes out"

NextGen Implementation:
- PFD appropriate and intuitive
- Taxi navigation display should show traffic and taxi hold instructions
- Increased cockpit coordination (i.e., "callouts" for speed & traffic)

Average TOA Error = Actual TOA - Commanded TOA
Positive Error = Aircraft was late / too slow
Negative Error = Aircraft was early / too fast
(plotted with +/- 1 standard error)

Results inform STM Algorithm Development
Structured Interview Results

- Datalinked direct upload (vs. manual FMS loading): Potential flightdeck workload savings
- "Tailored Departures / Unique Dynamic RNAV/RNP Departures": Clear advantages for system efficiency (re: Wx, winds, traffic) and individual aircraft efficiency (e.g., flight time, fuel savings)
- Need for verification of route (e.g., "NA227-123456"); especially vs. SIDs implementations
- Issues:
  - How does flightdeck "back up" tailored departure routes in case of equipment failure, FMS dumping route, etc. (vs. Current SIDs with hard copy, FULL route information)
  - How does crew do pre-departure route briefing? (vs. Current SIDs with heading based turns, speeds, etc.)
### Evaluated

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**Customers:**
- FAA, avionics/EFB mfg.

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Simulation and Results
**ConOps: “ATC Voice Taxi Clearances with Speed Commands”**

Pilots: 18 commercial transport Captains (current or recent retirees)

Scenario: DFW Taxi out to take off – Ramp parking spot to runway through take-off roll (up to 80 kts)

**Concept Scope**

**Trajectory-Based Surface Operations**

Taxi out operations with:

- ATC *voice speed commands*
- Pilots required *speed range compliance* of +/- 1.5 kts
- Pilot *acceleration profile control* requirement
- Pilot crosscheck of dynamic RNAV routes datalinked to cockpit (waypoints/crossing restrictions)

**NextGen Paired Departures**

- Closely spaced parallel paired departures - (MITRE/ Lunsford; ICNS 2008, 2009)
- Ownship informed of paired departure via datalink, paired aircraft’s route depicted on Navigation Display
• Time of Arrival (TOA) Error to traffic flow points is improved compared to previous study (40-60 secs TOA error, Foyle et al, 2009) - because of defined aircraft acceleration and speed range requirements …**BUT**…

• Workload and safety level were *unacceptable*

• Likely due to increased requirements of taxi task (Acceleration profile, speed range requirement)
  - 14 of 18 pilots responded that speed conformance range restriction would *compromise safety* (*p = .018*)
  - Rated more difficult than current actual taxi operations (*p = .042*)
  - Eyes-in time 18-24% compared to 8% baseline
  - Responded that they were “frequently” focused on the PFD speed tape when needed to attend to the taxiway

**IMPACT**
• ConOps of ATC providing taxi clearances with speed (via ATC DST) is not workable
• Need for RTA in taxi clearance; flight deck displays
## HCSL Completed NextGen Taxi Sims

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  **but** with 2-3x “eyes-in” time  
  • Viewed as *not safe* | • ATC speed clearances will not suffice  
  **Customers:** FAA, RTT |
Conclusion: What do we know re: ConOps?

1) Surface Traffic Management System ← Sim data (TOA error, variability) of taxi speed, route length, # constraint points

2) ATC Clearance: Recommend 1 ≤ # intersection constraint points ≤ 4

3) ATC Clearance: Time (RTAs) necessary but not sufficient

4) ATC Clearance/Flight Deck: Taxi clearances with speed not safe/workable with current-day flight deck

5) Flight Deck: Need flight-deck display (avionics/EFB) capability
Next Steps: HCSL NextGen Taxi Sims

Conclusion: What do we know re: ConOps?
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5) Flight Deck: Need flight-deck display (avionics/EFB) capability

Overall Research Objectives
Expand ConOps to address:
• Flight Deck Avionics/EFBs
• Traffic management

