

**AERONAUTICAL CHARTING FORUM**  
**Instrument Procedures Group**  
**April 29-30, 2002**  
**HISTORY RECORD**

**FAA Control # 02-01-238**

**Subject: Part 97 “Basic” Minima; ATC DP Minima, and DP NOTAMs**

**Background/Discussion:** Interrelated are the issues of Part 97 takeoff minimums, ATC DPs, and associated NOTAMs. Recently there was considerable action by D NOTAM at San Jose, California (KSJC) to bring several ATC DPs into compliance with criteria. Further, the Part 97 takeoff minimums and climb gradients were increased by FDC NOTAM to protect for issues with the ATC DPs, rather than with the obstacle DP for the airport. The result is to trade one set of human-factors issues and problems presented to flight crews for another set of such issues and problems.

Pilots will look at only one chart to determine the flight’s legality and safe course of action for a DP. Only where a graphical DP is not assigned by ATC will pilots refer to the Part 97 takeoff minimums and obstacle DP (if any). Human-factors experts recognize that pilots can only successfully focus on one chart for a complex operation, such as the typical ATC DP. Although this group has agreed in the past that each charted ATC DP must stand on its own, both as to minimums and procedure requirements, implementation has a long ways to go.

Chart makers will not chart changes to DPs, since the NOTAMs are not regulatory. Thus, pilots are often misapplying minimums and procedural requirements because they fail to apply obscure and sometimes complex DP NOTAMs. To attempt to correct a chart for such NOTAMs is fraught with potential for error and misinterpretation. The aviation safety system is best served when pilots are provided with charts that accurately reflect the minimums and procedure to be used. In two cases of which ALPA is aware, DPs were NOTAMed “NA” for several years, yet the chart continued to be carried as current by both NACO and Jeppesen.

An additional complication in the present DP mix is the transition to the elimination of a ceiling and visibility alternative to a climb gradient for obstacles located beyond three miles from the departure end of a runway. AVN-100 has been noted applying these new concepts piecemeal to an ATC DP for an airport without reviewing and updating the Part 97 minimums and other applicable ATC DP minimums for such specific airport.

**Recommendation:** Either the NOTAM system and/or policy must be changed to permit the charting of any DP NOTAM that is considered to be permanent, pending a paper amendment. When any DP or Part 97 minimums and procedures are revised by AVN-100, the entire takeoff minima and DP structure for the airport must be reviewed (and revised as necessary) as a complete package.

**Comments:** This affects NOTAM system policies and procedures and instrument flight procedures implementation and design policies.

**Submitted by:** Captain Simon Lawrence  
**Organization:** AIR LINE PILOTS ASSOCIATION  
**Phone:** (703) 689-4176  
**FAX:** (703) 464-2104  
**Date:** April 1, 2002

**INITIAL DISCUSSION (Meeting 02-01):** New issue presented by Wally Roberts, ALPA. ALPA is concerned that NOTAMs relating to DPs are promulgated as NOTAM Ds vice FDC NOTAMs. Bill Hammett, AFS-420 (ISI), briefed current NOTAM policy in Order 8260.19 is dictated by ATP-300 under Order 7930.2, Notices to Airmen. Currently, textual DP NOTAMs use the FDC process. Graphic DPs and STARs use NOTAM Ds. Initial coordination with Gary Bobik, ATP-320, indicates that they are agreeable to having DP and STAR NOTAMs use the FDC process. Bill has suggested that this change occur on 20 Feb 2003 in consonance with the return of the term SID. The cut off date for submission to meet the February date is August 8, 2002. Bill and Gary Powell, ATP-104, have agreed to provide recommended text to Gary Bobik ASAP to facilitate the change and preparation of the Document Change Proposal. **Editors Note: Recommendations were forwarded to ATP-320 on May 20<sup>th</sup>.** Once it is assured that the change will be made to Order 7930.2, Order 8260.19 will be revised accordingly. Wally also expressed concern that AVN-100 is, in at least one instance, applying new criteria/policy to an ATC DP without reviewing the basic IFR Departure Procedure and associated weather minimums. ALPA recommends that if one DP is revised under new standards, then all DPs for that airport be concurrently reviewed. Norm LeFevre AFS-420 took an IOU to pursue a policy change for Order 8260.19 to accommodate this portion of the recommendation.  
**ACTION: AFS-420, ATP-104, ATP-320.**

