

May 21, 2003

Dear Forum Participant

Attached are the minutes of the Aeronautical Charting Forum, Instrument Procedures Group, (ACF-IPG) held April 28-29. The meeting was sponsored by the Aircraft Owners and Pilots Association (AOPA) and held at the Hampton Inn Frederick, Frederick, MD. Attached to the minutes are an office of primary responsibility (OPR) action listing, and an attendance listing.

Please review the minutes and attachments for accuracy and forward any comments to the following:

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AFS-420 has a web site that contains information relating to ongoing activities including the ACF-IPG. The home page is located at <http://av-info.faa.gov/terps/ACF-IPG.htm>. This site contains copies of past meeting minutes 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, required action, and OPR. We encourage participants to use this site for reference in preparation for future meetings.

ACF Meeting 03-02 is scheduled for **October 20-23** with the FAA's National Aeronautical Charting Office (NACO), in Silver Spring, MD as host. Meeting 04-01 is scheduled for April **26-29**, 2004 in Washington, DC, host TBD.

Please note that **meetings begin on Monday**. Please forward new issue items for the 03-02 Instrument Procedures Group meeting to the above addressees not later than October 3rd. A reminder notice will be sent.

We look forward to your continued participation.

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

Attachment: ACF minutes w/attach.

**GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES GROUP
Meeting 03-01 Fredrick, MD
April 28-29, 2003**

1. Opening Remarks:

Mr. 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 9:00 AM on April 28, 2003. The meeting was hosted by the Aircraft Owners and Pilots Association and held at the Hampton Inn, Fredrick, MD. Ms. Heidi Williams made welcoming and administrative comments on behalf of AOPA. A listing of attendees is attached.

2. Review of Minutes of Last Meeting:

The minutes of ACF-IPG 02-02, which was held on October 21-22, were electronically distributed on November 13, 2002. Several minor editorial changes were made to acknowledge comments received from ALPA and NBAA. The revised minutes, with revisions shown in shaded text, were distributed on November 22nd. The minutes were accepted as revised.

3. Briefings:

a. Status Report on ACF SID Letter.

Bill Hammett, AFS-420 (ISI), briefed that all Flight Standards taskings have been completed. The AIM change to paragraph 5-2-6 reflecting the consensus of the ACF was published on February 20th. The change separates Departure Procedures (DPs) into two types by re-introducing the term Standard Instrument Departure (SID) for those DPs developed for system enhancement, and introducing the term Obstacle Departure Procedure (ODP) for DPs developed solely for obstruction clearance. Unfortunately, the Pilot/Controller Glossary material that was forwarded to ATP-120 did not make the February AIM Change. Order 8260.46B, *Departure Procedure (DP) Program* was updated to support the change and was effective March 3rd. Coordination with the National Aeronautical Charting Office (NACO) indicates that they have nearly completed the review to ensure that all ODPs contain the (OBSTACLE) identifier in the procedure title to differentiate between whether a graphic DP is a SID or ODP. NACO is also in the process of revising the lead-in page (C1) of the Take-off Minimums and Departure Procedures section of the TPP. Text has been developed, coordinated and should be published on the next charting cycle. There are still some minor Air Traffic administrative details to be completed; e.g., Order 7110.65 and Pilot/Controller Glossary updates. Coordination with ATP-120 indicates that the changes have been submitted and are scheduled for publication in August. SIDs are back - this issue is closed and no further reports are required.

b. Human Factors Briefing.

Tom Schneider, AFS-420, introduced Mark Reisweber, the new human factors specialist on the AFS-420 staff. Mark presented a general briefing on human factors philosophy and a look at how human factors apply to instrument flying procedures and aeronautical charting products. AFS-420 will be using Mark's flying experience and human factors knowledge extensively in assessing current and future charting requirements to support new technologies.

c. Procedure Identification. Jim Terpstra, Jeppesen, presented a briefing outlining the US position on procedure identification that will be presented at the full ICAO Obstacle Clearance Panel (OCP) next month. The OCP recommendation is that states label the IAF, IF, FAF, and MAP on instrument approaches. There was lively discussion and mixed reaction over intermediate fix (IF) charting which is included under issue 02-01-237. Additionally, several other naming conventions fueled discussion; notably: a) The US (LOC) versus ICAO (LLZ) acronym for identification of localizers. The US is attempting to get ICAO to adopt LOC as this what is displayed on aircraft panels. b) Using "IGS" for LDA with GS procedures would align the US with ICAO. c) The US use of LDA for offset localizer procedures is not well received internationally. Lynn Boniface recommended that an ad-hoc sub group of the ACF review the US paper and forward comments to him ASAP. Tom Schneider noted that there would probably not be enough time to accommodate this prior to the OCP meeting. Jim also gave an overview of the Joint Aviation Authorities (JAA) discussion paper on Navigation Strategy prepared by the European Civil Aviation Conference (ECAC). Of note is that JAA has gone on record that conventional procedures cannot be ignored in airborne avionics systems development. A copy of the ECAC paper will be forwarded to the ACF-IPG master mailing list.

4. Old Business (Open Issues):

a. 92-02-104: TERPS paragraph 323a, Precipitous Terrain Additives.

Tom Schneider, AFS-420, provided a handout outlining the current status. Some headway has been made. TERPS criteria development for an automated precipitous terrain evaluation is complete and is still planned to be included in TERPS Change 20. There was an AFS-AVN meeting in Oklahoma City in February to discuss implementation. Kevin Comstock, ALPA, asked what the implementation issues are. Bill Hammett, AFS-420 (ISI), responded that the primary issues included: whether there should be provisions for a manual override of the automation program or should it be accepted en toto; should an adjustment be made to precision final approaches; and, how to handle the impact of possible high adjustments to existing procedures. Mark Ingram, ALPA, requested a briefing at the ACF on impact as the automated precipitous terrain additive is applied at randomly selected airports.

