

**GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM**  
**Instrument Procedures Group**  
**May 1, 2007**  
**HISTORY RECORD**

**FAA Control # 07-01-273**

**Subject: Timely Rectification of Significant NFPO Errors**

**Background/Discussion:** Attached is the former and current RNAV RWY 18 for French Valley, California Airport (F70).

Note the increase in minimums at F70 from 473' to 990' HAT. This was the result of attempting to add an LPV procedure to the same chart. The LPV didn't pass muster but the LNAV minimums remain at the significantly higher HAT, which has imposed a continuing hardship on stakeholders who use this airport. Also note none of the three terminal routes are marked NoPT although two of them clearly qualify for NoPT designation.

NBAA brought this substandard procedure to the attention of the NFPO at a time where the procedure should have been corrected by now. We have also verified that criteria could have permitted retention of the former procedure with its much lower minimums.

Also attached is the ILS for Chino, California (KCNO). The terminal route from Homeland VOR clearly meets NoPT requirements, yet it is not so designated because the route was designed as a feeder route. NBAA brought this to the attention of the NFPO earlier than we brought French Valley to their attention.

**Recommendations:** Although it is preferable for stakeholders to catch these types of issues during coordination, it is a reality that most stakeholders neither have the inclination nor expertise to evaluate procedures in coordination.

Often, the first practical indication of an adverse change in an IAP occurs when the new chart is effective. Where stakeholders have a "wish list" request, consideration of that request should wait to be considered at the next biannual review. But, when the stakeholder brings a defective amendment to the attention of the NFPO, the procedure should be corrected immediately by NOTAM. Or, where policy requires the procedure be amended in the normal manner, the amendment should occur within six months of the NFPO being placed on notice.

Further, where feeder routes meet the alignment and descent gradient requirements for NoPT designation, those feeder routes should be designated as initial approach segments except where excessive length will not permit that treatment (excessive length would never be an issue with RNAV IAPs).

**Comments:** This recommendation affects policy set forth in 8260.19C, "Flight Procedures and Airspace."

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**Date:** April 5, 2007

MURRIETA/TEMECULA, CALIFORNIA

AL-6941 (FAA)

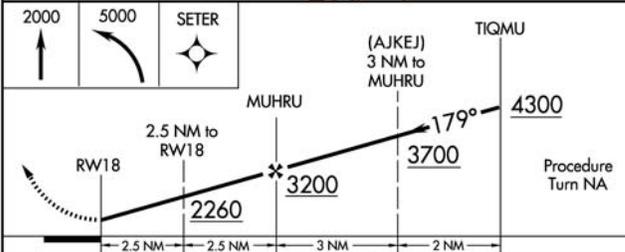
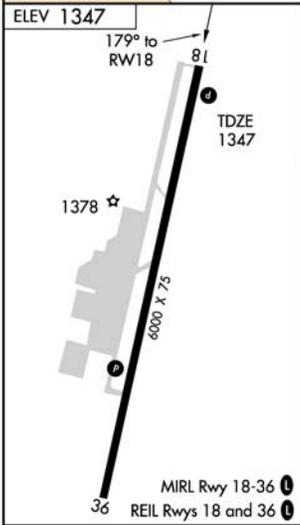
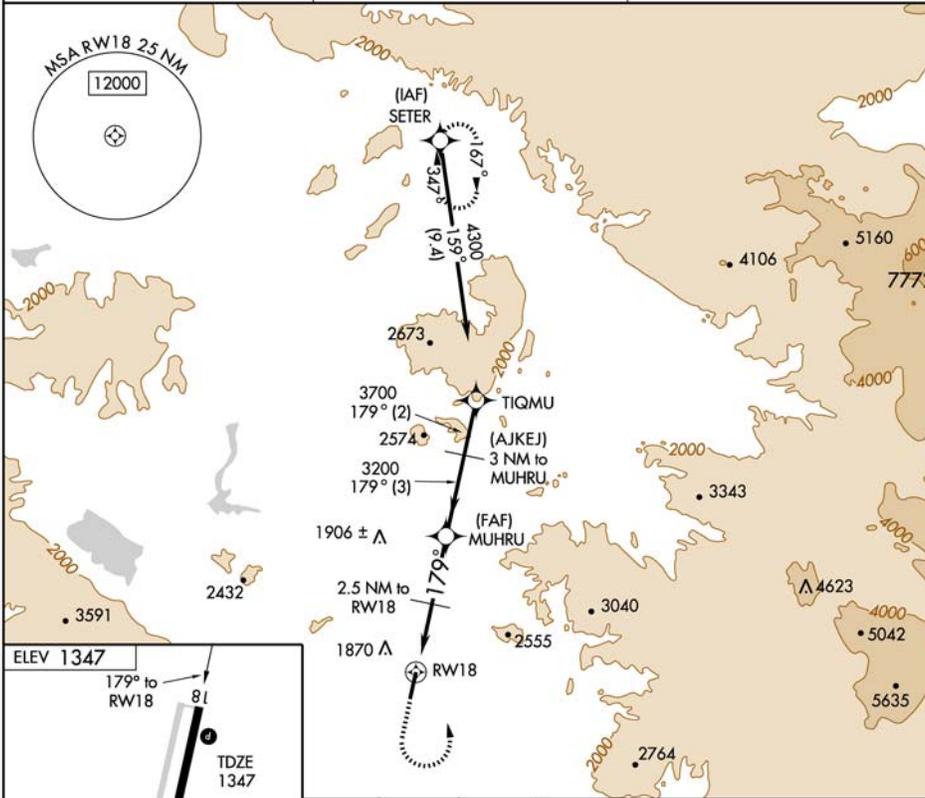
# GPS RWY 18

