

**AERONAUTICAL CHARTING MEETING (ACM)  
MEETING 19-02 October 22, 2019  
HOST: NOAA Science Center/Auditorium  
1301 East/West Hwy, Silver Spring, MD 20910**

**Instrument Procedures Group Meeting Minutes**

1. **Opening Remarks:** John Bordy, FAA Flight Procedures and Airspace Group, called the meeting to order at 8:30 AM, and welcomed the Instrument Procedures Group (IPG) to the Aeronautical Charting Meeting (ACM) 19-02. John referenced the agenda and noted that two previously planned briefings (“Canada’s Use of True North System” and “RF.TF Concurrent Ops Charting Options”) would not be briefed as planned. John Bordy thanked NOAA for hosting the meeting.

2. **Introductions:** Attendees introduced themselves and organizations they represented. A [sign-in roster](#) with contact information was circulated.

3. **Review of Minutes from Last Meeting, ACM 19-01:** Steve VanCamp, Pragmatics, briefed there were no comments received regarding the draft minutes from ACM 19-01, and solicited any final comments by Nov 1, 2019. With no comments received, the minutes from ACM 19-01 were accepted.

4. **Informational Briefings:**

a. John Bordy, FAA Flight Procedures and Airspace Group, provided a status update of 8260-series orders and Order 7910.5:

(1) Order 7910.5D, Aeronautical Charting Forum Briefed from attached [slide](#).

(2) Order 8260.3D, United States Standard for Terminal Instrument Procedures (TERPS) Briefed from attached [slide](#).

(3) Order 8260.19H, Flight Procedures and Airspace Briefed from attached [slide](#).

(4) Order 8260.42B US Standard for Helicopter Area Navigation (RNAV) Briefed from attached [slide](#).

(5) Order 8260.46G, Departure Procedure Program Briefed from attached [slide](#).

(6) Order 8260.58A, U.S. Standard for Performance Based Instrument Procedure Design Briefed from attached [slide](#).

b. **Subscribing to IFP Policy updates:** John discussed from [slide](#) the web page location to review upcoming changes, and displayed an example screen shot for discussion. The link is: [https://www.faa.gov/aircraft/draft\\_docs/afs\\_orders/](https://www.faa.gov/aircraft/draft_docs/afs_orders/)

c. **ICAO Instrument Flight Procedures Panel (IFPP) Report:** John briefed from the attached [slide](#).

## 5. Old Business (Open Issues):

### a. **13-02-312: Equipment Requirement Notes on Instrument Approach Procedures:**

John Bordy, FAA Flight Procedures and Airspace Group, briefed the issue summary and current status from the [slide](#). NBAA originally introduced this issue as charting of equipment requirements, but over time the effort has shifted to charting of PBN requirement notes. The requirement notes have been addressed in 8260.19I, and the guidance has been added to the AIM, but the original item has not yet been closed. John had a previous action to submit the proposed changes to Rich Boll (NBAA), and accomplished that prior to the current meeting. The item will be held open until status of the changes in 8260.19I is finalized. Rich advised he liked the changes sent. The intent will be to close this issue when Order 8260.19I publishes. ICAO is addressing a similar issue, but intend to exclude sensor requirements from the charts, while FAA intends to press forward with sensor requirements.

### Action Items:

- FAA Flight Procedures and Airspace Group will report progress of Order 8260.19I