On a sidebar discussion, Pat Fair, ATA-130, questioned charting specifications for terrain depiction on IAP charts. There have been instances where some IAPs at an airport have terrain depicted and others do not, depending on runway. John Moore, AVN-503, stated that the specs require that if approaches to one runway depict terrain at an airport, then all approaches at the airport should depict terrain. The exception is when the terrain area does not rise to 500' above the airport.

Editorial Note: Bill Hammett briefed the following proposed TERPS change schedule noting that change numbers, contents, and dates are subject to revision:

Change 20. Precipitous terrain; new circling criteria; new Chapter 10 (now estimated for coordination in October 03)

Change 21. New Volume 2, non-precision criteria; new Volume 5, copter criteria; and . will also include adding 8260.44 criteria to Volume 4. (Note: 8260.38 criterion is now planned for inclusion in 8260.48A.)

Change XX. New Chapter 3, visibility & landing minima criteria – will be a separate change (number TBD)..

Status: AFS-420 will continue tracking the program and report at the next meeting. **Item Open (AFS-420).**

- b. 92-02-105:** Review Adequacy of TERPS Circling Approach Maneuvering Areas and Circling at Airports with High Heights Above Airports (HAAs).

Tom Schneider, AFS-420, briefed the status of this issue as provided by Jack Corman, AFS-420. The new circling criteria are still planned for inclusion in TERPS Change 20, which is targeted for coordination in the Fall of 03. Tom also stated that the Manager, AFS-420 will not pursue early criteria implementation for CATs CD. It is preferred that the criteria are circulated for public comment and all categories be implemented simultaneously.

Status: AFS-420 to track publication of the new criteria. [Item Open \(AFS-420\)](#).

- c. 92-02-110:** Cold Station Altimeter Settings.

Tom Schneider, AFS-420 briefed that no progress has been made since the last meeting. AFS-420 has done all that is possible to work the issue from a criteria perspective; it is now an operational issue. The Manager of AFS-400 has been formally requested to provide an OPI to work the issue; however, one has not been assigned. Kevin Comstock, ALPA, suggested that adding an adjustment to allow a procedure to be used down to a predetermined temperature as is done with BARO-VNAV seemed a simple fix. Al Herndon, MITRE, stated that some FMS auto-adjust for temperature. Mark Ingram, ALPA stated that his experience is that the pilot must input temperature. Tom will continue to pursue an AFS-400 staff assignee to work the issue.

Status: 1) AFS-420 will coordinate with AFS-400 for a staff specialist to work the issue. [Item Open \(AFS-420\)](#).

- d. 93-01-121:** Provision of Current IAP Procedural Directive Guidance to the Aviation Community.

Tom Schneider, AFS-420, briefed a report by Steve Winter, AFS-420, indicating that progress is being made, albeit a bit behind schedule. The final layouts of Chapters 1,2,3, & 4, are due the week of April 28. Chapter 6 and Appendices A and B are due the following week. Chapter 5 is still in work. Jim Terpstra clarified that the contractor actually doing the work is not actually Jeppesen, but a Jeppesen subsidiary, ASAC. Tom also briefed that the publication will not be in Advisory Circular format. Rather it will be a handbook, officially identified as "FAA-H-8261-1, Instrument Procedures Guide". The acronym "IPG" will be used for reference.

Status: AFS-420 will continue to monitor contractual support and report. [Item Open \(AFS-420\)](#).

- e. 96-01-155:** Operational Status for OROCA Use.

Bill Hammett, AFS-420, briefed that Tom Schneider, as Chair of the ACF-IPG, wrote AGC-230 for a legal opinion on OROCA use for off-route RNAV flight. AGC-230 met with ATP-110, ATP-104, and ATA-400 and received feedback that Air Traffic expressed no interest in OROCA use. A subsequent meeting with the ACF-IPG Chair, ATP-110, and AGC-230 substantiated this fact. AGC-230 stated that a legal opinion would not be issued unless there is an agency need/support for OROCA use. Regrettably, there was no ATP-100 representation for the ACF discussion; however, ATP-110 is verbally on record that Air Traffic has no use for the OROCA. Off-route RNAV operations must be in a radar environment; therefore, Air Traffic prefers use of MVA and MIA charts instead. Bill briefed that the OROCA was originally developed as a Military Minimum IFR Altitude (MMIA) primarily to provide a safe altitude to assist lost-communications aircraft. Bill also recommended that the full OROCA definition be published on the charts as agreed at the 1993 FAA/DMAAC/NOS meeting and included in the draft chart specs. The correct definition should also be included in the AIM and Pilot/Controller Glossary. Unless Air

traffic is interested in supporting the issue, no further action will be pursued. Bill recommended the issue be closed. There was no objection from the group provided correct information is provided to pilots and controllers. Bill agreed to prepare a requirements letter for IACC consideration. Valerie Watson will forward the correct OROCA definition to ATP-120 for inclusion in the Pilot/Controller Glossary.

Status: AFS-420 to send requirements letter to ATA-130 to add the full OROCA definition to IFR en route charts and update Pilot/Controller Glossary. [Issue Closed](#).

- f. **96-01-166:** Determining Descent Point on Flyby Waypoints (Originally: Definition of "On Course").

Rich Gastrich, AFS-410, briefed that the agreements discussed at the last ACF remain valid; however, no action has been taken to date. The AIM cutoff for the August 7 AIM change was missed. Rich assured the group that the information would be forwarded NLT than August 7th for publication on February 19, 2004. The draft AIM change will also address maximum speeds, distances, etc. Bill Hammett offered to circulate the draft AIM change through the ACF membership for comment if desired by AFS-410.