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**MEETING 02-02:** Bill Hammett, AFS-420 (ISI), briefed that ATP-320 is agreeable to using the FDC process for DP and STAR NOTAMs; however, both procedures will have to be changed simultaneously. AFS-420 forwarded document change proposal (DCP) information for using the FDC process for all DPs to ATP-320 on May 20, 2002. However, ATP-104 required additional time to coordinate the STAR conversion. It is hoped that this change will be incorporated in Change 3 to Order 7930.2H which is effective August 7, 2003 (cutoff for submission is February 20, 2003). Policy to ensure all DPs for a given airport are concurrently reviewed anytime one DP is revised under new standards has been included in Order 8260.46B, paragraph 12e(8). **ACTION: AFS-420, ATP-104, ATP-320.**

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**MEETING 03-01:** Bill Hammett, AFS-420 (ISI), briefed that ATP-320 has expressed agreement to using the FDC process for DP and STAR NOTAMs; however, both will have to be changed simultaneously. AFS and AVN are ready to proceed with DP FDC NOTAMs when given the go-ahead by ATP-320. Gary Powell, ATP-500 is still working the STAR issue and noted that a change to Order 7930.2 *Notices to Airmen (NOTAMs)*, which re-defines various type NOTAMs will probably be required to issue DP and STAR NOTAMs under the FDC process. Bill agreed that Order 7930.2, as the source document for all Flight Standards NOTAM policy and requirements, should be updated. Gary agreed to take this issue to ATP-300 for consideration. **ACTION: ATP-500.**

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**MEETING 03-02:** Bill Hammett, AFS-420 (ISI), briefed that this issue was addressed at the last Aeronautical Information Services Working Group (AISWG) meeting. Although it is desired to have DPs and STARs use the same NOTAM format, ATP-320 is willing to accept and coordinate using FDC NOTAMs for DPs only if necessary. Instances have arisen where the NOTAM D format would not accept a long DP NOTAM. Since all DPs are under the policy purview of AFS, AFS-420 is agreeable to providing the Document Change proposal (DCP) information to ATP-320 for processing. However, STARs are still under the purview of ATP-500. Gary Powell, ATP-500, will coordinate STAR NOTAM inclusion under the FDC

process within Air Traffic. This change will require revision to Orders 7930.2 *Notices to Airmen (NOTAMs)* and 7210.3, *Facility Operation and Administration*. Changes to AT publications are accomplished bi-annually with a 6-month lead-time; therefore, all work must be completed NLT February 19, 2004 for an effective date in August. **ACTION: ATP-500 and AFS-420.**

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**MEETING 04-01:** Bill Hammett, AFS-420 (ISI), briefed that there had been no progress on this issue due to higher priority taskings. **ACTION: ATP-500 and AFS-420.**

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**MEETING 04-02:** Bill Hammett, AFS-420 (ISI), briefed that he had begun drafting the document change proposal (DCP) to Order 7930.2 to include SIDs and STARs under the FDC NOTAM process. However, the forum must keep in mind that this is an Air Traffic Order and that Flight Standards assistance in accomplishing this change is secondary to normal business. Bill also requested that Paul Ewing, ATO-R (AMTI), coordinate an Air Traffic position on STARs being included under the FDC process.

**Editor's Note:** Paul Ewing, ATO-R (AMTI), confirmed after the meeting that Air Traffic has no objection to including STAR NOTAMs under the FDC process. He requested to be kept apprised of progress so that Order 7100.9 could also be updated. **ACTION: AFS-420.**

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**MEETING 05-01:** Bill Hammett, AFS-420 (ISI), briefed at the last meeting that he had begun drafting verbiage for the document change proposal (DCP) to Order 7930.2 to include SIDs and STARs under the FDC NOTAM process. Coordination with the RNAV/RNP office confirmed that Air Traffic has no objection to including STARs under the FDC NOTAM process. However, no further progress has been made on the issue since the last meeting. Bill noted that the forum must keep in mind that this is an Air Traffic Order and that Flight Standards assistance in accomplishing this change is secondary to normal business. Bill also noted that the OPR for the NOTAM Order has been moved from the Vice President for Flight Services (ATO-D) to the Vice President for System Operations Services (ATO-R). Hopefully, this organizational re-alignment will prompt a re-write of Order 7930.2. Bill took the IOU to ensure the staff person responsible for the Order is advised of the requirement. **ACTION: AFS-420 and System Operations Services (ATO-R).**