Status: Item open

b. **15-01-320: Common Sounding Fix Names:** John Bordy, FAA Flight Procedures and Airspace Group, briefed the issue summary and current status from the [slide](#). Allied Pilots Association (APA) originally introduced this issue. Many of the original examples have been corrected. In the previous six months, only a single report was received with two fixes in the Orlando area. One fix has been deleted and the other will be resolved. The possibility of an automated solution was raised in a previous meeting and MITRE offered to provide a briefing, which was delivered by Hunter Kopald ([slide](#)). John stated an office of primary responsibility (OPR) would need to be identified to work the issue, and that he would take the information back to the Flight Procedures and Airspace Group to determine next steps. John discussed increasing public awareness of the IFP Gateway as a conduit for users to submit concerns with similar sounding fix names. However, since information regarding the IFP Gateway is contained in Order 8260.43, and since FAA orders are intended to provide guidance to FAA personnel and are not widely available to the public, this information is not likely known by the end users. John stated that previous discussions have suggested publication of an advisory circular with this information, but this would need further discussion. Gary Fiske (CTR), FAA/AJV-P31, inquired if publications should contain information guiding users to the Gateway, and Valerie Watson FAA/AJV-A25, said that information is already on all FAA procedure products directing users to a contact for charting errors, changes, additions, or recommendations. Valerie added this is only for existing procedures. John asked if Jeppesen or Lido charting products did the same, but representatives from both said they only direct users to their respective companies. Paul Hannah, Leads Engineering, inquired about the possibility of publishing the recommended pronunciation in an audio format along with the fix identifier. Rich Boll, NBAA commented the problem is the fixes are not seen until late in the development process, when the procedures are posted to the IFP Gateway just a few weeks before publication. Rich said it is way too late at that point to affect changes. Lev Prichard, APA agreed with Rich that industry needs to be involved in the planning phase of procedures during original development and stated that probably 90% of Aviation Safety Action Program (ASAP) reports on new procedures are the result of how the procedure is depicted, and waiting until they are posted on the IFP Gateway doesn't allow

adequate opportunity to identify and address problems. Gary McMullin, Southwest Airlines agreed, adding industry used to be involved early in the process but now they do not see a procedure until on the coordination site. He also stated that fix names haven't typically been assigned when under development, and they don't have an opportunity to identify problems with fix names with adequate time before publication. It was suggested industry needs to be involved for input with the service centers when development starts, and the question was posed if the coordination process could be expanded. Dave Teffeteller, FAA/AJV-A433, suggested this possibility should be pushed to the service centers, who were not represented at this meeting. Valerie stated that during a previous meeting, the suggestion had been raised of utilizing the international phonetic standard to standardize the pronunciation of fix names and reduce the possibility of confusion from differing pronunciations. Kevin Kessler, Air Force Flight Standards Agency (AFFSA), stated there is such a document, and offered to procure it before the next meeting. A meeting participant also stated he has discovered that users can't access the IFP Gateway website without an FAA or NATCA email address. The group was unaware of this, but Dave stated he would confirm this. *Editor's note: Dave Teffeteller briefed later in the day that IFP Gateway access had changed; recent changes to the Gateway did restrict and re-route non-FAA email addresses, restricting access, but this has been resolved. All inputs are routed to the appropriate Flight Procedures Team.*

#### **Action Items:**

- FAA Flight Procedures and Airspace Group will look at need for a document to inform the public/industry on the internal procedure development process and the coordination process to request new/changes
- FAA/AJV-A will review the timeliness of instrument flight procedure coordination
- Kevin Kessler, AFFSA, will research the ICAO international phonetic standard and present at the next meeting

**Status:** Item open

**c. 15-02-323: Depiction of Low, Close-in Obstacles on SIDs & ODPs:** John Bordy, FAA Flight Procedures and Airspace Group, briefed the issue summary and current status from the [slide](#). FAA directives currently have a policy to allow grouping of low close-in obstacles for charting, and Aeronautical Information Services is using a software tool to perform that grouping. With publication of Order 8260.46G, there is no longer any requirement to publish low close-in obstacles on SIDs. Regarding the new proposal discussed at ACM 19-01, there was a Safety Risk Assessment of the proposed policy conducted in Fort Worth in July 2019, and attended by many ACM attendees present. The proposed draft language requires listing the most critical obstacles in the initial climb area for low close-in, climb gradient, climb gradient termination altitude, ceiling, and visibility. Also for low close-in obstacles, the proposal would provide options for the pilot to consider such as DER crossing height. The document has been drafted, but not yet signed. If this proposal is accepted, it will affect policy language changes regarding documentation and charting of low close-in obstacles. Flight Procedures and Airspace Group will report status of the risk assessment and any resulting changes to policy at the next ACM. Valerie Watson, FAA/AJV-A25, asked if there would be a briefing of examples to the ACM. John stated that those could be provided once the assessment report has been approved. Jeff Rawdon, FAA Flight Procedures and Airspace Group, stated the assessment report was currently with the Flight Procedures and Airspace Group manager for review.