Status: AFS-410 to submit AIM change prior to the August 7 cutoff date. [Item Open \(AFS-410\)](#).

- g. **97-01-175:** Pilot Duties to Confirm GPS Database.

Rick Gastrich, AFS-410, briefed that the necessary AIM material did not get forwarded prior to the Feb 20 suspense for publication on August 7th. Rich assured the group that the information would be forwarded for publication on February 19, 2004. Bill Hammett, AFS-420 (ISI) offered to circulate the draft AIM change through the ACF membership for comment if desired by AFS-410. Larry Wiseman, AFFSA, briefed a problem the USAF had with chart/database harmonization. A procedure had been developed using all flyover waypoints; however, it was coded using flyby waypoints. Tom Schneider, AFS-420, re-capped the concept that was briefed by AFS-410 at the last meeting. If any agency has problems with this approach, they should contact AFS-410 directly with their concern. Mark Ingram, ALPA, briefed a paper developed by Jack Befus of Smiths Aerospace FMS Navigation Database Group on database handling. Bill agreed to distribute the paper to the ACF Master mailing list for informational review.

Status: AFS-410 to submit AIM change prior to the August 7 cutoff date. [Item Open \(AFS-410\)](#).

- h. **98-01-197:** Air Carrier Compliance with FAA-specified Climb Gradients.

There was no AFS-200 representative at the meeting to update the issue. ALPA has had no further success in getting a response from AGC-200. Status unchanged.

Status: 1) AFS-220 to pursue AGC position and assess air carrier impact. 2) ALPA to follow up their 1998 letter to AGC. [Item Open \(AFS-220 & ALPA\)](#).

- i. **98-01-199:** RVR Accuracy and Conflict with Flight Visibility.

Rich Gastrich, AFS-410, briefed that there was no change in status for this issue. Tom Schneider, AFS-420, stated that proposed visibility changes have been prepared for inclusion in a Change to TERPS Chapter 3 – no target date was provided for the comment period.

Status: AFS-410 to: 1) Continue necessary rule change efforts; 2) Expand the RVR conversion table; 3) Develop AIM and TPP changes. [Item Open \(AFS-410\)](#).

j. 98-01-206: Washington DC P-56 Airspace and KDCA IFR Departures.

Brad Rush, AVN-101, briefed that the SIDs are being re-evaluated due to departure criteria changes. He added that there is currently a hold on all RNAV SIDs and STARs. Kevin Comstock, ALPA, stated that only one of the SIDs was RNAV and asked if the other could be published. Brad stated that it has been decided to publish both procedures concurrently. Brad will monitor the status and advise the ACF of any changes.

Status: AVN-101 will continue to track procedure processing. [Item Open \(AVN-101\)](#).

k. 99-01-215: Radar Required SIAPs.

Brad Rush, AVN-101, provided ALPA the bi-annual spreadsheet indicating progress. The spreadsheet, which is primarily of interest to ALPA, is not attached. Anyone desiring a copy may contact Brad or Kevin Comstock, ALPA. There are five procedures remaining to be fixed, two of which are encountering environmental problems.

Status: AVN-101 will continue to provide progress updates at each meeting per ALPA's request until all work is complete. [Item Open \(AVN-101\)](#).

l. 99-02-216: Elimination of Excess Verbiage on DP's and STARs.

Tom Schneider, AFS-420, briefed that the revision to Order 8260.46B has been completed. Expanded guidance as well as revised 8260-15 series forms have been included in the revision to satisfy this issue for DPs. Gary Powell, ATP-500, briefed that similar guidance has been included for STARs in the revision to Order 7100.9. John Moore, AVN-503, asked if standard terminology for STAR arrivals ("landing South", "South flow", etc.) was addressed. Gary stated the issue was addressed and that the target date for the Order is July. Bill Hammett, AFS-420 (ISI), briefed that the ATP-120 IOU to revise AIM paragraphs 5-4-1 and 5-2-6e8 appears to have been accomplished. Pilots flying STARs must have "at least the approved chart" and pilots flying SIDs must have either "the textual description or graphic depiction of the current SID".

Status: 1) ATP-500 continue revision of associated STAR forms and Order 7100.9. [Item Open \(ATP-500\)](#).

m. 00-02-229: Turbine Powered Holding

There was no representative from ATP-120 to address the issue. Valerie Watson, ATA-130 stated that she provided a list of 175K holding patterns to ATP-120. AFS-420 can take no action to revise Order 7130.3 pending response from ATP-120. Tom Schneider, AFS-420, briefed that the change to AIM paragraph 5-3-7j2(b)(2) to eliminate the CAT A&B reference was published on February 20.

Status: ATP-120 to assess air traffic need for 175 holding above FL 180 and advise AFS-420. [Item Open \(ATP-120\)](#).

n. 01-01-234: Designation of Maximum Altitudes in the Final Approach Segment

Rich Gastrich briefed that AFS-410 sent the results of the AFS-400 Technical Review Board (TRB) to ATP-120 for consideration. Bill Hammett, AFS-420 (ISI), noted that the TRB results

should have been forwarded through AVN-100 to the Atlanta FPO for consideration by the RAPT vice forwarding the information directly to ATP-100. Steve Bergner asked the status of his suggestion that a note be placed on the KORL charts similar to the one used at Teterboro (KTEB). Bill responded that the suggestion was overlooked and that AFS-420 would evaluate the recommendation at the next TRB. Bill also noted that it appeared that no action had been taken by ATP-120 to resolve the contradictions in missed approach guidance published in the AIM (paragraph 5-4-5b), the Pilot/Controller Glossary (definition of "Missed Approach"), and the Instrument Flying Handbook, page 10-22. Unfortunately, there was no ATP-120 representative in attendance to update this portion of the issue.

