May 14, 2013

Dear Forum Participant

Attached are the minutes of the Aeronautical Charting Forum, Instrument Procedures Group (ACF-IPG) held on April 23, 2013. The meeting was hosted by Innovative Solutions International at Pragmatics, Inc. Corporate Headquarters, 1761 Business Center Drive, Reston, VA 20190. An office of primary responsibility (OPR) action listing (Atch 1) and an attendance listing (Atch 2) are appended to the minutes.

Please note there are briefing slides inserted in the minutes as PDF files shown as stickpins. All are asked to review the minutes and attachments for accuracy and forward any comments to the following:

Mr. Tom Schneider
FAA/AFS-420
P.O. Box 25082
Oklahoma City, OK 73125

Phone: 405-954-5852
FAX: 405-954-5270
E-mail: thomas.e.schneider@faa.gov

Copy to:

Mr. Bill Hammett
FAA/AFS-420 (ISI)
6 Pope Circle
Nashua. NH 03063

Phone: 603-521-7706
FAX: 603-521-7706 (Call first)
E-mail: bill.ctr.hammett@faa.gov

The AFS-420 web site contains information relating to ongoing activities including the ACF-IPG. The home page is located at:
http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs420/acfipg/
This site contains copies of minutes of the past several meeting as well as a chronological history of open and closed issues to include the original submission, a brief synopsis of the discussion at each meeting, the current status of open issues, required follow-up action(s), and the OPR for those actions. There is also a link to the ACF Charting Group web site. We encourage participants to use these sites for reference in preparation for future meetings.

ACF meeting **13-02** is scheduled for **October 29-31, 2013** with the Air Line Pilots Association (ALPA) as host. ACF Meeting **14-01** is scheduled for **April 29-May 1, 2014** with host TBD.

Please note that **meetings begin promptly at 8:30 AM**. Dress is business casual. Forward new agenda items for the 13-02 ACF-IPG meeting to the above addressees not later than October 9, 2013. A reminder notice will be sent.

We look forward to your continued participation.

Thomas E. Schneider, FAA/AFS-420
Co-Chairman, Aeronautical Charting Forum,
Chairman, Instrument Procedures Group

Attachment: ACF-IPG minutes

GOVERNMENT / INDUSTRY AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES GROUP
Meeting 13-01
Innovative Solutions International
(A Wholly Owned Subsidiary of Pragmatics, Inc.)
April 23, 2013

1. <u>Opening Remarks</u>:

Tom Schneider, AFS-420, Flight Standards co-chair of the Aeronautical Charting Forum (ACF) and chair of the Instrument Procedures Group (IPG) opened the meeting at 8:30 AM on October 23rd. Innovative Solutions International (ISI), a wholly owned subsidiary of Pragmatics, Inc. hosted the meeting at their Reston, VA facility. Mr. Tim Strutzel made welcoming and administrative comments on behalf of ISI/Pragmatics. A listing of attendees is included as attachment 2.

2. <u>Review of Minutes of Last Meeting</u>:

Bill Hammett, AFS-420 (ISI Contract Support), briefed that the minutes of ACF-IPG 12-02, which was held on October 23, 2012 were electronically distributed to all attendees as well as the ACF Master Mailing List on November 14. No comments were received; therefore, the minutes were accepted as distributed.

3. <u>Briefings</u>: There were no briefings scheduled for this meeting.

4. <u>Old Business</u> (Open Issues):

a. 92-02-110: Cold Station Altimeter Settings (*Includes Issue 04-01-251*).

Kel Christianson, AFS-470, provided an update briefing on the MITRE study and modeling process that identified airports affected by cold temperatures. The current study only assessed impact at those airports with a runway of 4,000 ft or longer. It is hoped that in the future, the study will be expanded to a re-assessment of all airports with runways of 2,500 ft or longer. The current plan is to publish a Graphic Notice in the Notices to Airmen Publication (NTAP) with a listing of affected airports and procedure segments. A copy of the Graphic Notice, which was discussed at length, is included here . Kel also briefed a draft AIM change outlining pilot procedures to notify ATC when implementing a cold temperature adjustment. This AIM guidance, the draft of which is included here , will be referenced in both the air traffic control and operational sections of the AIM. John Collins, GA Pilot, asked why an alert to apply a cold temperature correction is not on the approach chart of airports identified as potentially affected. Kel responded that there are no plans to accommodate this as of yet. John stated that the NTAP is not enough in itself and recommended that FAA use all possible mediums to ensure pilots know when an adjustment is necessary. Mark Steinbicker, AFS-470, stated that the plan is to reenforce pilot awareness for implementation this year, then update the AIM when all data is in. Paul Eure, AJE-31, stated that the ATO will pinpoint controller training to applicable areas. He added there is concern over the cold temperature adjustment table remaining in the AIM only and not being more readily available to pilots. Paul added that they hope to get pilot confidence to use the AFS list and only adjust at those airports. Lev Prichard, APA, asked how MITRE studied impact. Kel provided a brief recap of the process as noted in previous meeting minutes.

Several attendees were interested to know if the FAA might ever amend approach charts. Kel responded that a charting update/notification is not out of the question; however, Flight Standards would like more data before pursuing this avenue. Val Watson, AJV-3B, briefed that when the charting specialists first looked at the cold temperature correction process, they also were skeptical regarding sole reliance on the NTAP and AIM for pilot awareness. She stated that to avoid the complications related to the regulatory nature of placing a cold weather alert on individual 8260 source forms, they proposed a process whereby AFS develop a boilerplate notice to send to NFDC that would add an airport to the cold temperature adjustment list. An airport remark, indicating that temperature correction may need to be made, would be added to the National Airspace System Resources (NASR) database and published in the daily National Flight Data Digest (NFDD). Publication of this remark would, in turn, trigger a "cold temp icon" (to be developed) be placed on the affected procedure chart(s). The icon would cue pilots to check the TPP legend where cold temperature procedures and the cold adjustment table would be shown. Tom Schneider, AFS-420, supported using the NFDD for this type procedural charting change as it is fast and non-regulatory. Michael Stromberg, Air Wisconsin, supported an attention symbol saying that if pilots see something new, they will instinctively check it out. Ted Thompson, Jeppesen, commented that when (if ever) a future decision is made to annotate affected airport charts with an icon or a note, the information should be included on an FAA source to “trigger” chart producers to include a notation or cold temperature icon (i.e., “snowflake”) on affected charts. Valerie stated that her proposal, noted above, is that the NFDD would serve as such an FAA source for chart producers. Mark Steinbicker again emphasized that no decision will be made about the inclusion of a chart indicator until some operational experience is gained and feedback has been examined.

Status: AFS-470 will continue developing an implementation plan. Item Open (AFS-470).

b. 02-01-241: Non Radar Level and Climb-in-hold (CIH) Patterns.

Paul Eure, AJE-31, briefed that the change to Order JO 7210.3 to mandate CIH holding pattern information be included in position binders has been delayed again due to administrative problems. It seems there were triplicate DCPs with the same number. Publication in FAA Order JO 7210.3 is now targeted for February 2014.

Status: AJE-31 to continue to track the change. Item Open Pending Publication (AJE-31).

c. 07-01-270: Course Change Limitation Notes on SIAPs.

Tom Schneider, AFS-420, briefed the following update as received from John Bordy, the AFS-420 conventional TERPS criteria specialist: "Updated feeder route criteria have been included in Change 26 to Order 8260.3 (TERPS). Change 26 has been sent out for formal coordination with publication targeted for September, 2013."

