Dear Forum Participant

Attached are the minutes of the Aeronautical Charting Meeting, Instrument Procedures Group (ACM-IPG) meeting 18-02 held on October 23, 2018. The meeting was hosted by the AOPA, at their Frederick, MD conference center. Attached are an office of primary responsibility (OPR) action listing (Attachment 2) and an attendance listing (Attachment 1).

Please note there are briefing/presentation slides inserted in the minutes as PDF files, indicated with a highlighted "slide" or "VIEW", as discussed during the Forum. All are asked to review the minutes and attachments for accuracy and forward any comments to the following:

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The AFS-420 web site contains historical information relating to ongoing activities including the ACF-IPG, and the home page is located at:
https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afx/afs/afs400/afs420/acfipg.
This site contains the historical minutes of past meetings 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.

ACM meeting **19-01** is scheduled for **April 23, 2019** with ALPA, 535 Herndon Pkwy, Herndon, VA as host. ACM meeting **19-02** is scheduled for **October, 2019** with host TBD.

We look forward to your continued participation.

John Bordy, FAA/AFS-420
Co-Chairman, Aeronautical Charting Meeting,
Chairman, Instrument Procedures Group

AERONAUTICAL CHARTING MEETING (ACM)
MEETING 18-02 October 23, 2018
HOST: Aircraft Owners and Pilots Association (AOPA)
411 Aviation Way, Frederick, MD 21701

Instrument Procedures Group Meeting Minutes

1. Opening Remarks: John Bordy, Flight Procedures and Airspace Group, called the meeting to order at 8:30 AM, and welcomed the Instrument Procedure Group (IPG) to Aeronautical Charting Meeting (ACM) 18-02. John thanked Rune Duke of the Aircraft Owners and Pilots Association (AOPA) for the usage of their facilities. John also discussed the name change of the meeting from the Aeronautical Charting Forum to the Aeronautical Charting Meeting (ACM).

2. Welcoming Comments: Rune Duke, AOPA welcomed the group and discussed the facilities. He offered participants a demonstration of the aircraft simulators and a tour of AOPA headquarters.

3. Introductions: Attendees introduced themselves and organizations they represented. A sign-in roster was circulated, and contact information was captured/updated.

4. Review of Minutes from Last Meeting, ACF 18-01: Steve VanCamp, Pragmatics, briefed there were no comments received regarding the draft minutes from ACF 18-01, and solicited any final comments by November 1. With no comments received, the minutes from ACF 18-01 are accepted.

5. Informational Briefings:

a. Realignment of Flight Standards. John Bordy, Flight Procedures and Airspace Group, briefed (slides) the Flight Standards Service effort to reorganize functionally, as well as the Flight Technologies and Procedures Division's (AFS-400) own recent reorganization. This information may be useful to the group since many of the attendees interact frequently with the various elements of the Flight Technologies and Procedures Division.

b. Status Update of 8260-series Orders and ACM Order: John Bordy, Flight Procedures and Airspace Group, briefed (slides) upcoming changes to 8260-series policy directives and to Order 7910.5 (ACF):

(1) Order 7910.5, Aeronautical Charting Forum. Changes will reflect the name change (from ACF) and remove the Federal Register meeting notification requirement. John discussed some ideas under consideration to replace the formal notification within the Federal Register. The draft order should be entered into internal coordination in early 2019.

(2) Order 8260.3D, U.S. Standard for Terminal Instrument Procedures (TERPs). Change 1 (in coordination) primarily includes revisions to Standard Terminal Arrival (STAR) procedures and policies related to simultaneous parallel approach operations with a March 2019 publication goal. Primary changes to STAR policy are to address minimum segment length issues when combined with deceleration. The intent of this change to reduce the number of

STAR waivers (an onerous process for Aeronautical Information Services) by using approvals when possible.

(3) Order 8260.19H, Flight Procedures and Airspace. Change 2 will begin internal Flight Standards coordination Nov 30, and will include enhancements to PBN requirement notes as well as some items identified by Aeronautical Information Services to streamline the IFP development process.

