

AERONAUTICAL CHARTING FORUM
Charting Group
Meeting 17-02 – October 25 - 26, 2017

RECOMMENDATION DOCUMENT

FAA Control # ACF-CG RD 17-02-332

Subject:

Confusing Speed Restriction Notes on SID/STAR Charts

Background/Discussion:

Speed restriction and speed notes for PBN Instrument Flight Procedures (IFP) are becoming more complex and ambiguous. An example of ambiguity between speed restrictions and speed notes are depicted on the Newark Liberty International FLOSI 3 (10-2A) RNAV Arrival. The upper right corner of the Jeppesen 10-2A chart for EWR has the following speed note in bold magenta lettering:

- **“SPEED: TURBOJET AND TURBOPROP AIRCRAFT 250 KT OR GREATER ARE AUTHORIZED.”**

Speed restrictions at waypoints along the lateral tracks of Jeppesen SIDs/STARs are also charted in bold magenta lettering. The note can be interpreted by flight crews operating turbojet and turboprop aircraft are authorized to exceed 250kts along the entire procedure and below 10,000 feet.

14 CFR Part §91.117 requires flight crews to comply with speed restrictions below 10,000 feet and while operating in or around controlled airspace. Misinterpreting charted speeds below 10,000 feet potentially reduces safety and exposes flight crews to enforcement actions for violating CFR Part §91.117.

Jeppesen presented Recommendation Document (RD) 16-02-328, “*Complexity of Speed Restrictions Notes on SIDs & STARs*” at the October 16, 2016 Aeronautical Charting Forum. The RD provided a comprehensive overview of the charting process and liability Jeppesen faces for not charting In Accordance With (IAW) FAA instrument procedure source documents.

Recommendations:

The FAA requirements criteria and guidance related to the development of speed restriction and speed notes should be updated to improve the simplicity and uniformity of such notes. Existing speed restrictions and speed notes should be reviewed for clarity and their content improved to eliminate confusion.

Speed restrictions and speed notes should be charted in different colors to help eliminate confusion. The note should be moved from the upper right corner and included in the notes section or clearly labeled as a note.

Charts that exceed 14 CFR Part §91.117 speed limits below 10,000 should include an FAA waiver statement.

Comments:

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Date: 5 October 2017

INITIAL DISCUSSION – MEETING 17-02: Gerry O’Sullivan (ALPA) briefed ([VIEWs](#)) an issue related to speed restrictions on STARS. He began by showing a speed note on the FLOSSI 3 STAR (Newark, NJ) appears to authorize a deviation to the 14 CFR Part 91.117 rule that prohibits speeds in excess of 250 knots below 10,000 feet MSL. Gerry discussed the magenta color of the speed note on the Jeppesen produced chart; John Bordy (Flight Procedure Standards Branch) said government charts do not use color. Ted Thompson (Jeppesen) said they publish speed notes from source, and use magenta color if the speed restriction applies to the entire procedure. John said the same note is on the FAA source. John indicated the ACF-IPG is not the proper forum to discuss Jeppesen charting standards; however, the other ALPA recommendations related to speed restrictions could be addressed through the already open ACF-IPG item 16-02-328 (Increasing Complexity of Speed Restriction Notes on SIDs & STARS). Bennie Hutto (NATCA) said he is unsure of what the speed note on the FLOSSI STAR was intended for and indicated he would research. No objection to combining this issue with ACF-IPG item 16-02-328 was voiced; therefore, this item will be combined into it.

Action Items:

The recommendations on this item will be moved to open ACF-IPG agenda item 16-02-328. Bennie Hutto (NATCA) will research the history/intent of the FLOSSI STAR from the designers.

Status: Item to be incorporated into 16-02-328.
