

DEDICATED TO HELPING BUSINESS ACHIEVE ITS HIGHEST GOALS.



# IAP Chart Modernization ACM CG #18-02-327

21-01 ACM CG Meeting

Richard Boll

NBAA, Access Committee

# Progress


- Working Group has continued to meet monthly since last ACM
- Gained consensus on several key components
- Identified some questions that need ACM CG review & comment

# Minimums

- A main goal is the incorporation of the Inoperative Components visibility values into the minima tables, replacing the briefing strip notes.
- ACM 19-02 determined that we cannot remove the military ceiling and visibility.
- Now proposing to remove the repeated visibility value.
  - In cases where an RVR is charted, the parenthetical SM visibility will still be shown as it is today.

# Minimums

No change to how RVR is shown today

CATEGORY	Full ALS Visibility				ALS INOP Visibility			
	A	B	C	D	A	B	C	D
LPV DA	459/55 453 (500-1)				1½			
LNAV/VNAV DA	672-1⅞ 666 (700)				2½			
LNAV MDA	660/45	654 (700-⅞)	660-1⅜	654 (700)	60 (1¼)		1⅞	
 CIRCLING	760-1¼	752 (800)	820-2½ 812 (900)	1040-3 1032 (1100)				

- ✓ FAA
- ✓ Industry
- ✓ USAF
- ✓ USN
- USA

Duplicate visibility in parentheses removed.

- Addition of INOP visibility
- Removal of repetitive SM visibility:

Current:            760-1¼    752 (800-1¼)

Proposed:          760-1¼    752 (800)

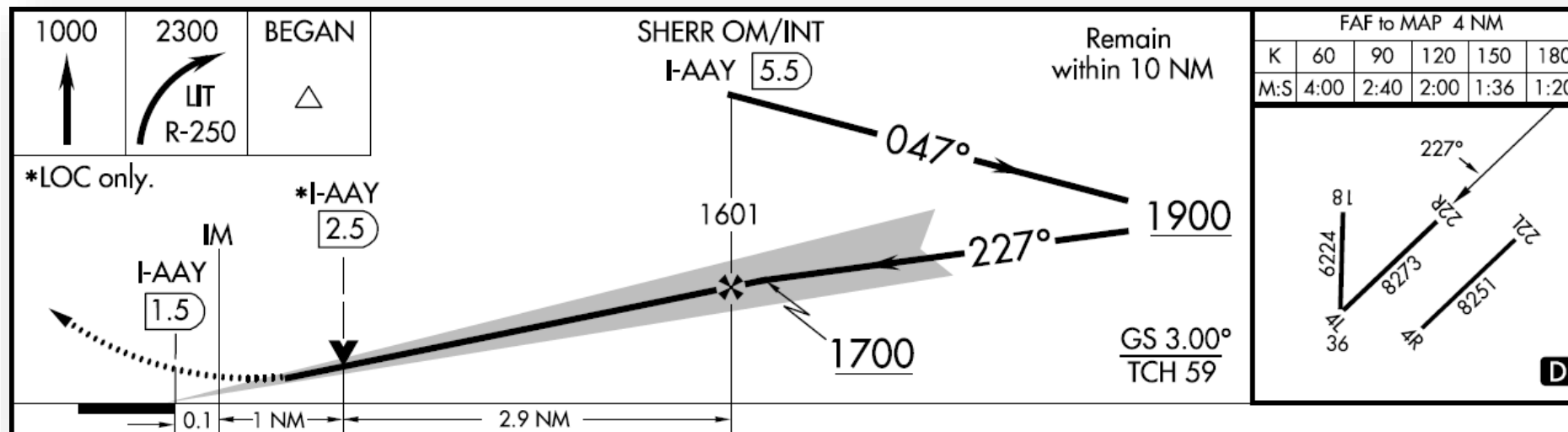
# RASS Minima

## AJV-A Terminal Charting Determination

- Unable to support a separate line of Remote Altimeter Source Setting (RASS) minima
- (RASS) minima will remain as notes
- Likely fewer locations in the NAS where RASS is used in the future

# Profile View

- Expanded profile box width allowing for improved depiction.
- Standard placement of Simplified Airport Sketch box to the right of the profile. Same height as profile box.
- Time distance table (when applicable) above sketch.



- ✓ FAA
- ✓ Industry
- ✓ USAF
- ✓ USN
- ✓ USA

# Simplified Airport Sketch

- Simplified, smaller airport sketch to only include:
  - runways, runway numbers, runway length,
  - final approach course and bearing (when MAP is within the scale of the sketch box), and
  - declared distance icon (if applicable).
- Significant discussion concerning the final approach course and bearing “directional arrow” that highlights the final approach course’s relation to the runway/airport
  - FAA only publishes the “directional arrow” if the MAP falls within the boundaries of the airport sketch
  - NGA/DoD publish it in all cases
- FAA will retain same spec with Simplified Airport Sketch.
- Chart Mod Working Group will bring a sperate RD to the ACM-CG 21-02.

# Simplified Airport Sketch

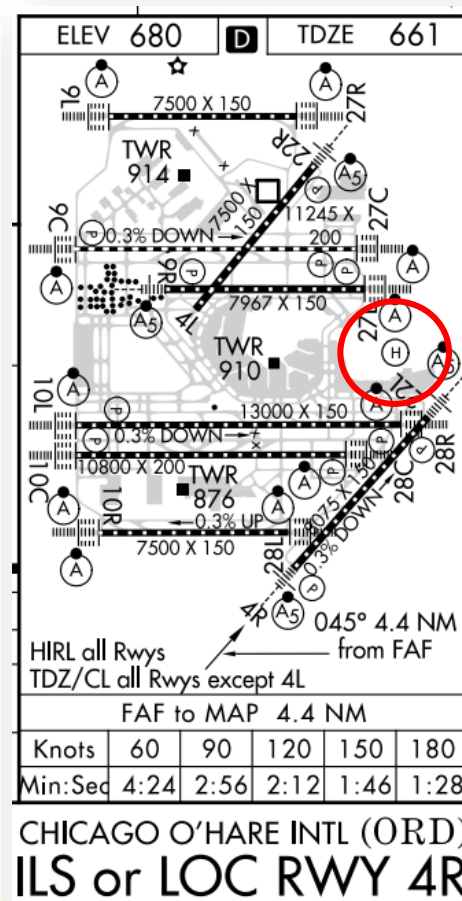
## Heliport Depiction

Current Airport Sketch

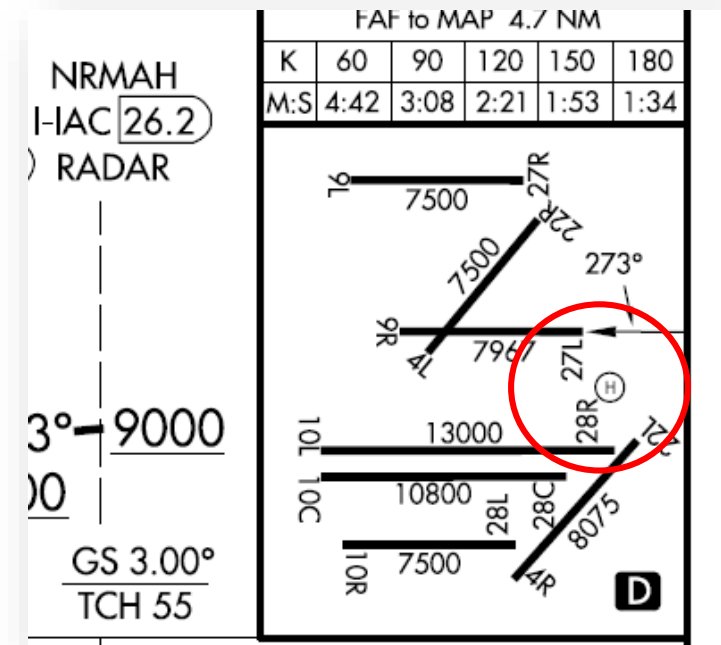
Can You Find the Heliport?