### **Action Items:**

- FAA Flight Procedures and Airspace Group will continue to monitor status of the safety risk assessment report and will report the status and any subsequent policy changes

**Status:** Item open

**d. 16-01-325: Priority of Terminal Procedure Amendments:** John Bordy, FAA Flight Procedures and Airspace Group, briefed the issue summary and current status from the [slide](#). Order 8260.43C was published in April, 2019 and established an Instrument Flight Procedures (IFP) Prioritization Team, but the status of the team startup is unknown at this time. Language was added to Order 8260.19I emphasizing the 224-day NOTAM limit. The STAR NOTAM policy was moved to Order 7930.2, Notices to Airmen (NOTAM) for facility awareness on NOTAM issuance. There was an action from ACM 19-01 to submit an issue to the US-IFPP as a proposal to allow the use of P-NOTAMs on SIDs & STARs. This issue was submitted and was accepted, but incorporated with another item to improve the amendment process. A working group is being established, and anticipated for December to start work. Rich Boll, NBAA, will introduce a new agenda item on the P-NOTAM issue later in the meeting.

### **Action Items:**

- FAA Flight Procedures and Airspace Group will report on status of WG activity on P-NOTAMs
- (from closed issue 18-01-335) FAA Flight Procedures and Airspace Group will discuss IFP prioritization team factors at the next meeting

**Status:** Item Open

**e. 16-02-327: Arrival Holding Patterns Required for Approach Entry:** John Bordy, FAA Flight Procedures and Airspace Group, briefed the issue summary and current status from the [slide](#). ACM 19-01 action item was to submit note language to US-IFPP 19-02. This was accomplished, and the US-IFPP was satisfied with the note language. John will add an example of the note to Order 8260.19I and will send the example note to Rich Boll, who will draft and submit an AIM language revision. There will be no concern with the publication of 8260.19I coming well before the AIM change since it will take some time to implement the order changes. John will report the status of the changes at the next meeting. Gary Fiske (CTR), FAA/AJV-P31 asked how many procedures would be impacted. John suggested that while it will affect several procedures, the impact should be small since the changes will only be required day-forward.

### **Action Items:**

- John Bordy will forward the example note language to Rich Boll
- Rich Boll will submit AIM language changes based on the accepted note
- FAA Flight Procedures and Airspace Group will report on status of Order 8260.19I changes

**Status:** Item open

**f. 16-02-328: Increasing Complexity of Speed Restriction Notes on SIDs & STARs:** John Bordy, FAA Flight Procedures and Airspace Group, briefed the issue summary and current status from the [slide](#). Order 8260.46G was published in November 2018 with changes to speed

restriction notes for SIDs. John identified two different methods for notes in Order 8260.19, and corrected those in the draft of 8260.19I. Flight Procedures and Airspace Group will report on the status of 8260.19I at the next meeting, and will anticipate closing the issue at that time. Lev Prichard, Allied Pilots Association, asked if there would be specific examples of notes in the orders, and John said Flight Procedures and Airspace Group would look into that. Lev would like to identify examples of notes he would like changed, and Gary McMullin, Southwest Airlines would like to identify examples of notes he would like eliminated. Lev and Gary will both look at examples in Order 8260.46G, provide examples of notes they would like to have revised or removed, and will email any suggestions to Flight Procedures and Airspace Group to forward to the order POC.

**Action Items:**

- FAA Flight Procedures and Airspace Group will report status of Order 8260.19I
- Lev and Gary will forward to Flight Procedures and Airspace Group suggested changes for Order 8260.46G

**Status:** Item open

**g. 17-02-329: Need for CNF at Terminus of Dead Reckoning (heading) Segment:** John Bordy, FAA Flight Procedures and Airspace Group, briefed the issue summary and current status from the [slide](#). The US-IFPP considered the issue and determined it will not be introduced to the policy documents. At this time, there is no intent to change the FAA documents. Rich Boll, NBAA, will have follow-up discussions and advise if he wants the issue closed or left open.

