

NAOMS Estimates of Marginal Probabilities Associated with IN-CLOSE APPROACH CHANGES

Given that an ICAC request was Received . . .

there is a 95% probability that the ICAC request was Accepted.

Given that the ICAC request was Accepted . . .

there is a 6% probability that the ICAC resulted in one or more Undesirable Events.

Given that the ICAC resulted in one or more Undesirable Events . . .

there is a 74% probability that the events included an Unstable Approach.

there is a 59% probability that the events included a Long or Fast Landing.

there is a 27% probability that the events included a Go-Around.

there is a 14% probability that the events included a Wake Turbulence Encounter.

there is a 6% probability that the events included a Ground Conflict.

there is a 4% probability that the events included an Airborne Conflict.

there is a 4% probability that the events included an Out-of-Limit Landing.

there is a 1% probability that the events included a Landing without Clearance.

there is a 0% probability that the events included a Wrong Runway Landing.

there is a 46% probability that the events included an Other Undersirable Event.

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Given that an ICAC request was Received and Accepted . . .

there is a 72% probability that the receiving aircraft was Equipped with an FMS.

there is a 61% probability that the receiving aircraft was Equipped with a Multi-Route Capable FMS

Given that the receiving aircraft was Equipped with a Multi-Route Capable FMS . . .

there is a 34% probability that Frequency Changes are made through the Multi-Route FMS.

there is a 41% probability that the FLC attempted to Reprogram the Multi-Route FMS.

there is a 38% probability that the Multi-Route FMS Facilitated ICAC compliance.

Given that the FLC attempted to Reprogram the Multi-Route FMS . . .

there is a 12% probability that the Inputs did Not Load Properly into the Multi-Route FMS.

there is a 9% probability that Other Multi-Route FMS Programming Difficulties were encountered.

there is a 90% probability that it was Possible to Complete programming of the Multi-Route FMS.

Given that it was Possible to Complete programming of the Multi-Route FMS . . .

there is a 81% probability that the Multi-Route FMS programming was Cross-Checked.

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Given that an ICAC request was Received and Accepted . . .

there is a 33% probability that the ICAC Changed an assigned Airspeed.

there is a 17% probability that the ICAC Changed an assigned Altitude.

there is a 22% probability that the ICAC Changed an Instrument Approach to a Visual Approach.

there is a 2% probability that the ICAC Changed a Visual Approach to an Instrument Approach.

there is a 70% probability that the ICAC Changed the assigned Runway.

Given that the ICAC Changed the assigned Runway . . .

there is a 85% probability that the runway Change was from One Parallel to Another.

Given that an ICAC request was Received and Accepted . . .

there is a 15% probability that the aircraft was programmed for an Auto-Coupled Approach.

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Given that an ICAC request was Received and Accepted . . .

there is a 24% probability that the FLC Changed the ATC Frequency.

there is a 59% probability that the FLC Changed the NavAid Frequency in response to the ICAC.

there is a 52% probability that the FLC Revised the Approach Briefing.

there is a 20% probability that the FLC Changed the Aircraft Configuration.

there is a 36% probability that the FLC Disconnected 1 or more Automatics.

Given that the FLC Changed the NavAid Frequency in response to the ICAC . . .

there is a 73% probability that the FLC Confirmed the new NavAid Identity.

Given that an ICAC request was Received and Accepted . . .

there is a 47% probability that a Reason for the ICAC was given by ATC.

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Given that a Reason for the ICAC was given by ATC . . .

there is a 85% probability that ATC cited Traffic flow and separation.

there is a 11% probability that ATC cited desire to assign runway Favored by Air Carrier.

there is a 8% probability that ATC cited Change in Active Runway.

there is a 7% probability that ATC cited Wake Turbulence avoidance.

there is a 4% probability that ATC cited Weather or Wind factors.

there is a 1% probability that ATC cited Noise Abatement factors.

there is a 0% probability that ATC cited ATC Equipment Problems.

there is a 10% probability that ATC cited Other factors.

Given that an ICAC request was Received and Accepted . . .

there is a 30% probability that the ICAC Reduced the Quality of FLC Coordination.

there is a 27% probability that the ICAC Compromised Traffic Watch.

there is a 18% probability that the ICAC Reduced FLC Situational Awareness.

there is a 4% probability that the ICAC Compromised Safety In some Other Way.