MURRIETA/TEMECULA/FRENCH VALLEY (F70)

APP CRS <b>179°</b>	Rwy Idg <b>6000</b>
TDZE <b>1347</b>	Apt Elev <b>1347</b>

NA Circling not authorized west of Rwy 18-36.
 MISSED APPROACH: Climb to 2000, then climbing left turn to 5000 direct SETER WP and hold.

AWOS-3 <b>119.025</b>	MARCH APP CON * <b>133.5 324.1</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
S-18	1820-1	473 (500-1)	1820-1¼ 473 (500-1¼)	1820-1½ 473 (500-1½)
CIRCLING	2100-1 753 (800-1)	2100-1¼ 753 (800-1¼)	2100-2¼ 753 (800-2¼)	2100-2½ 753 (800-2½)

MURRIETA/TEMECULA, CALIFORNIA  
Orig-B 05244

MURRIETA/TEMECULA/FRENCH VALLEY (F70)  
33°34'N-117°08'W  
**GPS RWY 18**

Figure 1 - F70 Old

MURRIETA/TEMECULA, CALIFORNIA

AL-6941 (FAA)

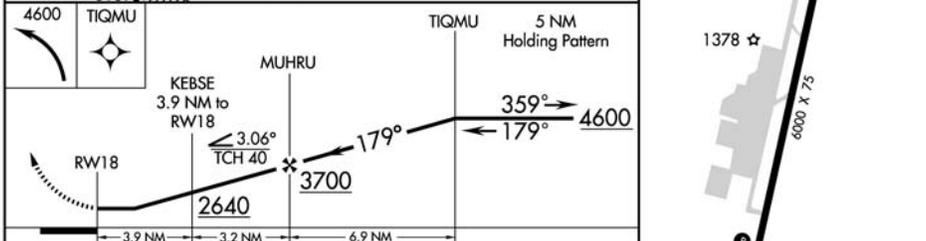
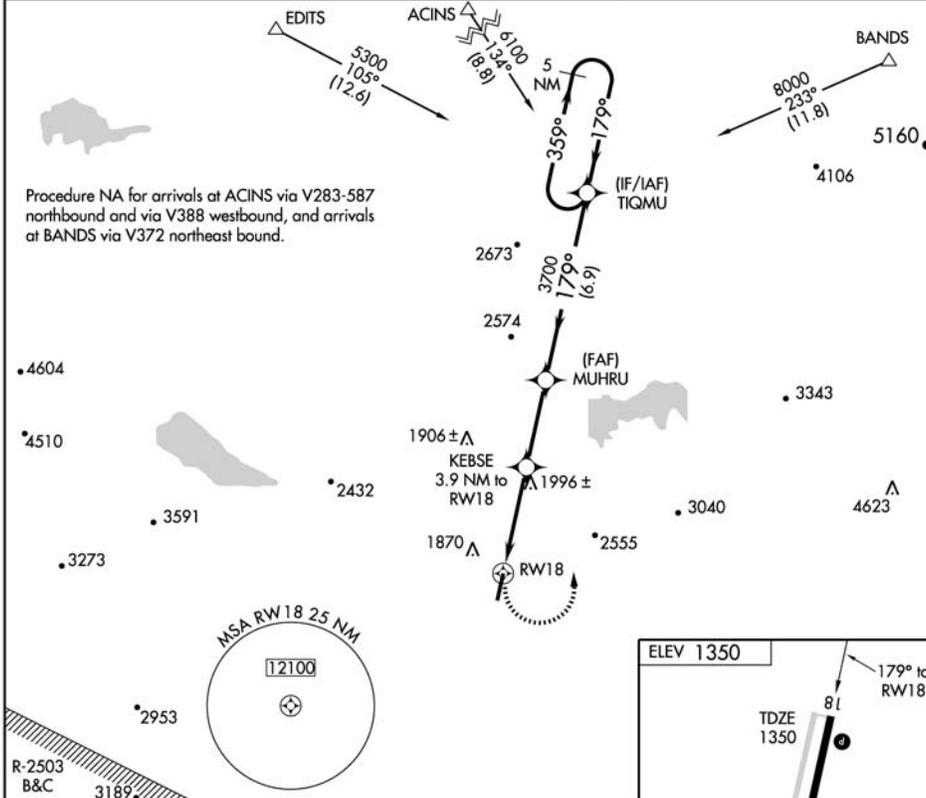
**RNAV (GPS) RWY 18**  
MURRIETA/TEMECULA/FRENCH VALLEY (F70)