Status: 1) AFS-410 will forward a memorandum denoting corrective actions recommended by the TRB through AVN-100 to the ATL FPO. 2) AFS-420 will evaluate the NBAA note suggestion; and, 3) ATP-120 will resolve the published pilot guidance contradictions. [Item Open \(AFS-410, AFS-420 & ATP-120\)](#).

o. 01-02-235: Harmonization of RNAV DPs

Rich Gastrich briefed that this issue is being addressed through the RNAV Action Team (RAT). AFS-410 has submitted the AIM change for August publication, updated the NTAP entry, and provided guidance to POIs. Steve Bergner, NBAA, expressed concern that multi-sensor equipped aircraft may not be aware that the required sensors are unavailable prior to departure. This could place aircraft in a perilous position if departing in poor weather in an obstacle-rich environment. Steve suggests that there be a mandatory ground GPS availability assessment prior to departure. Rich agreed to take Steve's concerns back to AFS-410 for evaluation.

Status: AFS-410 will evaluate and respond to the NBAA suggestion requiring a mandatory ground check prior to using a RNAV departure. [Item Open \(AFS-410\)](#).

p. 02-01-237: Intermediate Fix (IF) Charting.

Bill Hammett briefed that Change 3 to Order 8260.19 includes guidance (new paragraphs 805j(4) and 851a(2) for identifying the intermediate fix on procedure forms. Bill briefed that the FAA has gone on record as supporting the charting specification change. John Moore, AVN-503, briefed that the charting portion of the issue (RD-544) is currently in the IACC signature process. There was much discussion on this issue during the Jim Terpstra, Jeppesen, briefing earlier in the meeting (see item 3c). Mike Riley, NIMA, requested additional support for the charting specification change, as there was some question from the military Flip Coordinating Committee (FCC) regarding the need for it. Jim responded that publishing the IF ensures that database manufacturers code the procedure as designed. It also ensures chart/database harmonization. Steve Bergner, NBAA, stated that IF charting is an excellent tool for pilot controller use in radar vectoring and issuing approach clearances. Jim agreed to provide Mike and the IACC Member Point of Contact (MPOC) further rationale prior to the next FCC meeting.

Status: 1) Jeppesen to provide further rationale supporting the specification change to NIMA, AVN-503, and ATA-130, and 2) ATA-130 will monitor IACC action and report. [Item Open \(Jeppesen and ATA-130\)](#).

q. 02-01-238: Part 97 "Basic" Minima; ATC DP Minima, and DP NOTAMs.

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.

Status: ATP-500 to coordinate a revision to Order 7930.2 with ATP-300 and report status. [Item Open \(ATP-500\)](#).

- r. **02-01-239:** Minimum Vectoring Altitude (MVA) Obstacle Accountability; Lack of Diverse Vector Area (DVA) Criteria.

Bill Hammett, AFS-420 (ISI), briefed that new criteria for minimum vectoring altitude chart (MVAC) development have been written for inclusion in TERPS Change 20. The criteria are currently undergoing internal coordination within ATP-100. Improved criterion is the first step in resolving the obstruction clearance portion of this issue. Bill also briefed that AVN-41 has undertaken an initiative to automate the MVAC review/approval process. (*Note: A briefing on the proof-of-concept and progress of the automation development process thus far was presented at the Charting Group portion of the ACF.*) In the interim, Brad Rush, AVN-101, stated that QC has been enhanced on MVAC reviews by AVN-100. Steve Bergner, NBAA, briefed that his organization sent a letter jointly to ATS-1 and AVR-1 requesting that MVA and MIA charts be placed under Part 95 to resolve the separation contradictions between the MVA criteria and Part 91.177, and that MVA and MIA charts be made available to the public for moving map displays. Steve briefed that Mr. Steven Brown, ATS-1, responded that new MVAC criterion for TERPS is under development; however, the public availability of MVA and MIA charts issue is still under review. The Part 91.177 and Part 95 issues were not addressed in the ATS-1 response. Kevin Comstock, ALPA, asked about the possibility of obtaining MIA charts. Pat Fair, ATA-130, responded that the MIA charts are now developed using ARTCC automation equipment and differ from Center to Center. Bill stated that the current Order 7210.37 requires MIA charts be developed using Sectional charts and asked if policy had changed. Pat responded that this process is no longer being followed. Unfortunately, there was no Air Traffic representative present to address the issue.

Status: 1) AFS-420 will continue to develop MVAC criteria for TERPS; 2) ATP-100 will provide comments on the draft MVAC criteria; and, 3) AVN-41 will continue work on the automation tool for MVAC review. [Item Open \(AFS-420, ATP-100, & AVN-500\)](#).

- s. **02-01-241:** Non Radar Level and Climbing Holding Patterns.