(4) Order 8260.43, Flight Procedures Management Program. The order commonly referred to as the "RAPT Order" is under significant revision and will be renamed to "Flight Procedures Management Program". This order details the process the FAA uses for how procedures are requested, prioritized, and amended, etc. This order has been delayed, but should be published in early 2019.

(5) Order 8260.46G, Departure Procedure Program. This order should be published shortly to replace the currently published Order 8260.46F. Primary revisions are to Top Altitude policies and the charting of low, close-in obstacles.

(6) Order 8260.58, U.S. Standard for Performance Based Instrument Procedure Design. Change 2 was published in September. This change includes RNP AR departure criteria and other PARC recommendations.

John Bordy closed the orders update by providing a brief overview of how the coordination process works for these orders for organizations outside the FAA and military. The Flight Procedures and Airspace Group circulates draft orders to those groups that have indicated a desire to review and comment on proposed changes. John also provided the link where individuals and groups can sign up to receive automatic notifications of changes to orders, notices, and advisory circulars. Click on small envelope icon on that page to begin the registration process.

c. ATC "Do Not Chart" holding patterns (ACF #99-02-218): John Bordy, Flight Procedures and Airspace Group, provided an update to the issue whereby current policy permits ATC facilities to determine that holding at a missed approach clearance limit should not be charted. The issue was discussed at the U.S. Instrument Flight Procedure Panel meeting in June 2018 and consideration was given to changing the policy so that Flight Standards approval would be needed to withhold charting at the clearance limit. This issue resulted in some discussion related to potential charting and coding mismatches. John Bordy closed the update by indicating intent to remove the "Do not Chart" allowance from Order 8260.19.

d. Proposal to remove airport names from 8260-series forms: John Bordy, Flight Procedures and Airspace Group, indicated that he hasn't received any objections to the proposal to remove airport names from 8260-series forms used for documentation of instrument approach procedures. He displayed some examples of what revised forms would look like with the airport names removed. John indicated he is moving forward with the proposal within change 2 to Order 8260.19H.

e. ICAO IFPP Report: John Bordy, Flight Procedures and Airspace Group, provided a high level update (slide) of discussion topics from Montreal last month. The U.S. does participate and there is work on similar issues between the U.S. and the ICAO worlds.

6. Old Business (Open Issues):

a. 12-01-299: Loss of CAT D Line of Minima in Support of Circle-to-land Operations. John Bordy, Flight Procedures and Airspace Group, informed the group that the December 2014 policy memo issued by Flight Standards to indicate it is FAA policy to accommodate CAT C and CAT D minimums to the maximum extent practicable is still in effect. Similar language was incorporated into draft Order 8260.43C, Flight Procedures Management Program. Publication of Order 8260.43C was recently delayed, but should be completed in early 2019. John recommended closure of this issue and will keep the group informed of the status of Order 8260.43C as part of the general status updates for all 8260-series orders. John also agreed to inform Rich Boll, NBAA, if any changes are made to the draft of Order 8260.43C prior to its publication.

