DEDICATED TO HELPING BUSINESS ACHIEVE ITS HIGHEST GOALS.

NBAA

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 goals 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

	Full ALS Visibility				ALS INOP Visibility			
CATEGORY	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	
C CIRCLING	760-1¼ 752 (800)		820-2½ 812 (900)	1040-3 1032 (1100)				

Duplicate visibility in parentheses removed.

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

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

Current: 760-1¼ 752 (800-1¼)

Proposed: 760-1¼ 752 (800)

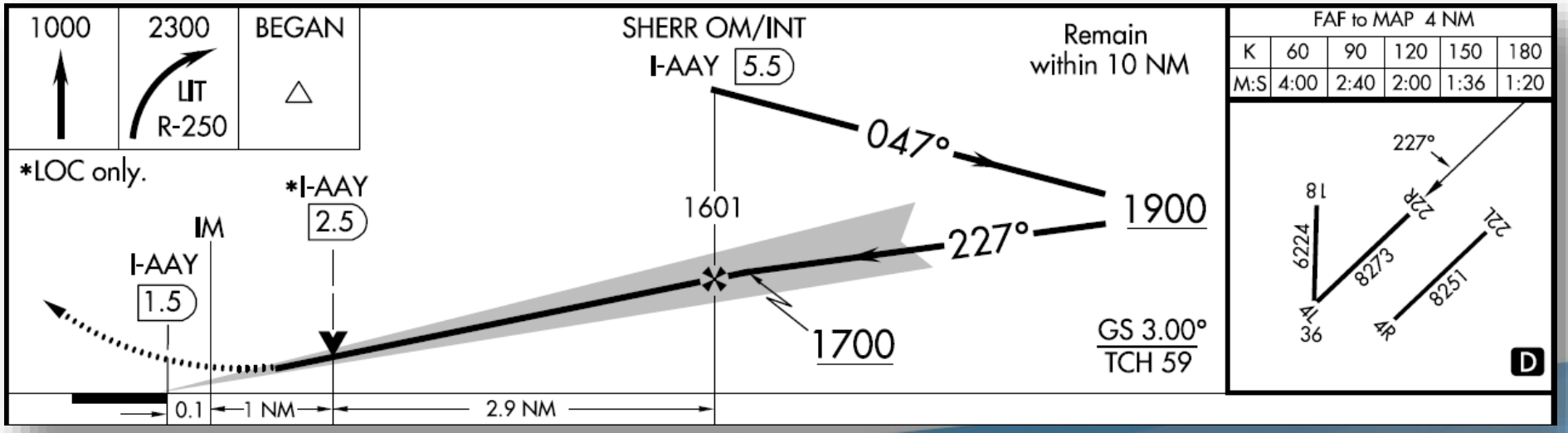
RASS Minima

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.

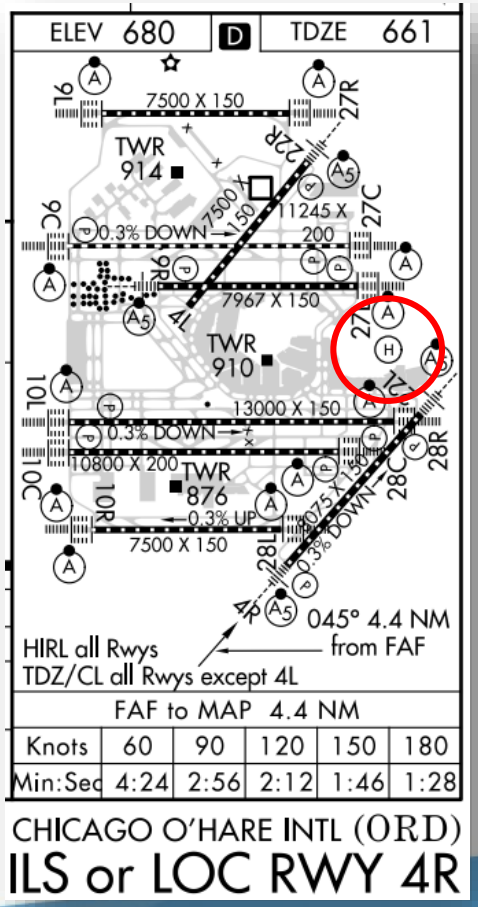
Simplified Airport Sketch

Heliport Depiction

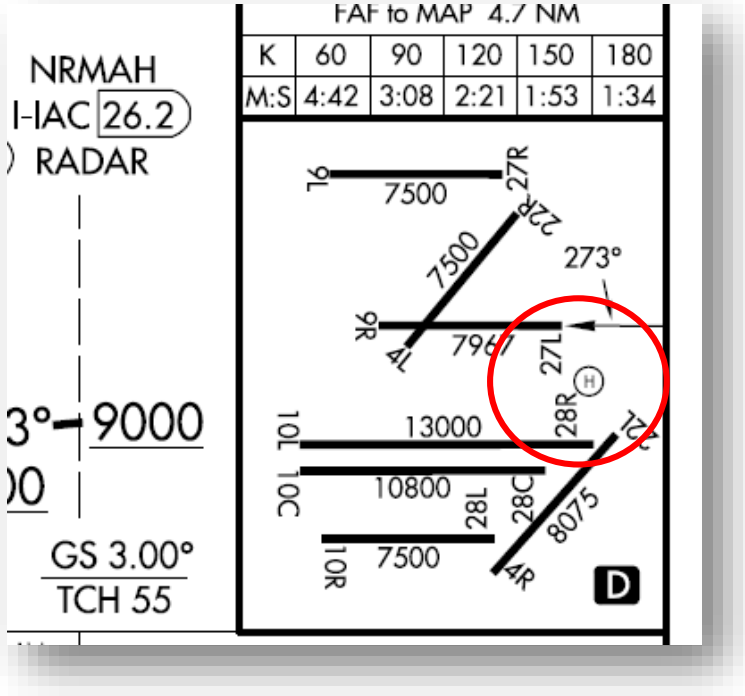
Current Airport Sketch

Can You Find the Heliport?