APP CRS	Rwy Idg	<b>6000</b>
<b>179°</b>	TDZE	<b>1350</b>
	Apt Elev	<b>1350</b>

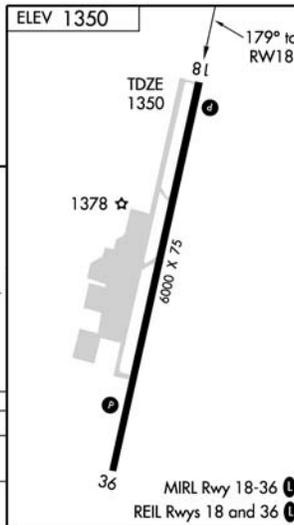
**NA** DME/DME RNP-0.3 NA.  
Circling not authorized west of Rwy 18-36.  
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4600 direct TIQMU and hold.

AWOS-3 <b>119.025</b>	MARCH APP CON * <b>133.5 324.1</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
RNAV MDA	2340-1¼ 990 (1000-1¼)	2340-1½ 990 (1000-1½)	2340-3	990 (1000-3)
CIRCLING	2340-1¼ 990 (1000-1¼)	2340-1½ 990 (1000-1½)	2340-3	990 (1000-3)



MURRIETA/TEMECULA, CALIFORNIA  
Orig 06215

MURRIETA/TEMECULA/FRENCH VALLEY (F70)  
33°34'N-117°08'W  
**RNAV (GPS) RWY 18**

Figure 2 - F70 New

CHINO, CALIFORNIA

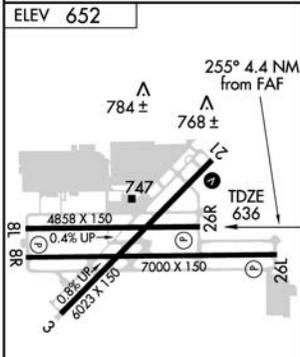
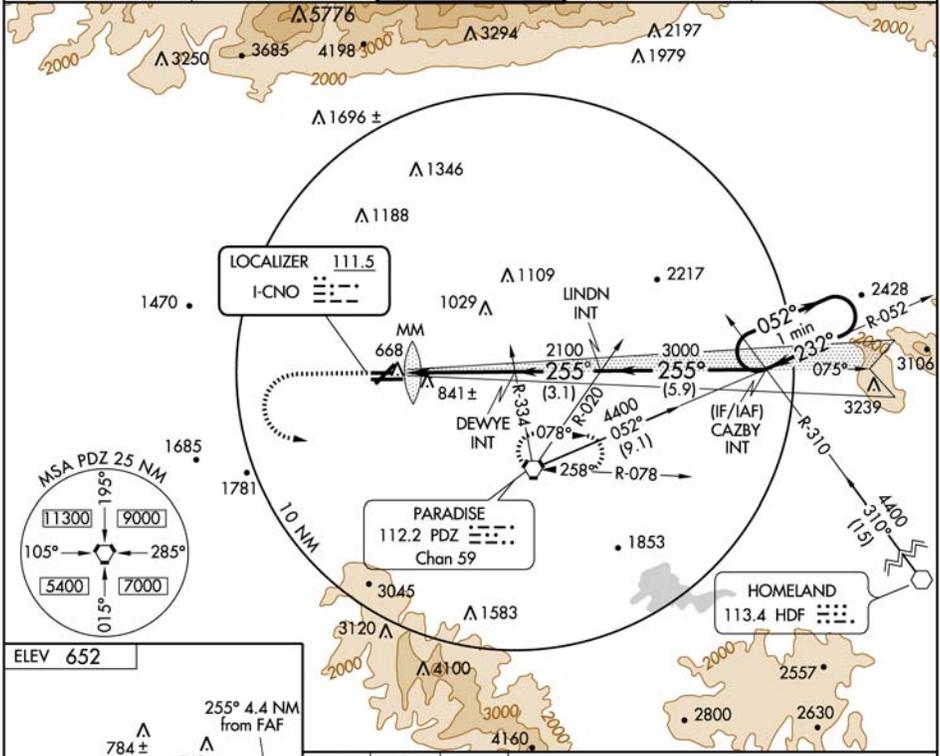
AL-5599 (FAA)