Status: AFS-420 to track TERPS Change 26. Open Pending Publication (AFS-420).

d. 07-02-278: Advanced RNAV (FMS/GPS) Performance of Holding Patterns Defined by Leg Length

Tom Schneider, AFS-420, briefed the following report as received from Steve Jackson, the AFS-420 staff specialist for holding issues: "Draft FAA Order 8260.HOLD is currently in internal AFS-400 coordination, with initial comments being resolved at this time. The Order updates the existing criteria with all the current memos and editorial updates, and brings the document under

the 8260 series and compliance with current publication requirements. The criteria are divided into conventional, with slant range, and RNAV, without slant range, chapters, with a place holder for PBN holding. These three types of holding are recognized by the PBN Manual. It should also be noted that RNP (PBN) holding is being removed from PansOps. Several actions outside of the criteria arena are necessary before PBN holding can move forward."

Status: AFS-420 to continue development of revised holding criteria. Item Open (AFS-420).

e. 09-01-282: Glide Slope Intercept Altitudes on ILS Parallel Approaches

Valerie Watson, AJV-3B, provided the following update as received from Brad Rush, AJV-3B, who was unable to attend: "A spread-sheet has been developed to track the remaining intercept altitude notes (Copy attached here). All Service Area FPT's and Production teams are aware of these procedures and are working them into production schedules as staffing and workload permits." Lev Prichard, APA asked if the work would be complete by the next ACF. Val responded that is the target goal.

Status: AJV-3 to continue to remove the profile notes on all ILS IAPs. Item Open (AJV-3B).

f. 09-01-284: Question of TERPs Containment with Late Intercepts

Paul Eure, AJE-31, briefed on behalf of AJE-31 and AJT-2A3, that the Document Change Proposal (DCP) amending FAA Order JO 7110.65, paragraph 4-8-1, has been finalized after 5.5 years of work. Implementation is planned via publication of a NOTICE on June 3. The DCP covers a wide range of issues and controller training is expected to begin on April 24. Bruce McGray, AFS-410, stated that when the ATO changes have gone into effect, AFS would update the AIM. Bob Lamond, NBAA, it is not a good idea to have this disconnect between the new ATC procedures and the long delay until the AIM guidance to pilots is available. John Collins, GA Pilot, supported Bob's position stating that some form of notice to pilots must be published prior to the June 3 implementation date. Paul asked whether the change to Order JO 7110.65 could be "cut and pasted" into an NTAP Graphic Notice. Bruce stated that he would work with Bob and the Terminal Service Unit representative, Michael Poisson, AJT-2A3, to develop the AIM change and an interim Graphic Notice.

Status: 1) AJT-2A3 and AJE-31 to track the change to Order JO 7110.65; 2) AFS-410 to work with NBAA and AJT-2A3 to develop necessary pilot educational material; e.g., Graphic Notice, SAFO, InFO, Aim guidance, etc. Item Open (AJT-2A3, AJE-31, and AFS-410 and NBAA).

g. 09-02-286: Initial "Climb & Maintain" Altitude on Standard Instrument Departure Procedures

Mark Washam, AJT-2A3 (HSI, Contract Support), stated that his office is still working with the PBN Policy and Support group, AJV-14, to resolve this issue. Jim Arrighi, AJV-14, briefed that the revised Document Change Proposal (DCP) for "climb via" procedures is currently in coordination with May 6 as the cut off for comments. The target date to publish the new guidance is February 2014; however, it is hoped to implement via Notice in October 2013. Jim stated that the PARC Pilot Controller Procedures and Systems Integration Working Group reviewed the DCPs a second time on April 22 and all are in agreement. He added that there is good consensus among all the joint working groups addressing the issue. Jim emphasized that it is an absolute must that all controllers and pilots be on the same page upon implementation. Ted Thompson, Jeppesen, noted that charting requirements must also be established, if

required. Bruce McGray, AFS-410, stated that AIM guidance has been developed to include pilot procedures for revised clearances and for when ATC intervenes on a SID. Paul Eure, AJE-31, recommended holding off on the AIM until the DCPs are final and Gary McMullin, Southwest Airlines, agreed. The issue remains open to be jointly worked by AFS-410, AFS-470 and AJT-2A3, AJE-31, and AJV-14.

Status: AFS-410, AFS-470, AJT-2A3, AJE-31, and AJV-14 will jointly work the issue and report progress. Item Open (AFS-410, AFS-470, AJT-2A3, AJE-31, and AJV-14).

h. 09-02-288: VNAV Minimums vs. Circle to Land

Bruce McGray, AFS-410, reported that work has begun in concert with AFS-470 to develop AIM guidance using Harrisburg, PA as an example to explain why sometimes circling MDA may be lower than the straight in MDA/DA on approaches with both vertical guidance and non-vertically guided minimums. However, Bruce reported that not much progress has been made due to higher priority work. ***Editor's Note:*** *It should be noted that NBAA, APA, John Collins, and Horizon Air, offered at a previous meeting to assist AFS-410 in developing the AIM language.* Tom Schneider, AFS-420, briefed the following update as received from Gil Baker, AFS-420 (ISI Contract Support) to Brian Strack, the AFS-420 OPR for the IPH: "Upon further investigation, it was discovered that revised language for the AIM and IPH has not been developed as was reported at the last meeting. However, this will be accomplished prior to the IPH entering the formal coordination process. An AIM change will be coordinated separately, hopefully for publication in Feb 2014."

Status: 1) AFS-410, in concert with AFS-470, to develop AIM language; and, 2) AFS-420 track IPH publication. Item Open (AFS-410, AFS-470, and AFS-420).

i. 09-02-289 Use of Leg Combinations and Altitude Constraints on RNAV Departure Procedures

Tom Schneider, AFS-420, briefed that the issue was resolved with publication of Change 3 to FAA Order 8260.46, which was signed on December 31, 2012.

Status: Issue CLOSED.

j. 09-02-291: Straight-in Minimums NA at Night

Valerie Watson, AJV-3B, briefed the following update from Brad Rush, AJV-3B, who could not attend: "The issue was briefed at the US-IFPP in January and although short-term and long-term solutions are being addressed, nothing concrete has developed thus far. AFS-420, AFS-460 and AeroNav Products have determined a short term fix that can be implemented reasonably, is to change the terminology of the subject notes. Instead of using notes indicating "straight-in" or "circling", the recommendation is to indicate "Night Landing". An example of such notes would be: "**Night landing: RWY 9, 27, 32 NA and RWY 14, 26 requires use of VGSI**". NBAA has been coordinated with on the subject note and agrees with the concept. Work will continue on the issue and a recommendation will be provided to the US-IFPP in June." Bob Lamond asked whether the NBAA note recommendation regarding the VGSI use is still under consideration: "**Night landing: RWY 9, 27, 32 NA; RWY 14, 26 operational VGSI required, remain on or above visual glidepath until threshold**". Tom responded that nothing is final yet; however, there is concern the NBAA-proposed language is overly wordy. An extract of the US-IFPP minutes and example notes is provided here.

Status: AFS-420 will continue to work the issue through the US-IFPP.
Item Open [AFS-420 (US-IFPP)].

k. 10-01-292: Removal of the Visual Climb Over Airport Option on Mountain Airport Obstacle Departure Procedures

Tom Schneider, AFS-420, briefed that 4 IOUs remain open for this issue. Each is addressed separately below:

1) Track IPH Guidance. Tom Schneider, AFS-420, briefed that IPH guidance has been developed and included in the change that is under development. Thus far, AFS-400 coordination has been complete and comments are being mitigated. Once complete, the publication must be sent out for: internal AVS coordination, followed by full FAA coordination, then external FAA coordination. A target date for completion is December 2013; however, it will depend on comments received. This IOU remains open pending publication.

