AERONAUTICAL CHARTING FORUM Instrument Procedures Group Meeting 09-02 - October 27, 2009

RECOMMENDATION DOCUMENT

FAA Control # 09-02-224

Subject:

Change in charting G-MEA on U.S. Low Altitude Chart from GPS/WAAS MEA to GNSS MEA

Background/Discussion:

There is an inconsistency in charting the route data for the G-MEA on the high and low altitude charts for both CONUS and Alaska.

Charting of a GPS/WAAS requirement on the low altitude airway charts was initiated by the legacy CAPSTONE office in Alaska and was required for SFAR 97. The original note states, in part, 'Under SFAR No. 97, operators using IFR-certified TSO C145a and TSO C146a GPS/WAAS navigation systems will be permitted to conduct operations over selected routes in Alaska...." CAPSTONE requested that the chart route data for the MEA reflect the GPS/WAAS MEA as a blue MEA with a 'G'. As such, the Alaska charts route data for low altitude RNAV routes (T-routes) state "Low Altitude RNAV Route TSO-145a/146a required".

There is no such requirement for the T-routes in the lower 48 CONUS. The existing route data on the CONUS charts states "Low Altitude RNAV Route GNSS required." The route can be flown with either GPS or with a WAAS enabled receiver. However, the route data for the G-MEA states "GPS/WAAS MEA" as on the Alaska chart. This inconsistent text in the chart legend has been a source of confusion for ATC and pilots in CONUS.

The route data for G-MEA on the high altitude RNAV routes (Q-routes) is charted as "MEA for GNSS RNAV". This definition would also work for the blue GNSS required MEAs on the U.S. Low Altitude charts and would make the charting charting consistent.

Recommendations:

Change the chart legend for the G-MEA on the U.S. low altitude chart to 'MEA for GNSS RNAV' as on the high altitude charts. Alaska charts should reflect requirements determined by AFS.

<u>Comments</u>: This recommendation affects ATC and users of CONUS T-routes.

Submitted by:Jim ArrighiOrganization:RNAV/RNP Group AJR-37Phone:202-385-4680FAX:202-385-4691E-mail:james.arrighi@faa.govDate:October 6, 2009

All Decision All Decision I and the constraint of the	
MEA. 0000 Monitore framework for the second monitored monitor for the second monitor monitor monitor monitor monitor monitor monitor mon	
With Phonic depicted in BANK BIVM Densi depicted in BUNK BIVM DENSI DEPICTION • 0000 BIVM DEPIC depicted in BUNK BIVM DEPICTION Extend • 0000 All on the Bunk BIVM DEPICTION • 0000 BIVM DEPICTION All on the Bunk BIVM DEPICTION All on the BIVM BIVM DEPICTION • 0000 BIVM DEPICTION All on the BIVM BIVM BIVM DEPICTION • 0000 ANV DEPICTION • 0000 ANV DEPICTION • 0000 ANV DEPICTION • 0000 ANV DEPICTION • 0000 ANV DEPICTION • 0000 ANV DEPICTION • 0000 ANV DEPICTION • 0000 ANV DEPICTION • 0000 ANV DEPICTION • 0000 ANV DEPICTION • 0000 ANV DEPICTION • 0000 ANV DEPICTION • 0000 ANV DEPICTION • 0000 ANV DEPICTION • 0000 ANV DEPICTION • 0000 ANV DEPICTION • 0000 ANV ANDEPCTION	Ď
Arrento Martine Control Arrento Martine Arrento Martine Control Arrento Arrent	3 64 61
ADDIE LANCK Bei BUCK Rei BUCK BUCK BU	MUTAREATES BOUTSING CUISING ATTORS - US ME
NOVE NOVE VINT VINT VINT VINT <	THE STORE OF THE SAME
AUNUJARDS AUNUJARDS AU BUNH Traffe Control Casews JASTCCI Casews JASTCCI Casews JASTCCI Casews JASTCCI AU Delease JASTCCI Page of Area AU Delease Maniferron Tage of Area Page of Area Page of Area Page of Area AU Delease Maniferron Cale and Autor Anti- Autor Delease Maniferron Cale and Autor Activation Cale and Autor Activation Cale and Autor Activation Autor Autor Activation Cale and Autor Activation Autor Autor Activation Cale and Autor Activation Cale and Autor Activation Cale and Autor Activation Autor Autor Activation Cale and Autor Activation Autor Autor Activation Cale and Autor Activation Autor Autor Aut	ATTIME Street Use Area ATTIMETER Street and Area MISCELLANEOUS ATTIMETER Scheme and acque of Vale ATTIMETER Scheme and acque of Vale
 LUIA Chargeour Fording and the source formation of the source of the sour	MUTARY TRACONDUS COURSE ATTRACT VIGNA
NULL LIAIA With Use Data is depended in BACK Way Use Always Way	MULTARY IN CONTO

MEETING 09-02: Mr. Paul Ewing briefed the issue to the forum. This subject involves a proposed change on FAA Enroute Low Altitude Chart legends. The meaning of G-MEA would change from GPS/WAAS MEA to GNSS MEA. It is the result of an inconsistency in charting the route data for the G-MEA on high and low altitude charts for both CONUS and Alaska.

The recommendation is to change the chart legend for the G-MEA on the U.S. Enroute Low Altitude chart to "MEA for GNSS RNAV", as is done on the high altitude charts. Alaska charts should reflect requirements determined by AFS.

ACTION: Ms. Valerie Watson, FAA/AeroNav Services, will work the change with the Enroute team.

MEETING 10-01: Ms. Valerie Watson briefed that the legend change has been made by Enroute.

STATUS: CLOSED