**ILS or LOC RWY 26R**  
CHINO (CNO)

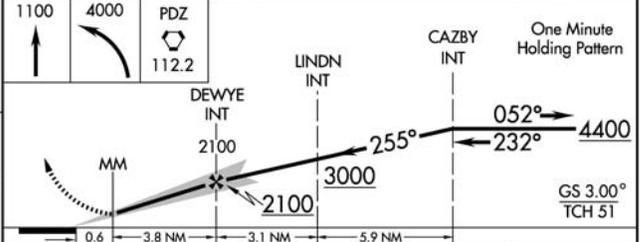
LOC I-CNO	APP CRS	Rwy Idg	4858
111.5	255°	TDZE	636
		Apt Elev	652

**MISSED APPROACH:** Climb to 1100 then climbing left turn to 4000 direct PDZ VORTAC and hold.

ATIS	SOCAL APP CON	CHINO TOWER*	GND CON	UNICOM
125.85	135.4 377.125	118.5 (CTAF) 0	121.6	122.95



REIL Rwy 21	MIRL Rwys 3-21 and 8R-26L	HIRL Rwy 8L-26R
FAF to MAP 4.4 NM		
Knots	60	90 120 150 180
Min:Sec	4:24	2:56 2:12 1:46 1:28



CATEGORY	A	B	C	D
S-ILS 26R	886-¾ 250 (300-¾)			
S-LOC 26R	1060-1	424 (500-1)	1060-1¼	424 (500-1¼)
CIRCLING	1180-1	528 (600-1)	1180-1½	1220-2 568 (600-2)

CHINO, CALIFORNIA  
Amdt 7 07018

33°58'N-117°38'W

**ILS or LOC RWY 26R**  
CHINO (CNO)

SW-3, 15 MAR 2007 to 12 APR 2007

SW-3, 15 MAR 2007 to 12 APR 2007

Figure 3 - KCNO ILS

**Initial Discussion Meeting 07-01:** New Issue presented by Rich Boll, NBAA, regarding procedure design and charting anomalies. Normally, concerned stakeholders are expected to express concerns when the procedure is in the coordination process. However, it is a reality that most stakeholders neither have the inclination nor expertise to evaluate procedures in coordination and often, the first practical indication of an adverse change in an IAP occurs when the new chart is effective. NBAA recommends that where stakeholders have a “wish list” request, consideration of that request should wait to be considered at the next biennial review. But, when the stakeholder brings a defective amendment to the attention of the NFPO, the procedure should be corrected immediately by NOTAM. Or, where policy requires the procedure be amended in the normal manner, the amendment should occur within six months of the NFPO being placed on notice. Additionally, NBAA desires that where feeder routes meet the alignment and descent gradient requirements for NoPT designation, those feeder routes should be designated as initial approach segments except where excessive length will not permit that treatment (excessive length would never be an issue with RNAV IAPs). Rich added that when a procedure is charted incorrectly, it should be corrected immediately by NOTAM. Brad Rush, AJW-321, agreed that charting errors should be corrected immediately and current policy requires FDC NOTAM action. Design errors should also be corrected immediately; however, procedure re-design to accommodate a single user’s “wish list” could cause excessive workload. He has briefed the NFPO staff to closely review and apply correct No-PT criteria. Brad agreed to work directly with NBAA on a notification system for procedure design problems.

**ACTION:** AJW-321 & NBAA.

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**MEETING 07-02:** Brad Rush, AJW-321, briefed that he doesn’t see a problem. If NBAA or any proponent has comments on procedures, they can contact his office directly. Additionally, the NFPO’s procedure production plan is available at: <http://avn.faa.gov/acifp.asp>. Tom Schneider reminded that the proper process through the RAPT should be followed for new procedures and revisions to existing procedures. Brad recommended the issue be closed; all agreed. **Item Closed**.

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