**Action Items:**

- Rich Boll to follow up with other participants

**Status:** TBD – pending Rich Boll feedback

**h. 17-02-330: Climb Gradients for Standard Instrument Departures:** John Bordy, FAA Flight Procedures and Airspace Group, briefed the issue summary and current status from the [slide](#). The Departure Working Group (DWG) has been on hold while working on the safety risk assessment associated with the initial climb area (ICA) revision and reduction of obstacle notes. There is also an ongoing action to consult with performance engineers regarding the 500 ft/NM threshold at higher elevation airports. The aircraft performance engineers present at the meeting plan to have a break-out discussion on the issue and invited anyone who wanted to attend. They may also have a follow-up meeting in November to discuss that topic, and also the appropriate climb gradients for operations above FL180. Lev Prichard, Allied Pilots Association, requested an invite to the next DWG. Lev brought up a concern with charted procedures with crossing restrictions, but with no climb gradient published that would assist pilots in compliance with the restrictions. This is especially significant in cases where the restrictions are published at intersections, with no way to know the distance from the aircraft's present position to the intersection with the restriction. Gary McMullin, Southwest Airlines, pointed out those gradients used to be on the charts, but were removed due to criteria changes. John will determine if the DWG is open to non-FAA personnel, and Lev will send specific examples of concern to John to forward to Dan Wacker, FAA Flight Procedures and Airspace Group, the facilitator of the DWG.

### **Action Items:**

- FAA Flight Procedures and Airspace Group will report on DWG activities
- Lev Prichard will forward any identified issues on SIDs
- FAA Flight Procedures and Airspace Group will forward identified SID issues and DWG invite requests for outside groups to Dan Wacker

**Status:** Item open

**i. 17-02-331: Visibility/Climb Gradient Requirements for Takeoff:** John Bordy, FAA Flight Procedures and Airspace Group, briefed the issue summary and current status from the [slide](#). Language has been added to the draft of Order 8260.19I to prevent this issue. John will report the status of 8260.19I at the next meeting. Lev Prichard, Allied Pilots Association, noted some discrepancies between the textual takeoff minimums and SIDs with the same routing, and suggested comparison shouldn't be only between SIDs, but between SIDs and textual takeoff minimums as well. John will check to ensure language is included that will cover obstacle departure procedures as well as SIDs; he believes it is in Order 8260.46, but will make sure the Order 8260.19 periodic review requirements address this as well.

### **Action Items:**

- FAA Flight Procedures and Airspace Group will report status of order 8260.19I
- FAA Flight Procedures and Airspace Group will review Orders 8260.46 and 8260.19 to confirm requirements for the consistent minimums between obstacle departure procedures and SIDs, and for periodic review requirements

**Status:** Item open

**j. 18-01-334: Charting PBN Requirement Box on RNAV DPs and STARs:** John Bordy, FAA Flight Procedures and Airspace Group, briefed the issue summary and current status from the [slide](#). The IAC charting specifications are completed and approved and criteria has been added to the Order 8260.19I draft. It will also be added to the Order 8260.46G Chg 1 draft which should be in external coordination around June 2020. Flight Procedures and Airspace Group will report on the status of Orders 8260.19I and 8260.46G Chg1 at the next meeting.

### **Action Items:**

- FAA Flight Procedures and Airspace Group will report on order changes

**Status:** Item open

**k. 18-01-335: Discrepancy between STAR and Approach Common Fix Speed and Altitude Constraints:** John Bordy, FAA Flight Procedures and Airspace Group, briefed the issue summary and current status from the [slide](#). The issue was related to a specific example where there was a mismatch of speed constraints between a STAR and instrument approach. There is now a policy to prevent this from occurring, but the specific procedures in question have not yet been amended. They were planned for amendment in 2020, but that date has been moved to 2021. Darrel Pennington, ALPA, had an action item from IPG 19-01 to advise if this could be closed, and he said it could now be closed. Lev Prichard, Allied Pilots Association asked why these specific procedures had not yet been amended and why they weren't made compliant the last time they were reviewed, and John Bordy explained the review process; for STARs and SIDs