Specific Plan
• FY11 Simulations
  Sim #1 – Timing/format parameters for Data Comm vs. Voice trades for taxi re-routing
  Sim #2 - Initial look at RTT RTP “Integrated Surface Management w/ Flight Deck”
    a) Evaluate Flight Deck Display concepts x Traffic Flow concepts
    b) Increase scenario complexity (traffic conditions, ATC-revised Rwy RTAs)
• FY12 sims – Advanced flight deck concepts to enable SMO re-optimizations
• FY13 – SMS / Flight Deck Integration sims
  a) Evaluate Flight Deck concept elements (# Constraint Points + Flightdeck + Traffic) defined in previous sims with actual SMS algorithms (informed by sims)
• FY14-15 sims – Develop RTT RTP “Integrated Surface Management w/ Flight Deck”
Research Approach

Human-centered design and evaluation process
(from Foyle & Hooey, 2008)

NextGen Pilot Taxi Operations
HITL Research Approach

Off-nominal Methodology Papers:
Flight Deck Surface Trajectory-based Operations (STBO): Results of Piloted Simulations and Implications for Concepts of Operation (ConOps)

David C. Foyle, NASA Ames Research Center
Becky L. Hooey, Deborah L. Bakowski  San Jose State University
Research Focus: Pilot requirements for Surface Trajectory Based Operations (STBO) clearances

Objective
STBO to enable NextGen flight deck operations to support:
• NextGen Arrival - Anticipated throughput generated by NextGen concepts such as M&S, VCSPA, etc.
• NextGen Departure - Predictability required for NextGen concepts (e.g., Rwy; Merge; Flow) (ref: IADS RTT ConOps 4-12-10)

Must work ATC concepts in parallel with flight deck concepts
• Otherwise, vulnerability to risk of developing concepts to which pilots cannot comply (ref: IADS RTT Doc: “OV-6c NEXTGEN 2018 Scenario07 / Peak Departures v0.1 4-13-2009”)

Goals:
• Integrate Surface Traffic Management (STM) systems’ STBO clearances with flight deck information requirements
• Define parameters for flight deck and STM system
• Determine ConOps for STBO
NextGen Taxi / Surface Trajectory-Based Operations (STBO)

SARDA: Spot and Runway Departure Advisor

RTT Research Transition Product: “Integrated Surface Management w/Flight Deck”

Surface Traffic Management Algorithms

# Constraint Points ($X_t, Y_t$)

1. Spot

2. Rwy Queue

3. Rwy Cross

4. Taxiway Merge

5. Rwy Queue

∞

1. Spot

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STBO

“FULL” STBO
Flight Deck Simulations
and Results
**Experiment 1: Commanded Speed – Without Speed Profiles or Conformance**

**Objective:** “Minimum Flight Deck Equipage” ConOps Evaluation

1) ATC provides ‘A/C required speed’ in taxi clearance (either automated or ATC Decision Support Tool)
2) Pilots not required to follow specific acceleration/deceleration speed profiles (only “be aggressive”)

- 8 Current or recently retired pilots: 6 CAs; 2 FOs
- STBO Taxi Clearances – manipulated:
  - **Speed**: Taxi clearance included required speed
  - **# Intermediate Time Constraint Points**

**Results**
- More RTA error with 1 time constraint point
- Less RTA error with 3 or 5 time constraint points
- Slower required speeds → early arrival; Faster required speeds → late arrival

---

ATC: Taxi at 10 kts

**Foyle, Hooey, Kunkle, Schwirzke & Bakowski, 2009, ICNS**
**Experiment 1: Commanded Speed – Without Speed Profiles or Conformance**

**Objective:** “Minimum Flight Deck Equipage”

ConOps Evaluation

1) ATC provides ‘A/C required speed’ in taxi clearance (either automated or ATC Decision Support Tool)
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STBO Taxi Clearances – manipulated:
- Speed
- # Intermediate Time Constraint Points

