



PACIFIC CHART SUPPLEMENT

WORKGROUP RECOMMENDATIONS PAPER

A comprehensive representation of Pacific Chart Supplement community feedback in alignment with Modernization efforts in association with Pacific Workgroup meeting July 15, 2021

Mission Support Services
Aeronautical Information Services (AJV-A2)
and Western Service Center (WSC-OSG)

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History

The Chart Supplement modernization effort is intended to ensure aeronautical information only resides in authoritative source and to remove redundant data published elsewhere unless justification is given of a well-defined need. The challenge at hand is that there is a lot of information that does not fit definition under scope and purpose of Interagency Air Committee (IAC) Specifications. The current IAC specifications do not define all content within the scope of the supplements. Future entries will need to be clearly defined by criteria and written into the IAC Specifications. For the purpose of this paper there are unique regional needs that will need to be defined and addressed separately for the Pacific Chart Supplement.

Scope and Purpose

The main purpose of the US Chart Supplement is support of Aeronautical Charting products. The US Chart Supplement scope, defined by IAC 8, includes 45 pages on Airport/Facility Directory (A/FD) and only 1 page in chapter 3 on Back Matter section for everything else in the Notices, Associated Data, Procedures, and Emergency Procedures sections of the Chart Supplement. Back Matter sections are highlighted for modernization efforts to define and develop specifications and requirements, criteria, ownership, and scope. Due to the unique geographic operational conditions, and in order to better serve local stakeholders, the Pacific and Alaska Chart Supplements are being developed separately from the rest of the publications.

In an outreach effort to align future projects with community needs, AJV-A2 and Western Service Area hosted the Pacific Chart Supplement Workgroup meeting of leadership and representative stakeholders in the region. The workgroup's focus was to gather feedback from stakeholders to drive the future state of the Pacific Chart Supplement. Community responses are instrumental in developing publication improvements specific to this region. AJV-A2 presented and reflected feedback received in generating this recommendations report as part of the Pacific Chart Supplement Modernization effort.

This Recommendations Paper displays the community responses received on what stakeholders want in the Pacific Chart Supplement. It covers topics posed by the AJV-A2 Mapping group as well as spontaneous suggestions for improvements in the publication. It also contains proposals for reorganization and means of distribution including new electronic systems. Intended use of this workgroup collaboration is to guide future publication innovations.

Community Responses

AJV-A2 gathered questions and comments during the Pacific Chart Supplement Workgroup meeting in July and spent the following month receiving feedback via email from the community. In addition to remarks and questions made during the virtual meeting, AJV-A2 received 12 emails including over 28 topic specific comments. Four core topics were presented to focus community discussion and response:

- Should Terminal Procedures in the Pacific Chart Supplement be removed and placed in a new Pacific Terminal Procedures Publication?
- Should Area Notices remain or be broken into individual Notices similar to the other chart supplements? Area Notices groups entries by geographical region. Notices groups entries by like categories of information. Area Notices can occasionally cause more difficulty in

verifying source information. Would users prefer to change this format or keep it? Which is easier for user searchability?

- The current described contents of the Pacific Chart Supplement is “contains an Airport/Facility Directory, ATC procedures and Terminal SID, STAR and IAP charts applicable to the Pacific area” (Pacific Chart Supplement). ATC procedures is too general in nature. Please provide suggestions as to the nature of these ATC procedures considering the fact that the purpose is “...designed for use with Flight Information Publication Enroute Charts, and the Sectional Aeronautical Chart...” (Pacific Chart Supplement). Certain ATC procedures might fall within this scope but I am not sure how emergency procedures fall into this category. It is important that you assist AJV-A define the scope and purpose.
- Considering that the Supplement is intended to supplement, we should not be duplicating general aviation knowledge for operations. Please provide recommendations for what other content should not be included in the PAC supplement. Are items such as equipment usage, phonetic alphabet, temperature tables, flight plan submissions, etc. needed in a PAC supplement?

Accompanying core topics, the Pacific Chart Supplement Workgroup community also provided independent suggestions that fit into categories of:

- Reorganization of Chart Supplement Sections
- Publication Distribution Methods
- Other – Region Specific
- Back Matter Search Capability

These topics are further displayed and explored in this report.

Terminal Procedures

Should Terminal Procedures in the Pacific Chart Supplement be removed and placed in a new Pacific Terminal Procedures Publication?

AJV-A2 received five responses from the FAA, AOPA, and Lanai Air representatives on the topic of including the Terminal Procedures Publication (TPP). There was near unanimous agreement to keep the TPP included in the Pacific Chart Supplement. The community responses held that it was more convenient and cost effective for those who use paper copies to have one reference publication and that the TPP content was not large enough to warrant splitting.