2) Develop AIM Educational Material. Paul Eure, AJE-31, briefed that since the last meeting 7 Document Change proposals (DCPs) have been prepared addressing changes to FAA Orders JO 7110.10 and 7110.65, the AIM, AIP, and PCG. The DCPs should enter coordination soon and advance copies of all are provided here for ACF participants review. Paul requested that any comments be forwarded to Eric Fredricks, AJE-31, at eric.fredricks@faa.gov. This IOU remains open pending publication.

3) Mandatory Briefing Item (MBI) for Terminal Facilities. Paul Eure, AJE-31, briefed on behalf of the Terminal Service Unit that an MBI is not necessary as controller training will be assured as a part of the DCP process. Paul recommended this IOU be closed and Michael Poisson, AJT-2A3, agreed. This IOU is closed

4) Re-establish VCOAs at Selected Mountainous Airports. Bob Lamond, NBAA, stated that NBAA has not fully engaged with FAA to restore VCOAs at designated mountainous airports, but intends to work the issue with AJE-31. Bob asked if a list of those airports where ATC had previously requested cancellation of VOCAs existed. Tom responded that he did not know of a list but would refer the question to Brad Rush, AJV-3B.

> ***Editor's Note:*** *Post meeting, Brad Rush, AJV-3, was contacted and provided the following response: "AeroNav Products has no automated method to conduct this search. It will be a manual search of all the FAA Form 8260-15's, which are not automated in IFP-SIAP. I have asked the Terminal Group to conduct a search, but won't have anything until June. AeroNav Products, resources permitting, will create the requested list and forward it to NBAA and the Service Area OSG-FPTs. An update will be provided at the next ACF meeting."*

Four IOUs remain open with taskings as indicated below.

Status: 1) AFS-420 to track the IPH revisions until published; 2) AJE-31 to track AIM, AIP, PCG, and FAA Orders JO 7110.65/7110.10 changes until published; 3) NBAA and AJE-31 to continue to work jointly to re-establish VCOAs at selected mountainous airports; and, 4) AJV-3 to provide a list of those locations where Air Traffic has requested a VCOA be denied.
Item Open (AFS-420; AJE-31; AJV-3, and, NBAA).

m. 10-01-294: RNP SAAAR Intermediate Segment Length and ATC Intervention

Mark Washam, AJT 2A3 (HSI, Contract Support), reported that the Document Change Proposal (DCP) for FAA Order JO 7110.65, paragraph 4-8-1 has been completed and the changes will be implemented via Notice on June 13, 2013. Gary McMullin, Southwest Airlines, stated that the 3 and 6 NM straight segment requirements will create more of a problem than currently exists and Southwest is actively in conversation with FAA to lift this limitation. Gary emphasized that it needs to be researched further, prior to implementation. Jim Arrighi, AJV-14, responded that the need for 90 degree intercept has been analyzed using radar data and very few examples have been observed. He added that the DCP contains many other beneficial items that ATC needs to implement; therefore, the plan is to proceed with implementation on June 13. Mark Steinbicker, AFS-470, affirmed that the Notice is progressing forward and that Air Traffic has developed the necessary training package to support the 3/6 NM requirement. Mark added that additional efforts will be required to review and re-evaluate the effect on 300 existing RNAV RNP procedures that are working satisfactorily. While the plan is to go forward, a second look at procedure design will occur. Mark agreed there needs to be additional vetting of the operational need of a 90 degree intercept focusing on what we can actually do vs. what is required. Bob Lamond, NBAA, agreed that the FAA should not pull the plug on the DCP. Gary agreed the DCP should go forward, but without the 3/6 NM limitation. He recommends retaining the existing language to allow controllers to clear aircraft direct to the IF at 90 degrees or less. This resulted in a lively exchange between Gary and Mark regarding which procedures had been evaluated for a 90 degree intercept and the evaluation methods used. Gary emphasized that procedures were evaluated after Boise and determined to be designed correctly. He added that he has coordinated with the Manager of AFS-400 and it was agreed at a meeting in Oklahoma City to build procedures based on the current guidance of 90 degrees to the IF. Gary added that he confirmed this with Brad Rush, AJV-3B. Mark disagreed, saying that Brad had confirmed that some procedures had been designed with 90 degrees to the IF and some had not. Gary Powell, AFS-401, intervened stating there may be a disconnect between TERPS criteria and FAA Order JO 7110.65 and this needs to be resolved in Order 8260.58. Gary McMullin responded that it appears that the FAA is creating criteria via an ATO NOTICE and this is not how criteria should be written. Mark questioned the operational necessity of the 90 degree intercept. Gary McMullin responded that it is used frequently at O'Hare and other high density locations. It was questioned why the FAA is going forward with the change when there is so much user concern. After much conversation, Mark agreed to form an ad hoc work group to look further into the issue and asked Tom Schneider, AFS-420, to obtain a list of interested persons. The following attendees signed up to participate:

Mark Steinbicker, AFS-470	mark.steinbicker@faa.gov
Neal Covington, AeroNav Data, Inc.	neal@aeronavdata.com
Josh Fenwick, AeroNav Data, Inc.	josh@aeronavdata.com
Gary McMullin, Southwest Airlines	gary.mcmullin@wnco.com
David Newton	c.david.newton@wnco.com

Status: 1)AFS-470 to lead an ad hoc work group to further assess the issue and report; and 2) AJT-2A3 continue tracking for FAA Order JO 7110.65, paragraph 4-8-1.
Item Open (AFS-470 and AJT-2A3).

n. 11-01-296: Magnetic Variation Differences and FMSs

Kel Christianson, AFS-470, provided a briefing and presented a draft AIM change based on the AFS-200 InFO that was previously distributed to resolve this issue. A copy of the AIM change

was provided to all attendees and is included here . Publication is targeted for February 2014. Participants may forward comments directly to Kel at kel.christianson@faa.gov. Tom Schneider, AFS-420, provided the following update as received from Steve Jackson, the AFS-420 representative who is monitoring RTCA SC-227 actions: "The PARC Magnetic Variation Working Group report has not been presented to the FAA yet, and will be discussed by the PARC on April 26th. The report primarily addresses the "Anchorage issue" or how mag var affects ILS Cat II/III. The recent RTCA SC-227 meeting also had some discussion of mag var changes to DO-236. The long term solution to the issue appears to be the use of the State provided "procedure design mag var", listed on all 8260 procedure forms, and it is now the first source listed in the hierarchy, eliminating the mismatches once it is implemented. Use of airport mag var of record (there may be several "airport mag vars" available, but they may not match the one used in procedure design), is moved ahead of NAVAID mag var, except on procedures based on the NAVAID. RNAV and RNP procedures are designed based on "airport mag var of record", which comes from the same source as the procedure design mag var, not a NAVAID. The cost benefit of updating the mag var of VORs, which may come out on the list for removal under the Minimum Operational Network proposal, has also come up. This raises an increased possibility that the on-airport NAVAID will not match the airport mag var of record. Other discussions dealt with use of True for procedures, and requirements for users to update the onboard mag var tables, especially in order to fly coupled or autoland procedures. The NavLean efforts should also result in a list of the single official source for data items, including mag var. How we resolve the short term issues is not yet clear, but at least there is more understanding of what issues, such as data source, need resolution."