Tom Schneider, AFS-420, briefed a report on the issue provided by Carl Moore, also of AFS-420. Carl has suggested a charting icon; e.g., "CIH", to indicate when a holding pattern has been evaluated for climb-in-hold. An airspeed restriction could be added if the CIH has been evaluated for less than 310 knots; e.g., "CIH 265K". The icon charting idea was resoundingly opposed by all charting agencies (NACO, NIMA and Jeppesen) as causing excessive chart clutter and the number of holding patterns that would require an icon (estimated in the thousands). Mike Riley questioned the importance of charting this information. Mark Ingram, ALPA, responded that it is a CFIT avoidance measure. A graphic example to support and demonstrate this issue was prepared by Wally Roberts, Aviation Consultant, was included with new issue 03-01-247. This graphic is included as Attachment 2 and will be added to this issue's history file. Kevin Comstock, ALPA, offered that guidance should be included in the new Instrument procedures Guide (IPG) and the Instrument Flying Handbook that not all holding patterns have been evaluated for a CIH. The guidance should also include pilot actions in the case of lost communications when a holding speed restriction cannot be met or when a CIH is necessary and it is not possible to determine if a CIH assessment has been

done. Bill Hammett, AFS-420 (ISI) noted that Air Traffic has an IOU from previous meeting to issue an AT Bulletin article to ensure controllers are aware of what holding patterns have been evaluated for CIH. This information is currently only available on the 8260-2 for the fix/NAVAID. Unfortunately, an ATP-120 representative was not available to address whether this has been accomplished. Gary Powell, ATP-500 volunteered to remind ATP-120 of their IOU.

Status: 1) ATP-120 will prepare an ATC Bulletin ensuring controllers are aware of which holding patterns are satisfactory for issuing an impromptu CIH clearance; and, 2) AFS-420 will re-assess pilot educational material for an AIM change and inclusion in the IPG. **Item Open (ATP-120 and AFS-420).**

t. 02-01-243: Holding Pattern Definition.

Tom Schneider, AFS-420, briefed that all work has been complete and the change submitted for AIM publication in Change 3 on the August 7 effective date. The change will revise paragraph 5-3-7j5 as well as the note below Figure 5-3-5 to reflect that GPS and DME holding procedures are identical. The issue will remain open pending AIM publication.

Status: AFS-420 to monitor AIM revisions. **Item Open (AFS-420).**

u. 02-01-244: Cancellation of GPS Overlay Approaches.

This issue is re-opened. It was closed at the previous meeting (02-02) as no agency had the resources to manually develop a list of GPS overlay approaches that could have the "or GPS" removed for AOPA review. Lynn Boniface, AFS-420, provided a list for review that was subsequently developed by AVN-100 and AVN-500. The list is separated into three categories of "or GPS" procedures: 1) "or GPS" approaches that have a stand-alone RNAV (GPS) procedure published for the airport; 2) Circling only "or GPS" approaches that have a stand-alone straight-in RNAV (GPS) procedure published for the airport; and, 3) No-FAF "or GPS" approaches that are deemed as uncodable by NACO. Lynn requested the attendees review the list and provide feedback. He also reminded the attendees that the GPS overlay program was developed to allow early implementation of GPS. The program was never intended to be permanent. Jim Terpstra, Jeppesen, stated that he could see no reason why the "or GPS" had to be removed as it caused no additional workload or charting requirements. He also stated there were instances where a RNAV (GPS) procedure aligned with the runway centerline had higher minimums than a conventional NAVAID procedure that was offset. AOPA, as the primary interested party, was tasked to review the list and provide feedback to AFS-420.

Status: AOPA to provide feedback to AFS-420. **Item Open (AOPA).**

v. 02-02-246: Turn Angle Limits for RNAV Approaches Without TAAs.

Gary Powell, ATP-500, briefed that this issue is being worked through ATPAC. An Air Traffic Document Change Proposal (DCP) based on Air Traffic, Flight Standards, and industry input had been circulated for comment. Comments were received and are being addressed. Steve Bergner, NBAA presented examples from Ft. Lauderdale that demonstrate the confusion. Air Traffic clears aircraft direct to RNAV IAFs and expects the pilot to proceed straight-in when legally a course reversal is required. Additionally, in many cases, the turn angle is greater than the avionics equipment can accept. He re-emphasized that standard guidance must be provided so that pilots and controllers alike are trained on what parameters are allowed so as not to compromise procedure design when a TAA is not published. Steve also recommended that consideration be given to address direct-to-IF clearances for non-RNAV procedures. Kevin Comstock, ALPA, provided feedback directly addressing the DCP keying on the words

“RNAV capable”. Gary stated that the DCP is attempting to address a current problem. A second DCP is being developed to address RNAV radar vector exceptions. Kevin requested a copy of the second DCP and Gary agreed to provide one. Bill Hammett, AFS-420 (ISI), stated that the issue of “radar monitoring” verses “radar vectoring” must be clarified for pilot/controller understanding. He also recommended proper controller phraseology use; e.g., including the phrase “straight-in” in the approach clearance, may help clarify controller/pilot communications.

Status: ATP-500 will continue to work the issue and report. **Item Open (AFS-420/410).**

New Business:

- a. **03-01-247:** Holding Pattern Criteria Selection and Holding Pattern Climb-in-Hold Issues.

New issue submitted by Wally Roberts, Aviation Consultant. The issue raises concern over the holding pattern size reduction for GPS holding verses conventional NAVAID holding. Wally is concerned that this reduction may have been subjective and rather than based on a full technical analysis. Bill Hammett, AFS-420 (ISI) briefed that the manager of AFS-420 has directed a full Airspace Simulation and Analysis for TERPS (ASAT) evaluation of GPS holding as well as helicopter/STOL holding pattern sizes. The results will be briefed when complete. Bill recommended that the issue be re-titled “Holding Pattern Criteria Selection” as the climb-in-hold portion of the paper is being addressed under issue 02-01-241. Past experience has proven that issue papers that cover more than one topic often become confusing and become difficult to manage. The group agreed.

Status: AFS-420 to conduct ASAT testing and report. **Item Open (AFS-420).**

6. Next Meeting: ACF Meeting 03-02 is scheduled for **October 20-23** with the FAA’s National Aeronautical Charting Office (NACO), in Silver Spring, MD as host. Meeting 04-01 is scheduled for **April 26-29, 2004** in Washington, DC with a host TBD.