❑ ACM-CG Consensus



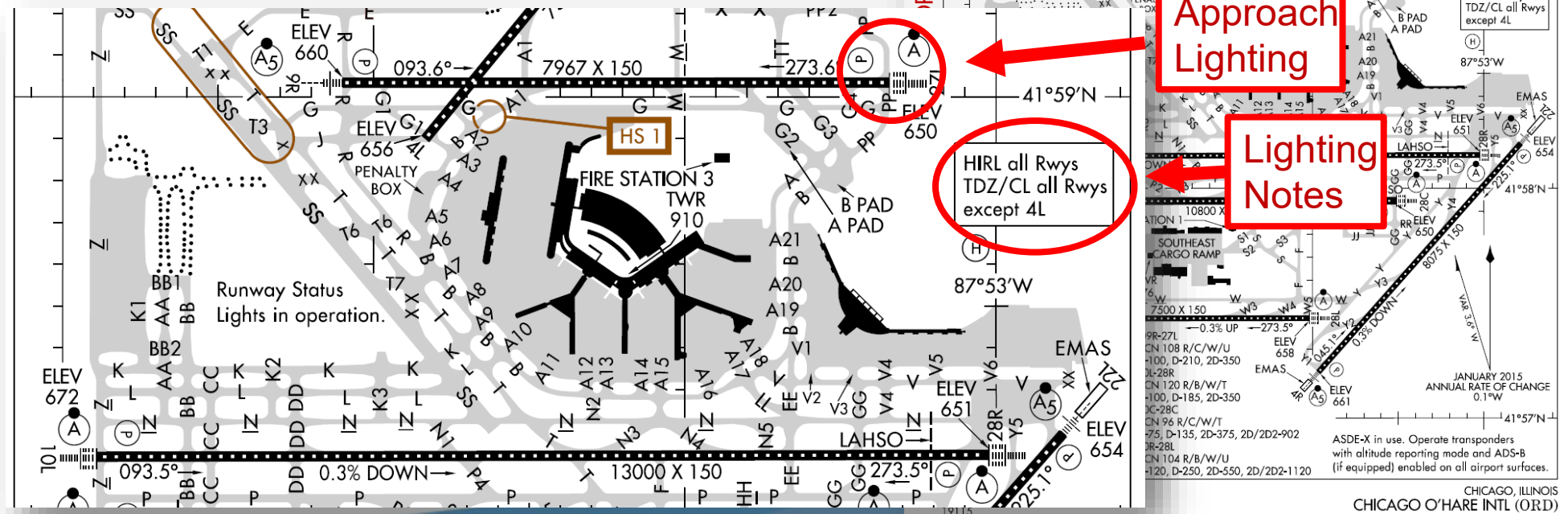
Proposed Simplified Airport Sketch  
Heliport Depicted When Sourced



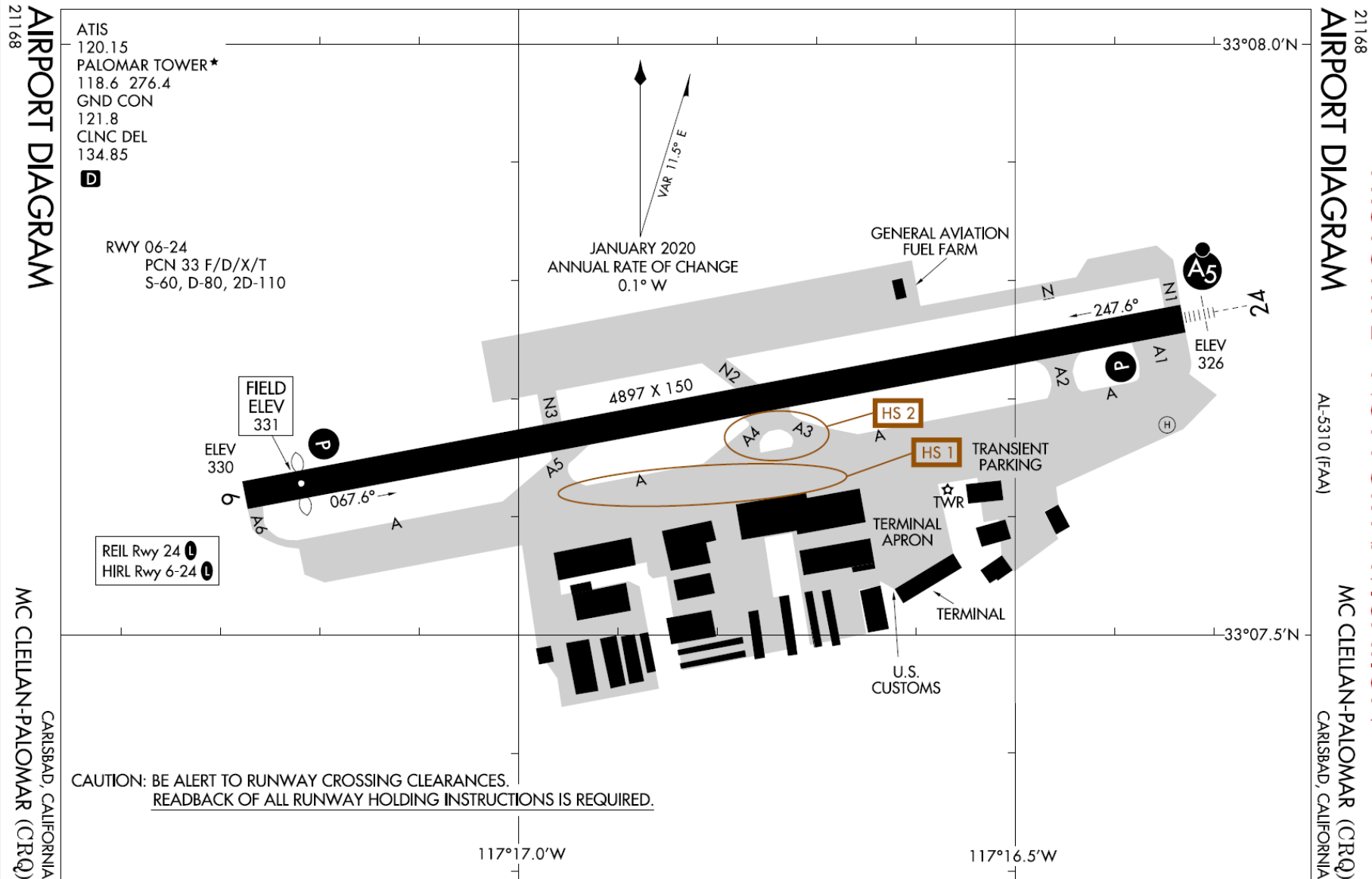


# Airport Lighting

- All airport lighting information previously contained within the airport sketch box will be moved to the Airport Diagram.
- Every airport with an IAP chart in the TPP will have an Airport Diagram.