reviews are only required every four years, and a review which notes a criteria non-compliance will not necessarily trigger an amendment unless there is a safety issue. Lev inquired if a criteria issue is noted and entered into the IFP Gateway, how long would it take for the procedure to be amended. John discussed the Order 8260.43 procedures for priority scheduling and noted that if the issue is related to safety, it should be communicated as such. Gary McMullin, Southwest Airlines, said some procedures have been problematic for several years and suggested the system should be addressed, and that this meeting would be an appropriate venue to discuss this. John agreed it would be the appropriate venue, and said if this was a primary concern the FAA could see what could be done to make this a factor for the Prioritization Team. Lev said this is a problem, and the expectation should be that if something is entered into the system as an issue, the issue should be addressed in a reasonable amount of time. Rich Boll, NBAA, pointed out this discussion is related to agenda item 16-01-325. John agrees this is related to agenda item 16-01-325 and said allowing P-NOTAMs for SIDs and STARs should help resolve problematic procedures. Additionally, revisions of processes for abbreviated amendments could help, and discussions of those was an issue accepted by the US-IFPP. Rich asked if the US-IFPP WG on these issues can be open to industry participation. John says it could, but since these are internal FAA processes then it is appropriate to be an FAA internal discussion at this point. Rich suggested in addition to full amendments and abbreviated amendments, perhaps there could also be a corrective amendment option. Gary offered to provide specific examples of problematic procedures, and John said that would be helpful. Steve VanCamp (CTR), Flight Procedures and Airspace Group, took an action to get examples from Gary. John says the best way to elevate concerns regarding procedures would always be to send comments directly to managers at the appropriate Flight Procedures Team office. John took an action item to provide a briefing of IFP Prioritization Team factors at the next meeting as part of item 16-01-325.

**Action Items:**

- Steve VanCamp will request example problem procedures from Gary McMullin
- John Bordy will prepare a briefing of IFP Prioritization Team factors and brief with item 16-01-325

**Status:** Item closed

**I. 18-02-336: Add Multiple Identifier to Certain HI Procedures:** John Bordy, FAA Flight Procedures and Airspace Group, briefed the issue summary and current status from the [slide](#). The issue regards certain procedures that have the same final guidance but no alphabetical identifier to discriminate between them. This could occur with high-altitude approaches or helicopter approaches. Garmin identified 21 procedures, and at this time three have been corrected. Flight Procedures and Airspace Group took an action to provide greater clarity to helicopter procedure naming. Jeff Rawdon, Flight Procedures and Airspace Group, has added text in Order 8260.3E to require alphabetical suffixes for helicopter procedures. The issue should be resolved as procedures are amended.

**Action Items:**

- Flight Procedures and Airspace Group will advise progress at next meeting

**Status:** Item open

**m. 18-02-337: Improve Remote Altimeter Airport Notes:** John Bordy, FAA Flight Procedures and Airspace Group, briefed the issue summary and current status from the [slide](#). The issue is related to the use of city names to identify altimeter sources. John added Order 8260.19I language to specify that airport location identifiers would be used. Valerie Watson, FAA/AJV-A25, said the AWOS location identifier should be in the notes. John will discuss with Valerie to make sure the charting specification and 8260.19 document requirements are aligned, and will report back at the next meeting.

**Action Items:**

- FAA Flight Procedures and Airspace Group will report on status of issue

**Status:** Item open

**n. 18-02-339: Revision of Take-Off Obstacle Notes:** John Bordy, FAA Flight Procedures and Airspace Group, briefed the issue summary and current status from the [slide](#). There are significant ongoing considerations for changes to low close-in obstacle notes. With the focus on the effort and the associated safety risk assessment, this issue has been delayed. A final direction for this issue will be determined once the safety risk assessment proposal is finalized. As a result from a previous action item, Airport GIS will be open to all registered users, to include government and non-government users, effective November 15.

**Action Items:**

- FAA Flight Procedures and Airspace Group will report status of the issue

**Status:** Item open

**o. 18-02-340: Obstruction Coordinates in Source Documentation:** Rich Boll, NBAA, ([slide](#)) took issue over from the original submitter, Automated Systems in Aircraft Performance, Inc. (ASAP). This issue deals with greater access to airport obstacle data, and Airport GIS was one proposed area. This will help engineering staff, and with the November 15 date for GIS availability Rich recommends closing the issue. John Bordy, FAA Flight Procedures and Airspace Group said Chris Cox, FAA/AJV-E24, is working behind the scenes for additional data access, and John will ask him what other databases are available. Flight Procedures and Airspace Group will work with engineers and Rich to determine what database access would be desired and draft a request, which will be sent back thru Rich for review in the next two weeks.