❑ ACM-CG Consensus

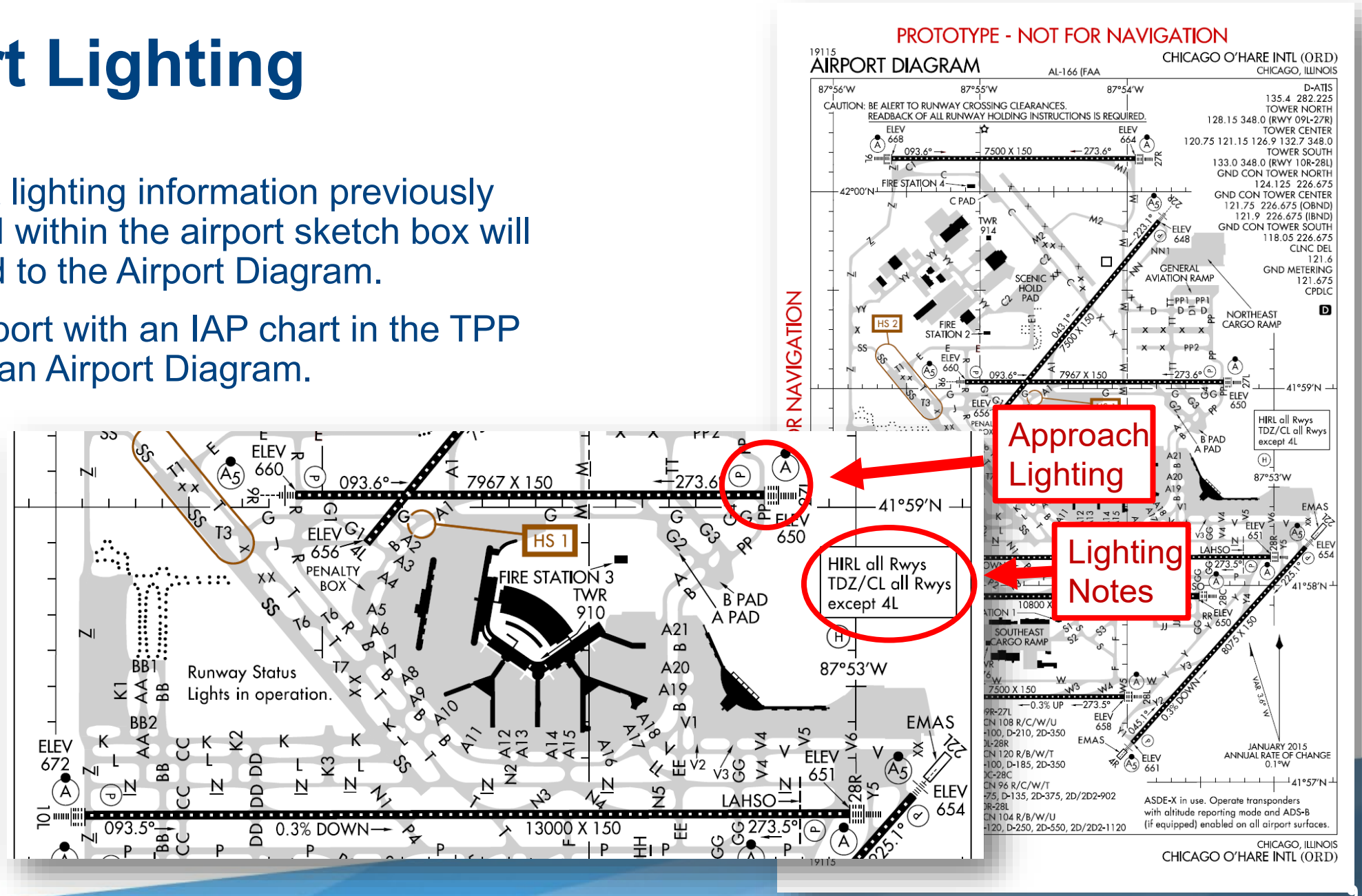


Proposed Simplified Airport Sketch Heliport Depicted When Sourced

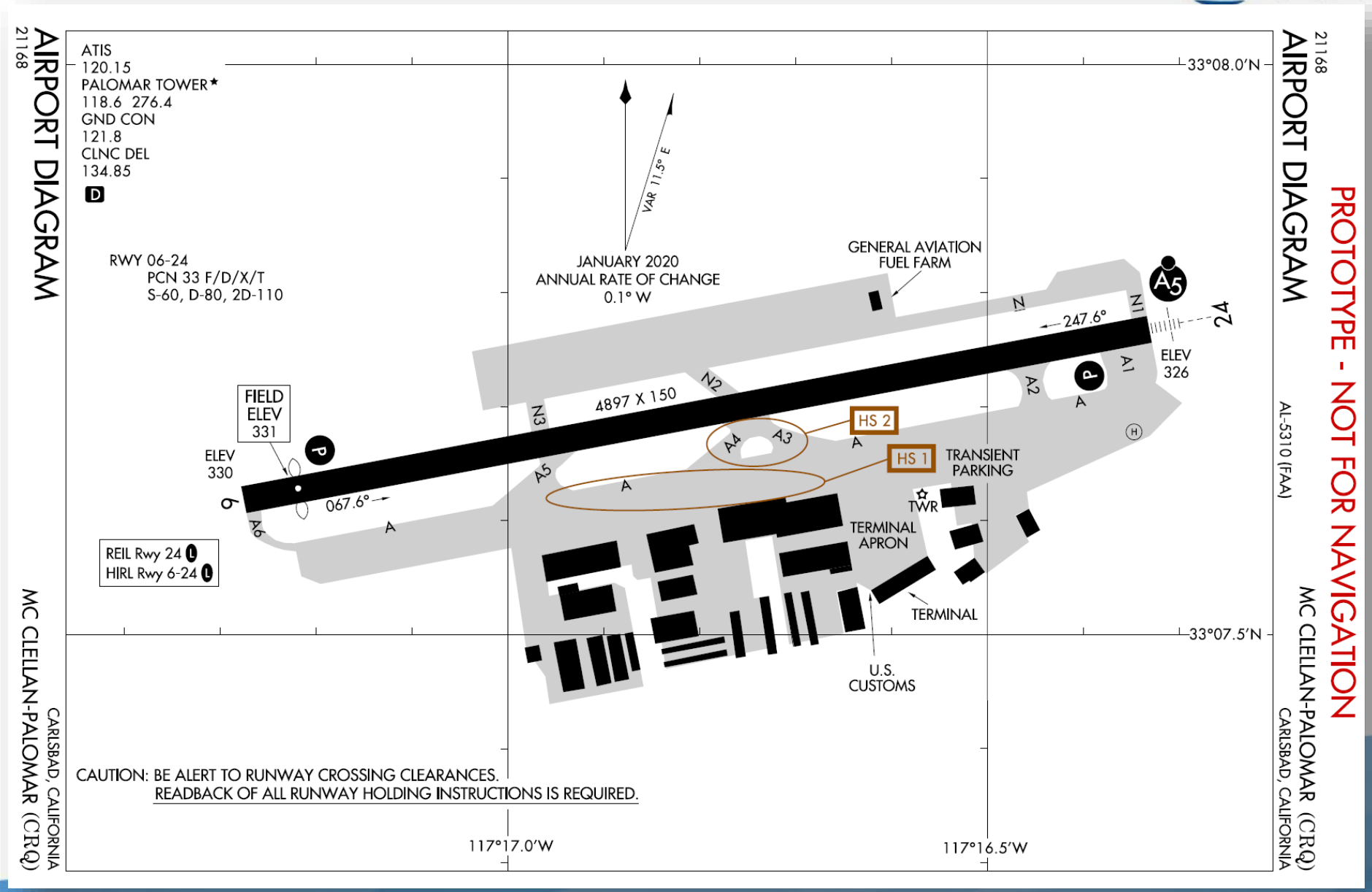


Airport Lighting

- 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.