7. Attachments (3):

1. OPR/Action Listing.
2. Climb-in-hold graphic to support 02-01-241.
3. Attendance Listing.

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, (with an information copy to Bill Hammett) a written status update on open issues not later than October 8, - a reminder notice will be provided.

**AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES GROUP
OPEN AGENDA ITEMS FROM MEETING 03-01**

<u>OPR</u>	<u>AGENDA ITEM (ISSUE)</u>	<u>REQUIRED ACTION</u>
AFS-420	92-02-104 (Precipitous terrain adjustments)	AFS-420: Track program and report.
AFS-420	92-02-105 (Circling areas)	Track status of new criteria.
AFS-420	92-02-110 (Cold weather altimetry)	Coordinate with AFS-400 for specialist to work issue.
AFS-420	93-01-121 (FAA-H-8261-1, Instrument Procedures Guide (IPG))	Monitor contractual support and report.
AFS-410	96-01-166 (Descent point of flyby waypoints. Originally "on course")	Develop AIM language to resolve the issue and report.
AFS-410	97-01-175 (Pilot duties to confirm GPS database)	Develop applicable AIM material.
ALPA AFS-220	98-01-197 (Air carrier compliance w/climb gradients)	ALPA: Follow up on letter to AGC. AFS-220: Work issue and report.
AFS-410	98-01-199 (RVR accuracy vs. flight visibility. Also use of RVR minima)	Expand RVR conversion table. Develop AIM & TPP change. Initiate necessary rule change.
AVN-101	98-01-206 (P-56 airspace vs. KDCA IFR departures)	Track processing/publication & report procedure status.
AVN-101	99-01-215 (Radar required SIAP's)	Provide procedure status list to ALPA.
ATP-500	99-02-216 (Excess verbiage on DP's & STAR's)	ATP-500: Revise Order 7100.9 and associated STAR forms.
ATP-120	00-02-229 (Turbine powered holding)	ATP-120: Assess ATC need for 175K holding patterns at FL 180 and above.
AFS-410 AFS-420	01-01-234 (Designation of maximum altitudes in the final approach segment)	AFS-410: Forward action memorandum through AVN-100 to ATL FPO. AFS-420: Evaluate note feasibility.
AFS-410	01-02-235 (Harmonization of DP's)	Evaluate mandatory ground check suggestion.
Jeppesen ATA-130	02-01-237 (Intermediate Fix Charting)	Jeppesen: Provide rationale to MPOCs. ATA-130: Monitor IACC actions & report.
ATP-500	02-01-238 (Departure Minimums and DP NOTAMs)	Coordinate revision of Order 7930.2 with ATP-300.

AFS-420 ATP-120 AVN-41	02-01-239 (MVA Obstacle Accountability and Lack of DVA Criteria)	AFS-420: Develop MVAC criteria for TERPS. ATP-120: Provide comments on proposed MVAC AVN-41: Continue development of MVAC software tool.
ATP-120 AFS-420	02-01-241 (Non-radar Level and Climbing Holding Patterns)	ATP-120: Develop controller education on issue. AFS-420: Re-assess pilot educational material.
AFS-420	02-01-243 (RNAV Holding Pattern Definition)	Work complete – awaiting AIM publication.
ATP-500 & ATP-120	02-02-246 (Turn Angle Limits for RNAV SIAPs Without TAAs)	Develop controller procedures.
AFS-420	03-01-247 (Holding Pattern Criteria Selecti	Conduct ASAT analysis and report.

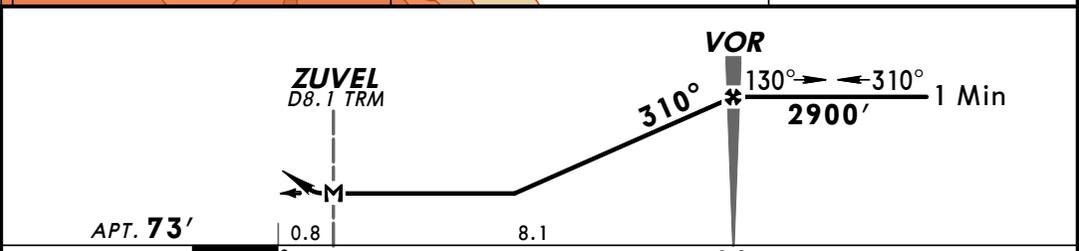
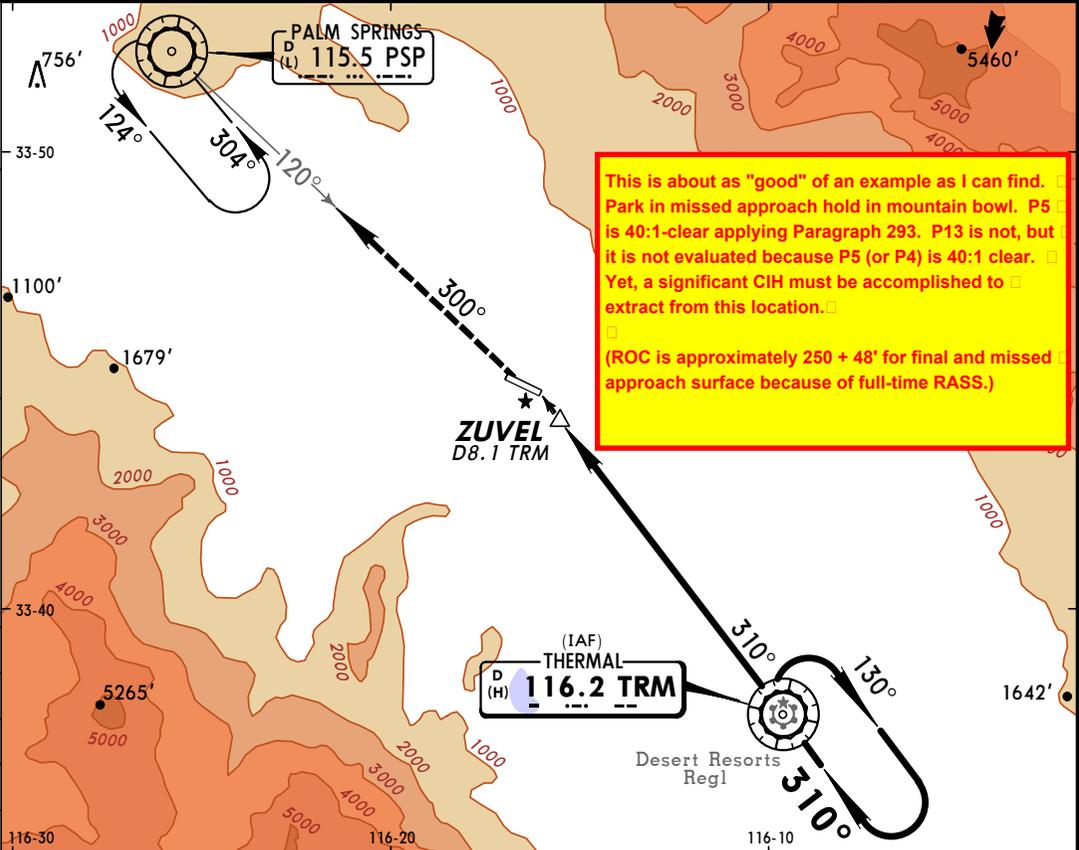
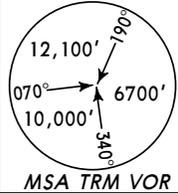
KUDD/UDD BERMUDA DUNES

