

MASTER TABLE

DISPOSITION OF INTERDIRECTORATE COMMENTS

AC 25.1329-1B Approval of Flight Guidance Systems

Comment	Requested Change	Disposition
Commenter: AIR-200		
Page 1 (Cover Sheet) 3. c. – Applicability The last sentence ends with “basis for...”	Complete the sentence by explaining the basis for what?	The sentence was inadvertently cut off. It has been fixed.
Commenter: AIR-200		
Two “c” in paragraph #3	Remove one & re-letter	Fixed.
Commenter: Robert Chupka, ACE-119A		
Page iii	replace AC 20-129 with AC 20-138B. AC 20-129 has been cancelled	The suggested change has been made.
Commenter: John Strasburger / AIR-120		
Para 4.c., Page 4, Related Industry Standards, - SAE ARP4754 was revised in December 2010, with SAE ARP4754A	May want to consider replacing the SAE ARP4754 with SAE ARP4754A “Guidelines for Development of Civil Aircraft and Systems”. Note the title of 4754 was changed with the new 4754a.	Updating all the references is outside the scope of this change.
Commenter: Robert Chupka, ACE-119A		
	Page 4, replace DO-160E with DO-160 (latest revision). DO-160 is currently at revision G	Updating all the references is outside the scope of this change.
Commenter: John Strasburger / AIR-120		
Para 4.c., Page 4, Related Industry Standards, - DO-160F is the latest version	May want to consider replacing DO-160E with DO-160F which is the latest recognized version.	Updating all the references is outside the scope of this change.

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Commenter: AIR-130/Volchansky		
Page 16, Section 19.b. (3) Update GLS acronym definition in Global navigation satellite system (GNSS) landing system (GLS) and throughout rest of document where GLS is defined	Change to Ground Based Augmentation System (GBAS) Landing System (GLS)	This comment is outside the scope of the proposed change to the AC.
Commenter: AIR-130/Volchansky		
Page 44, chapter 3, section 46.d.(5).	Change Note to read, NOTE: The objective is to avoid redirecting attention of the pilot flying (PF) to another display when an immediate maneuver is required (for example, TCAS resolution advisory, windshear).	Fixed.
Commenter: AIR-130/Volchansky		
Page 44, chapter 3, section 46.d.(6): If convention is “pilot’s primary field of view”, then why can’t this text follow verbiage in section 46.d.(1)?	Change text to match preceding language: HUDs should provide the equivalent alerting functionality as the head down PFD(s).	This comment is outside the scope of the proposed change to the AC.
Commenter: Cathy Swider, AIR-120		
Page 111, Para 110 b.(3)(a) (a) <u>Approach With Vertical Path Reference</u> . The MUH should be	Add <u>3</u> to reference.	The paragraph reference has been changed as requested.

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<p>determined based on clearance above a 1:29 plane using the deviation profile method, as discussed in AC 25-7C, paragraph 181b(9)(e), and shown in Figure 181-2, Deviation Profile Method, of that AC.</p> <p>Reference may be incomplete. AC 25-7C, paragraph 181b(9)(e)</p> <p>From AC 25-7C: <u>3</u> Assessment of Approach With Vertical Path Reference. Figure 181-2,...</p>	<p>AC 25-7C, paragraph 181b(9)(e)<u>3</u></p>	