Action Item: NA

Status: Item Closed

b. 12-01-301: Publishing a Vertical Descent Angle (VDA) with 34:1 Surface Penetrations in the Visual Segment. Two action items from the previous meeting were discussed. The first action item was to provide an update to the AIM. John Blair, Flight Operations Group, provided the update and thanked participants for the input they provided for the upcoming change to the AIM. John Blair indicated the changes are scheduled for publication in February 2019. The second action item was for the FAA to provide an explanation on how a stipple can be published on an RNAV procedure that has had the VDA/TCH removed and is annotated with the note, "Visual Segment – Obstacles" since these two pieces of charting information appear contradictory. In addition, and to refer this issue to the U.S. Instrument Flight Procedures Panel (US-IFPP). John Bordy explained that currently, the procedure designer will evaluate the TERPS 34:1 visual surface against the obstacle database; if there are no penetrations then the FAA Form 8260-3 will be annotated with the statement that the "34:1 is clear." Charting will then chart a stipple based on the annotation that the 34:1 is clear. However, flight validation pilots are making visual assessments of the actual obstacle environment below MDA; therefore, they may determine it's inappropriate to chart a VDA/TCH based on their assessment. To eliminate this disparity, John proposed to revise Order 8260.19 to require an annotation that the "34:1 is not clear" whenever flight validation pilots determine a VDA/TCH must not be published; this annotation will be required even if the TERPS evaluation of database obstacles indicates there are no penetrations to the 34:1 surface. John indicated that this issue was referred to the US-IFPP in June 2018 and that in general, there was no opposition to the proposed change. John Moore (Jeppesen) asked if the loop between what flight inspection determines and what a procedure designer has evaluated needs to be closed. John Bordy agreed a feedback loop should be established between flight inspection and procedure designers particularly when flight inspection identifies a concerning obstacle that is not in the procedure designer's database. George Bland (USAF) asked if the definition of a stipple within the U.S. Terminal Procedures

Publication (TPP) legend should also be considered for revision and it was agreed that the FAA would look at that to determine if a change is warranted.

Action Items:

- John Blair will report on the status of the AIM publication scheduled for February 2019.
- Valerie Watson will look at the TPP definition of a stipple.
- John Bordy will report on status of the proposed revised language for Order 8260.19.

Status: Item open.

c. 13-02-312: Equipment Requirement Notes on Instrument Approach Procedures. Joel Dickinson, Flight Operations Group, provided an update of the current status for annotating PBN procedures with standard nomenclatures for PBN requirement notes (slides). Joel displayed many examples for approach procedures, departure procedures, and arrival procedures. Joel stated any procedure with a PBN segment will include a PBN box which cannot be disregarded. The PBN box will contain the required navigation specification, required sensor, and any additional capabilities necessary to fly the PBN segment(s) (such as RF). The examples generated significant group discussion and questions related to specific scenarios and segments. In particular, there seemed to be some confusion related to the naming of "RNAV (GPS)" procedures that are annotated with a required navigation specification of "RNP APCH". Joel explained the difference between procedure naming and required navigation specifications and John Moore (Jeppesen) explained some of the history behind the procedure naming of PBN procedures. Joel closed the discussion by stating that the nomenclature format for populating the PBN boxes are finalized and that work is ongoing to add the nomenclatures to Order 8260.19 so procedure designers can populate boxes with the correct notes for each procedure. John Bordy stated the slide presentation will be posted on the ACM-IPG website and that any comments should be directed to Joel Dickinson directly.

Action Items:

- Participants requested to review the example slides and provide feedback direct to Joel Dickinson
- John Bordy to provide status update for adding PBN notes requirements to Order 8260.19.

Status: Item open.

d. 15-01-320: Common Sounding Fix Names. John Bordy, Flight Procedures and Airspace Group, briefed the status of the previous meetings action items. The first was for Gary Fiske, ATO, to provide an air traffic control POC to assist in correcting known deficiencies. Gary did provide a POC; John Bordy had two meetings with the ATC representative and representatives from the National Flight Data Center to discuss the status of correcting issues. The other action was to report how Aviation Safety Reporting System reports related to common sounding fix names are routed through the FAA and what is then done with them. John explained that these reports are sent directly to the ATC control facility in whose airspace the fixes are located within, and that they are also sent to Aeronautical Information Services (AJV-5). Courtesy copies of the reports are also sent to other various elements within the FAA as well as to industry