“There seems to be a consensus among the General Aviation community in Hawaii that they appreciate having a single, combined A/FD and NACO Terminal Procedures package. One small publication is preferable to two even smaller ones.” – Bill Melohn, AOPA

“For those operators that still use paper charts, there is benefit to having all of the information in a single publication.” – Erik Parker, FAA Flight Operations Group

“While I’m also of the feeling that it makes the most sense to split out Section 7 (Terminal Procedures) for consistency with the mainland product, as a human factors counterpoint, consider this. The overwhelming majority of pilots operating IFR in the Pacific Islands are commercial operators and military, both of which are using electronic versions of charts. Operational use of a paper chart is rare even on the mainland, but is unheard of out where lesser-equipped operators will usually wait out the uncommon low weather days. To that end—

for this large majority of pilots, the location of paper TPs is irrelevant, because they're being accessed via an EFB, flight deck instruments, or other electronic means. Keeping TPs combined into the Chart Supplement means the few pilots who need the paper version can continue to get them in one place, making them cheaper (both to buy and produce), more accessible, and more convenient. So for the few stakeholders who are actually using the paper TPs, it might actually make more sense to leave them where they are." – Brendan Ross, Lanai Air

"I defer this question to the Pacific ATC Facilities, Guam and HCF stated in the meeting that this book is used frequently by them and it should retain the information they need to accomplish their job." – Dennis Addison, FAA ATO

Additional to keeping the TPP, one suggestion was made during the virtual Workgroup Meeting to remove redundant abbreviations which are listed twice in both the Introductory General Information section and the TPP Section D1 of the Pacific Chart Supplement. Another Workgroup Meeting suggestion was to index contents of the TPP into the Table of Contents of the Chart Supplement.

Consensus: There was overwhelming response to keep the TPP's as part of this publication. It was also noted that indexing of the procedures would be helpful and further research might be needed to arrange TPPs by geographic region.

Area Notices

Should Area Notices remain or be broken into individual Notices similar to the other chart supplements? Area Notices group entries by geographical region. Notices group entries by like categories of information. Area Notices can occasionally cause more difficulty in verifying source information. Would users prefer to change this format or keep it? Which is easier for user searchability?

AJV-A2 received eight responses including FAA representatives at Guam CERAP and Honolulu Control Facility, FAA ATO, AOPA, Lanai Air, and Western Air.

"I find the Area Notices in Section 3 to be hugely helpful (and the Notices section in general is one of the most valuable, overlooked resources, in my opinion). Things like VFR procedures, local practices (e.g. direction of flight procedures under 3,000' between Oahu and Molokai), and similar procedures can be very hard to find in any sort of authoritative format." – Brendan Ross, Lanai Air

"There doesn't appear to be an obvious advantage to breaking these up. It does seem important to call out Notices that are subject to frequent change, or are temporary in nature versus information that is largely unchanged from year to year." – Bill Melohn, AOPA

Some commentators even took organization by geographic region a step further, suggesting that Area Notices should group entries by Control Area/Flight Information Region (CTA/FIR). One proposal developed by Dennis Addison illustrated how this suggestion might be accomplished by sending in a re-envisioned Pacific Chart Supplement document. Neil Okuna also contributed suggestions on additional reorganization based on geography.

"I broke the Area Notices into the different CTAs First were the FAA CTAs HCF/Hawaii, Guam and Oakland. After our CTAs the other International CTAs were put together. A review of the International CTAs should be completed to see what information is accurate and if it is still needed in the PCS. Under the FAA CTAs I organized the information that was spread throughout the PCS for their CTA under their Section. For example there were several charts for HCF, Guam and Oakland in one place and I moved them to be under the appropriate CTA section. In another example, there was a parachute Jump Zone table with Guam and HCF zones mixed together, I split the table into two tables for each facility and placed the jump table under their section. For me this brought the information together for one CTA that an ATC could reference quickly and not have to hunt through the PCS for it." – Dennis Addison, FAA ATO

"Area Notices should be broken into individual Center sections: ZUA, HCF, ZAK"

"It's weird that currently, Area Notices relating to Guam are interspersed with Hawaiian airports"

"Parachute jumping areas and SUAs should also be divided by the appropriate Centers as well"

"Terminal procedures could be broken out into Centers as well"

– Neil Okuna, Honolulu Control Facility (HCF)

Consensus: The consensus was that Area Notices should remain in the Pacific Chart Supplement. A future effort will be needed to determine how to best organize the content within an Area Notice.

Scope and Modernization

The current described contents of the Pacific Chart Supplement is "contains an Airport/Facility Directory, ATC procedures and Terminal SID, STAR and IAP charts applicable to the Pacific area". ATC procedures is too general in nature. Please provide suggestions as to the nature of these ATC procedures considering the fact that the purpose is to "...designed for use with Flight Information Publication Enroute Charts, and the Sectional Aeronautical Charts..." Certain ATC procedures might fall within this scope but I am not sure how emergency procedures fall into this category. It is important that you assist AJV-A define the scope and purpose.

