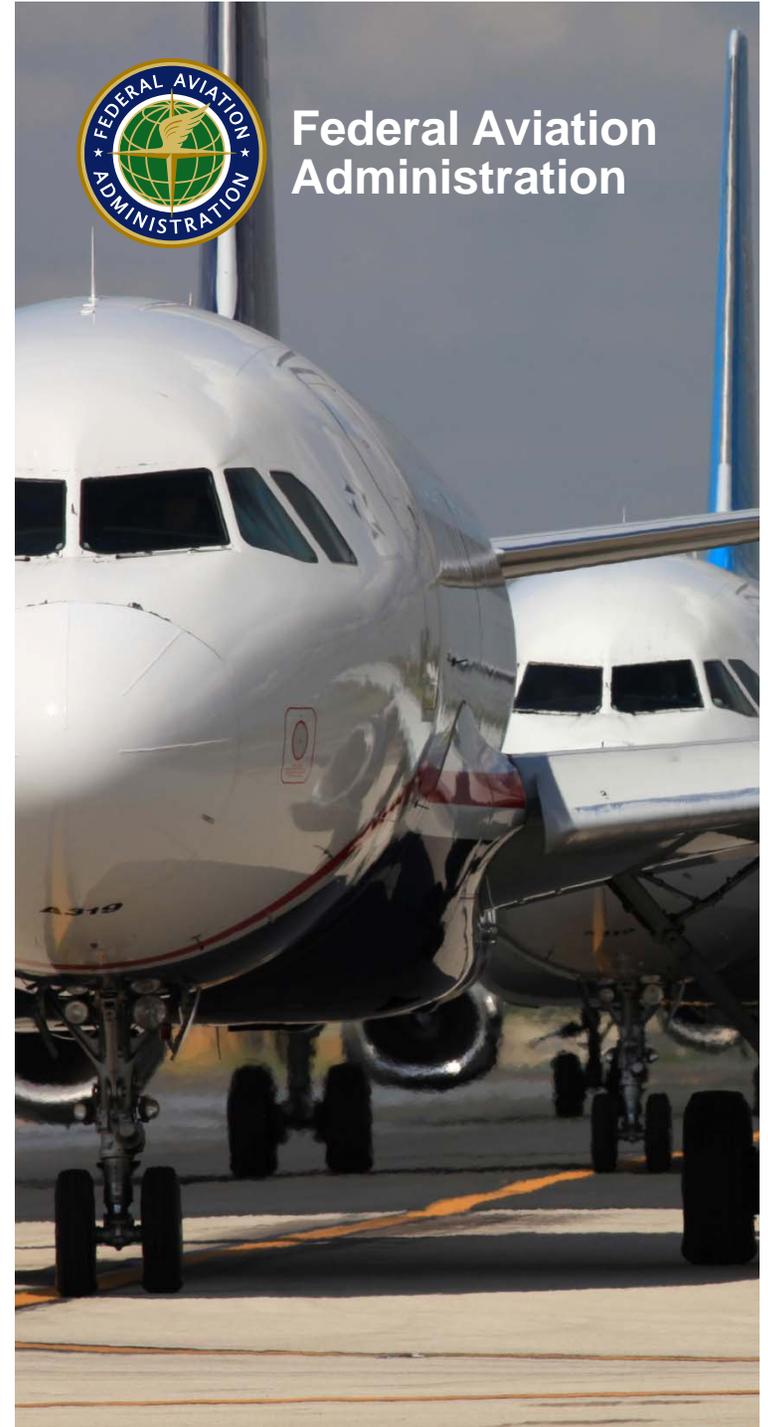


Aero Chart Forum Proposal 16-01-306 Background

Presented to: ACF at ALPA Headquarters

By: Bruce McGray, Phil Saenger

Date: April 28, 2016



The Administrator Signed FAA Order 8000.94 21 August 2012

A handwritten signature in black ink, appearing to read 'M. Huerta', with a large circular flourish at the end.