**Results**
- More RTA error with 1 time constraint point
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- Slower required speeds → early arrival
  - Faster required speeds → late arrival

**Findings**

**ConOps Implications**

- Defined STM STBO algorithm parameters: Speed, Distance, # Time constraint points
- Intermediate taxi time constraint points useful (meeting RTAs, traffic flow)
- ATC taxi clearances with speed alone may not suffice

Customers:
- FAA, avionics/EFB mfg., STM STBO Developers
Objective: “Minimum Flight Deck Equipage”
ConOps Evaluation
1) ATC provides ‘A/C required speed’ in taxi clearance (either automated or ATC Decision Support Tool)
2) Pilots required to follow specific acceleration/deceleration speed profiles (2 kts/sec accel./decel.)
3) Investigated speed conformance tolerance

- 18 Current/recently retired pilots: 13 CAs; 5 FOs
- STBO Taxi Clearances – manipulated:
  - Speed: Taxi clearance included required speed
  - # Intermediate Time Constraint Points
  - Speed Conformance Range:
    Undefined (tested first) / Defined (+/- 1.5 kts); Current-Day Baseline

- Results
  - Improved RTA error (because of defined aircraft acceleration and speed range requirements BUT…
  - Visual workload and safety level were unacceptable

Bakowski, Foyle, Kunkle, Hooey & Jordan, 2011, ISAP
**Experiment 2: Commanded Speed – With Speed Profiles/Conformance Range**

**Objective:** “Minimum Flight Deck Equipage”
ConOps Evaluation
1) ATC provides ‘A/C required speed’ in taxi clearance (either automated or ATC Decision Support Tool)
2) Pilots required to follow specific acceleration/deceleration speed profiles (2 kts/sec accel./decel.)
3) Investigated speed conformance tolerance
   - 18 Current/recently retired pilots: 13 CAs; 5 FOs
   - STBO Taxi Clearances – manipulated:
     - Speed
     - # Intermediate Time Constraint Points
     - Speed Conformance Range: Undefined (tested first) / Defined (+/- 1.5 kts); Current-Day Baseline

**Findings**
ATC taxi clearances with speed:
- Poor RTA conformance without speed accel./decel. profiles
- Good RTA conformance with speed accel./decel. profiles, **but**
  - with 2-3x “eyes-in” time
  - viewed as **not safe**

**ConOps Implications**
- ATC speed clearances alone will not suffice
  → Need for flight deck display/algorithm

**Customers:**
FAA, RTT

**Results**
- Improved RTA error (because of defined aircraft acceleration and speed range requirements)
  **BUT**...
- Visual workload and safety level were **unacceptable**
Objective: “Flight Deck Equipage” ConOps Evaluation
1) ATC provides taxi clearance with RTA
2) Flight deck equipage (Avionics or EFB, electronic flight bag)

- 8 Current or recently retired pilots: 7 CAs; 1 FO
- Displays (PFD; Taxi Nav. Display, TND)
  - **PFD**: RTA time-to-go; Elapsed time;
    Algorithm: Speed required to meet RTA (Enables strategic usage)
  - **TND**: Route; Time constraint point
- STBO Taxi Clearances – manipulated:
  - Speed
  - # Intermediate Time Constraint Points
- Results
  - Display/algorithm with speed recalculation → good RTA conformance

\[ s_t = \frac{d_{rem}}{t_{rem}} \]
Objective: “Flight Deck Equipage” ConOps Evaluation

1) ATC provides taxi clearance with RTA
2) Flight deck equipment (Avionics or EFB, electronic flight bag)
   - Displays (PFD; Taxi Nav. Display, TND)
     - PFD: RTA time-to-go; Elapsed time; Algorithm: Speed required to meet RTA (Enables strategic usage)
     - TND: Route; Time constraint point
   - STBO Taxi Clearances – manipulated:
     - Speed
     - # Intermediate Time Constraint Points
   - Results
     - Display/algorithm with speed recalculation → good RTA conformance

Findings

ConOps Implications

• Defined STM STBO algorithm parameters: Speed, Distance, # Time constraint points
• Initial flight deck requirements for STBO ConOps

Customers:
FAA, avionics/EFB mfg., STM STBO Developers
Cross-Studies: Usage/Safety Implications

“How often did you find yourself focusing on the PFD Speed or Time display, when you should have been paying attention to the external taxiway environment?”