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**MEETING 05-02:** Bill Hammett, AFS-420 (ISI), briefed that at the last meeting he took an IOU to ensure the staff person responsible for Order 7930.2, *Notices to Airmen (NOTAMs)* under the new ATO organization was made aware of the ACF-IPG issue to include SIDs and STARs under the FDC NOTAM process. A memorandum requesting revision to the Order was signed by AFS-400 on July 1 and forwarded to ATO-R with an information copy to the Notices to Airmen Group. A copy of the memorandum was provided with the meeting handout material and included in the meeting minutes as attachment 6. **ACTION: Notices to Airmen (NOTAMs) Programs Group, AJR-46.**

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**MEETING 06-01:** Bill Hammett, AFS-420 (ISI), briefed that no response has been received from the Notices to Airmen (NOTAMs) Program Group, AJR-46. A representative from the office was not in attendance. Status is unchanged. **ACTION: Notices to Airmen Programs Group, AJR-46.**

**MEETING 06-02:** Bill Hammett, AFS-420 (ISI), briefed that no response has been received from the Notices to Airmen (NOTAMs) Program Group, AJR-46. Gary Prock, AJR-116, briefed that responsibility for Order 7930.2 has recently been assigned to the US NOTAM Office (USNOF). He has just been assigned the project and is unsure what the ACF requirements are. Bill briefed that the short answer is the consensus of the ACF-IPG desires all procedural NOTAMs, including those for SIDs and STARs fall under the FDC process. It is also desirable to consolidate all procedural NOTAM policy under one Order. Currently, some guidance is in the 7930.2 and some contained in 8260.19. Bill offered to provide background on the issue to Gary as the Order is updated. **ACTION: AJR-116.**

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**MEETING 07-01:** Bill Hammett, AFS-420 (ISI), briefed that since the last meeting, he has forwarded preliminary draft material for FAA Order 7930.2 to AJR-32. Gary Prock, AJR-32, briefed that the Order has not been revised yet. The Order now falls under the purview of AJR-32 and has been under much discussion recently and many changes are under consideration. Short-term changes should be coordinated within the next two months. Long-term changes include doing away with the current NOTAM designations; i.e., FDC, L, D, etc. and changing to ICAO series type NOTAMs. Bill Hammett, AFS-420 (ISI), asked whether, SID and STAR NOTAMs would be included with all other flight procedure NOTAMs. Gary responded yes. Tom Schneider, AFS-420, asked if the new series will include military as well as civil NOTAMs. Gary responded that the new system will be more a Federal NOTAM system for both civil and military users. Brad Rush, AJW-321, noted that the proposed changes will also require changes to the NOTAM Entry System (NES) and NOTAM Tracking System (NTS), which is currently used by NFPO and NACO to input FDC NOTAMs. Gary will continue to monitor progress on the revision to Order 7930.2 and report. **ACTION: AJR-32.**

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**MEETING 07-02:** Dan Reese, ATO-R (OST), briefed that a change to Order 7930.2 has been drafted and is in coordination. This change is only addressing the replacement of "L" NOTAMs as "D" NOTAMs. The Order is also scheduled for a total re-write to accommodate the change to the ICAO NOTAM format by Aug 2009. The long-term goal is to have a "Federal NOTAM system" which would allow "one-stop shopping" for all terminal procedural NOTAMs. Bill Hammett, AFS-420 (ISI), added that AFS-420 is working with the System Operations NOTAM specialists to ensure all FDC NOTAM policy is included in the re-write. Bill stated the goal is to remove all FDC NOTAM policy from Order 8260.19 and use Order 7930.2 as the sole source for NOTAM policy. Moving SID and STAR NOTAMs to the FDC process is progressing, albeit slowly. **ACTION: AJR-32.**