groups. Recently four reports were filed within about four months so this is concerning. John indicated there is existing policy within Order JO 7400.2, Procedures for Handling Airspace Matters, to avoid this however it may be difficult to apply in some cases because it requires knowledge of other fixes that may have a similar pronounce sound. When issues are identified, a subjective evaluation must be made if procedure amendments are required or not. If required, then the amendments must be prioritized by the applicable Regional Airspace Procedures Team in accordance with the Order 8260.43, Flight Procedures Management Program. John indicated that he would add language similar to the language within Order JO 7400.2 to highlight to procedure planners and designers the need to avoid establishing fix names that have similar sounds in proximity to each other. Another initiative that is being explored is the possibility of securing funding to ask the MITRE Corporation to look into an automated identification process to assist in identify similar sounding names. Jose Alfonso, AJV-53, advised NFDC is the keeper of the database (fix names), not the owner, and is concerned about a false sense of work assignment that may be attributed to the NFDC. John Bordy asked who is responsible for complying with the Order 7400.2 requirement to avoid the issuance of similar sounding fix names. Gary Fiske, AJT-22, advised AJV-1 "owns" the requirements in Order 7400.2, but the specific responsibility lies with the overlying ARTCC. Lev Prichard, APA, asked about any future identified issues, and John Bordy said either the ARTCC or Service center responsible for the airspace could be notified. An idea was voiced that when establishing fix names, the request should be accompanied by the intended pronunciation.

Action Item: John Bordy will provide an update to the group relating to additions to Order 8260.19 and new developments regarding discussions with the ATC representative.

Status: Item open.

e. 15-02-323: Depiction of Low, Close-in Obstacles on SIDs & ODPs. John Bordy, Flight Procedures and Airspace Group, briefed the status of draft Order 8260.46G which contains new policy that will remove low-close in obstacle information from SIDs. John stated the order should be published in approximately one to two months. As mentioned last meeting, the intent of the change is to reduce the amount of obstacle notes charted on SIDs. John briefed that the US-IFPP Departure Working Group (led by Dan Wacker, Flight Procedures and Airspace Group) is working on other initiatives to reduce the increasing number of charted low, close-in obstacles. One initiative is to work with the Office of Airports to examine and possibly refine airport survey standards. Other initiatives being examined include only charting representative obstacles within the initial climb area, reducing the initial climb area, and possibly changing the slope of the initial climb area.

Action Item: John Bordy will provide an update to the status of Order 8260.46G and any developments that occur within the US-IFPP Departure Working Group at the next meeting.

Status: Item open.

f. 16-01-325: Priority of Terminal Procedure Amendments. John Bordy, Flight Procedures and Airspace Group, reminded the group that this issue is specific to STAR procedures. A previous action for Gary Fiske to identify an ATC POC to work with on this issue was completed. John stated instrument flight procedure NOTAM policy as specified within Order 7930.2 is applicable to STAR procedures; this policy prohibits the use of permanent

NOTAMs (P-NOTAMs) for STARs and limits the time frame that a temporary NOTAM (T-NOTAM) can be active. However, examination of active NOTAMs indicates P-NOTAMs are being issued contrary to policy and that in many cases T-NOTAMs are being left active without any action akin to amend the STAR (which would allow cancellation of the T-NOTAM). STAR NOTAMs are issued by ARTCC facilities, and it's John's belief that education regarding NOTAM policy and responsibilities related to ensuring projects are entered to schedule STAR amendments are lacking. John stated he will work with the ATC POC that was identified so these issues can be corrected. Rich Boll, NBAA, said this was an NBAA issue originally and this does not answer their original request which was to amend the Order 8260.43 so NOTAM issuing facilities could request a higher priority from the RAPT. John Bordy suggested the use of P-NOTAMs could be examined so as to apply to STARs as well and agreed to bring this issue back to his management for discussion. Discussion followed related to STAR naming and amendment numbering of procedures and the changes that would need to occur to support use of P-NOTAMs. Gary McMullen, SWA agreed with Rich Boll that he believes this is a safety of flight issue, and stressed there should be a mechanism to be able to correct procedures within one publication cycle.

Action Items:

- John Bordy will discuss with his management the possibility of expanding the use of P-NOTAM for STARs.
- John Bordy will look into issues on possible STAR procedure up-numbering to support P-NOTAMs.