**Action Items:**

- FAA Flight Procedures and Airspace Group will discuss possible database access and send to Rich Boll for review

**Status:** Item open

**p. 18-02-341: Chart Departure Obstacle Clearance Surface (OCS) Beginning Height:** John Bordy, FAA Flight Procedures and Airspace Group, briefed the issue summary and current status from the [slide](#). Kevin Kessler, Air Force Flight Standards Agency, said they have toolbox access now, along with active procedure files, but would like the item left open until the next meeting to verify they are able to access all the necessary data and will report at ACM 20-01. Rich Boll, NBAA, expressed concern with the periodic review process, and stated he was told by Dan Wacker, Flight Procedures and Airspace Group, that there were departure procedures that hadn't been touched since the 1990s. John stated he was not aware of any of these or to what Dan might have been referring, but will discuss with Dan and report back. Kevin said he was sure the procedures were being reviewed as required, but that if many years pass between airport surveys, significant time might pass before the obstacle departure procedures and takeoff

obstacle notes identify new obstacles. Rich said this may have been what Dan was referring to. Kevin says his review of the Terminal Procedures Publication did not turn up any departure procedures denoting the required threshold crossing height, but that several procedure forms documented the crossing height used for evaluation. John will also discuss the procedures with crossing heights with FAA Aeronautical Information Services to determine when all of those can be re-evaluated and remove all crossing height evaluations.

**Action Items:**

- FAA Flight Procedures and Airspace Group will determine the concerns expressed regarding possible procedures that hadn't been evaluated as recently as their required procedure review period and report
- FAA Flight Procedures and Airspace Group will review procedures evaluated with crossing heights with Aeronautical Information Services to see if a proposed date for bringing all to current standards can be determined
- Kevin Kessler will report on data access availability

**Status:** Item open

**q. 19-01-342: Charting “NA When Local Weather Not Available” for Alternate Minimums:** John Bordy, FAA Flight Procedures and Airspace Group, briefed the issue summary and current status from the [slide](#). John fixed an incorrect reference in Order 8260.19I indicating certain chart notes were required. In addition, the Flight Procedures and Airspace Group started to look in May at any possible changes for alternate minimums requirements, with little subsequent activity. The intent is to reengage on these discussions. John again asked the group to review the topic and provide feedback to Tony Lawson, FAA/AJV-533, since he has not received any comments. Valerie Watson, FAA/AJV-A25 asked if this issue applies to every airport, and John discussed how the incorrect note mentioned above led to confusion about terminal procedures publication entries regarding procedure NA when local weather unavailable. Flight Procedures and Airspace Group will work with John Blair, FAA Flight Operations Group, on the issue and will report any determinations reached at ACM 20-01. Lev Prichard, Allied Pilots Association, asked if there was progress in defining local weather, and John said that was part of the May meeting and further internal discussion was needed. Defining weather requirements will be part of these discussions, including what is driving non-standard alternate minimums. Lev and Rich Boll, NBAA, both pointed out local weather, if not clearly defined, could be assumed to be any number of sources, given the multiple data sources available to pilots in the modern era. It was also noted that the true need of local weather is unknown or unclear; it could be altimeter setting source and/or ceiling and visibility information. John noted procedure design drives non-standard alternate minimum requirements, often by circling minimums. John Bordy requested that if anyone was interested in joining in the discussion to resolve this issue, they should contact him.

**Action Items:**

- FAA Flight Procedures and Airspace Group will research with the Flight Operations Group regarding alternate weather requirements, and possible policy changes
- FAA Flight Procedures and Airspace Group will brief the results of those discussions at the next meeting

**Status:** Item open

**r. 19-01-343: Clarify Text of Notes that Affect Minima:** John Bordy, FAA Flight Procedures and Airspace Group, briefed the issue summary and current status from the [slide](#). This effort will be targeted for the next change after Order 8260.19I and the plan is to have draft language available for the next meeting. Flight Procedures and Airspace Group will continue to watch ACM Charting Group issue 18-02-327. Though related, 18-02-327 may be obviated by the outcome of this issue. Valerie Watson, FAA/AJV-A25 recalled a comment from the previous meeting suggesting it is desirable to not require the pilot to do math to determine the new visibility from the visibility adjustment notes, but John pointed out this has yet to be decided.