Status: 1) AFS-470 to track requested AIM changes; and, 2) AFS-420 continue to monitor actions by RTCA SC-227 and the PARC. Item Open (AFS-470 and AFS-420).

o. 11-02-297: Airway "NoPT" Notes on Instrument Approach Procedures

Bruce McGray, AFS-410, reviewed the issue for new participants and provided a recommended solution that should clarify the intent of the note. A copy of Bruce's slides is included here . The recommended chart note will specify the airway radials; e.g., "***NoPT for arrival on MAD VOR/DME airway radials R-235, R-258 and R-317***". AFS believes the designation of specific airway radials and elimination of the terms "clockwise" (CW) and "counter-clockwise" (CCW), should eliminate human factors concerns for pilots, controllers, and cartographers alike. Tom Schneider, AFS-420, agreed to include the revised verbiage in the next iteration of FAA Order 8260.19. The issue will be tracked in an "Open - pending publication" status.

Status: AFS-420 to revise FAA Order 8260.19. Item Open Pending Publication (AFS-420).

p. 11-02-298: Converging ILS Coding and Chart Naming Convention.

Valerie Watson, AJV-3B, provided the following update as received from Brad Rush, AJV-3B, who was unable to attend: "This is a joint response from AJV-3B and AFS-420: Converging ILS procedure naming is contained in Order 7110.98. There are no plans to add specific converging ILS naming convention rules to Order 8260.3 based on the expectation that when Air Traffic cancels Order 7110.98, naming of converging procedures will be in accordance with normal ILS naming conventions; i.e., distinguished by an alphabetical suffix. For example, if a location currently has an “ILS RWY 31” and a “CONVERGING ILS RWY 31”, when Order 7110.98 is cancelled, these procedures would be renamed “ILS Z RWY 31” and “ILS Y RWY 31”. There may be a requirement to include in parenthetical at the end of the procedure title with the word “CONVERGING”. AJV-3B has provided marked up copies of approach plates to Air Traffic to

review and is awaiting comments. An excerpt of the January 2013 US-IFPP minutes is included here . Lynette Jamison, AJR-B1, asked whether the suffix addition would impact NASR. Val Watson, AJV-3B, responded no, the FAA already names procedures in this format and the NASR database can accommodate them.

Status: AJV-3B will continue to monitor US-IFPP activities and keep the ACF apprised of the issue status. Item Open (AJV-3B and US-IFPP).

q. 12-01-299: Loss of CAT D Line of Minima in Support of Circle-to-Land Operations.

Tom Schneider, AFS-420, briefed that the first US-IFPP workgroup meeting, led by John Bordy, the AFS-420 conventional TERPS criteria specialist, was held on 17 April. The following synopsis was provided by John: "A work group formed under the US-IFPP met via teleconference on 17 April, 2013, to discuss the issue. The group consisted of representatives from AFS-410, AFS-420, AJV-3, ATO-T, NBAA, and ALPA. Criteria were identified that could be amended to prevent the exclusion of minimums based solely on a runway's design code. AFS-420 has taken an action to coordinate the issue further with AAS-100 (OPR for AC 150/5300-13A) and AFS-460 (OPR for Order 8260.43) prior to convening the next meeting of the work group in early May. A final recommendation to address the ACF agenda item will be presented to the US-IFPP plenary group in June. The results will be briefed at the next ACF.

Status: AFS-420 will continue leading the workgroup to develop a recommended position for the US-IFPP. Item Open (AFS-420).

r. 12-01-300: Public Access to RNAV Visual Flight Procedures (RVFPs).

Bob Almond, NBAA, briefed that after the last ACF, NBAA engaged AFS-470 to discuss the use of "administrative reasons" for denying use of RNAV Visual Flight Procedures by Part 91 operators. As a result, AFS-470 has agreed to work with NBAA to introduce RVFPs for Part 91 use. Bob thanked Mark Steinbicker, Manager, AFS-470, for his cooperation in this effort. Bob added that a test group is currently working the issue at Las Vegas (KLAS), and if successful, will consider expanding the procedure at other airports with the eventual goal of making these procedures public. the FAA has stated they must proceed cautiously to ensure implementation is accomplished correctly. John Collins, GA Pilot, asked whether these procedures will be in the avionics database. Ted Thompson, Jeppesen, noted that if these procedures will use visual waypoints, it will require AIRNC changes, as under current rules, VFR waypoints cannot be used in an IFR procedure. Tom Schneider, AFS-420, asked where VFR waypoints are stored. Ted responded that they are captured in a master database and then filtered to specific subscriber applications. Mark Steinbicker, AFS-470, stated that if VFR waypoints could be used for existing charted visual flight procedures, it would at least open up those procedures for general Part 91 use. Ted responded that "context of use issues" arise when mixing VFR and IFP waypoints. Bob Lamond stated that with this joint cooperation, NBAA is satisfied the issue may be closed; NBAA will provide periodic updates if deemed necessary.

Status: Issue CLOSED.

s. 12-01-301: Publishing a Vertical Descent Angle (VDA) with 34:1 Surface Penetrations in the Visual Segment (*Includes Issue 13-01-309)*

Tom Schneider, AFS-420, briefed that the issue was presented to the US-IFPP at the January 2013 meeting. Volunteers have been identified for a work group that will be led by John Bordy,

AFS-420, to study the issue. the first meeting will likely occur in May. Tom added there is nothing much to report thus far. FAA Order 8260.19 has been revised to allow Flight Inspection to direct AeroNav Products to remove the VDA from a procedure when deemed necessary. When directed, AeroNav Products will add a chart note "VDA NA". Ted Thompson stated that Jeppesen has accommodated coding a 0 (zero) degree angle in these instances; however, that does not preclude other agencies from computing and coding an angle. Ted recommended that AIRNC 424 personnel be invited to the meeting. John Collins, GA Pilot, asked whether the meeting was open to the public. Tom said he did not know, but would check. If open to the public, the following requested to participate:

John Collins, GA Pilot	johncollins@carolina.rr.com
Ted Thompson, Jeppesen	ted.thompson@jeppesen.com
Lee Smith, Capitol Airspace	lee.smith@capitolairspace.com
Lev Prichard, Allied Pilots Assn	lhp4@swbell.net
Neal Covington, Aero Nav Data	neal@aeronavdata.com

Later during the meeting, it was decided to combine new issue 13-01-309 (*LP Procedure Cancelled Because of VDA Not Being Charted*). The retention of LP minimums when a VDA is not charted is an added requirement for resolution of issue 12-01-301.

Status: AFS-420 will continue to work the issue through the US-IFPP and update the next ACF. Item Open [AFS-420 (US-IFPP)].

t. 12-02-303: Charting Computer Navigation Fixes (CNFs)

There are three open IOUs relating to this issue and all are addressed separately below:

1. Current CNF Charting and CNF vs. PT. Valerie Watson, AJV-3B, briefed that the DME Arc CNFs on the DHT example are now correctly depicted in parentheses. She added that the Enroute example of a dogleg CNF on Victor airway 247 is correct - a 5-letter named fix would be created if there were an altitude (MEA) change at that point. She also reported that written guidance, with very clear examples has been provided to Terminal Charting. The guidance is specific in that the elbow of a procedure turn must not be depicted over a CNF; rather, position the procedure turn symbol to show the CNF inside (preferred) or outside the point where the CNF plots. This guidance is being implemented on a day-forward basis, so that over time these potentially confusing positionings of CNFs over the procedure turn elbow will be eliminated. Val recommended this portion of the issue be closed and the group agreed. This IOU is Closed

2. Order 8260.19 Guidance. Tom Schneider, AFS-420, briefed that a minor revision to FAA Order 8260.19E, paragraph 8-80h, was made in Change 3, which was effective on February 22, 2013 - see below (changes in red). This IOU is Closed:

> **h. Changeover Point (Not applicable for RNAV routes).** Enter the changeover point in the segment where it lies. If midpoint, leave **blank.** If NOT midpoint, enter the mileage from and the identifier of the nearest facility. If a **gap** exists, the changeover point may be at the middle of the gap; however, leave **blank.** If a **dogleg** course change has been established, enter **"DL."** When the dogleg point meets en route VHF intersection and/or DME fix criteria, establish a pronounceable named fix. When this is not possible, establish a CNF to identify the dogleg point.