Status: Item open.

g. 16-01-326: FAA Order 8260.46F, "Top Altitude" Charting Constraints. John Bordy, Flight Procedures and Airspace Group, reported on an action to determine if it was possible to amend "Top Altitude" charting requirements within Order 8260.46G (which was already in coordination) without restarting the coordination process. The modification would allow the ability to include "as assigned by ATC" in addition to two numerical top altitude values. John reported that the change could not be added at this late stage of coordination and would need to be a part of the next change (for example, change 1 to Order 8260.46G). Gary McMullen, SWA, cautioned the FAA not to allow this change. Significant discussion between Gary McMullen, Gary Fiske, AJT-22, and Lev Prichard, APA, ensued, with both Gary McMullen and Lev stating that the use of "climb via except maintain" phraseology leads to confusion. John Bordy stated there appears to be general disagreement and confusion on this issue and stated it will be discussed within the US-IFPP Departure Working Group (DWG). Gary McMullen suggested that John contact him for details on the issue for presentation to the DWG and John agreed.

Action Items:

- John Bordy will contact Gary McMullen for his perspective on the issue.
- The US-IFPP DWG will discuss this issue.

Status: Item open.

h. 16-02-327: Arrival Holding Patterns Required for Approach Entry. Rich Boll, NBAA provided (slides) a brief review of the issue. Rich briefed that a working group agreed on some recommendations and those recommendations were then briefed to the US-IFPP. The Aircraft Certification (AIR) representative to the US-IFPP expressed some concern that one of the recommendations related to a new chart note could be interpreted as a new equipment requirement. At subsequent meetings with AFS and AIR representatives, it was suggested to examine the proposed chart notes that were originally recommended and two options were produced. Rich showed examples of what these two notes would look like on example charts. Rich indicated most support at previous meetings was for option #1, but would like to know what note the attendees of the ACM-IPG prefer. Rich asked John Bordy if any changes are being pursued within the Order 8260.19. John stated policy is being added to encourage procedure design that would allow entry from an airway to a feeder route from both directions so as to avoid the need to eliminate arrival from one direction. Rich displayed four example chart notes and asked the audience for feedback; the audience appeared to prefer options #1 and #3. After some discussion, Valerie Watson, AJV-553 suggested a new option #5, as shown (added during the meeting) on slide 10, which some members of the group also liked. These options will be posted on the web site for comment to back John Bordy. Rich stated AIM guidance will need to be changed depending upon which note is ultimately selected. John Bordy will report back.

Action Items:

- Steve Van Camp will post the five note options on the ACM-IPG website and request feedback for a preference.
- John Bordy will provide a status on the proposed change to Order 8260.19.
- Rich Boll to develop preliminary AIM language to support the changes.

Status: Item open.

i. 16-02-328: Increasing Complexity of Speed Restriction Notes on SIDs & STARs. John Bordy, Flight Procedures and Airspace Group, provided an update for the action to add language to Order 8260.46 to help standardize the format for speed restriction notes for departures. John indicated that such language was added to the order and that the order should be published shortly. John also indicated he will draft language for inclusion within Order 8260.19 to assist in standardizing speed restriction notes applicable to STARs and approach procedures.

Action Item: John Bordy will report on the status of Orders 8260.19 and 8260.46 additions.

Status: Item open.

j. 17-02-329: Need for CNF at Terminus of DR (heading) Segment. John Bordy, Flight Procedures and Airspace Group, briefed this was initially presented to the US-IFPP in June, however no action has been take yet. This issue will be discussed in further detail at the next meeting in January.

Action Item: John Bordy will report on the US-IFPP's determination following their January meeting.