JEPPesen
28 MAR 03 (23-1)

**PALM SPRINGS, CALIF
VOR-C**

BRIEFING STRIP™

DESERT RESORTS REGL ASOS 118.32		*PALM SPRINGS Approach (R) 118.85		LOS ANGELES Center (R) 128.15 when App inop.		BERMUDA DUNES UNICOM CTAF 122.8	
VOR TRM 116.2	Final Apch Crs 310°	Minimum Alt VOR 2900' (2827')	MDA(H) Refer to Minimums	Apt Elev 73'			
MISSED APCH: Climb to 3300' inbound via PSP VOR R-120 to PSP VOR and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Use Desert Resorts Regl altimeter setting. 2. Pilot controlled lighting 122.8.							



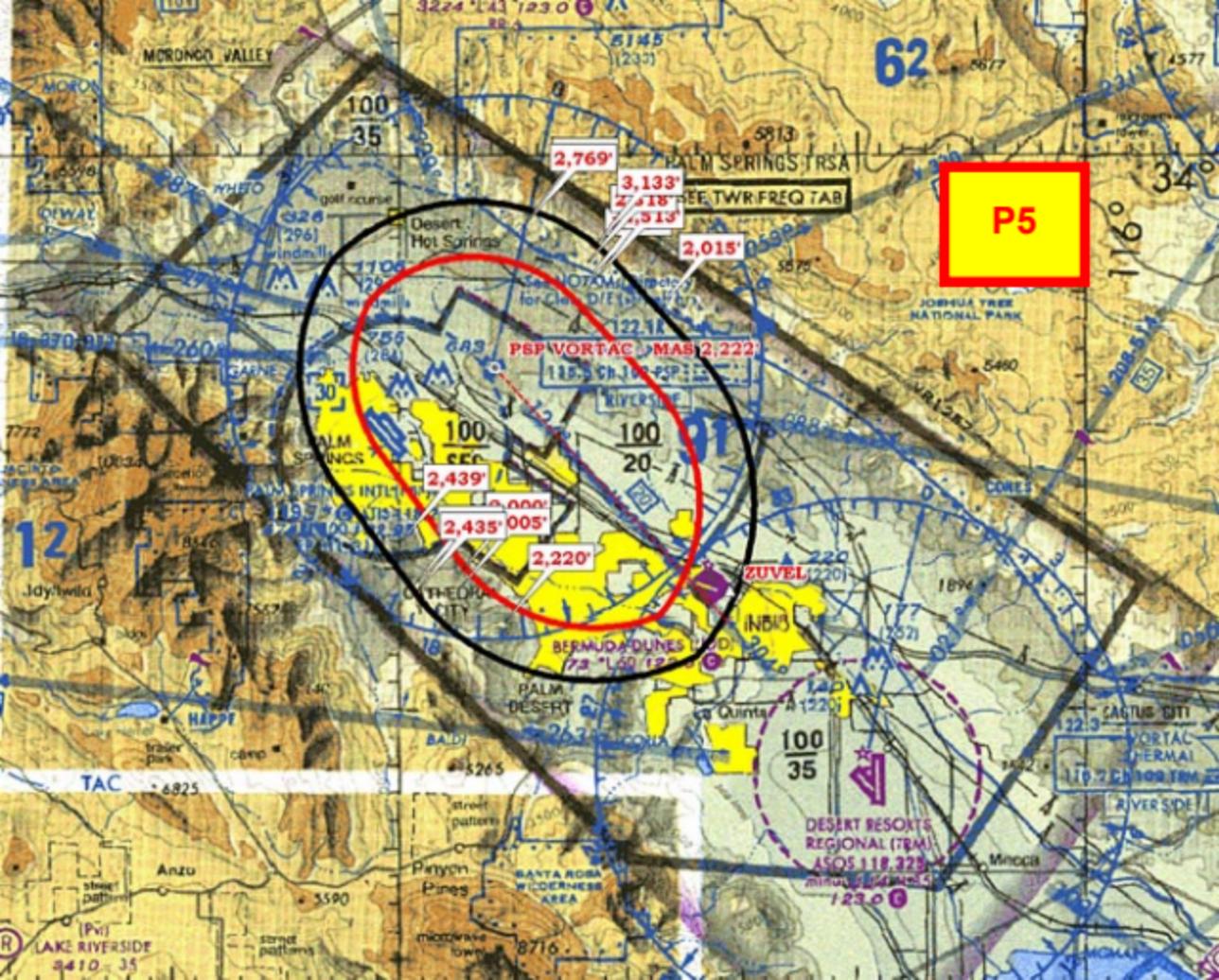
Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	3300' ↑ via R-120	PSP 115.5
MAP at ZUVEL/D8.1 TRM or VOR to MAP	8.1	6:57	5:24	4:52	4:03	3:28			