3. AIM Guidance. Kel Christianson, AFS-470, briefed that his office has prepared new AIM guidance to more clearly explain CNFs. A copy of the draft AIM change was provided all attendees and is included here . Attendees are asked to review the draft and provide comments directly to Kel at kel.christianson@faa.gov.

A discussion followed. John Collins, GA Pilot, noted that it is difficult to define the point where airways intersect on an airway-to-airway clearance where there is no fix/NAVAID to define the intersect point. He recommend that a CNF be established wherever airways intersect and an intersection or DME fix cannot be established. Valerie Watson, AJV-3B, stated that there are "numbered fixes" with databased latitude/longitude positions for these intersections, however they are not charted. Gary McMullin, Southwest Airlines, asked if the coordinates could be charted. Valerie responded that there has never been a requirement for these positions to be charted. Paul Eure, AJE-31, stated that under the VOR Minimum Operating Network (MON) plan, there is consideration being given to converting the entire en route structure to RNAV using "T" and "Q" Routes. Ted Thompson, Jeppesen, stated that we must remember that the original submission noted problems with both terminal and en route aspects of CNFs. Ted also noted that it is ironic that the original submitter wanted to do away with CNFs all together, yet the ACF discussion seems to be indicating we need to add more.

Status: AFS-470 track publication of AIM guidance regarding CNFs. Item Open (AFS-470).

u. 12-02-304: FMS Coding of SIDs Containing Multiple or Differing Runway Transitions

Tom Schneider, AFS-420, briefed that the recommended guidance to resolve the issue was included in Change 3 to FAA Order 8260.46, which was signed on December 31, 2012 and recommended the issue be closed. Ted Thompson, Jeppesen, asked Tom to confirm if the policy specifically addressed a point of clarification that Brad Rush, AJV-3, had raised at ACF meeting 12-02 in that the revised policy should address transitions which differ in either lateral or vertical paths (e.g., prop vs. turbojet climb gradients or altitude restrictions). Tom responded that he believes the current verbiage is clear in specifying ".... one initial departure route from the end of a runway....". Tom could not recall any instances where different vertical paths would apply; however, he agreed to check with Brad (who was not present at this ACF) to see if his point was adequately addressed. Ted stated he wanted to make sure that loop was closed when he reported back that the agenda item had been closed and all aspects accounted for.

Editor's Note: *Post meeting coordination between Brad Rush, AJV-3B and Tom Schneider, AFS-420 indicates that "lateral/vertical" should be added to FAA Order 8260.46 verbiage to eliminate any possible confusion. Tom will amend the policy in the next iteration of paragraph 2-1d(7) of the Order to read: " (7) Do not establish DPs containing more than one initial departure route* ***(lateral or vertical)*** *from the end of a runway to the end of the SID, to support different types of aircraft (i.e., jet, turbo-prop, etc.) or different equipment requirements (DME, non DME). Where this is necessary, separate procedures must be developed." In the interim, Brad has agreed to issue internal guidance within AeroNav Products to ensure this concern is allayed*

Status: Issue CLOSED.

v. 12-02-305: Conflict Between STAR VNAV Path and MEA

Jim Arrighi, AJV-14, briefed that the recommended verbiage (See previous meeting minutes) to address the issue has been included in the draft FAA Order JO 7100.9, which is targeted for publication December 13, 2013. The issue remains open pending publication.

Status: AJV-14 will continue to track publication of Order JO 7100.9E.
Item Open Pending Publication (AJV-14).

5. New Business:

a. 13-01-307: TDZE is Required by 91.175, THRE is Not

New issue presented by John Collins, GA Pilot. John expressed concern that when TERPS Change 20 became effective, procedures were designed and minimums tied to the runway threshold elevation (THRE) vice the touchdown zone elevation (TDZE). 14 CFR Part 91.175(c)(3)(i) requires that pilots not descend "....below 100 feet above the **touchdown zone elevation** using the approach lights as a reference...". The IAP charts to which Change 20 has been applied no longer show TDZE. Because the touchdown zone elevation is defined as the highest point within the first 3,000 feet of the runway, pilots utilizing the only elevation they have (THRE) may inadvertently violate this rule when approaching an up-sloping runway. John recommends that a rule change should be made to 91.175 to add the THRE as an option to using the TDZE. He also recommends that FAA add a definition of THRE to the Pilot/Controller Glossary (PCG) and add information to the AIM and IHP to discuss the change. Tom Schneider, AFS-420, responded that there has been much discussion within AFS-400 regarding John's Recommendation Document (RD) and turned the floor over to Bryant Welch, AFS-410, who briefed background and AFS-400 actions considered thus far. A copy of Bryant's briefing slides is attached here . Bryant briefed the history of the AFS effort to harmonize FAA landing minimums with PansOps and the Joint Aviation Requirement for the Operation of Commercial Transport (JAR-OPS). This initiative, which was undertaken at the request of Air Transport Association (now Airlines for America, A4A), was complete with the publication of TERPS Change 20 in December, 2007; however, as noted in the ACF RD, all rulemaking requirements to support the change were not accomplished. After initial study of the RD, AFS-400 has developed three options that are under consideration:

1. Revert procedure design standards to using TDZE. This will require modifying TERPS criteria and charting specifications back to pre-TERPS Change 20 implementation. It will also require amending over 3,000 procedures that have been developed under TERPS Change 20. This reversion would allow the current rule to remain unchanged, but would negate all JAA and ICAO harmonization efforts.

2. Affirm transition to THRE in both criteria and operations. This option will require updating 91.175(c) to allow either THRE or TDZE as published on the approach chart and continue the current application of TERPS Change 20 using THRE. It would not require any changes to either criteria or charting standards. It would also allow the international harmonization efforts to continue; however, operations may be affected during the rule change process.

3. Continue to use TDZE in operational rules and use THRE in procedure development. This will require adding the TDZE (proposed to the airport sketch) on over 3,000 IAP charts that are currently published with THRE and all future charts to which Change 20 is applied. The benefit is that rulemaking would not be required.