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**MEETING 08-01:** Dan Reese, AJR-32 (OST), stated that the re-write of Order 7930.2 is underway and the inclusion of SIDs and STARs as procedural NOTAMs is under consideration; however, this may be delayed until implementation of the ICAO format. Bill Hammett, AFS-420 (ISI), stated that the entire US NOTAM system is undergoing evaluation to conform to ICAO standards and format. The target date for ICAO compliance is August 2009. The plan is to combine the military and civil systems into a single national NOTAM system. At a recent planning meeting, Bill recommended that all procedure NOTAMs fall under a single ICAO type. This recommendation was well received. AJR-32 will continue efforts to revise Order 7930.2 to include all instrument flight procedure NOTAMs under one category. **ACTION: AJR-32.**

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**MEETING 08-02:** Bill Hammett, AFS-420 (ISI), briefed that AFS-420 has drafted and forwarded policy for inclusion in Order 7930.2 that will place all instrument flight procedure NOTAMs under a single ICAO series (tentatively Series P). The draft material was designed to accommodate the re-vamp of the US NOTAM System to use the ICAO series format vice the current FDC and D NOTAMs used in the U.S. Bill also provided a brief history on the issue of getting SID and STAR NOTAMs under the FDC format. Basically, DP NOTAMs fall under AFS for policy and the NFPO for issuance while STAR NOTAMs are the under ATO System Operations (AJR) for policy and ARTCCs (AJE) for issuance. Air Traffic has previously gone on record as not objecting to SIDs and STARs being under the FDC process provided both are changed concurrently. The problem is that AFS has had little success in getting Systems Operations to coordinate the change through the ATO. Gary Prock, AJR-32 provided a briefing on the status of the NOTAM system update thus far. The project to consolidate the US civil and military NOTAM systems into one consolidated federal system with full ICAO implementation is progressing well, albeit slowly. The primary goal is to provide a single source for all NOTAMs with a single collection and distribution point for all information. Gary further briefed that the biggest initiative is architectural stabilization with a secondary goal to consolidate inefficient legacy systems for improved customer service. FAA Order 7930.2, *Notices to Airmen (NOTAMs)* has been re-drafted with input from all concerned agencies and will be circulated for comment soon. The NOTAM modernization initiative has been expanded to include Canada to provide continuity across the border. A joint FAA/NAV Canada meeting is scheduled for October 27-28 to finalize policy. The target date for the NOTAM system upgrade is 2010. Mark Ingram, ALPA, asked whether the new system will include non-public airports and heliports. Gary replied yes and that this issue is being worked with AFS-420. Valerie Watson, NACO, asked whether all current Special IAPs are covered. Gary replied yes; when he receives the airport/heliport ID, he creates the necessary modification to the current system ensure these locations are covered. The process is slow, but is working. Gary agreed to continue to track efforts to revise Order 7930.2 and provide periodic updates on the NOTAM system upgrade. A copy of Gary's presentation slides is included here  **ACTION: AJR-32.**

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**MEETING 09-01:** No representative from AJR-32 was in attendance to update the issue. Bill Hammett, AFS-420 (ISI) briefed that work is progressing to re-write Order 7930.2 and to develop a federated NOTAM system using the ICAO series format vice the current D and FDC NOTAMs. A joint FAA-NAVCANADA ICAO NOTAM Working Group (INWG) is making good progress in standardizing US-Canadian NOTAM Series and re-writing the Order. Completion is targeted for 2010 and once implemented, all terminal instrument flight procedure NOTAMs will be under Series P. Bill added that he requested the manager of Aeronautical Information Management Group, AJR-32, to consider an interim measure of including SIDs and STARs under the FDC process to satisfy industry concerns on this issue until the new NOTAM policy and system are developed. In the interim, AJR-32 will continue to track efforts to revise Order 7930.2 so as to include all instrument flight procedure NOTAMs under a common format. They will also continue to provide periodic updates on the NOTAM system upgrade. **ACTION: AJR-32.**