# Airport Diagram & Lighting Description



# Current Briefing Strip Lighting


- “Briefing Strip” contains approach lighting to the primary runway only.
  - No approach lights – No lighting information in the briefing strip.
- Visual Glide Slope Indicator lighting is not included.

**Current Lighting Depiction**

TUCSON, ARIZONA		AL-430 (FAA)		00000
LOC/DME I-TUS <u>111.7</u> Chan <b>54</b>	APP CRS <b>123°</b>	Rwy Idg <b>10996</b> TDZE <b>2599</b> Apt Elev <b>2643</b>	<b>ILS or LOC RWY 11L</b> TUCSON INTL (TUS)	
 ADF or DME required.			MISSED APPROACH: Climb to 4000 then climbing right turn to 6000 on heading 300° and TUS VORTAC R-270 to RYN NDB/TUS 12.8 DME and hold.	
ATIS <b>123.8 279.65</b>	TUCSON APP CON <b>119.4 318.1</b>	TUCSON TOWER <b>118.3 257.8</b>		GND CON <b>124.4 348.6</b>
			CLNC DEL <b>126.65 326.2</b>	

# Proposed Briefing Strip Lighting

Type of Approach Lighting System

CARLSBAD, CALIFORNIA		AL-5310 (FAA)		19115
LOC/DME I-CRQ <b>108.7</b> Chan <b>24</b>	APP CRS <b>245°</b>	Rwy Idg <b>4897</b> TDZE <b>326</b> Apt Elev <b>331</b>	<b>ILS or LOC RWY 24</b> MC CLELLAN-PALOMAR (CRQ)	
⚠ Inop table does not apply to S-ILS Rwy 24. ⚠ Autopilot coupled approach NA below 960. DME required. ⚠ Rwy 24 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-LOC 24 Cat A/B visibility to RVR 5500 and Cat C visibility to 1 7/8 SM.			MALSR 	MISSED APPROACH: Climb to 3000 on heading 245° and on OCN VORTAC R-145 to OCN VORTAC and hold.
ATIS <b>120.15</b>	SOCAL APP CON <b>127.3 323.0</b>	<b>PALOMAR TOWER*</b> <b>118.6 (CTAF) 276.4</b>	GATEWAY <b>118</b>	CLNC DEL <b>134.85</b>

VGSI Type & Location Relative to Runway

PHOENIX, ARIZONA AL-74 (FAA) 00000

VORTAC IWA <b>113.3</b> Chan <b>80</b>	APP CRS <b>302°</b>	Rwy Idg TDZE Apt Elev	30C <b>10201</b> <b>1380</b> <b>1382</b>	30R <b>9301</b> <b>1382</b> <b>1382</b>
--	------------------------	-----------------------------	---	--

**VOR or TACAN RWY 30C**  
PHOENIX-MESA GATEWAY (IWA)

When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 80 feet, increase S-30C, SIDESTEP 30R all Cats visibility ¼ mile, Circling Cats A/B/C visibility ¼ mile, Cat E ½ mile.

Rwy 30C (P) MISSED APPROACH: Climb to 2800 then climbing right turn to 5000 via heading 145° and IWA VORTAC R-015 to IWA VORTAC and hold.  
Rwy 30R (P) MISSED APPROACH: Climb to 2800 then climbing right turn to 5000 via IWA VORTAC R-122 to HALLB INT/IWA 9.9 DME and hold, continue climb-in-hold to 5000, hold SE, LT, 302° inbound).

ATIS ★ <b>133.5 270.275</b>	PHOENIX APP CON <b>124.9 353.8</b>	GATEWAY TOWER ★ <b>120.6 (CTAF) 289.4</b>	GND CON <b>128.25 275.8</b>	CLNC DEL <b>135.05</b>
--------------------------------	---------------------------------------	--	--------------------------------	---------------------------

Side-Step Approach

KODIAK, ALASKA AL-1238 (FAA) 00000

WAAS CH <b>93941</b> <b>W26A</b>	APP CRS <b>239°</b>	Rwy Idg TDZE Apt Elev	<b>7534</b> <b>32</b> <b>79</b>
--	------------------------	-----------------------------	---------------------------------------

**RNAV (GPS) RWY 26**  
KODIAK (ADQ)(PADQ)

RNP APCH.

⚠ Circling NA north of Rwy 8-26 and west of Rwy 1-19.  
⚠ Procedure NA at night. Circling to Rwy 8, 11 and 19 NA.  
⚠ Rapidly rising terrain north, west, and south of airport.

MISSED APPROACH: (Do not exceed 210K until HINBU) Climb to 2100 then climbing right turn to 5000 via heading 120° and KODIAK VORTAC R-015 to KODIAK VORTAC and hold. requires minimum climb of 357 feet per NM to 1500.

ATIS <b>134.45</b>	ANCHORAGE CENTER <b>125.1 281.4</b>	KODIAK TOWER ★ <b>119.8 (CTAF) 239.0</b>	GND CON <b>121.9</b>	UNICOM <b>122.8</b>
-----------------------	--	---	-------------------------	------------------------

VGSI Only

CARLSBAD, CALIFORNIA AL-5310 (FAA) 00000

LOC/DME I-CRQ <b>108.7</b> Chan <b>24</b>	APP CRS <b>245°</b>	Rwy Idg TDZE Apt Elev	<b>4897</b> <b>326</b> <b>331</b>
---	------------------------	-----------------------------	---

**ILS or LOC RWY 24**  
MC CLELLAN-PALOMAR (CRQ)

⚠ Inop table does not apply to S-ILS Rwy 24.  
⚠ Autopilot coupled approach NA below 960. DME required.  
⚠ Rwy 24 helicopter visibility reduction below RVR 4000 NA.

MALSRL (A5) (P)

MISSED APPROACH: Climb to 3000 on heading 245° and on OCN VORTAC R-145 to OCN VORTAC and hold.

ATIS <b>120.15</b>	SOCAL APP CON <b>127.3 323.0</b>	PALOMAR TOWER ★ <b>118.6 (CTAF) 276.4</b>	GND CON <b>121.8</b>	CLNC DEL <b>134.85</b>
-----------------------	-------------------------------------	--	-------------------------	---------------------------

# Full Chart – Current & Proposed

# RNAV (GPS) X RWY 6

TETERBORO (TEB)

WAAS CH <b>65634</b>	APP CRS TDZE <b>063°</b>	Rwy ldg <b>6013</b>
<b>W06B</b>		<b>6</b>
		Apt Elev <b>8</b>