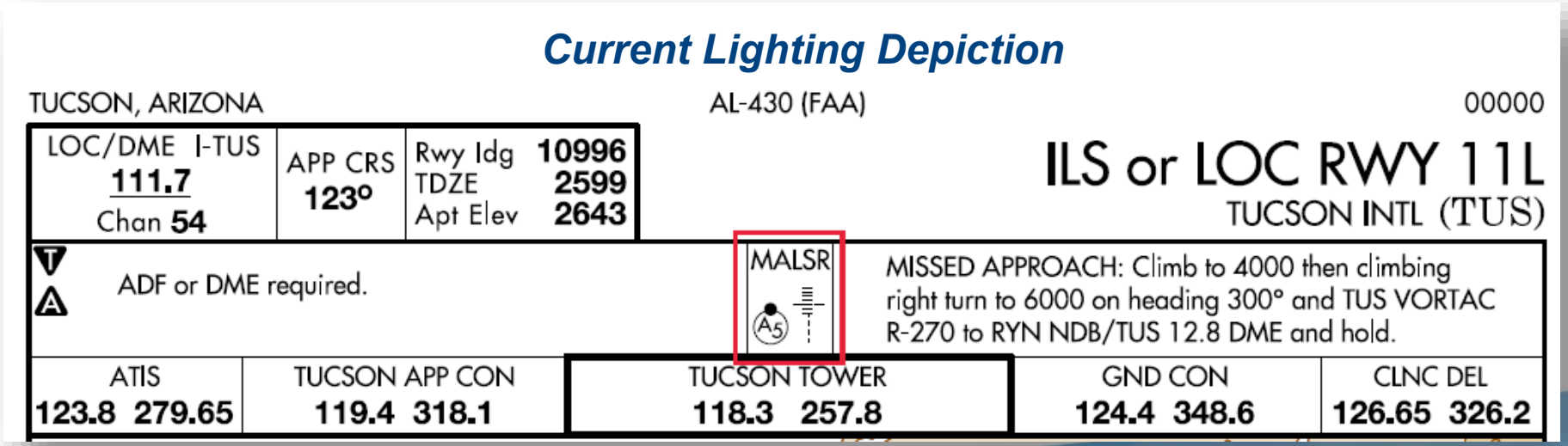
Airport Diagram & Lighting Description



Current Briefing Strip Lighting

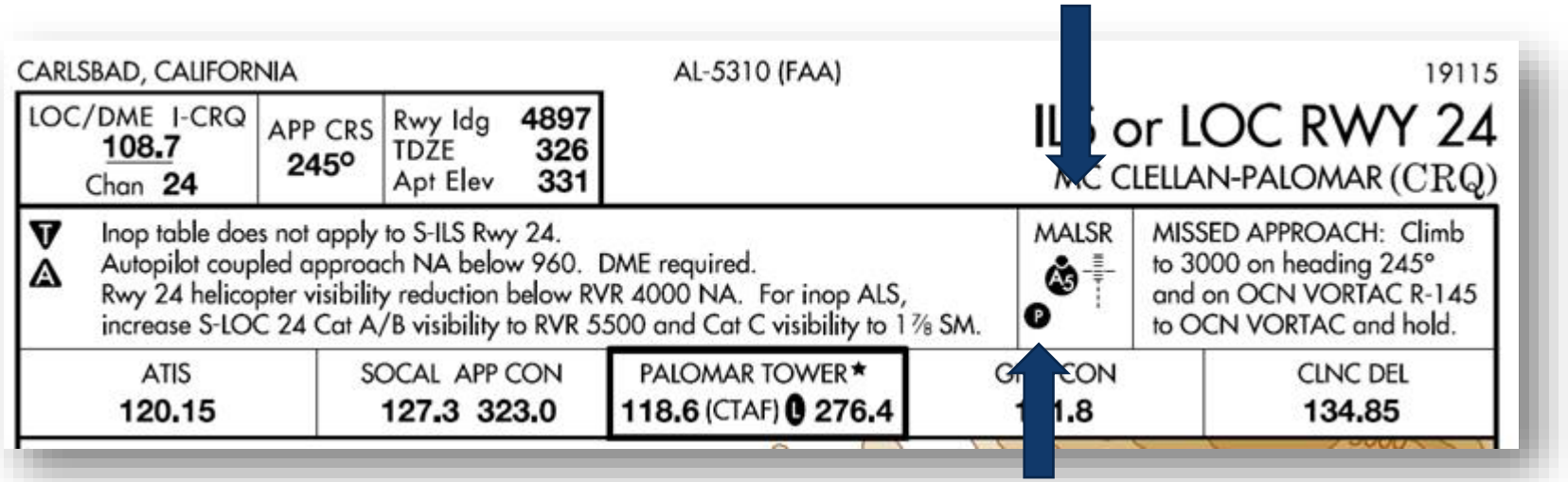
- "Briefing Strip" contains approach lighting to the primary runway only.
  - No approach lights – No lighting information in the briefing strip.
- Visual Glide Slope Indicator lighting is not included.