Status: Item open.

k. 17-02-330: Climb gradients for Standard Instrument Departures. John Bordy, Flight Procedures and Airspace Group, informed the group that this issue was referred to the US-IFPP for consideration and was discussed within the IFPP's Departure Working Group (DWG), which is being led by Dan Wacker (Flight Procedures and Airspace Group). Rich Boll, NBAA, added he recently discussed with Dan Wacker the three specific recommendations that were put forth. The first would be to "standardize" the 500 foot/NM climb gradient for LNAV engagement, however Dan indicated to him there was no initial support from the DWG to accept this recommendation. The second recommendation to add ATC climb gradients didn't garner much support either; however, the DWG recognized there is a potential problem with adding onerous altitude restrictions near the departure airport. The third recommendation to require Flight Standards approval to establish any ATC crossing altitude restriction that would require a climb gradient in excess of 500 ft/NM was accepted and will be published in Order 8260.46G. Rich mentioned that Dan was planning to invite industry to an upcoming meeting of the DWG where they could express any concerns/suggestions related to this issue or any other SID design issue. John requested attendees of the IPG email him or Steve VanCamp if they would like to participate in that upcoming DWG.

Action Items: John Bordy to provide a status of the DWG actions related to this issue.

Status: Item open.

l. 17-02-331: Visibility/Climb Gradient Requirements for Takeoff. John Bordy, Flight Procedures and Airspace Group, indicated that Aeronautical Information Services did not provide an update to the status of amending the BOACH and SHEAD departure procedures so the takeoff minimums are identical. John mentioned he will examine current policy within Order 8260.46 to determine if it is possible to add a requirement to ensure that when one departure procedure is amended, any other like procedures are concurrently examined to determine if amendments are necessary.

Action Items:

- John Bordy will report on the status of the two specific procedures.
- John Bordy will look at any possible policy changes.
- Issue #18-02-338 incorporated into this issue.

Status: Item open.

m. 18-01-333: Special Authorization Category I (SA CAT I) and Special Authorization Category II (SA CAT II) Chart Note Change. John Bordy, Flight Procedures and Airspace Group, briefed this was introduced at US-IFPP 18-02, and there was no opposition to the new note that was proposed. This will remain open until the new note is incorporated into Order 8260.19.

Action Item: John Bordy will report on status of incorporating the new note into Order 8260.19.

Status: Item open.

n. 18-01-334: Charting PBN Requirement Box on RNAV DPs and STARs. Valerie Watson, AJV-553, indicated draft charting specifications have been developed but that charting is awaiting changes to both Orders 8260.19 and 8260.46. John Bordy, Flight Procedures and Airspace Group, stated requirements for STAR PBN notes will be added to the next change to both orders.

Action Items: John Bordy will report on the status of adding the required changes to Order 8260.19 and Order 8260.46.

Status: Item open.

o. 18-01-335: Discrepancy Between STAR and Approach Common Fix Speed and Altitude Constraints. John Bordy, Flight Procedures and Airspace Group, informed the group that the affected procedures are in development and will be published in 2019 to remove the speed restriction discrepancies between the HAWKZ STAR and the approach procedures. John indicated there may be other STARs and approach procedures that have inconsistent altitude/speed restrictions at the termination of the STAR since the policy to harmonize these is fairly new. Jose Alfonso, AJV-53, suggested that any customer or stakeholder that has a particular concern about a procedure could use the IFP gateway comment form.

Jose indicated a response will be provided within 10 days.

Action Items: John Bordy to report on the status of the procedure amendments.

Status: Item open.

7. New Business (New Agenda Items):

a. 18-02-336: Add Multiple Identifier to Certain HI Procedures. Andrew Lewis, Garmin, briefed a new RD issue, showing examples at Hill Air Force Base (AFB) where there is a TACAN RWY 14 and a HI-TACAN RWY 14. Because these procedures are similar and are not differentiated with a suffix, the ARINC identifier is the same. Andrew suggested procedures such as these be amended to have an alphabetical suffix (e.g., X and Y) added to them to differentiate them within both the procedure titles and the ARINC titles. Andrew also mentioned that similar issues exist for "Copter" procedures and non-copter procedures (using same navigational guidance) when they are established to the same runway. John Bordy, Flight Procedures and Airspace Group, stated policy within Order 8260.3 exists to mandate the addition of an alphabetical suffix to a procedure name whenever two procedures exist to the same runway using the same lateral navigation guidance. John did mention however that policy could be improved with regards to naming "Copter" procedures. Kevin Keszler, Air Force Flight Standards Agency (AFFSA) agreed to look into the naming of the procedures at Hill AFB.