		CIRCLE-TO-LAND	
	Max Kts	MDA(H)	
A	90	920' (847') - 1	
B	120	920' (847') - 1¼	
C	140	920' (847') - 2½	
D		NA	

AMEND OA

CHANGES: Procedure ident.

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P5

2,769'

3,133'

2,418'

2,313'

2,015'

PSP VORTAC MAS 2,222

100 SEC

2,439'

2,435'

2,220'

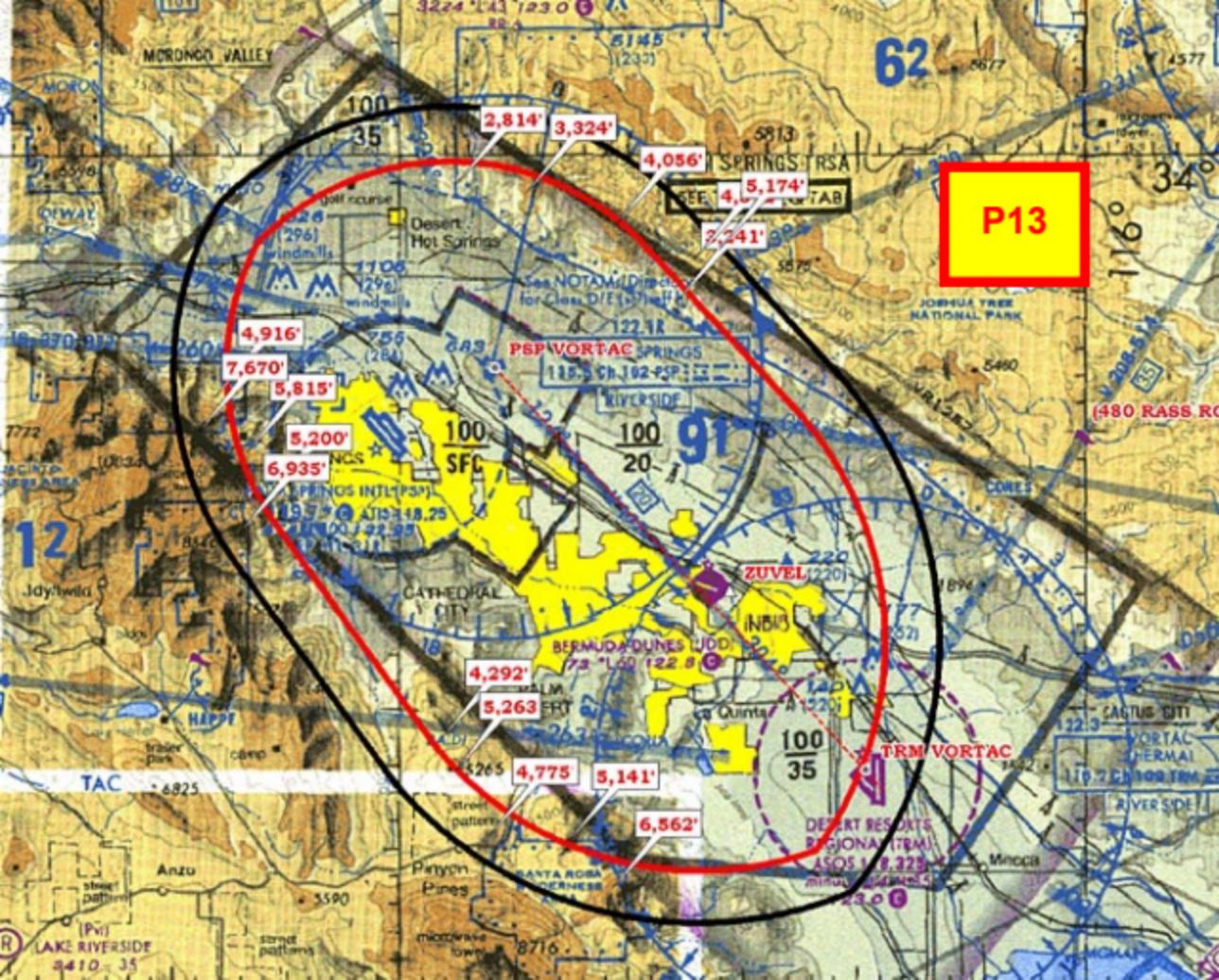
100 20

100 35

DESERT RESORTS REGIONAL (TRM)
ASOS 118,325
MINIMUM ELEVATION
123.0

TAC 4825

LAKE RIVERSIDE
3410 35



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