Current Lighting Depiction

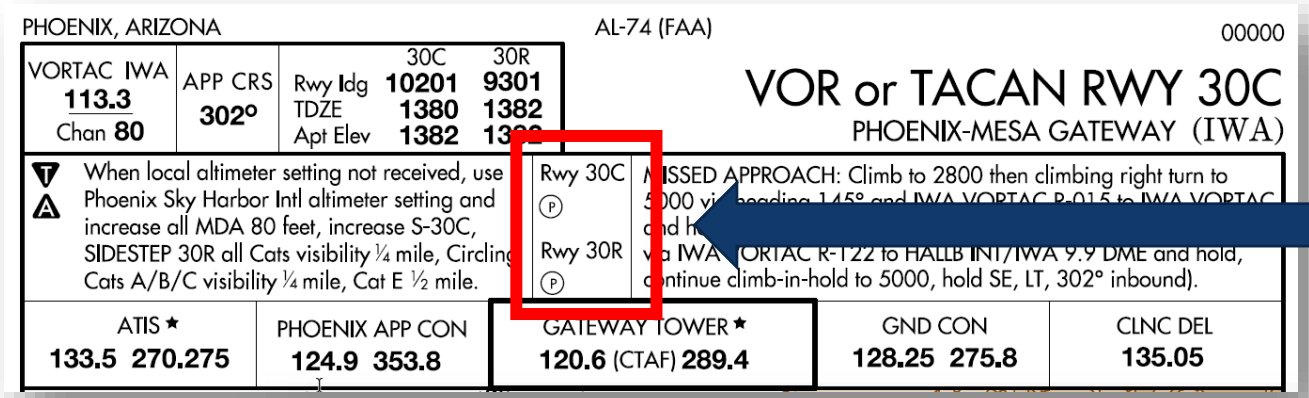


Proposed Briefing Strip Lighting

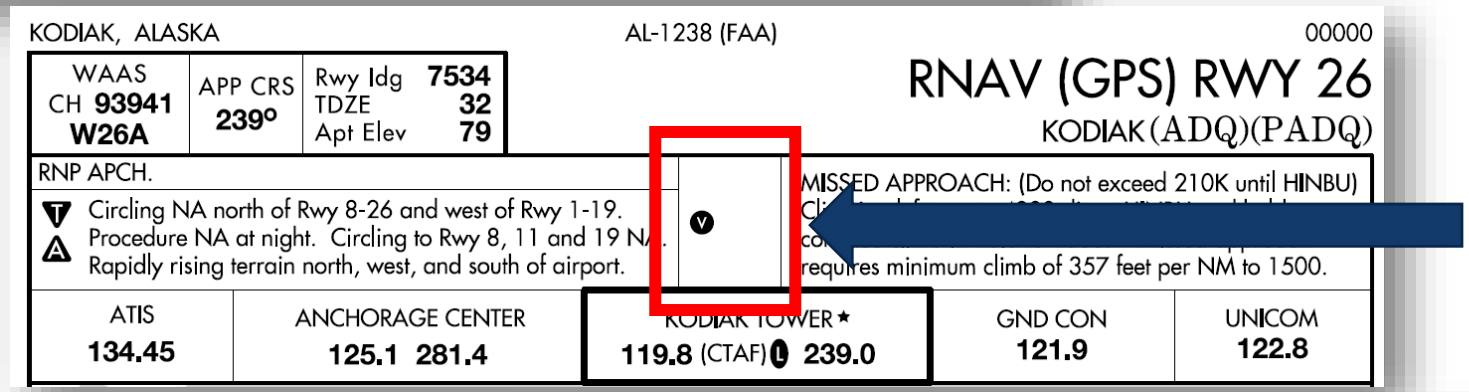
Type of Approach Lighting System



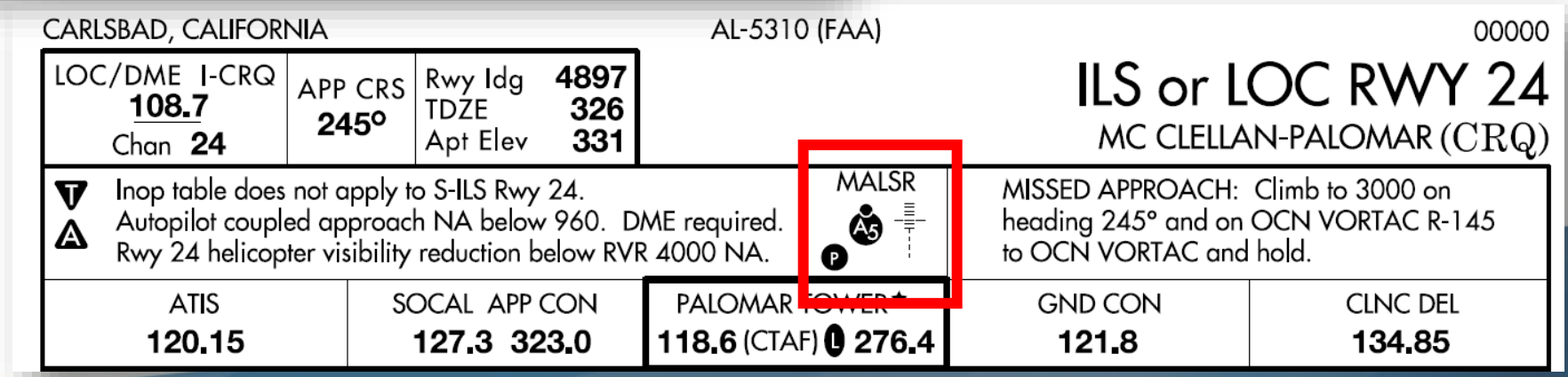
VGSI Type & Location Relative to Runway



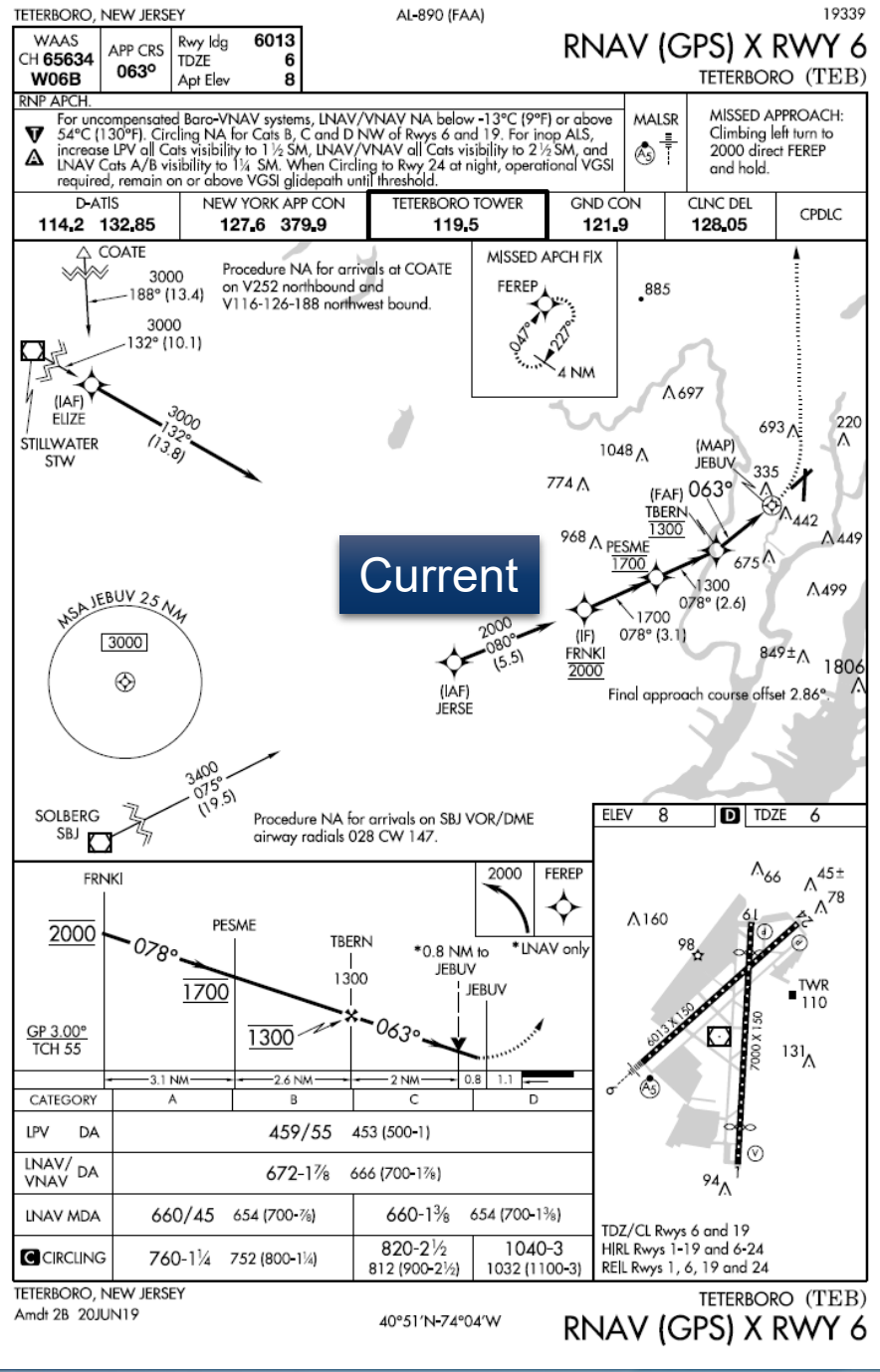
Side-Step Approach



VGSI Only



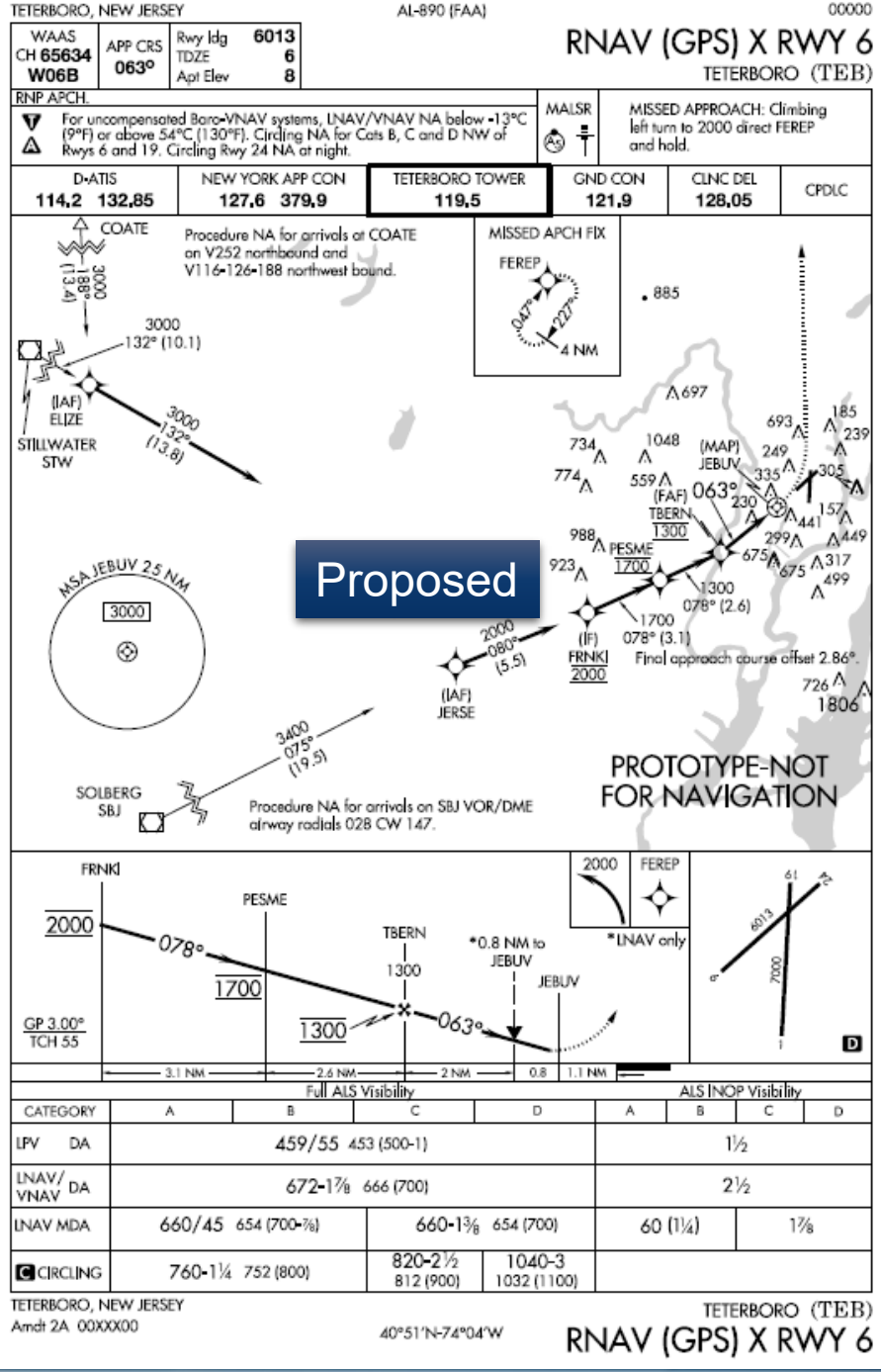
Full Chart – Current & Proposed



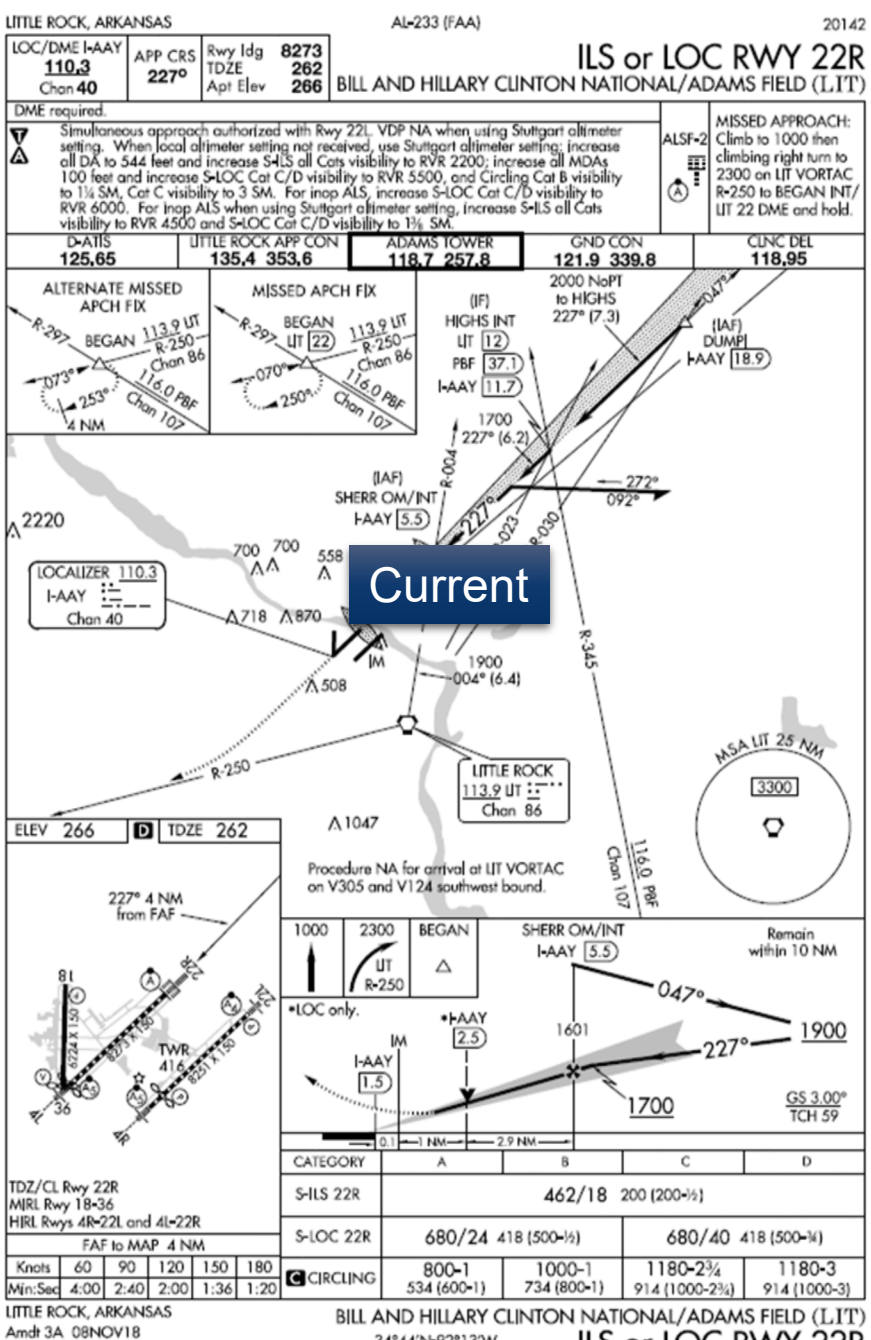
NE-2, 05 NOV 2020 to 03 DEC 2020

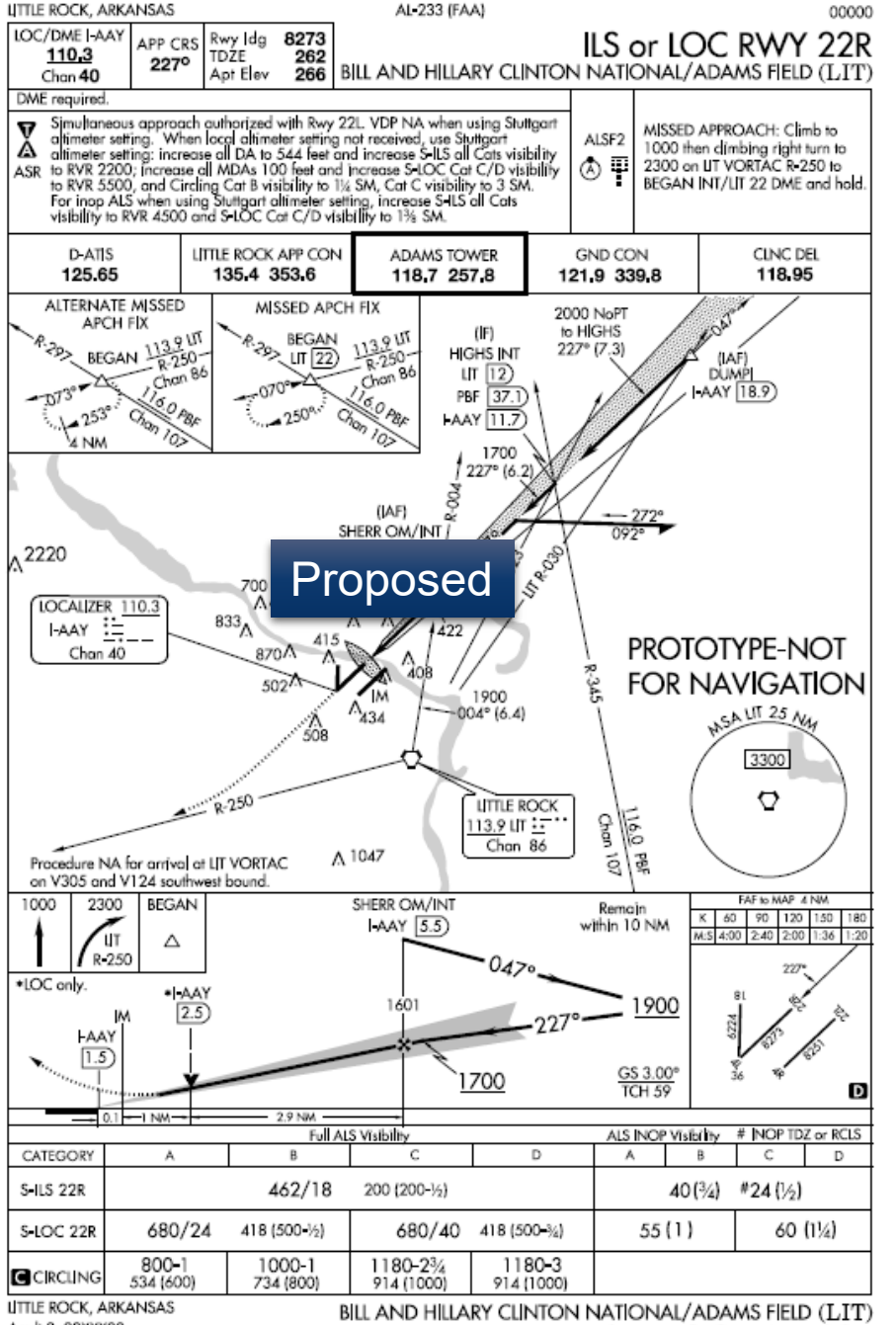
Current

NE-2, 05 NOV 2020 to 03 DEC 2020



Proposed


LITTLE ROCK, ARKANSAS
AL-233 (FAA)
20142
LOC/DME I-AAY 110.3 Chan 40
APP CRS 227°
Rwy Idg 8273
TDZE 262
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 1¼ 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 1⅜ SM.
ALSF-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 125.65
LITTLE ROCK APP CON 135.4 353.6
ADAMS TOWER 118.7 257.8
GND CON 121.9 339.8
CLNC DEL 118.95
ALTERNATE MISSED APCH FIX
MISSED APCH FIX
BEGAN
LIT 22
113.9 LIT
R-250
Chan 86
116.0 PBF
Chan 107
4 NM
2000 NoPT to HIGHS 227° (7.3)
(IF) HIGHS INT
LIT 12
PBF 37.1
I-AAY 11.7
(IAF) DUMPI
I-AAY 18.9
1700 227° (6.2)
(IAF) SHERR OM/INT
I-AAY 5.5
LOCALIZER 110.3
I-AAY
Chan 40