Bryant closed saying that no decision has been made and all options are still on the table; however, Option 3 is favored by AFS-400. A sample chart showing the depiction of both THRE and TDZE on the IAP chart was shown to the group and is included in Bryant's briefing slides. Valerie Watson, AJV-3B, asked why not pursue the rule change as recommended in John Collins' RD as it appears that Option 2 best serves all. Mike Foster, USAASA agreed. Gary Powell, AFS-401 responded that the FAA needs to re-assess whether ICAO harmonization on this issue is needed. He stated that AFS tried to change the definition of HAT to mean height above threshold elevation vice height above touchdown during the RNAV Notice of Proposed Rulemaking (NPRM) of December 2002, but there was significant pushback from industry. Gary added that in discussions whether to change 91.175(c), it was determined that it is not a safety issue, but a compliance with the rule technicality. Valerie suggested that any immediate action should be based on the decision regarding the rule change. If the decision to change the rule is made, no chart or criteria changes will be made. If the decision is NOT to pursue the rule change, then one of the other 2 options (reversion to TDZE or dual elevation depiction) will need to be decided and acted upon. Ted Thompson, Jeppesen, voiced objection to the proposed solution in Option 3 because of the fact that the official 8260-series regulatory document will not be the method of conveyance of the TDZE. He voiced that this would force charting agents to rely on another source stream for the appropriate value in order to reinstate and maintain TDZE data. Ted also questioned the potential source of confusion to users if both TDZE and THRE values are charted, especially in those cases where they reflect different values. He added that the chart depictions used by FAA are different than commercially produced charts; i.e., Jeppesen and Lido. John Collins asked whether there was any quick method to effect a rule change. Bryant responded that there was so much push back during the RNAV NPRM, he doubted that FAA General Council would consider a direct-to-final-rule request. Lev Prichard, APA, stated that this is a big issue due to the possible differences in elevations on up-sloping runways. Michael Stromberg, Air Wisconsin, agreed stating it is especially so on runways that have the maximum allowable slope. Gary McMullin, Southwest Airlines, agreed that publishing two values could be confusing when entering values into avionics systems and most pilots in attendance agreed. Mark Cato, ALPA, asked whether a pilot could receive a deviation if he uses THRE when that is all that is available to him on the chart. Bryant replied, no, and that AFS needs to get the associated guidance out to inspectors. Bryant added that, in the interim, AFS-400, in concert with AeroNav Products, is drafting a plan to develop a listing of TDZEs for those IAPs that are currently published with THRE only. Once complete, the list would be published in the NTAP to provide necessary information so pilots can comply with the existing rule pending a decision on what option to pursue. Tom closed the discussion stating that no decision will be made today and that the ACF-IPG discussion will be captured in the minutes for consideration by AFS-400 during the decision process.

Status: AFS-410 to work the issue and report at the next ACF. Item Open (AFS-410).

Editor's Note: *Post meeting, AJV-3B, forwarded a listing of those procedures developed under TERPS Change 20 and published with THRE only as of the April 2013 AIRAC cycle. A copy is included here . It must be noted that the list is dynamic and will require updating at each chart cycle until either TDZE is on all charts or the rule changes to allow either THRE or TDZE.*

b. 13-01-308: RNAV (GPS) Approach Procedures That Do Not Have an LNAV Minimum Line Should Indicate “Alternate NA”

New issue presented by John Collins, GA Pilot. John briefed that many RNAV (GPS) Approach procedures do not have a LNAV minima line; e.g., LPV only or LPV and LNAV/VNAV only, and therefore, should be noted as "Alternate NA". This recommendation is supported by the WAAS GPS Aircraft Flight Manual Supplement (AFMS) and AIM, paragraph 1-1-20 c.7, which states in part "....*When using WAAS at an alternate airport, flight planning must be based on flying the RNAV (GPS) LNAV minima line, or minima on a GPS approach procedure, or conventional approach procedure with “or GPS” in the title*." Catherine Majauskas, AFS-470, briefed that the FAA has reviewed the current requirements placed on aircraft GPS navigation systems with respect to alternate airport planning requirements. The FAA also studied the availability of GPS and Wide Area Augmentation System (WAAS) for both GPS and WAAS-based instrument approach procedures (IAPs) at destination and alternate airports. As a result, the FAA has updated the policy and provided clarification to enable additional flexibility for users while maintaining safety in the National Airspace System (NAS). Specifically, these changes will allow operators with GPS (non-augmented) navigation systems to plan for use of GPS-based IAPs at either the destination or alternate airport, but not both locations. Of particular note, in order to take advantage of this change, these operators will need to have aircraft with fault detection and exclusion (FDE) capability. Allowances for all operators have been broadened to address those navigation systems that incorporate a baro-VNAV input. In line with previous policy, WAAS equipped operators without baro-VNAV may still plan for LNAV at the alternate airport. This information was published as a Graphic Notice in the April 4, 2013 edition of the FAA Notices to Airmen Publication (NTAP) and a copy is provided here . John emphasized that people are misinterpreting the reference; it must be clear in specifying the non-precision requirement. Catherine quoted the language from the NTAP, which states that it is still the pilot's responsibility to comply with Code of Federal Regulations, Title 14, Part 91, paragraph 91.169 regarding instrument flight rules alternate airport weather minima guidance for non-precision approach procedures. Lev Prichard, APA, stated that there are pilots that believe that if an approach has vertical guidance, it is a precision approach. Catherine noted that associated changes to the AIM and AIP are scheduled for this August. Work is in progress to update associated Advisory Circulars and other FAA Orders. Tom Schneider, AFS-420, stated that FAA Order 8260.19, paragraph 8-53b(3) was recently updated to emphasize that alternate minimums are authorized on RNAV (GPS) and RNAV (RNP) SIAPs. However, procedures that only contain LPV minimums cannot be used for determining an alternate. The issue will remain open until AIM and AIP changes are made.

Status: AFS-470 to track AIM and AIP changes. Item Open Pending Publication (AFS-470).

c. 13-01-309: LP Procedure Cancelled Because of VDA Not Being Charted

New issue presented by John Collins, GA Pilot. John, in coordination with Wally Roberts, Aviation Consultant, noted that in at least one instance (Washington County, PA), LP minimums were removed from the procedure because flight inspection deemed a vertical descent angle (VDA) should not be published. When queried as to why LP minimums were removed, AeroNav Products responded that the reason was coding requirements: "*This is the reason, but it has more to do with coding. Once we remove the VDA, the coding of the angle has to be changed from 3.00 degrees to 0.00 degrees thus negating the LP minimums and the FAS DATA. If we kept the 3.00 degrees in coding it would override what we are trying to prevent. We are trying to prevent the aircraft flying from FAF to THLD, like an LPV /ILS, when it should be flying from FAF to MDA like an LNAV. We had a test case go thru flight inspection to see if we could keep LP*

minimums, but it did not work. I hope this answers your question." John is concerned that if this trend continues, it could lead to additional cases where lower LP minimums are pulled from charts when a VDA is not authorized. He recommends that the database coding of LP procedures should be permitted even when the VDA is not charted (or coded as zero). Being able to fly a procedure with a constant descent final approach (CDFA), although beneficial, should not be made a requirement for a non-precision approach. John emphasized that there will always be published procedures that require "dive and drive" for descent below the MDA; e.g. LP approaches. Tom Schneider, AFS-420, briefed that he spoke with Dan Burdette of Flight Inspection, AJW-331, who said that it was not the intent of Flight Inspection to deny or remove the LP minimums from a procedure without a VDA. In the example given by John Collins, the decision to withdraw the LP minimums was made by AeroNav Products. Dan added that Flight Inspection will take another look at the coding process used for approaches without a VDA. A discussion ensued regarding CDFA and the use of VDA. Ted Thompson, Jeppesen, stated that the use of the VDA remains an education issue to emphasize that the VDA is advisory only and only applicable for a stabilized descent to the MDA. Darren Harris, PSA Airlines, agreed that better guidance is required; however, we must keep in mind that CDFA is preferable to prohibition of an angle. The group consensus is that LP minimums must be retained even when Flight Inspection states a VDA is not to be published. Ted Thompson suggested that this issue be closed because it's connected by nature to ACF-IPG Issue 12-01-301. John Collins stated he would agree so long as the solution to 12-01-301 considers that LP capability should not be otherwise denied. Tom agreed to do so and the Recording Secretary will ensure the recommendation to retain LP minimums in the absence of a VDA is included in the resolution of issue 12-01-301

Status: Issue CLOSED (Combined with 12-01-301)

d. 1**3-01-310:** Option “Pilot Must Have at Least the Textual Description of a SID/STAR in Possession” to Fly a SID or STAR

New issue presented by Bob Lamond on behalf of NBAA. The FAA Instrument Flying Handbook (IFH), FAA-H-8083-15B, and the FAA Instrument Procedures Handbook (IPH), FAA-H-8261-1A, contain statements that a pilot must have in his/her possession, at a minimum, the textual description of a Standard Instrument Departure (SID) or a Standard Instrument Arrival (STAR) before they are allowed to accept a clearance for these procedures. The Aeronautical Information Manual (AIM) used to contain similar statements; however, these have been removed. NBAA asserts that in today's environment, SIDs and STARs are graphically depicted with such complex lateral (track & distance), vertical (altitude restrictions), and longitudinal (speed restrictions) path requirements that it is impossible for a pilot to complete the familiarization, procedure verification, and monitoring requirements for RNAV/RNP operations using only a textual description of the procedure. NBAA is requesting the IPH and IFH be revised to require the pilot have the charted procedure in his/her possession in order to accept clearance to fly it. There was no pushback or discussion on the issue. Tom Schneider, AFS-420, commented that the recommendation makes sense and he would take it to his Branch for action. Since the AIM verbiage has already been changed, it only makes sense to have the IPH and IFH in agreement.