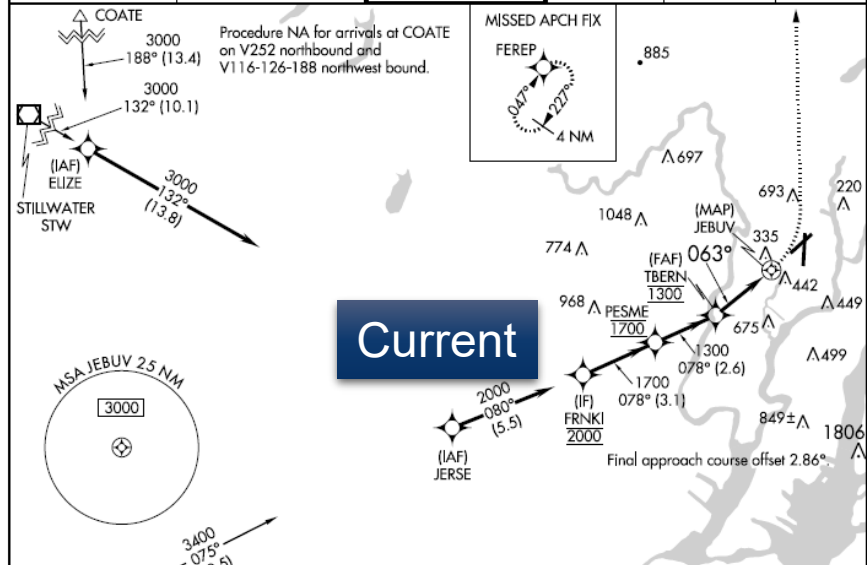
RNP APCH

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Circling NA for Cats B, C and D NW of Rwy 6 and 19. For Inop ALS, increase LPV all Cats visibility to 1 1/2 SM, LNAV/VNAV all Cats visibility to 2 1/2 SM, and LNAV Cats A/B visibility to 1 1/4 SM. When Circling to Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.



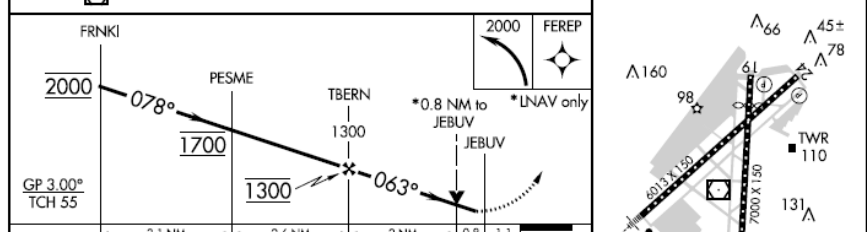
MISSED APPROACH: Climbing left turn to 2000 direct FEREPE and hold.

D-ATIS <b>114.2 132.85</b>	NEW YORK APP CON <b>127.6 379.9</b>	TETERBORO TOWER <b>119.5</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.05</b>	CPDLC
----------------------------	-------------------------------------	------------------------------	----------------------	------------------------	-------



**Current**

ELEV 8	D	TDZE 6
--------	---	--------



CATEGORY	Full ALS Visibility				ALS INOP Visibility			
	A	B	C	D	A	B	C	D
LPV DA	459/55 453 (500-1)				1 1/2			
LNAV/VNAV DA	672-1 1/8 666 (700-1 1/8)				2 1/2			
LNAV MDA	660/45	654 (700- 7/8)	660-1 3/8	654 (700-1 3/8)	60 (1 1/4)	1 1/8		
<b>C</b> CIRCLING	760-1 1/4	752 (800-1 1/4)	820-2 1/2	1040-3				
		812 (900-2 1/2)	1032 (1100-3)					

# RNAV (GPS) X RWY 6

# RNAV (GPS) X RWY 6

TETERBORO (TEB)

WAAS CH <b>65634</b>	APP CRS TDZE <b>063°</b>	Rwy ldg <b>6013</b>
<b>W06B</b>		<b>6</b>
		Apt Elev <b>8</b>

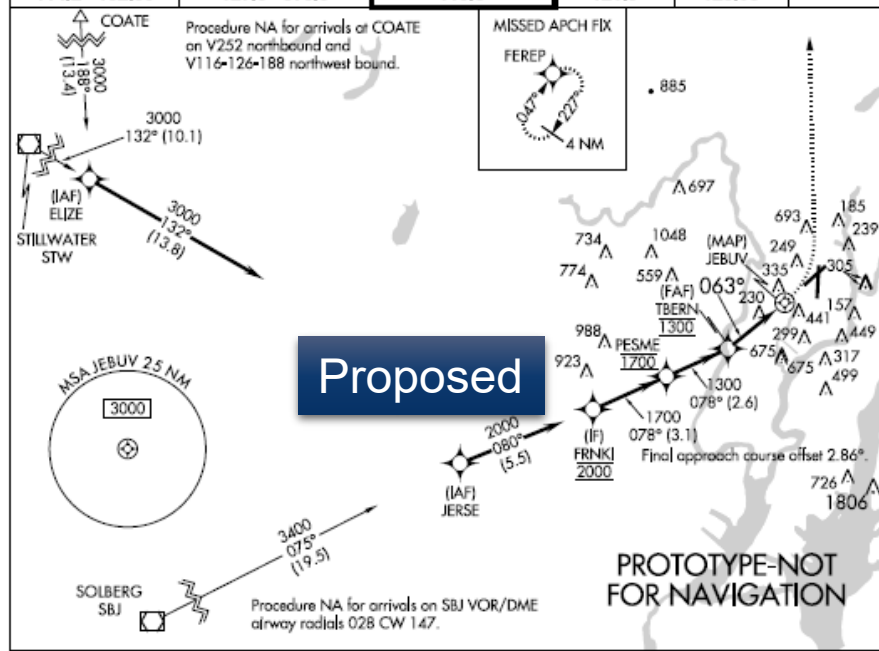
RNP APCH

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Circling NA for Cats B, C and D NW of Rwy 6 and 19. Circling Rwy 24 NA at night.

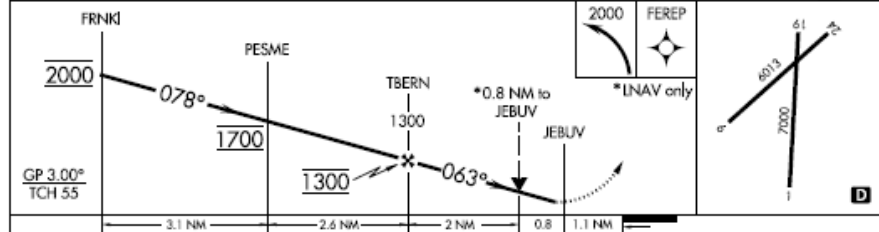


MISSED APPROACH: Climbing left turn to 2000 direct FEREPE and hold.

D-ATIS <b>114.2 132.85</b>	NEW YORK APP CON <b>127.6 379.9</b>	TETERBORO TOWER <b>119.5</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.05</b>	CPDLC
----------------------------	-------------------------------------	------------------------------	----------------------	------------------------	-------



**Proposed**



CATEGORY	Full ALS Visibility				ALS INOP Visibility			
	A	B	C	D	A	B	C	D
LPV DA	459/55 453 (500-1)				1 1/2			
LNAV/VNAV DA	672-1 1/8 666 (700)				2 1/2			
LNAV MDA	660/45	654 (700- 7/8)	660-1 3/8	654 (700)	60 (1 1/4)	1 1/8		
<b>C</b> CIRCLING	760-1 1/4	752 (800)	820-2 1/2	1040-3				
		812 (900)	1032 (1100)					