Current
IM
1900 004° (6.4)
R-345
R-250
LITTLE ROCK
113.9 LIT
Chan 86
MSA LIT 25 NM
3300
Procedure NA for arrival at LIT VORTAC on V305 and V124 southwest bound.
ELEV 266
TDZE 262
227° 4 NM from FAAF
TWR 416
TDZ/CL Rwy 22R
MIRL Rwy 18-36
HIRL Rwys 4R-22L and 4L-22R
1000
2300
LIT R-250
BEGAN
SHERR OM/INT
I-AAY 5.5
Remain within 10 NM
*LOC only.
*I-AAY 2.5
I-AAY 1.5
047°
227°
1601
1900
1700
GS 3.00°
TCH 59
FAF to MAP 4 NM
Knots 60 90 120 150 180
Min:Sec 4:00 2:40 2:00 1:36 1:20
CATEGORY A B C D
S-ILS 22R 462/18 200 (200-½)
S-LOC 22R 680/24 418 (500-½) 680/40 418 (500-¾)
CIRCLING 800-1 534 (600-1) 1000-1 734 (800-1) 1180-2¾ 914 (1000-2¾) 1180-3 914 (1000-3)
LITTLE ROCK, ARKANSAS
Amdt 3A 08NOV18
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)
34°44'N-92°13'W
ILS or LOC RWY 22R


LITTLE ROCK, ARKANSAS
AL-233 (FAA)
00000
LOC/DME I-AAY 110.3 Chan 40
APP CRS 227°
Rwy Idg 8273
TDZE 262
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 1¼ 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 1⅜ SM.
ASR
ALSF2
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 125.65
LITTLE ROCK APP CON 135.4 353.6
ADAMS TOWER 118.7 257.8
GND CON 121.9 339.8
CLNC DEL 118.95
ALTERNATE MISSED APCH FIX
MISSED APCH FIX
BEGAN
LIT 22
113.9 LIT
R-250