Michael P. Huerta
Acting Administrator



Current European Requirement

20.9.2008



Official Journal of the European Union

L 254/59

OPS.1.445

Low visibility operations – Aerodrome considerations

- (a) *An operator shall not use an aerodrome for Category II or III operations unless the aerodrome is approved for such operations by the State in which aerodrome is located,*
- (b) *An operator shall verify that low visibility procedures (LVP) have been established, and will be enforced, at those aerodromes where low visibility operations are to be conducted,*



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KLM Concerns

From: Wicherink, BGF - SPLOL

JFK and SFO both publish CAT3 ops or ops below 1200' RVR. If I am correct in that case ... these airports do not have a final SMGCS authorization.

Can you inform me on the status of low visibility procedures at both airports ?

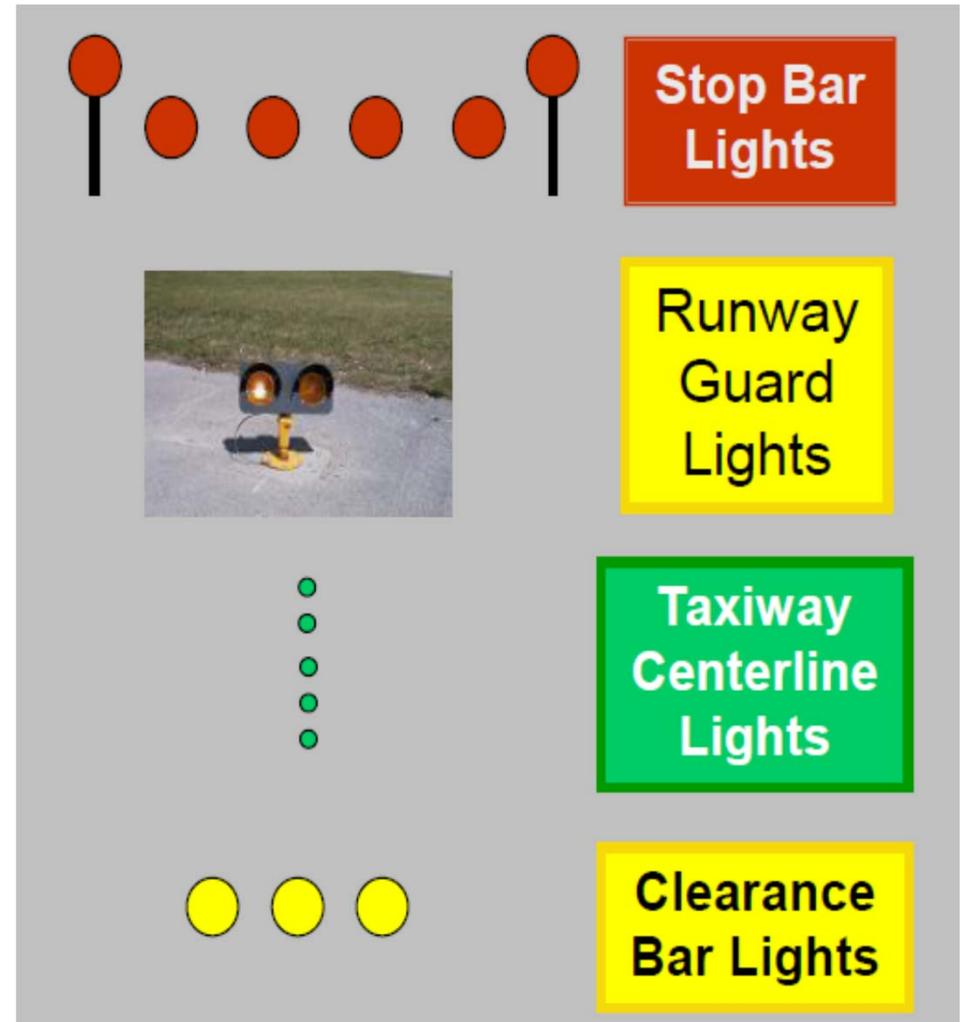
As a European carrier we need to know, as EU-OPS requires us to investigate whether an airport that publishes CAT2/3 ops (meaning ops below 1800') have low visibility control procedures in place in order to use these cat2/3 procedures.