Exp.1: Speed – No accel./decel. profile
• Eyetracking: 2.4 – 3.3 times baseline
• “Unsafe”: 14/18 pilots

Exp.2: Speed – With accel./decel. profile, Undefined Conformance
• Eyetracking: 2.4 – 3.3 times baseline
• “Unsafe”: 14/18 pilots

Exp.3: Display/Algorithm

Current-Day Baseline

Mean Abs. RTA Error (sec) (1 Time-Constraint Point)
### Summary Findings

- STBO clearances with speed are not viable solution
- Taxiing Captain cannot “tightly control/track” speed, navigate, and maintain separation
- Only flight deck algorithm/display condition → Good RTA conformance AND appropriate visual workload / safety

**Caveat:** Flight deck algorithm/display -- Needs to allow “strategic operation”, not “tight control/tracking”

### ConOps Implications

- Requirement for *human-centered* flight deck display/algorithm for STBO

**Customers:**
- FAA, avionics/EFB mfg., STM STBO
- Developers

*Human-centered designed systems (Foyle, 2009):*
- Are intuitive and “natural”
- Have readily accessible information
- Support human capabilities (e.g., perceptual processing)
- Mitigate human limitations (e.g., memory)
- Have features supported by “human factors design principles trace”
- Enable appropriate task usage strategies

### Next Steps:

- STBO human-centered flight deck displays
- Operational issues: Datalink coordination between STM system and flight deck
  - Integration with SARDA (Spot and Runway Departure Advisor)
Backup Slides
Objective: Initial Baseline 4-D Taxi Navigation Study

- 18 Current Captains
- Minimal display information (baseline study)
- STBO Taxi Clearance Formats
  - **Speed**: Commanded average route speed + Current speed
  - **Time**: Commanded time to RWY + Elapsed time
  - **Both**: All

Results
- Less RTA error with Both Time and Speed clearances
- More RTA error with longer routes
- Slower speeds → early arrival; Faster speeds → late arrival
- Eyetracking usage - speed used early in route, then switch to using time information
Objective: Initial Baseline 4-D Taxi Navigation Study
- 18 Current Captains
- Minimal display information (baseline study)
- STBO Taxi Clearance Formats
  - Speed: Commanded average route speed + Current speed
  - Time: Commanded time to RWY + Elapsed time
  - Both: All

Results:
- Less RTA error with Both Time and Speed clearances
- More RTA error with longer routes
- Slower speeds → early arrival; Faster speeds → late arrival
- Eyetracking usage - speed used early in route, then switch to using time

Findings
To accurately meet RTAs:
- Need both Speed (A/C control) and Time (RTA) information

ConOps Implications
- Need Flight Deck displays
- Need RTA in ATC taxi clearance

Customers:
FAA, avionics/EFB mfg.

Williams, Hooey & Foyle, 2006, Proc. AIAA
Cross-Studies: Usage/Safety Implications

“How often did you find yourself focusing on the PFD Speed or Time display, when you should have been paying attention to the external taxiway environment?”

<table>
<thead>
<tr>
<th>Rating (1 - 5)</th>
<th>No Aircraft Control / Speed Profile</th>
<th>With Aircraft Control / Speed Profile</th>
<th>Expt. 2: Defined Conformance</th>
<th>Expt. 2: Current Day Baseline</th>
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<td>Expt. 3: Algorithm / Display</td>
<td>Expt. 2: Undefined Conformance</td>
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