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

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.
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 separate 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.
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.
Proposed Briefing Strip Lighting

Type of Approach Lighting System

VGSI Type & Location Relative to Runway
Full Chart – Current & Proposed
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