Recently I got a comment from Frank Loprano of PANYNJ that EWR has an approved SMGCS plan. However in the list it does not show a confirmation ... please confirm the SMGCS status for EWR.



Overview

- **8000.94 Brought ARP, ATO and AVS to interdependent roles**
- **Original 8000.94 data collection mandate in place**
- **AFS-410 has sought funding to support getting the data process in place for the NFDC data base**



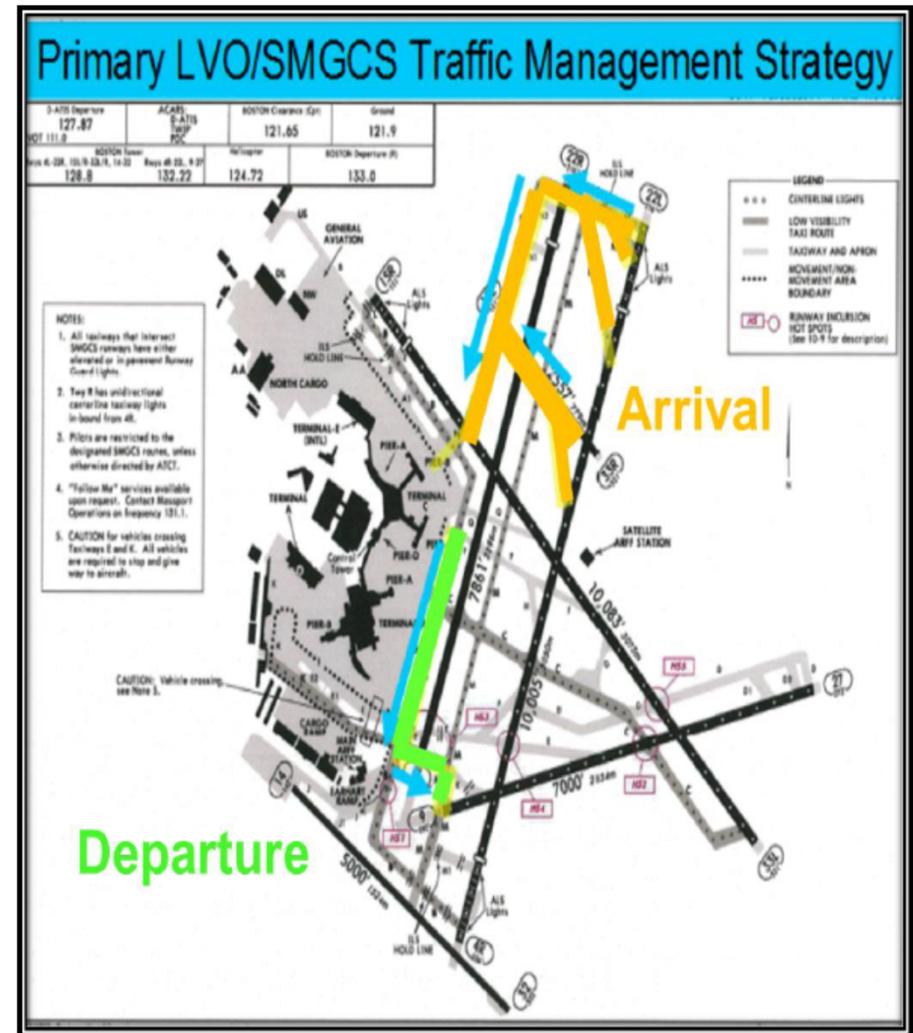
More History

- **AJV key in securing the original data mandate**
- **Dick Powell (now retired) led an effort to complete this requirement**
- **Airports engineering recently redefined all of the movement area as safety critical**