**Action Items:**

- FAA Flight Procedures and Airspace Group develop possible draft language for a version following 8260.19I and brief at ACM 20-01

**Status:** Item open

**6. New Business (New Agenda Items):**

**a. 19-02-344: Intermediate Segment Stepdown Altitudes:** Rich Boll, NBAA, briefed the new issue using [slides](#). FAA recognized the temperature compensating altitude issue, and issued a policy memo in 2011. This memo was planned to be incorporated onto TERPS changes, however this did not happen, instead there was language added to the simultaneous approach operations guidance suggesting altitudes be compensated at locations with high temperatures, but the algorithm was never added to TERPS. Rich also stated there are errors in the algorithm that need repairs. The NBAA recommendation is to move the policy memorandum language into TERPS, and correct the algorithm. Some locations with this concern moved the impacted fixes farther out facilities to alleviate the problem. Gary McMullin, Southwest Airlines, pointed out there can be discrepancies in indicated altitudes between aircraft flying LPV or LNAV/VNAV vertical guidance on the same approach since the LNAV/VNAV glidepath is derived by barometric altimeter. John Collins, general aviation pilot, added pushing out the last fix some distance would help. Rich pointed out AIM changes might be required in the future, but would depend on Flight Procedures and Airspace Group decisions.

**Action Items:**

- FAA Flight Procedures and Airspace Group will review the 2011 policy memorandum and determine if it should be incorporated into Order 8260.3

**Status:** Item open

**b. 19-02-345: Use of P-NOTAMS on SID/ODPs and STARS:** Rich Boll, NBAA, briefed the new issue with a proposal to apply the P-NOTAM process on SIDs and STARS. John Bordy, FAA Flight Procedures and Airspace Group, advised this idea was presented at US-IFPP 19-02, and accepted as part of the effort to rework the abbreviated amendment process. John adding there will be separate working groups for this. Valerie Watson, FAA/AJV-A25, suggested if using P-NOTAMS then perhaps the number should be from the procedure name and simply use an amendment number. Jay Gaumer, FAA/ZKC-530A, said STARS are owned by the centers, and they maintain the procedures. John said the overall intent is to reduce the number of NOTAMS, and allowing the use of P-NOTAMS would shorten length of time to one cycle. Jay added typically it can take 18-24 months to make changes to a STAR. John said the WG formed

will include PBN and Air Traffic. Jay and Jeff Gringas, Delta Airlines wish to be included in the WG.

**Action Items:**

- FAA Flight Procedures and Airspace Group will work the issue

**Status:** Item open

**c. 19-02-346: Deceleration Segment on STARs Supporting Compliance with 14 CFR 91.117(c):** Rich Boll, NBAA, briefed the new issue using [slides](#) regarding the need for a speed reduction segment evaluation when a procedure takes the pilot below the class B airspace. Some speed restrictions on a procedure make it difficult to comply with required speeds further along the procedure. Lev Prichard, Allied Pilots Association, asked Rich about the interpretation letter issued by the FAA Office of the Chief Counsel regarding speed below Class B airspace. Lev suggested adding a 200 kt. speed restriction at a fix prior to going below the Class B shelf since this is a high workload and safety issue. Gary McMullin, Southwest Airlines, said procedures should be designed so all aircraft can fly them; adding a formula could end up being more restrictive than needed. Jeff Rawdon, Flight Procedures and Airspace Group, will look at Lev's suggestion on charting 200 kts at fixes proceeding a route segment below a Class B shelf, possibly with an Order 8260.3 note for developers to consider this during procedure design. Ron Renk, United Airlines, agreed with Lev's idea on the 200 kt speed restriction. Gary Fiske (CTR), FAA/AJV-P31 discussed design issues for segments below Class B shelves, to avoid workload for the pilot. Rich and Gary McMullin will be included in any discussions.

**Action Items:**

- FAA Flight Procedures and Airspace Group will review and consider the NBAA recommendation
- FAA Flight Procedures and Airspace Group will look at the 200 kt. speed restriction, as discussed by Lev Prichard for a fix prior to passage below the Class B shelf

**Status:** Item open

**7. Next Meetings:**

**a. ACM 20-01:** Scheduled for April 14-16, 2020, host NOAA Science Center, Silver Spring, MD.

**b. ACM 20-02:** Scheduled for October TBD, 2020, host NOAA Science Center, Silver Spring, MD.