Action Items:

- Kevin Keszler will research the naming convention used at Hill AFB for the TACAN procedures.
- John Bordy will research if improvements to procedure naming policy are needed for "Copter" procedures.

Status: Item open.

b. 18-02-337: Improve Remote Altimeter Airport Notes. Andrew Lewis, Garmin, briefed a new RD issue, with a recommendation to add an identifier to procedure notes dictating use of a remote altimeter. Andrew mentioned the example of a note specifying use of "Springfield Altimeter" setting, however the note didn't uniquely identify which Springfield setting to use even though there are multiple Springfield altimeters. Andrew suggested either using the AWOS frequency or ID as a means to specify the intended setting. Valerie Watson, AJV-553 indicated she like the idea of using the identifier within the procedure note, but cautioned against using a frequency since those do change which would in turn require a procedure amendment. John Bordy, Flight Procedures and Airspace Group, asked if this would be a workload increase on developers, to which some discussion followed. It was determined that developers currently use the identifier now to select an AWOS facility to use, but that changes to the automation system may be needed to add the identifier to the note intended for charting. John mentioned Order 8260.19 would need to be amended to make this change; he will coordinate with Aeronautical Information Services to determine impact before drafting a change.

Action Item: John Bordy will coordinate with Aeronautical Information Services to determine impact, and if feasible, draft the required change within Order 8260.19.

Status: Item open.

c. 18-02-338: Difference Between Takeoff Minimums on FAA SIDS and Takeoff Minimums Section. George Bland, Air Force Flight Standards Agency (AFFSA), briefed a new RD issue. This is similar to open agenda item ACF-IPG 17-02-331, regarding a perceived discrepancy on charts whereby two SIDs from the same runway (KBDL RWY 33) have different climb gradients. George mentioned there also appears to be some discrepancies with the low, close-in obstacles charted for this runway between the SIDs and the ODP, which could lead to further confusion. Discussion ensued regarding the potential for different takeoff obstacle notes between a SID and an ODP, and between SIDs themselves depending upon the revision dates of each procedure. John Bordy asked AFFSA if it would be acceptable to incorporate this issue into Item 17-02-331; Kevin Keszler (AFFSA), agreed that was acceptable.

Action Items: Issue will be incorporated into Item #17-02-331.

Status: Item Closed (moved to ACM-IPG issue 17-02-331).

d. 18-02-339: Revision of Take-Off Obstacle Notes. Juergen Kuhnhenn, LIDO, introduced a new recommendation to improve the accuracy usefulness of takeoff obstacle information. Juergen began by stating many obstacles appear to be charted inaccurately. He displayed some examples whereby it appears the longitudinal and lateral distances provided by the FAA do not appear to be representative of the actual environment, particularly when obstacles are grouped within the textual description. The net result can in some cases also result in payload issues when calculating takeoff performance. Juergen suggested it would be helpful to have more accurate obstacle data and believes the depiction/charting of obstacles can be improved. Specifically, he recommends having WGS-84 coordinates of takeoff obstacles instead of, or in addition to, the current location information that is currently being provided. In addition, instead of a running textual list of takeoff obstacles, he recommended a line-separated list of