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**MEETING 09-02:** There was no one from the ATO System Operations Service Unit, NOTAM group, AJR-32, in attendance to provide an update on the issue. Bill Hammett, AFS-420 (ISI), stated that he has been working with the AJR-32 sponsored ICAO NOTAM Working Group in re-writing Order JO 7930.2 to accommodate the planned Federal NOTAM System (FNS). Bill stated that he had recently spoken with Gary Bobik, AJR-32, who is the OPR for the current JO 7930.2. Gary said that there would be at least one, and perhaps two, updates to the current Order prior to the full re-write and he is agreeable to putting SIDs and STARs under the FDC process as an interim measure prior to implementing the ICAO Series. AJR-32 will continue to track efforts to revise Order 7930.2 to include all instrument flight procedure NOTAMs under a common format and continue to provide periodic updates on the FMS NOTAM system upgrade. **ACTION: AJR-32.**

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**MEETING 10-01:** Bill Hammett, AFS-420 (ISI) briefed that progress is finally being made to resolve the DP NOTAM portion of this issue. The System Operations Service Unit's, Aeronautical Information Management (AIM) Group AJR-32, has developed several Air Traffic Document Change Proposals(DCPs) to revise Order 7930.2, *Notices to Airmen (NOTAMs)* to move SID and STAR NOTAMs to the FDC process vice NOTAM Ds. The DCPs are currently in internal coordination with a targeted publication date of March 2011. Approval of these DCPs and the associated Order revision will achieve the ACF-IPG expressed goal of having all instrument flight procedure (IFP) NOTAMs under the FDC format. This change will also serve as a segue to the new Federal NOTAM System where all IFP NOTAMs will be under a single ICAO Series - currently projected as Series V for instrument flight procedure NOTAMs, Series Z for ATS Route NOTAMs, and Series W for chart corrections. **ACTION: AJR-32.**

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**MEETING 10-02:** Bill Hammett, AFS-420 (ISI) briefed that comments received from the formal coordination of Change 2 to Order 7930.2 are currently being mitigated by the Mission Support Services, Airspace, Regulations, and ATC Procedures group, AJV-11. The proposed change will place SID and STAR NOTAMs under the FDC format and has a planned publication date of March 2011. Order 8260.19 policy guidance is planned concurrently. **ACTION: AJV-11.**

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**MEETING 11-01:** As there was no representation from the Aeronautical Information Management Office, Bill Hammett, AFS-420 (ISI) briefed that the ATO has slipped Change 2 to FAA Order JO 7930.2 from March 10 to June 2. The change will place SID and STAR NOTAMs under the FDC format as well as implement keywords for FDC NOTAMs. Flight Standards is working the change closely with Brad Rush, AJV-3B. AeroNav Products implementation of the new policy will be via internal policy memo until Change 1 to FAA Order 8260.19E, which will formally support this initiative for instrument flight procedure (IFP) NOTAMs, is published. It is up to the ATO to implement the policy to convert STAR NOTAMs from NOTAM D to FDC. The change will also introduce keywords to facilitate parsing IFP NOTAMs. The following keywords will be used for instrument flight procedure NOTAMs: "IAP" for Instrument Approach Procedure; "ODP" for Obstacle Departure Procedure; "SPECIAL" for Special Instrument Flight Procedure (regardless of type); "SID" for Standard Instrument Departure; "ROUTE" for Air Traffic Service Routes (Victor, Jet, Q, and T); "STAR" for Standard Terminal Arrival and "VFP" for Visual Flight Procedure. The keyword "CHART" will be used to promulgate corrections to US government aeronautical charts. The issue will remain open until the applicable Orders are published. The status of the issue is changed to "open, pending publication. **ACTION: AJV-2 and AFS-420.**

***Editor's Note:*** Immediately following the meeting, Bill Hammett, AFS-420 (ISI) received word that Air traffic was again postponing Change 2 implementation. The new target date is 1 July, however, that date may also have to be adjusted due to software programming.

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**MEETING 11-02:** Bill Hammett, AFS-420 (ISI) briefed that all actions on this issue have been completed. SIDs and STARs were placed under the FDC NOTAM process effective June 30, 2011, as promulgated in Notice N JO 7930.91. Keywords were also introduced for FDC NOTAMs on this date. The Notice was cancelled and this policy included in Change 2 to FAA Order JO 7930.2M, which was effective on October 20. Bill recommended the issue be closed and the group agreed. **ACTION: CLOSED.**

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