Status: AFS-420 to develop and track changes to the IPH and ensure the office responsible for the IFH is advised Item Open (AFS-420).

e. 1**3-01-311:**Terminal Arrival Areas

New issue presented by Bob Lamond on behalf of NBAA. NBAA has conducted extensive research on TAA design criteria (FAA Order 8260.58, *United States Standard for Performance Based Navigation*) vs. pilot guidance for flying within a TAA (AIM, IPH, IFH, etc.). Order 8260.58, which incorporated TAA guidance from FAA Order 8260.45, *Terminal Arrival Area,* states that "*The TAA was conceived as a "free flight" concept; i.e., the pilot can maneuver as necessary within the TAA sector. It is assumed the pilot will maneuver to enter at a given IAF at an airspeed and intercept angle to correctly fly the procedure.*" The "free flight" verbiage is new to TAA design and has not been incorporated in any pilot educational material. The NBAA Recommendation Document (RD) provides explicit examples where guidance in the AIM, IPH and IFH effectively negates the "free flight" concept. From these examples, it can be seen that there exists a fundamental disconnect between the design criteria upon which the TAA concept is based and the guidance furnished to pilots regarding the execution of the required maneuvering necessary to join the initial segments within the TAA. NBAA has noted that some recent instrument procedures have been developed without the use of left and right base leg segments, providing an example at Roundup, MT (KRPX). NBAA supports this simplified design noting that without left and right base leg segments, the pilot must execute the hold-in-lieu of procedure turn (HILPT) course reversal if arriving over the IF/IAF from any position within the 180-degree sector opposite of the HILPT. This option eliminates excessive turn angles necessary to join the base legs. It also eliminates the assumption that the pilot will execute a "free flight" maneuver to intercept the base leg IAF at a maximum intercept angle of 45 degrees, a requirement that imposes a significant increase on pilot workload during an approach. Paul Eure, AJE-31, stated that the FAA has not done the best job in training controllers on TAA use and the ATO is currently working with Flight Standards specialists to help develop a training package for controllers. Paul stated that most controllers are under the assumption that once the aircraft is within the TAA, they can clear it for the approach and the pilots will fly it as charted. Gary McMullin, Southwest Airlines, stated that the TAA criteria were looked at extensively during the development of Order 8260.58 and the only thing that works effectively is the basic "T" design. Design criteria should be re-worked to do away with the "Y" design and retain the "T" design with shorter legs. Gary further recommended that future studies consider a 25 degree bank angle, historical winds, and published speed restrictions to enhance design and use. In summary, the discussion acknowledged that there are several "disconnects" related to the design and operational use of TAAs as well as controller training issues. Tom Schneider commented that certain elements of Order 8260.58 need to be addressed and he will take this to the US-IFPP. Paul Eure remarked that there's also a need to educate controllers about the characteristics and use of TAAs and this should take place sooner than later.

Status: 1) AFS-420 will pursue a review of FAA Order 8260.58 through the US-IFPP and draft updated language for the AIM, IPH and IFH; and 2) AJE-31 and AJT-2A3 will continue developing controller training material. Item Open (AFS-420, AJE-31, and AJT-2A3).

6. Next Meeting: ACF Meeting **13-02** is scheduled for **October 29-31, 2013** with the **Air Line Pilots Association (ALPA)**, Herndon, VA as host. ACF Meeting **14-01** is scheduled for **April 29-May 1, 2014** with host TBD.

Please note the attached Office of Primary Responsibility (OPR) listing (attachment 1) for action items. It is requested that all OPRs provide the Chair, Tom Schneider, a written status update on open issues not later than October 9 - a reminder notice will be provided.

8. Attachments (2):
1. OPR/Action Listing.
2. Attendance Listing.

AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES GROUP
OPEN AGENDA ITEMS FROM MEETING 13-01

OPR	**AGENDA ITEM (ISSUE)**	**REQUIRED ACTION**
AFS-470	**92-02-110:** (Cold Weather Altimetry)	Continue to develop a cold temperature implementation plan and update AIM.
AJE-31	**02-01-241:** (Non-Radar Level and Climb-in-hold (CIH) Patterns	Track change to FAA Order JO 7210.3.
AFS-420	**07-01-270:** (Course Change Limitation Notes on IAPs)	Track TERPS Change 26.
AFS-420	**07-02-278:** (Advanced RNAV (FMS/GPS) Holding Patterns Defined by Leg Length)	Continue development of revised holding criteria.
AJV-3B	**09-01-282:** (Glide Slope Intercept Altitudes on ILS Parallel Approaches)	Remove currently published ILS intercept notes and report progress.
AJT-2A3, AJE-31, AFS-410, and NBAA	**09-01-284:** (Question of TERPs Containment with Late Intercepts)	AJT-2A3 and AJE-31: Track changes to Order JO 7110.65, paragraph 4-8-1 AFS-410: In concert with AJT-2A3 and NBAA, review proposed ATO changes to JO 7110.65 and to develop necessary pilot educational material
AFS-410, AFS-470, AJT-2A3, AJE-31, and AJV-14	**09-02-286:** (Initial "Climb & Maintain" Altitude on SIDS)	Jointly work the issue and report progress. .
AFS-410, AFS-470 and AFS-420	**09-02-288:** (VNAV Minimums vs. Circle to Land)	AFS-410: In concert with AFS-470, develop AIM language. **Note:** Assistance has been offered from NBAA, APA, John Collins, and Horizon Air. AFS-420:Track IPH publication
AFS-420 (US-IFPP)	**09-02-291:** (Straight-in Minimums NA at Night)	Work issue through the US-IFPP and report.
AFS-420 AJE-31 AJE-31 and NBAA AJV-3B	**10-01-292:** (Removal of VCOA Option at Mountainous Airports)	AFS-420: Track IPH guidance. AJE-31: Track AIM, AIP, PCG, and FAA Orders JO 7110.65/7110.10 changes until published. AJE-31 and NBAA: Work jointly to re-establish VCOAs at selected mountainous airports AJV-3B Develop a list of those locations where Air Traffic has requested a VCOA be denied

AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES GROUP
OPEN AGENDA ITEMS FROM MEETING 13-01