Order Change Progress

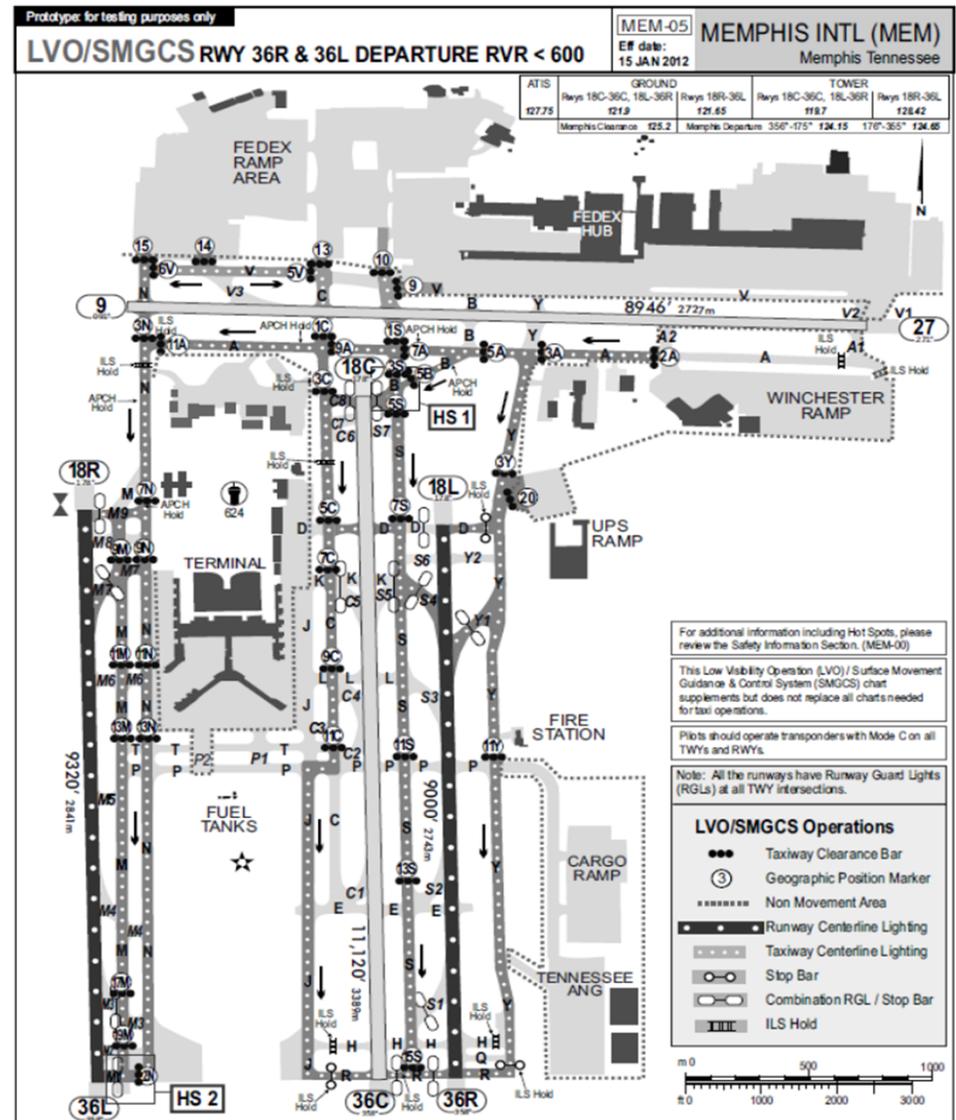
- The field has taken ownership of 8000.94
- Change 2 is in progress
- Data requirement is included in Change 2
- This recommendation will help in the process



Discussion

What other steps can this group recommend to accomplish what is needed?