Chan 86
116.0 PBF
Chan 107
4 NM
2000 NoPT to HIGHS 227° (7.3)
(IF) HIGHS INT
LIT 12
PBF 37.1
I-AAY 11.7
(IAF) DUMPI
I-AAY 18.9
1700 227° (6.2)
(IAF) SHERR OM/INT
I-AAY 5.5
Proposed
LOCALIZER 110.3
I-AAY
Chan 40
IM
1900 004° (6.4)
R-345
LIT R-030
R-250
LITTLE ROCK
113.9 LIT
Chan 86
MSA LIT 25 NM
3300
PROTOTYPE-NOT FOR NAVIGATION
Procedure NA for arrival at LIT VORTAC on V305 and V124 southwest bound.
1000
2300
LIT R-250
BEGAN
SHERR OM/INT
I-AAY 5.5
Remain within 10 NM
*LOC only.
*I-AAY 2.5
I-AAY 1.5
047°
227°
1601
1900
1700
GS 3.00°
TCH 59
FAF to MAP 4 NM
K 60 90 120 150 180
M-S 4:00 2:40 2:00 1:36 1:20
Full ALS Visibility
ALS INOP Visibility
INOP TDZ or RCLS
CATEGORY A B C D A B C D
S-ILS 22R 462/18 200 (200-½) 40 (¾) #24 (½)
S-LOC 22R 680/24 418 (500-½) 680/40 418 (500-¾) 55 (1) 60 (1¼)
CIRCLING 800-1 534 (600) 1000-1 734 (800) 1180-2¾ 914 (1000) 1180-3 914 (1000)
LITTLE ROCK, ARKANSAS
Amdt 3 00XXX00
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)
34°44'N-92°13'W
ILS or LOC RWY 22R

CARLSBAD, CALIFORNIA AL-5310 (FAA) 19115

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

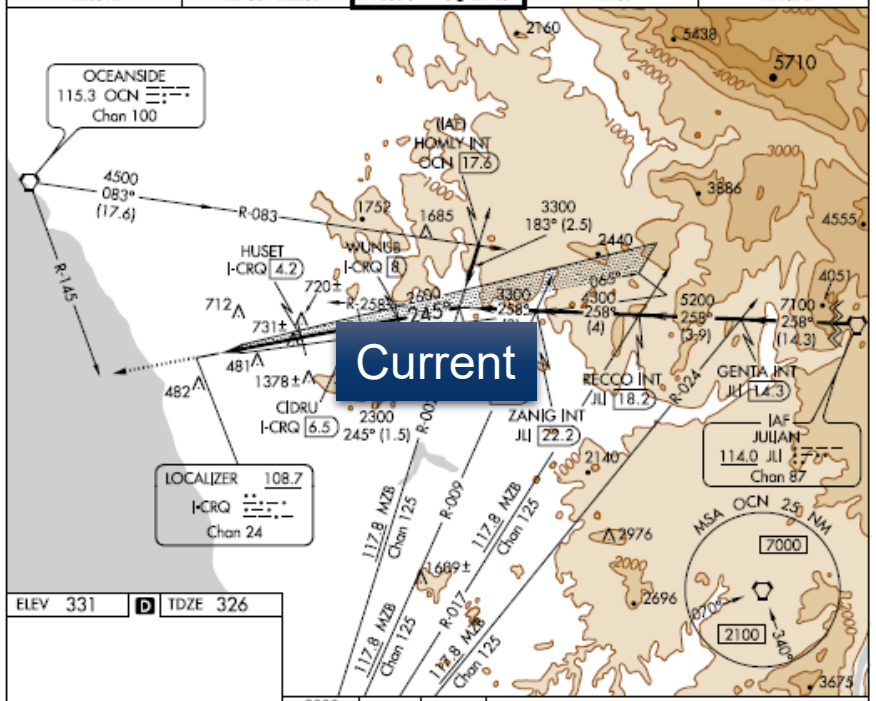
ILS or LOC RWY 24
MC CLELLAN-PALOMAR (CRQ)

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 1⅞ SM.