OPR	AGENDA ITEM (ISSUE)	REQUIRED ACTION
AJT-2A3 and AFS-470	**10-01-294:** (RNP SAAAR Intermediate Segment Length and ATC Intervention)	AJT-2A3: Track the DCP change to Order JO 7110.65, paragraph 4-8-1. AFS-470: Lead ad hoc Working Group to further assess issue and report.
AFS-470 and AFS-420	**11-01-296:** (Magnetic Variation Differences and Flight Management Systems)	AFS-470: Coordinate and track AIM change. AFS-420: Monitor actions by the PARC and RTCA SC-227.
AFS-420	**11-02-297:** (Airway "NoPT" Notes on IAPs)	Develop and track change to FAA Order 8260.19.
AJV-3B (US-IFPP)	**11-02-298:** (Converging ILS Coding and Chart Naming Convention)	Track and report US-IFPP actions on the subject.
AFS-420 (US-IFPP)	**12-01-299:** (Loss of CAT D Line of Minima in Support of Circle-to-Land Operations)	Lead a study group and address the issue through the US-IFPP.
AFS-420 (US-IFPP)	**12-01-301:** (Publishing a Vertical Descent Angle (VDA) with 34:1 Surface Penetrations in the Visual Segment)	Facilitate US-IFPP work group to address the issue and consider 13-01-309 in the resolution.
AFS-470	**12-02-303:** (Charting Computer Navigation Fixes(CNFs))	Coordinate and track AIM guidance regarding CNFs.
AJV-14	**12-02-305:** (Conflict Between STAR VNAV Path and MEA)	Track change to JO 7100.9.
AFS-410	**13-01-307:** (TDZE is Required by 91.175, THRE is Not)	Work issue and report at the next meeting.
AFS-470	**13-01-308:** (RNAV (GPS) IAPs without LNAV Minimums Should Indicate "Alternate NA")	Coordinate and track AIM and AIP guidance regarding CNFs.
AFS-420 (US-IFPP)	**13-01-309:** (LP Cancelled Because VDA Not Charted)	Procedure combined with 12-01-301. .
AFS-420	**13-01-310:** (Option to Fly a SID/STAR) with only Textual description)	Develop and track changes to the IPH and ensure the office responsible for the IFH is advised
AFS-420 (US-IFPP), AJE-31 and AJT-2A3	**13-01-311:** (Terminal Arrival Areas)	AFS-420: Pursue a review of FAA Order 8260.58 through the US-IFPP and draft updated language for the AIM, IPH and IFH. AJE-31 and AJT-2A3: Jointly continue developing controller training material.

AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES GROUP
ATTENDANCE - MEETING 13-01

Arrighi	Jim	FAA/AJV-14	202-385-4680	james.arrighi@faa.gov
Ball	Al	NETJETS	614-239-4873	ball@netjets.com
Becker	Hal	AOPA	540-729-5968	hal.becker@att.net
Brackin	Jon	FAA/AFS-240	202-267-4129	jon.k.brackin@faa.gov
Burns	Andrew	FAA/AFS-410 (Support)	202-385-4974	andrew.ctr.burns@faa.gov
Cato	Mark	ALPA	703-689-4189	mark.cato@alpa.org
Christian	Lance	NGA/MSRF	571-557-3870	lance.d.christian@nga.mil
Christianson	Kel	FAA/AFS-470	202-385-4702	kel.christianson@faa.gov
Collins	John	GA Pilot	704-576-3561	johncollins@carolina.rr.com
Covington	Neal	Aero Nav Data, Inc	618-281-8986 x103	neal@aeronavdata.com
Dean	Rob	MITRE CAASD	703-983-3813	rdean@mitre.org
DiPierro	Giovanni	FAA/AJT-2A3	202-385-8691	giovanni.dipierro@faa.gov
Eure	Paul	FAA/AJE-31	202-385-8451	paul.eure@faa.gov
Foster	Mike	USAASA	703-806-4869	james.m.foster1.civ@mail.mil
Fredricks	Eric	FAA/AJE-31	202-385-8438	eric.fredricks@faa.gov
Goodson	Robert	NGA	571-558-1714	robert.l.goodson@nga.mil
Hammett	Bill	FAA/AFS-420 (ISI)	603-521-7706	bill.ctr.hammett@faa.gov
Harris	Darren	PSA Airlines	919-656-4474	darrenharris@psaairlines.net
Hendi	Jennifer	FAA/AJV-3B	301-427-4816	jennifer.l.hendi@faa.gov
Hill	Chris	Delta Air Lines	405-715-1164	christopher.w.hill@delta.com
Jamison	Lynette	FAA/AJR-B1	540-422-4761	lynette.m.jamison@faa.gov
Johnson	Coby	FAA/AFS-410	202-385-4621	coby.johnson@faa.gov
Jones	Chris	FAA/AFS-410 (Support)	202-385-4570	christopher.p-ctr.jones@faa.gov
Kelly	Dennis	NATCA	484-767-2548	dennis.kelly@natca.net
Kramer	Tom	AOPA	301-695-2064	tom.kramer@aopa.org
Lamond	Robert	NBAA	202-783-9255	rlamond@nbaa.org
Laroche	Pierre	Transport Canada	613-991-9927	pierre.laroche@tc.gc.ca

AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES GROUP
ATTENDANCE - MEETING 13-01

Lewis	Ray	US Navy - CNO	703-614-2641	ray.lewis@navy.mil
Loney	Tom	Royal Canadian Air Force	204-833-2500 x5512	tom.loney@forces.gc.ca
Majauskas	Catherine	FAA/AFS-470	202-385-4725	catherine.majauskas@faa.gov
McGray	Bruce	FAA/AFS-410	202-385-4625 FAX: 4937	bruce.mcgray@faa.gov
McMullin	Gary	Southwest Airlines	214-695-1685	gary.mcmullin@wnco.com
Meek	Jordan	Lufthansa (LIDO)	41 44 828 6976	jordan.meek@lhsystems.com
Moore	John	Jeppesen		
Nahlik	Justin	NGA	571-557-8803	justin.m.nahlik@nga.mil
Newton	David	Southwest Airlines	214-792-3416	c.david.newton@wnco.com
Poisson	Michael	FAA/AJT-2A3	202-385-6154	michael.poisson@faa.gov
Powell	Gary	FAA/AFS-401	202-385-4589	gary.l.powell@faa/gov
Prichard	Lev	APA	214-212-6357	lhp4@swbell.net
Richardson	Walter	FAA/AJV-354	301-427-5139	walter.richardson@faa.gov
Rushton	Alex	FAA/AJV-3B (LM)	301-427-5186	alex.ctr.rushton@faa.gov
Saenger	Philip	SAIC NextGen Support	202-385-4331	philip.ctr.saenger@FAA.gov
Schneider	Tom	FAA/AFS-420	405-954-5852 FAX: 2528	thomas.e.schneider@faa.gov
Smith	Lee	Capitol Airspace	703-256-2485	lee.smith@capitolairspace.com
Steinbicker	Mark	FAA/AFS-470	202-385-4613	mark.steinbicker@faa.gov
Stromberg	Michael	Air Wisconsin	920-203-1493	michael.stromberg@airwis.com
Swanson	David	FAA/AJT-2A4	202-385-8612	david.w.swanson@faa.gov
Thompson	Ted	Jeppesen	303-328-4456 FAX: 4111	ted.thompson@jeppesen.com
Washam	Mark	FAA/AJT-2A3 (HIS)	202-385-8543	mark.ctr.washam@faa.gov
Watson	Valerie	FAA/AJV-3B	301-427-5155	valerie.s.watson@faa.gov
Webb	Mike	FAA/AFS-420	202-385-4603	mike.webb@faa.gov
Welch	Bryant	FAA/AFS-410	202-385-4539	bryant.welch@faa.gov
Wentworth	Brandon	Southwest Airlines	214-792-5451	brandon.wentworth@wnco.com
Wood	Leah	Aero Nav Data	703-859-3073	lwood@aeronavdata.com