By the way here is FAA sample chart for ICAO recommendations

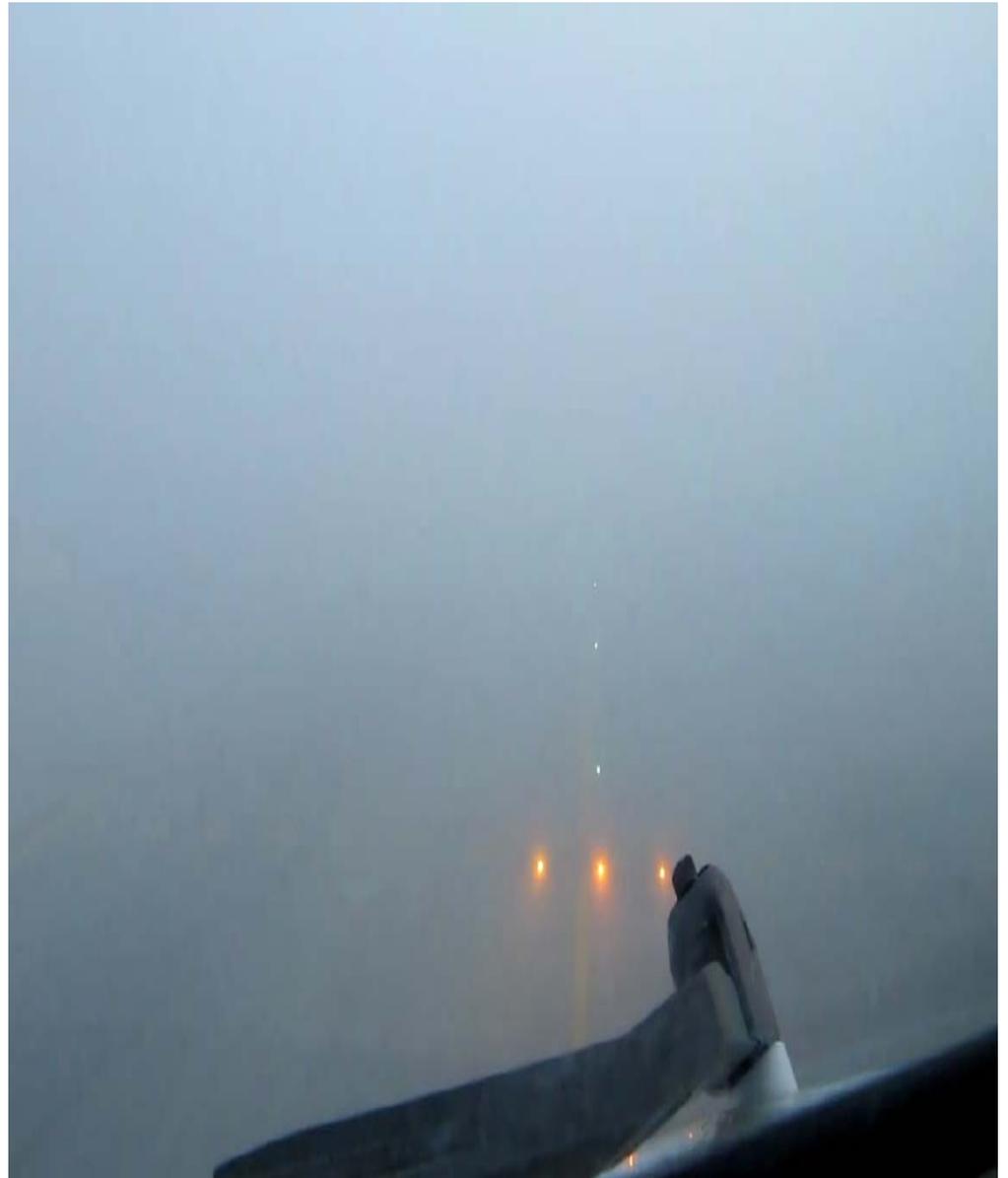


URL Link to the Order

- https://employees.faa.gov/tools_resources/orders_notices/



Questions



Extra Slides



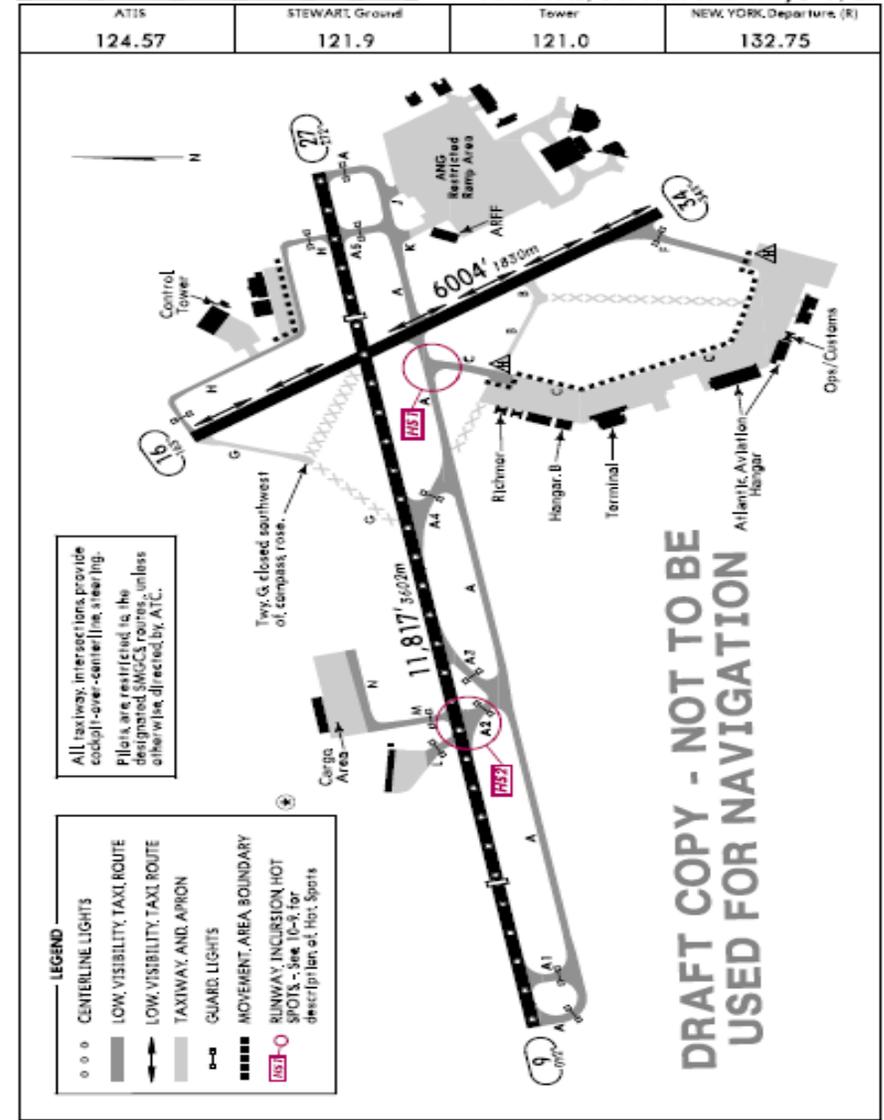
Policy: SOP ATCT- A/O Supported

- ATCT/Airport Operator SOP about entering/exiting LVO/SMGCS operation & control/mx of LVO/SMGCS lighting ATIS, etc



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The New Level 1 LVO/SMGCS Taxi Charts



CHANGES: New chart. DRAFT COPY (v.4) with Rwy 16/24 as a low visibility taxi route © JEPPESEN, 2012. ALL RIGHTS RESERVED.



FAA/NASA Goal 2012 Study

Examine LVO/SMGCS
low visibility paper charts
in precise 300 ft /75m
RVR and validate aircrew
actions to identify best
practices in the design of
these charts