# RNAV (GPS) X RWY 6

NE-2, 05 NOV 2020 to 03 DEC 2020

NE-2, 05 NOV 2020 to 03 DEC 2020

LOC/DME I-AAY	APP CRS	Rwy Idg	8273
110.3	227°	TDZE	262
Chan 40		Apt Elev	266

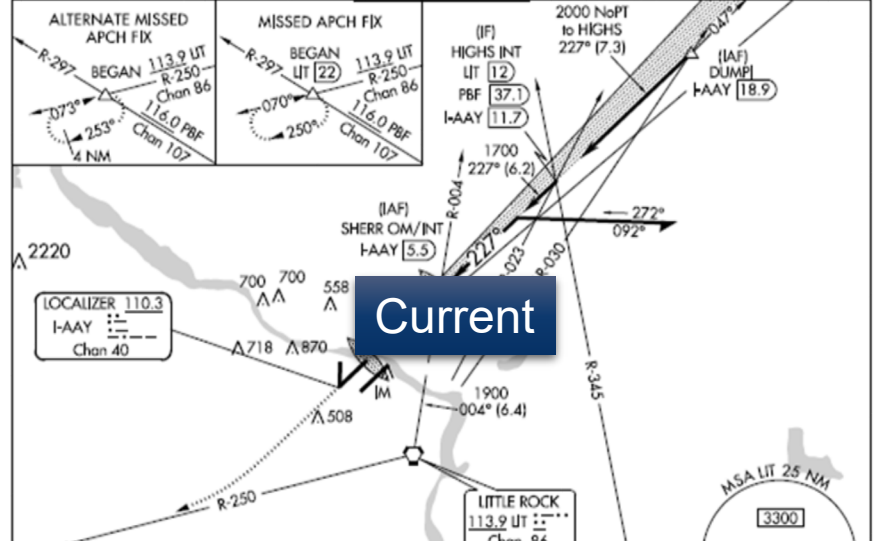
**ILS or LOC RWY 22R**

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

**DME required.**  
 Simultaneous approach authorized with Rwy 22L VDP NA when using Stuttgart altimeter setting. When local altimeter setting not received, use Stuttgart altimeter setting; increase all DA to 544 feet and increase S-ILS all Cats visibility to RVR 2200; increase all MDAs 100 feet and increase S-LOC Cat C/D visibility to RVR 5500, and Circling Cat B visibility to 1 1/2 SM, Cat C visibility to 3 SM. For Inop ALS, increase S-LOC Cat C/D visibility to RVR 6000. For Inop ALS when using Stuttgart altimeter setting, increase S-ILS all Cats visibility to RVR 4500 and S-LOC Cat C/D visibility to 1 1/2 SM.

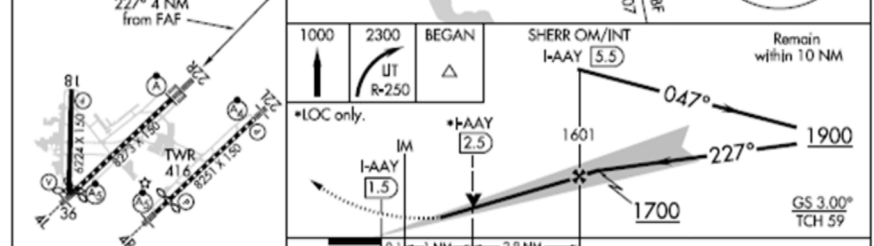
**ALS-2**  
 MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 on LIT VORTAC R-250 to BEGAN INT/LIT 22 DME and hold.

D-ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CINC DEL
125.65	135.4 353.6	118.7 257.8	121.9 339.8	118.95



ELEV 266 TDZE 262

Procedure NA for arrival at LIT VORTAC on V305 and V124 southwest bound.



CATEGORY	Full ALS Visibility				ALS INOP Visibility				# INOP TDZ or RCLS
	A	B	C	D	A	B	C	D	
S-ILS 22R	462/18 200 (200-1/2)				40 (3/4) #24 (1/2)				
S-LOC 22R	680/24	418 (500-1/2)	680/40 418 (500-1/2)		55 (1) 60 (1 1/4)				
CIRCLING	800-1 534 (600-1)	1000-1 734 (800-1)	1180-2 1/4 914 (1000-2 1/4)	1180-3 914 (1000-3)					

LOC/DME I-AAY	APP CRS	Rwy Idg	8273
110.3	227°	TDZE	262
Chan 40		Apt Elev	266

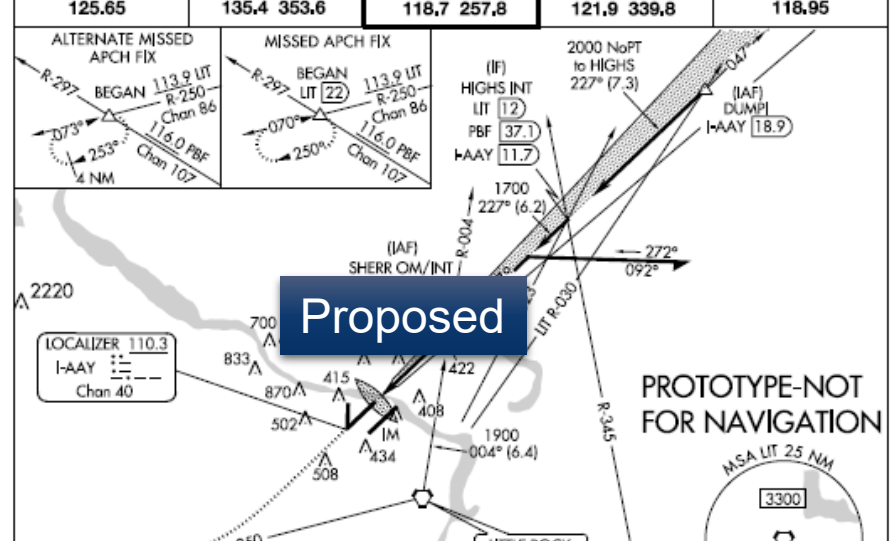
**ILS or LOC RWY 22R**

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

**DME required.**  
 Simultaneous approach authorized with Rwy 22L VDP NA when using Stuttgart altimeter setting. When local altimeter setting not received, use Stuttgart altimeter setting; increase all DA to 544 feet and increase S-ILS all Cats visibility to RVR 2200; increase all MDAs 100 feet and increase S-LOC Cat C/D visibility to RVR 5500, and Circling Cat B visibility to 1 1/2 SM, Cat C visibility to 3 SM. For Inop ALS when using Stuttgart altimeter setting, increase S-ILS all Cats visibility to RVR 4500 and S-LOC Cat C/D visibility to 1 1/2 SM.

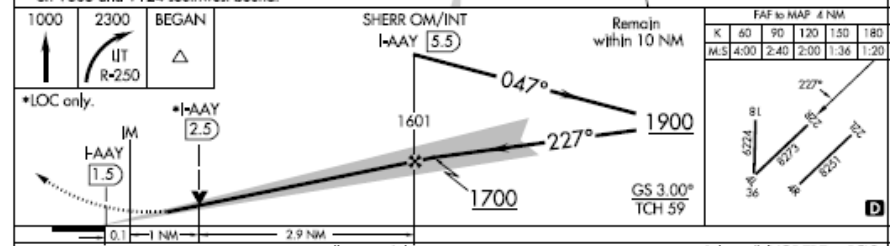
**ALS-2**  
 MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 on LIT VORTAC R-250 to BEGAN INT/LIT 22 DME and hold.

D-ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CINC DEL
125.65	135.4 353.6	118.7 257.8	121.9 339.8	118.95



ELEV 266 TDZE 262

Procedure NA for arrival at LIT VORTAC on V305 and V124 southwest bound.



