



# **MON Airport Marking**

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# MON Airport Subgroup

## *Telcon Participants (1/19/2016 and 2/18/2016)*

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- Brad Rush (FAA)
- Dale Courtney (FAA)
- Tony Lawson (FAA)
- Mike Wallin (FAA)
- Valerie Watson (FAA)
- Rune Duke (AOPA)
- Jeff Gringas (Jeppesen)
- Ted Thompson (Jeppesen)
- John Moore (Jeppesen)
- Brendan Conroy (TetraTech)
- Deihim Hashemi (MITRE)
- Vince Massimini (MITRE)

# MON Airport

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- **The terminology for airports to be used for the MON will be “MON Airport.” (Capital M-O-N and A.), both in the source (NASR) database and on/in publications.**
  - Consistency is essential on the name, since this could be a search item. The group believed that this was the most straightforward name for the capability. This name will be used on all documents where MON Airports are discussed.

# Database Entry

- **The MON Airports should be a NASR entry.**
  - Generally, an attribute was considered best, but a remark (specifically “MON Airport”) would be adequate (since adding an attribute can be difficult.)
  - The database entry allows many future capabilities. For example:
    - Vendors may be able to display MON Airports on an iPad as a menu selection, which could assist pilots in case of a GPS outage.
    - ATC could query and see MON Airports quickly if required.

**The Group believed that much of future charting will be data-driven. This is why the inclusion of MON Airports in the NASR is essential. This would allow vendors to, for example, have a button or menu that would allow the pilot to view the closest MON Airports on a display or tablet.**

# Location and Flight Planning

- **A list of MON Airports should be published and kept up to date and should be placed in the NTAP or the AIM.**
  - The list could be published in other publications if desired by the publishing organization or per recommendation by users (e.g., this ACF).
  
- **In general, the list of MON Airports would be used for flight planning as desired by the aircrew as a reference document.**
  - The group did not believe that the list of MON Airports needed to be published in an inflight publication (except for charting on enroute IFR charts).

# Keeping the List Up-to-Date

- **The maintenance and distribution of the list of MON Airports should be assigned to a single office that will have the responsibility and a system to promulgate and update the list to reflect changes (e.g. closing of an airport, removal or modification of instrument approaches, etc.) and ensure that the information is provided to the National Flight Data Center (NFDC) for input into NASR.**
  - The VOR MON Program Office has accepted responsibility for keeping the list up-to-date. Specific procedures need to be worked out, but the VOR MON Program Manager has accepted this responsibility.
    - If/when the VOR MON program ends, then the responsibility would need to be transferred. However, this should not be until after 2025.
  - It is not envisioned that the list will change frequently, so it is not essential that updates be associated with the AIRAC cycle.

# Instrument Approach Charts

- **Instrument approach charts associated with the MON Airport will not be annotated.**
  - The vast majority of MON airports are small airports with only a few instrument approaches. Finding VOR or ILS approaches that do not rely on NDB, DME, or radar should not be difficult.

# Charting and Designation

- The term “MON Airport” will be included in the A/FD for the airport.
- MON Airports will not be designated on charts principally used for VFR flight (e.g., sectionals).
- There was consensus that MON Airports should be recognizable on high, low, and area enroute IFR charts. The associated airport text will contain “MON” in uppercase.
  - This can be in bold, in parenthesis, or in reverse negative, but will not be in a different color than normally used for the chart/labeling of airports.

# Notes

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- **The use of color and/or an associated symbol was discussed at length. While there are some advantages, there were a number of drawbacks that the group considered to be disadvantageous.**
- **Some charts (e.g., hi-enroute) do not chart all airports (e.g., those with shorter runways). If the MON Airport does not meet the criteria to be charted on a chart, then it will not be charted simply because it is a MON Airport.**
- **A number of different symbols and wording were considered, but MON was believed to be the most effective and least complex.**

# Example (FAA Low Enroute)

*Other Chart Providers Could be Different*

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MON  
SEATTLE  
Boeing Fld/King Co Intl  
(BFI)   
21 L 100  
(A) 127.75

# Questions/Discussion?