Conduct EFVS/EV study
in precise 500 ft/150m
RVR conditions



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Airport Setup 2012 Study

From 3.2 in report

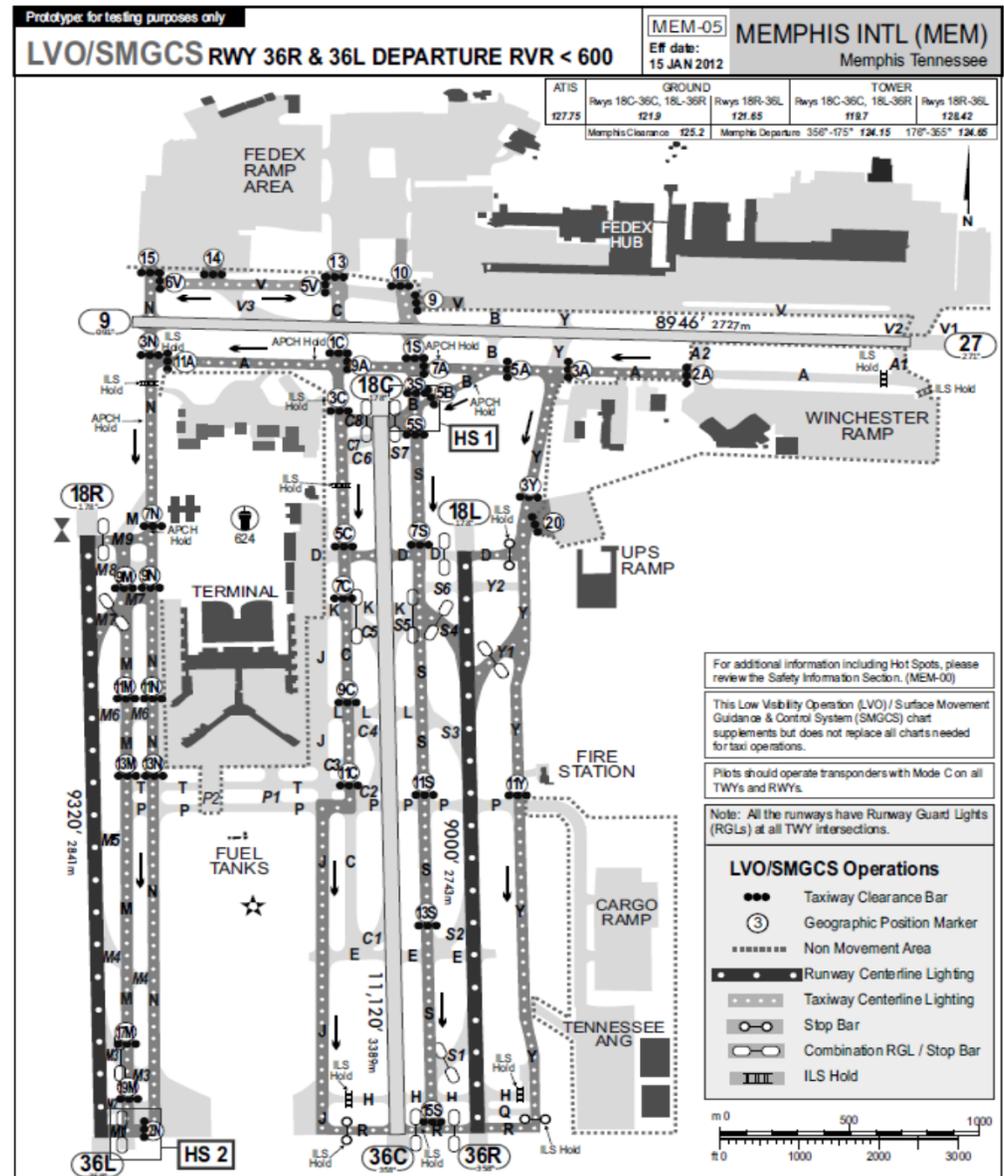
Airport signage and lighting ...modified to correctly simulate visual acuity... to replicate expected visual performance



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FAA/NASA Goal 2012 Study

The details of the prototype chart were evaluated and found to be adequate for 100% accurate aircrew position awareness in homogeneous RVR 300 ft conditions



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Research Flight Deck (RFD) 2012 Test

From 3.1 of Report

The full-motion RFD simulates a Boeing B-757-200 aircraft...populated with flight instrumentation and pilot controls, including the overhead subsystem panels, to replicate the B-757 aircraft systems. All systems operational



Figure 3: Cockpit Motion Facility with RFD Simulator Installed



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2012 Study Detail

Conduct LVO/SMGCS
Chart evaluation in
precise 300 ft/75m
RVR conditions &
EFVS/EV evaluation in
precise 500 ft/150 m
RVR conditions

- **12 crews**
- **10 chart scenarios**
- **11 EV scenarios**
- **252 runs**



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Next the Protected Low Vis Taxi Route