CATEGORY	Full ALS Visibility				ALS INOP Visibility				# INOP TDZ or RCLS
	A	B	C	D	A	B	C	D	
S-ILS 22R	462/18 200 (200-1/2)				40 (3/4) #24 (1/2)				
S-LOC 22R	680/24	418 (500-1/2)	680/40 418 (500-1/2)		55 (1) 60 (1 1/4)				
CIRCLING	800-1 534 (600)	1000-1 734 (800)	1180-2 1/4 914 (1000)	1180-3 914 (1000)					



LOC/DME I-CRQ	APP CRS	Rwy Idg	4897
108.7	245°	TDZE	326
Chan 24		Apt Elev	331

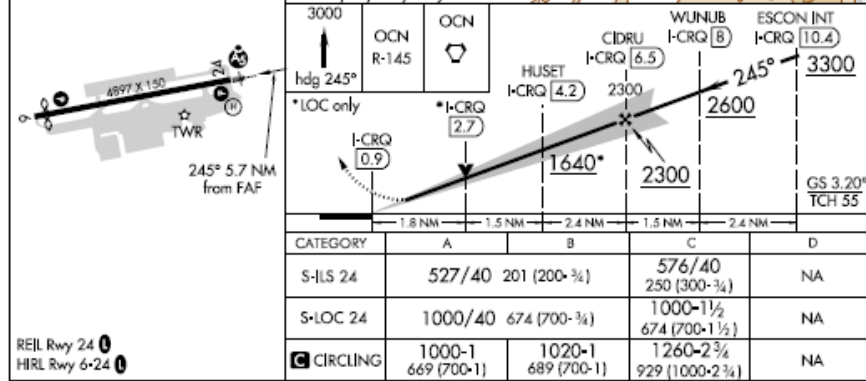
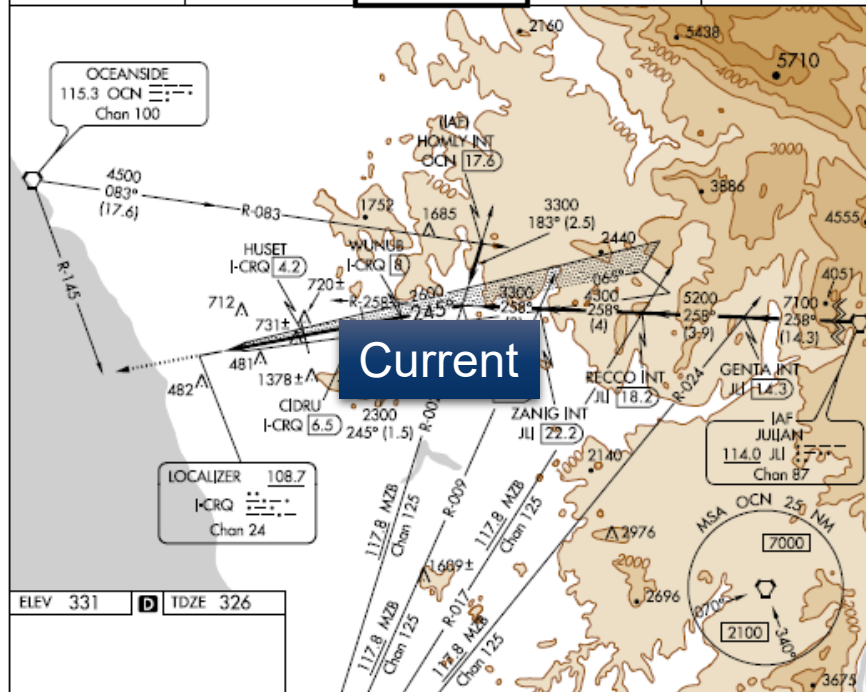
### ILS or LOC RWY 24

MC CLELLAN-PALOMAR (CRQ)

Inop table does not apply to S-ILS Rwy 24.  
 Autopilot coupled approach NA below 960. DME required.  
 Rwy 24 helicopter visibility reduction below RVR 4000 NA. For Inop ALS, increase S-LOC 24 Cat A/B visibility to RVR 5500 and Cat C visibility to 1 1/2 SM.

MALS R  
 MISSED APPROACH: Climb to 3000 on heading 245° and on OCN VORTAC R-145 to OCN VORTAC and hold.

ATIS	SOCAL APP CON	PALOMAR TOWER*	GND CON	CLNC DEL
120.15	127.3 323.0	118.6 (CTAF) 0 276.4	121.8	134.85



SW-3, 25 MAR 2021 to 22 APR 2021

SW-3, 25 MAR 2021 to 22 APR 2021

LOC/DME I-CRQ	APP CRS	Rwy Idg	4897
108.7	245°	TDZE	326
Chan 24		Apt Elev	331

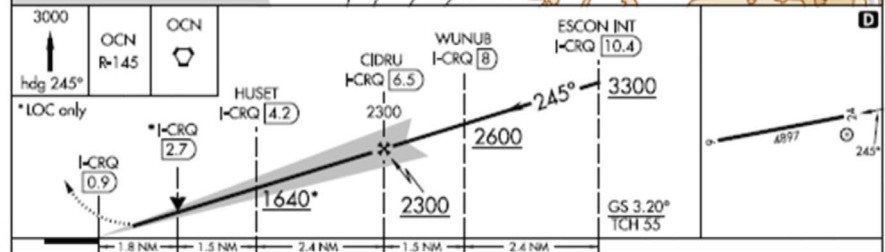
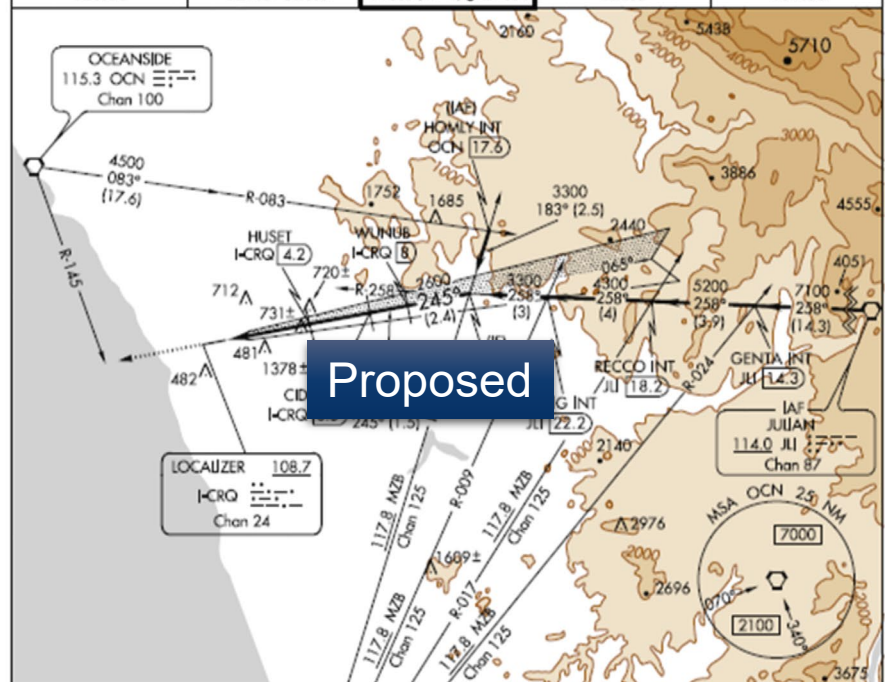
### ILS or LOC RWY 24

MC CLELLAN-PALOMAR (CRQ)

Inop table does not apply to S-ILS Rwy 24.  
 Autopilot coupled approach NA below 960. DME required.  
 Rwy 24 helicopter visibility reduction below RVR 4000 NA.