MALSR

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) 276.4	121.8	134.85



Current

CATEGORY	A	B	C	D
S-ILS 24	527/40 201 (200-¾)		576/40 250 (300-¾)	NA
S-LOC 24	1000/40 674 (700-¾)		1000-1½ 674 (700-1½)	NA
C CIRCLING	1000-1 669 (700-1)	1020-1 689 (700-1)	1260-2¾ 929 (1000-2¾)	NA

REIL Rwy 24
HIRL Rwy 6-24

CARLSBAD, CALIFORNIA
Amdt 9D 10NOV16

33°08'N-117°17'W

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

SW-3, 25 MAR 2021 to 22 APR 2021

SW-3, 25 MAR 2021 to 22 APR 2021

CARLSBAD, CALIFORNIA AL-5310 (FAA) 00000

LOC/DME I-CRQ 108.7 Chan 24 | APP CRS 245° | Rwy Idg 4897 | TDZE 326 | 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.

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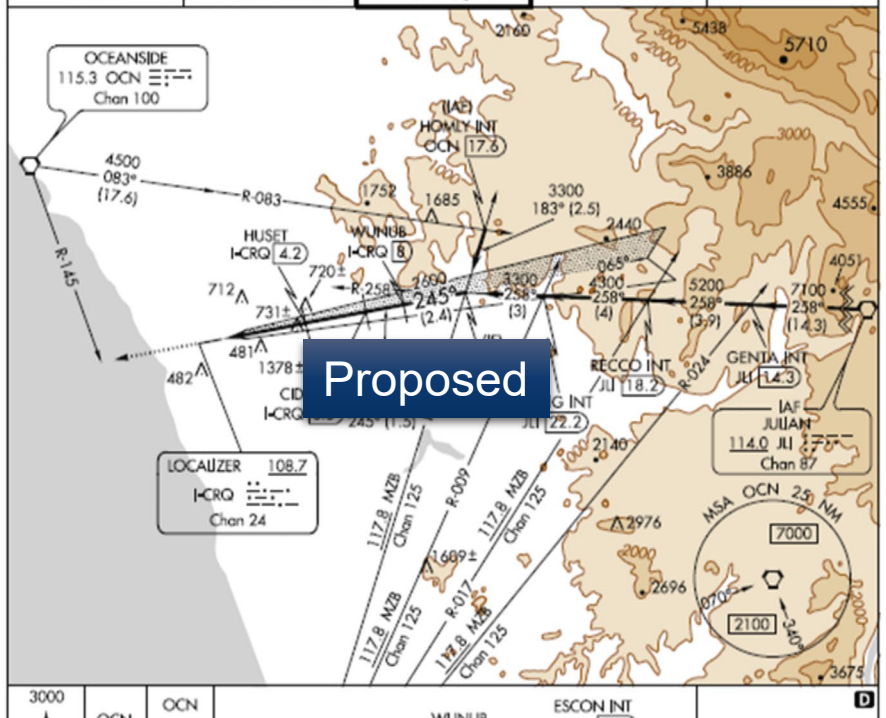
120.15	127.3 323.0	118.6 (CTAF) 276.4	121.8	134.85



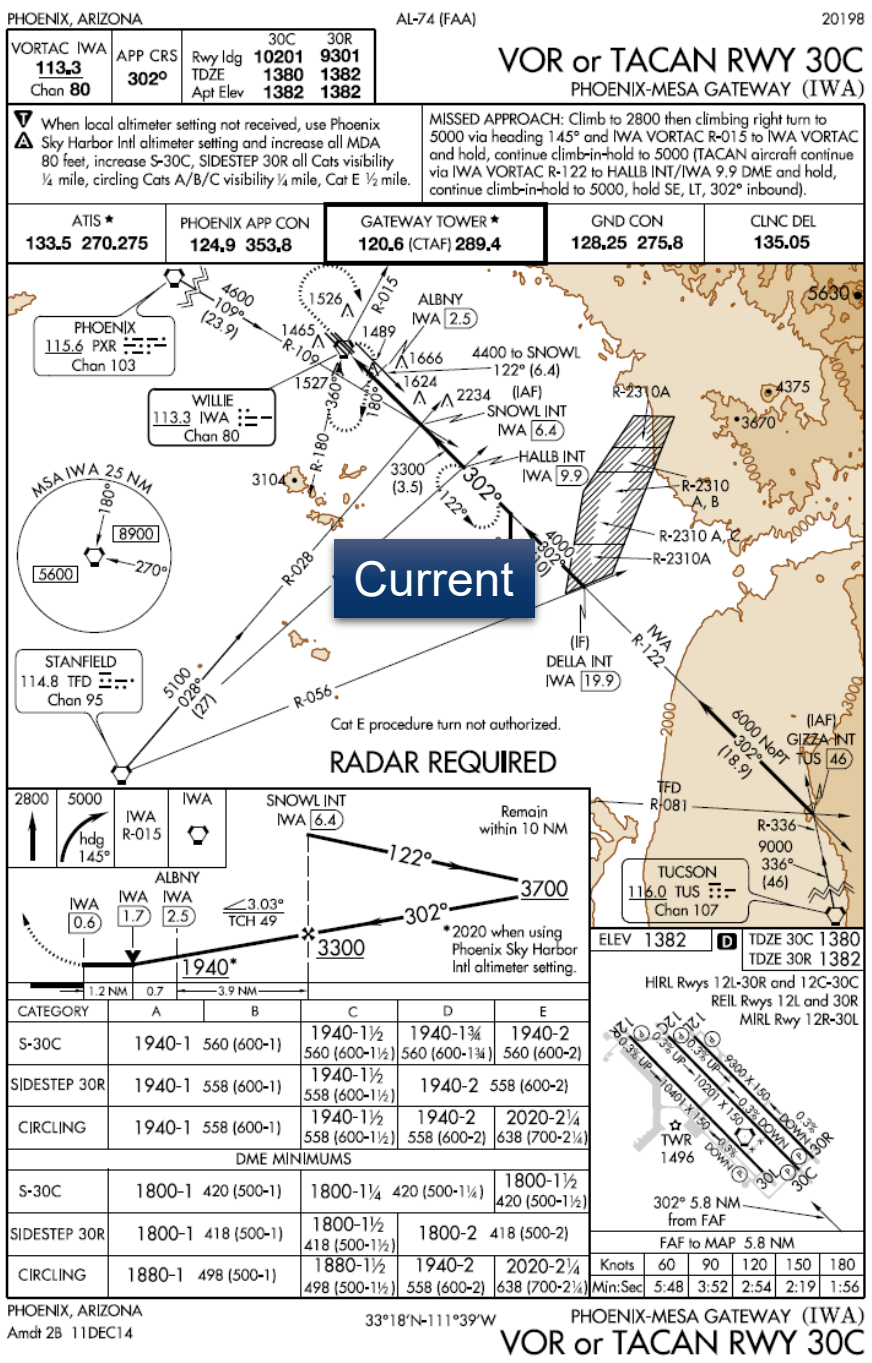
Proposed

CATEGORY	Full ALS Visibility A	B	C	D	ALS INOP Visibility A	B	C	D
S-ILS 24	527/40 201 (200-¾)		576/40 250 (300-¾)	NA				
S-LOC 24	1000/40 674 (700-¾)		1000-1½ 674 (700-1½)	NA	55(1)		1⅞	
C CIRCLING	1000-1 669 (700-1)	1020-1 689 (700-1)	1260-2¾ 929 (1000-2¾)	NA				