obstacles as well as a clear distinction between low-close-in obstacles and other takeoff obstacles. Additional recommendations included the charting of a recommended climb gradient to clear obstacles and the publication obstacles in an electronic format. John Bordy, Flight Procedures and Airspace Group, stated these recommendations appear to be largely charting recommendations. Valerie Watson, AJV-553, stated that charting takes obstacle information directly from 8260-series forms. Discussion followed regarding the usefulness of coordinates with some believing would be useful to pilots and others stating it would not be useful. Rich Boll, NBAA, discussed grouped obstacle representation, and added it is impossible use this obstacle data for performance engineering use and suggested all obstacles intended to be described within the grouping process should be contained somewhere else and available for planning usage since there is a regulatory requirement to consider these obstacles. Rich stated open access to Airports GIS is needed immediately. Jose Alfonso, AJV-53, indicated his office owns the Digital Obstacle File (DOF), and that he will bring the topic of access to the Airports GIS up at his monthly meeting with the Office of Airports to determine if increased access to GIS data is feasible. Lengthy discussion followed including some initiatives currently being discussed within the US IFPP Departure Working Group. Valerie mentioned this issue is similar to the existing issue, 15-02-323, Depiction of Low, Close-In Obstacles; John Bordy agreed and said he will introduce Juergen's specific suggestions to the Departure Working Group. John Moore, Jeppesen, suggested greater emphasis perhaps should be made to amending procedure design as opposed to charting. More discussion followed related to what obstacles are relevant for departure calculations. John Bordy reiterated that the additional recommendations from LIDO will be referred to the Departure Working Group.

Action Item:

- Jose, Alfonso, AJV-53, will engage with Office of Airports to determine if increased access to Airports GIS data is possible.
- John Bordy will bring these suggestions to the DWG and report back.

Status: Item open.

e. 18-02-340: Obstruction Coordinates in Source Documentation. John Bordy, Flight Procedures and Airspace Group, mentioned the presenter, Jason Howard of Automated Systems in Aircraft Performance Inc. (ASAP), was not present to introduce the issue. John said he would contact Jason to obtain further details regarding the recommendation. Rich Boll indicated he would participate in the discussion with Jason as well.

Action Items: John Bordy will work with Jason Howard and Rich Boll to further develop the issue and readdress at ACM 19-01

Status: Item open.

f. 18-02-341: Chart Departure Obstacle Clearance Surface (OCS) Beginning Height. Kevin Keszler, Air Force Flight Standards Agency (AFFSA), introduced a new recommendation to chart the beginning height of the departure obstacle identification surface (OIS) over the departure end of runway (DER). Kevin mentioned that historically the FAA was allowed to begin the departure OIS at up to 35 feet. He indicated his belief there are still procedures currently published where the procedure has never been assessed from the current requirement of

beginning the OIS at the DER height. For those procedures, the USAF requests the FAA publish the actual height above DER that was used since this would benefit their operations. Rich Boll, NBAA, believes this change happened around the 2004 timeframe and wondered how many procedures still exist where the OIS was assessed above the DER elevation. Keven stated that when he worked in the FAA two years ago, he routinely came across procedures that haven't had the OIS start height lowered to DER elevation. George Gonzales, Aeronautical Information Services, stated when the change was made it would not in itself require a procedure to be amended. John Bordy, Flight Procedures and Airspace Group, asked George if AIS could look at and determine how many procedures are affected and if this request is feasible. Rich questioned why procedures haven't been updated since the policy change was issued. John Bordy said obstacle departure procedures require a periodic review every two years but is unsure what the issue is and suggested we allow AIS to conduct research into the issue. John Bordy said George will look at and try to determine how many procedures are affected and if this request is feasible. John also suggested, since this is such a broad request, AFFSA should look into defining a more targeted request where knowing the OIS start height is actually needed (that is, locations the USAF uses).

Action Items:

- George Gonzales will look into the number of procedures affected and feasibility of request.
- Kevin Keszler will look into defining a more targeted request.

Status: Item open.

8. Next Meetings:

a. ACM 19-01: Scheduled for April 23-25, 2019, host ALPA, Herndon, VA

b. ACM 19-02: Scheduled for October of 2019 host TBD