MALS R  
 MISSED APPROACH: Climb to 3000 on heading 245° and on OCN VORTAC R-145 to OCN VORTAC and hold.

ATIS	SOCAL APP CON	PALOMAR TOWER*	GND CON	CLNC DEL
120.15	127.3 323.0	118.6 (CTAF) 0 276.4	121.8	134.85



CATEGORY	Full ALS Visibility				ALS INOP Visibility			
	A	B	C	D	A	B	C	D
S-ILS 24	527/40	201 (200-3/4)	576/40 250 (300-3/4)	NA				
S-LOC 24	1000/40	674 (700-3/4)	1000-1 1/2 674 (700-1 1/2)	NA	55(1)		1 1/2	
CIRCLING	1000-1 669 (700-1)	1020-1 689 (700-1)	1260-2 3/4 929 (1000-2 3/4)	NA				

VORTAC IWA <b>113.3</b> Chan <b>80</b>	APP CRS <b>302°</b>	Rwy ldg TDZE Apt Elev	30C <b>10201</b> <b>1380</b> <b>1382</b>	30R <b>9301</b> <b>1382</b> <b>1382</b>
--	------------------------	-----------------------------	---	--

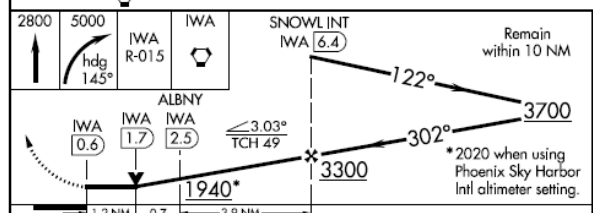
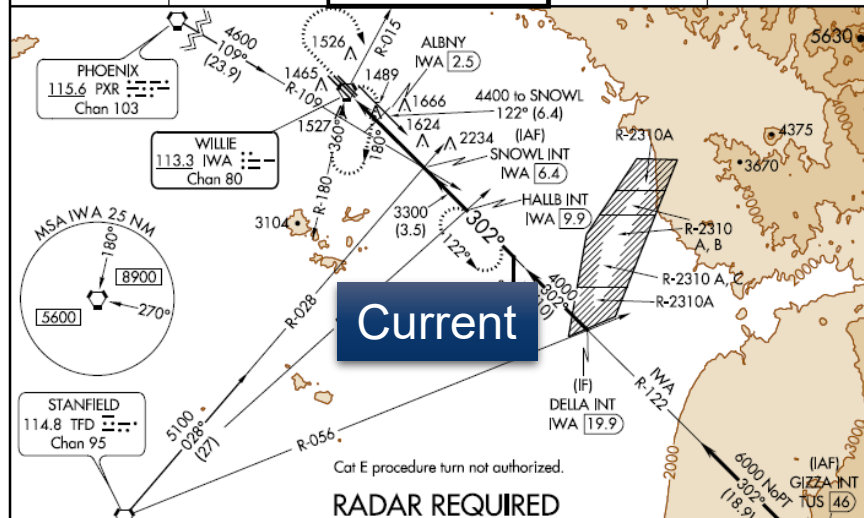
### VOR or TACAN RWY 30C

PHOENIX-MESA GATEWAY (IWA)

When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 80 feet, increase S-30C, SIDESTEP 30R all Cats visibility 1/4 mile, circling Cats A/B/C visibility 1/4 mile, Cat E 1/2 mile.

MISSED APPROACH: Climb to 2800 then climbing right turn to 5000 via heading 145° and IWA VORTAC R-015 to IWA VORTAC and hold, continue climb-in-hold to 5000 (TACAN aircraft continue via IWA VORTAC R-122 to HALB INT/IWA 9.9 DME and hold, continue climb-in-hold to 5000, hold SE, LT, 302° inbound).

ATIS * <b>133.5 270.275</b>	PHOENIX APP CON <b>124.9 353.8</b>	GATEWAY TOWER * <b>120.6 (CTAF) 289.4</b>	GND CON <b>128.25 275.8</b>	CLNC DEL <b>135.05</b>
--------------------------------	---------------------------------------	--	--------------------------------	---------------------------



CATEGORY	A	B	C	D	E
S-30C	1940-1	560 (600-1)	1940-1½ 560 (600-1½)	1940-1¾ 560 (600-1¾)	1940-2 560 (600-2)
SIDESTEP 30R	1940-1	558 (600-1)	1940-1½ 558 (600-1½)	1940-2	558 (600-2)
CIRCLING	1940-1	558 (600-1)	1940-1½ 558 (600-1½)	1940-2	2020-2¼ 638 (700-2¼)

DME MINIMUMS					
S-30C	1800-1	420 (500-1)	1800-1¼ 420 (500-1¼)	1800-1½	420 (500-1½)
SIDESTEP 30R	1800-1	418 (500-1)	1800-1½ 418 (500-1½)	1800-2	418 (500-2)
CIRCLING	1880-1	498 (500-1)	1880-1½ 498 (500-1½)	1940-2	2020-2¼ 638 (700-2¼)

SW-4, 05 NOV 2020 to 03 DEC 2020

SW-4, 05 NOV 2020 to 03 DEC 2020

VORTAC IWA <b>113.3</b> Chan <b>80</b>	APP CRS <b>302°</b>	Rwy ldg TDZE Apt Elev	30C <b>10201</b> <b>1380</b> <b>1382</b>	30R <b>9301</b> <b>1382</b> <b>1382</b>
--	------------------------	-----------------------------	---	--

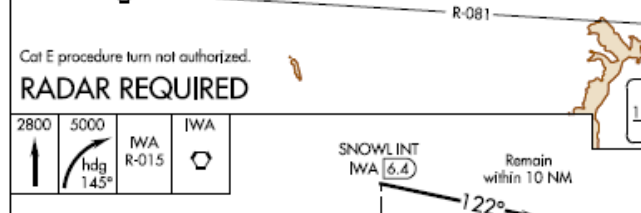
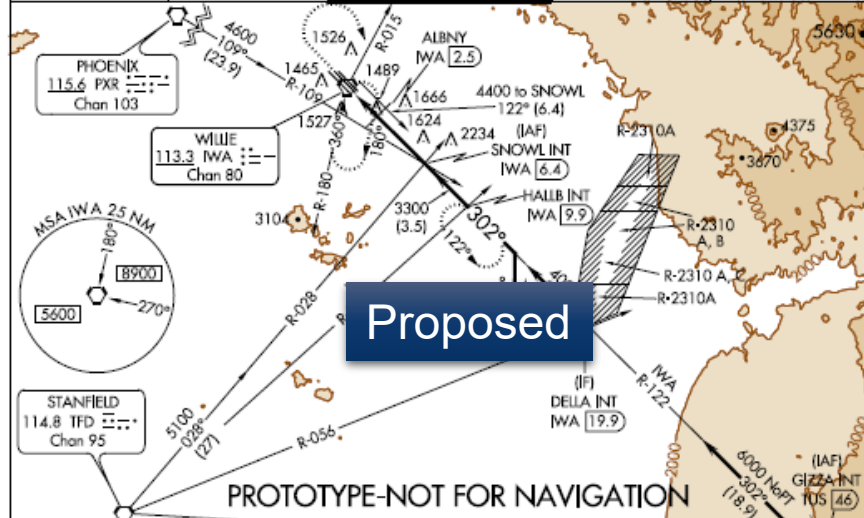
### VOR or TACAN RWY 30C

PHOENIX-MESA GATEWAY (IWA)

When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 80 feet, increase S-30C, SIDESTEP 30R all Cats visibility 1/4 mile, Circling Cats A/B/C visibility 1/4 mile, Cat E 1/2 mile.