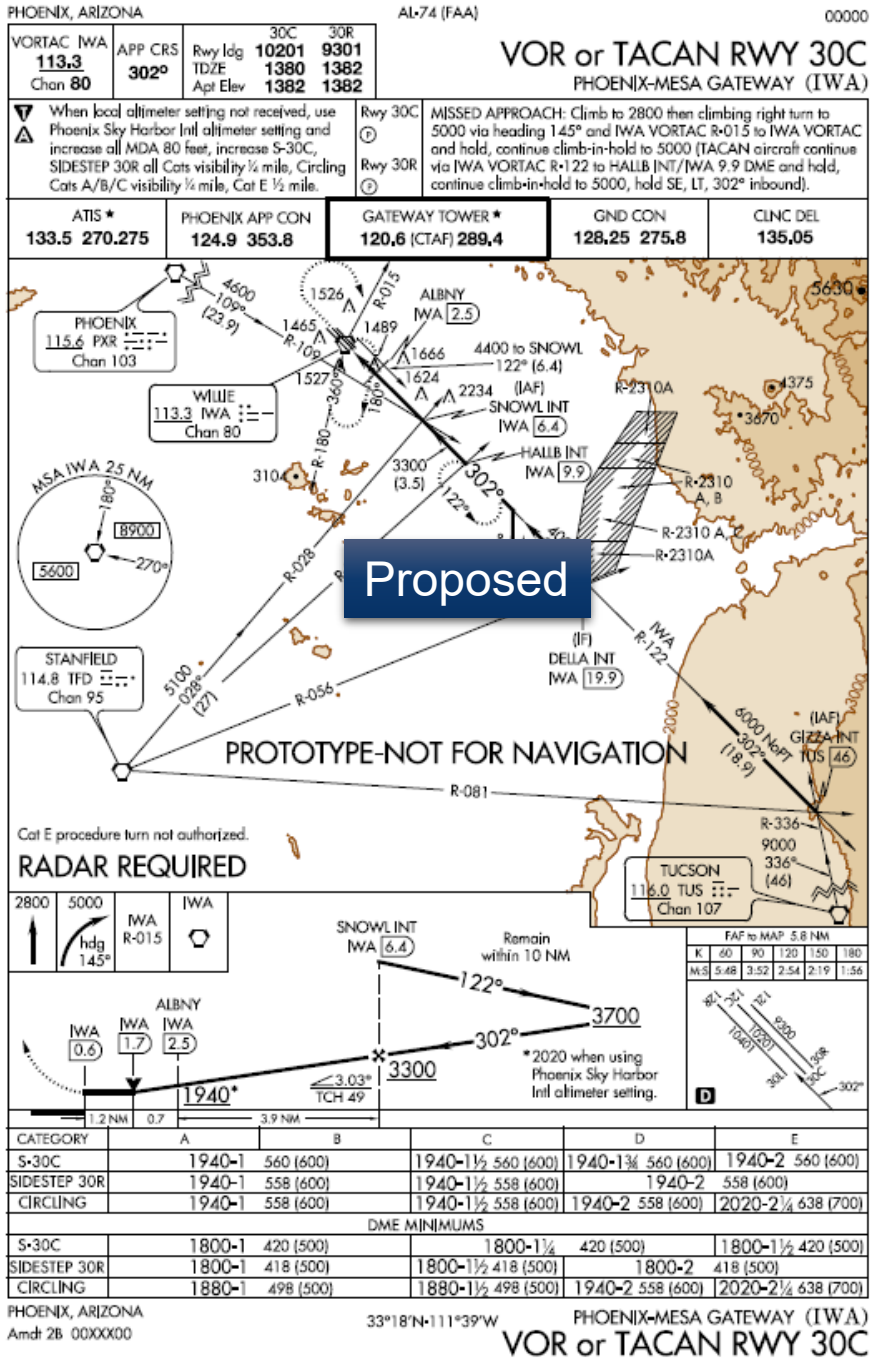
CARLSBAD, CALIFORNIA
Amdt 9D 00XXX00

33°08'N-117°17'W

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



SW-4, 05 NOV 2020 to 03 DEC 2020



SW-4, 05 NOV 2020 to 03 DEC 2020

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

NBAA

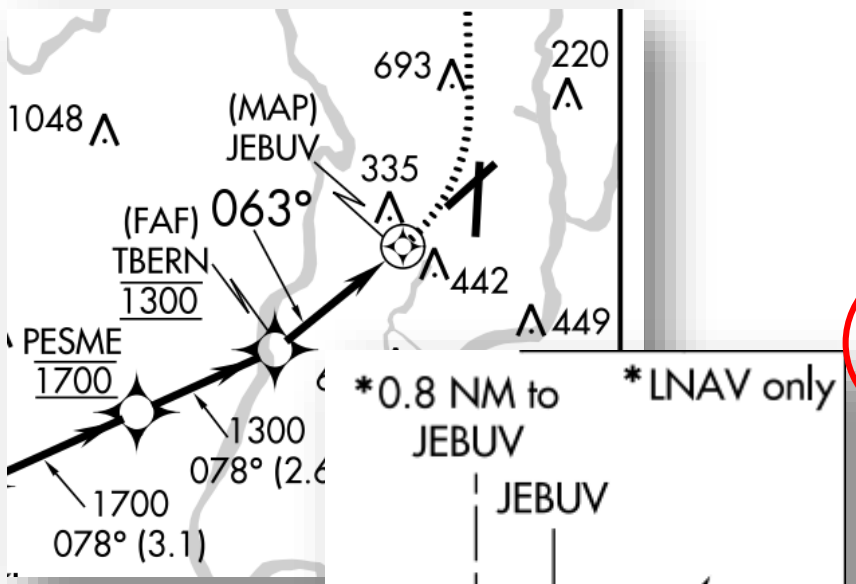
DEDICATED TO HELPING BUSINESS ACHIEVE ITS HIGHEST GOALS.

National Business Aviation Association 1200 G Street NW, Suite 1100 Washington, DC 20005 (202) 783-9000 www.nbaa.org

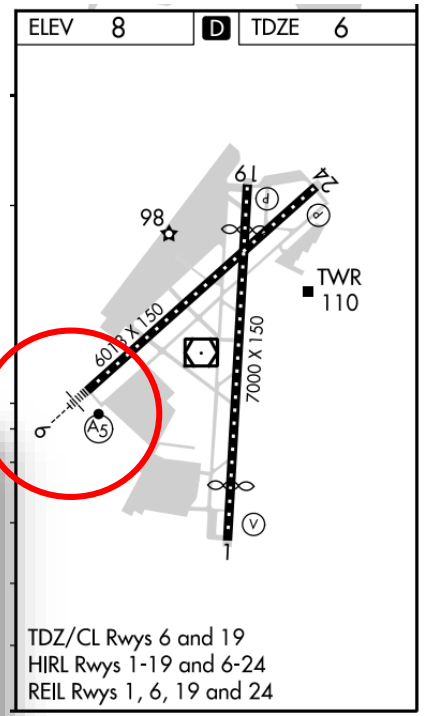
Simplified Airport Sketch

KTEB RNAV (GPS) X Rwy 6

MAP is outside of sketch



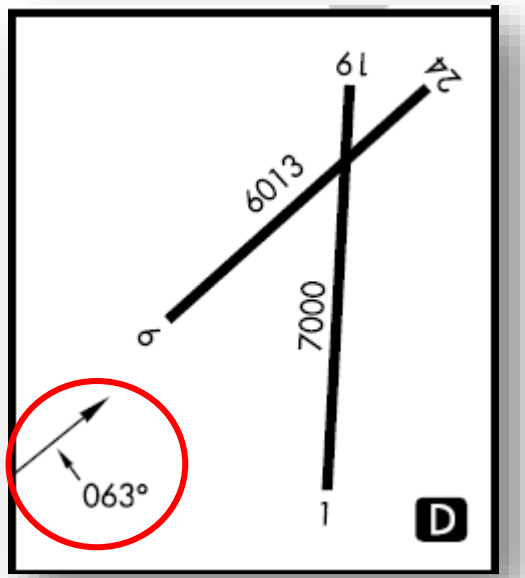
Current Airport Sketch



Proposed Simplified Airport Sketch

Should FAA Adopt the NGA/DoD Position?

FAA Will Not Publish Distance
Only FAC Extended!



- ACM-CG Consensus