

AERONAUTICAL CHARTING MEETING
Instrument Procedures Group
Meeting 19-02 – October 2019

RECOMMENDATION DOCUMENT

FAA Control # 19-02-345

Subject: Use of P-NOTAMS on SID/ODPs and STARs

Background/Discussion:

Frequently, it becomes necessary to make an amendment to a Standard Instrument Departure (SID) or Standard Terminal Arrival Route (STAR). For example, a recent metroplex initiative resulted in a new STAR with a published altitude constraint below the floor of the Class B airspace. A temporary NOTAM was issued to raise the altitude constraint above the floor of Class B to meet the requirement of the Code of Federal Regulation for operations within Class B airspace (ref 14 CFR §91.131 Operations in Class B airspace).

Temporary NOTAMS do not result in charting or nav-database changes to SIDs, ODPs, or STARs. Air traffic clearances are issued with the belief that pilots will reviewed the T-NOTAMS, have identified these changes, and made changes to the RNAV system to comply with the changes. Experience has shown that this is not the case and that pilot deviations frequently occur when T-NOTAMS change speed or altitude constraints.

Recommendations:

NBAA requests that FAA develop criteria for expanding the use P-NOTAMS to correct errors on SIDs and STARs.

Comments:

This request affects Order 8260.19, Flight Procedures and Airspace

Submitted by: Richard J. Boll II

Organization: NBAA

Phone: 316.655.8856

E-mail: richard.boll@sbcglobal.net

Date: 4/25/19

Initial Discussion Meeting 19-02: 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.

Meeting 20-02: Jeff Rawdon, FAA Flight Procedures and Airspace Group (FPAG), briefed the issue summary and current status from the [slide](#). Jeff said this issue was already discussed earlier as part of issue 16-01-325, noting the challenges of working this for SIDs and STARs. This is an ongoing discussion, with an emphasis on avoiding unintended consequences. FPAG is awaiting feedback on the issue from Aeronautical Information Services.

Action Items:

- Flight Procedures and Airspace Group will continue to work the issue and report status.

Status: Item open.