MISSED APPROACH: Climb to 2800 then climbing right turn to 5000 via heading 145° and IWA VORTAC R-015 to IWA VORTAC and hold, continue climb-in-hold to 5000 (TACAN aircraft continue via IWA VORTAC R-122 to HALB INT/IWA 9.9 DME and hold, continue climb-in-hold to 5000, hold SE, LT, 302° inbound).

ATIS * <b>133.5 270.275</b>	PHOENIX APP CON <b>124.9 353.8</b>	GATEWAY TOWER * <b>120.6 (CTAF) 289.4</b>	GND CON <b>128.25 275.8</b>	CLNC DEL <b>135.05</b>
--------------------------------	---------------------------------------	--	--------------------------------	---------------------------



CATEGORY	A	B	C	D	E
S-30C	1940-1	560 (600)	1940-1½ 560 (600)	1940-1¾ 560 (600)	1940-2 560 (600)
SIDESTEP 30R	1940-1	558 (600)	1940-1½ 558 (600)	1940-2	558 (600)
CIRCLING	1940-1	558 (600)	1940-1½ 558 (600)	1940-2	2020-2¼ 638 (700)

DME MINIMUMS					
S-30C	1800-1	420 (500)	1800-1¼ 420 (500)	1800-1½	420 (500)
SIDESTEP 30R	1800-1	418 (500)	1800-1½ 418 (500)	1800-2	418 (500)
CIRCLING	1880-1	498 (500)	1880-1½ 498 (500)	1940-2	2020-2¼ 638 (700)

T

# Implementation Roadmap

## ACM-CG Comments By 1 June 2021

- Formal recommendation to the ACM at the 21-02 meeting
- IAC specification revision
  - Coordinated between FAA & DoD
- Change 8260.19 Order
  - **In parallel** with IAC specification change
  - Inoperative components added to the minima tables
  - Deletion of the notes for inoperative components
- Automation tools
- Updates to Pilot/User Guidance, Chart User Guide, AIM/AIP, etc.
- Training programs – Civil & Military

# Please Provide Comments By 1 June 2021

ACM-CG Website For Examples



# Questions & Discussion



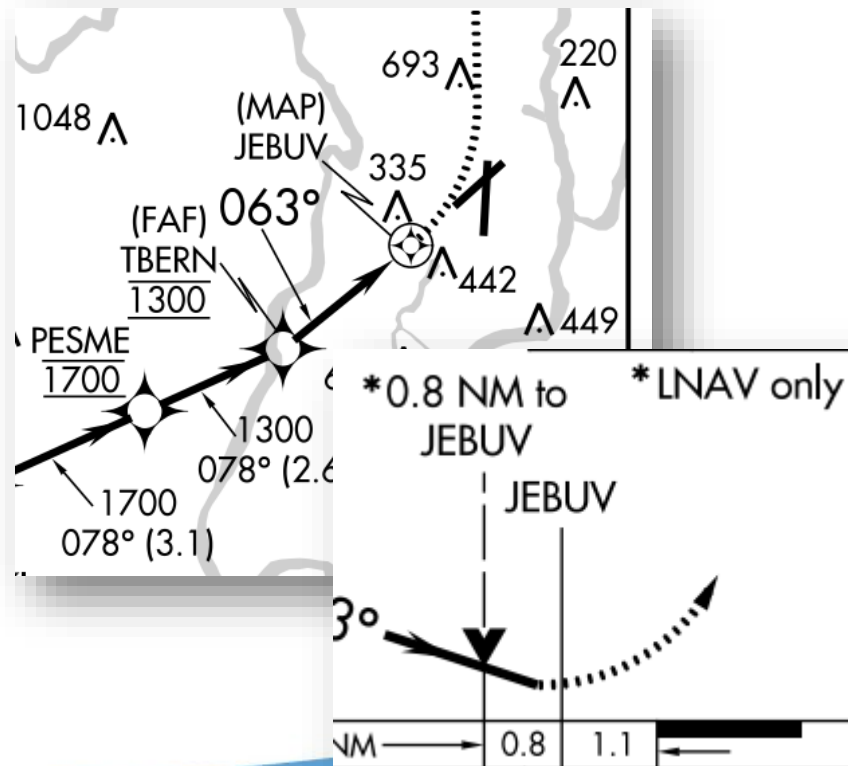


**DEDICATED TO HELPING BUSINESS  
ACHIEVE ITS HIGHEST GOALS.**

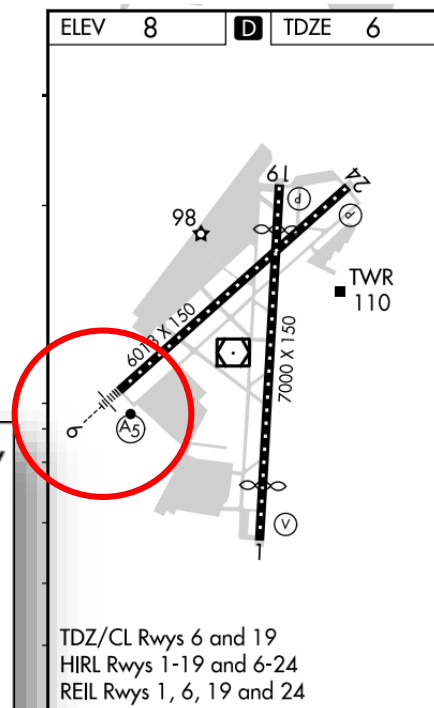
# Simplified Airport Sketch

KTEB RNAV (GPS) X Rwy 6

MAP is outside of sketch



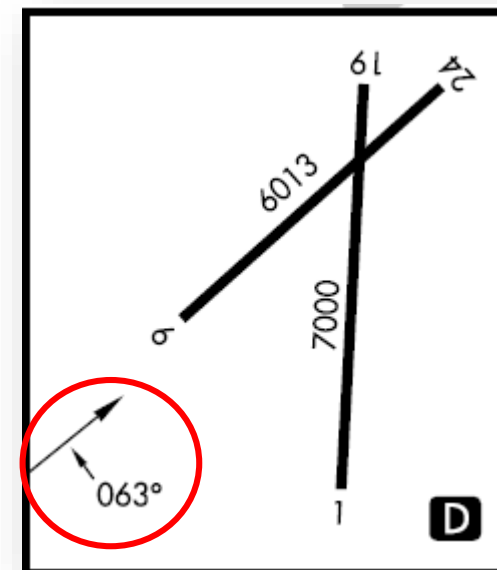
Current Airport Sketch



Proposed Simplified Airport Sketch

Should FAA Adopt the NGA/DoD Position?

**FAA Will Not Publish Distance**  
**Only FAC Extended!**



ACM-CG Consensus