AJV-A2 received four responses to this topic that were widely varied. Feedback leaned towards keeping some of the emergency procedures and reorganizing section material. It was acknowledged that there needs to be a verification and ownership process. Specific removals are explored further in the next focus topic. While some wanted to align more with CONUS publications by removal and redistribution of sections 5 and 6, some again proposed organization by CTA.

"The Pacific Area uniquely covers millions of square miles of oceanic airspace, along with an array of islands under many different national jurisdictions and FIRs. Finding and describing common procedures for use when flying this airspace is a reasonable goal of this section. Area specific information, like HF frequencies or oceanic specific procedures seem like a natural fit. Some other information may be misplaced, or worse, out of date. Some of this information has been unchanged for decades; and there is no defined entity that keeps documented procedures up to date. All of the published information should have an assigned owner, who periodically reviews and updates it. FAA may act as more of an editor than an originator of this information."

– Bill Melohn, AOPA

“Terminal procedures could be broken out into Centers as well. I think keeping emergency procedures in the document may be useful. The document is not so large and unwieldy that it requires trimming all potentially redundant material.” – Neil Okuna, HCF

“Where ATC procedures were specific to a CTA, I moved them to the Area Notices section for that CTA. Take a look at the proposed changes and see if your question is answered. The question above is not clear to me exactly what is being proposed.” – Dennis Addison, FAA ATO

“I see the usefulness of the oceanic-specific items listed in Section 5 (pages 133-135). To bring it in line with the mainland format, perhaps these items could be moved back into Section 4. As for the other items from Section 5, such as defining Class C airspace, ESCAT, intercept information, etc.; these are generally in other sources and I don’t feel they belong in a Chart Supplement. Section 6 doesn’t appear in mainland Chart Supplements and I feel it should be removed in the interests of consistency (or included in all CSes). Some of it is of questionable usefulness, such as transmission frequencies few planes can use, or ground-air visual codes.” – Brendan Ross, Lanai Air

Consensus: Due to limited feedback on this topic, no consensus can be determined. Ownership is clearly an issue with this information and is a high level goal of the modernization effort to establish ownership of all content. Further research will be needed on this topic.

Content Redundancy and Removal Suggestions

Considering that the Supplement is intended to supplement, we should not be duplicating general aviation knowledge for operations. Please provide recommendations for what other content should not be included in the PAC supplement. Are items such as equipment usage, phonetic alphabet, temperature tables, flight plan submissions, etc. needed in a PAC supplement?

AJV-A2 catalogued responses to this topic from multiple sources. Most users agreed that duplicative information did not belong in the Chart Supplement.

Suggestions received are as follows

Removals:

- Domestic Flight Plan FAA Form 7233-1
- ICAO Flight Plan FAA Form 7233-4
- Distances Chart
- Key to Aerodrome Forecast (TAF) and Aviation Routine Weather Report (METAR)
- Use of Non Directional Radio Beacon (NDB) for Navigation
- Lower Separation Minima Oakland Oceanic FIR
- ICAO International Phonetic Alphabet/Morse Code
- Conversion Tables
- Flight Service Stations
- Class C Airspace Procedures
- Figure 1-4-1 : Air Defense Identification Zone Boundaries/Designated Mountainous Areas (Duplicated in AIM)
- Entire Section 6: Emergency Procedures

- *“Section 6 doesn’t appear in mainland Chart Supplements and I feel it should be removed in the interests of consistency (or included in all CSEs). Some of it is of questionable usefulness, such as transmission frequencies few planes can use, or ground-air visual codes.” – Brendan Ross, Lanai Air*

- Interception Signals ICAO Standard
- International Ground/Air Emergency Code - Emergency Signals
- ESCAT
- PIREP Form

Keep:

- ICAO Flight Plan FAA Form 7233-4
- Emergency Procedures

Verify/Update:

- Lateral and Vertical Limits of Oceanic Control Areas
 - *“What about Vancouver and ZLA delegated airspace. The airspace is charted do we need this section. Check AIP” – Dennis Addison, FAA ATO*
- Mach Number Technique
 - *“Update remove some MNT stuff and add speed change info. Cost Index flight planning.” – Dennis Addison, FAA ATO*
- CENTRAL EAST PACIFIC (CEP)

“Entries should have an annual review

- *Points of contact are to be maintained” – Jim McClay, AOPA*

In addition to change proposals, it is acknowledged that the Pacific Chart Supplement has unique needs and some feedback has been received in desire to retain publication largely in its current form. Modernization efforts will reflect careful consideration with regard to such concerns.

“AOPA supports retaining much of the content in the Pacific CS. In our view, while standardization is important, and FAA is to be commended for making those efforts, the Pacific region has enough unique elements to warrant some level of non-standardization, especially since the use of the physical Pacific CS is becoming more and more limited as pilots increasingly rely on EFBs. For those pilots still using the physical version, leaving most of the CS intact is desired. Specifically, we would prefer to see Sections 3 and 4 left largely intact. Regarding Section 7 (Terminal Procedures), we received member feedback supporting its retention in the Pacific CS, rather than having it be separated into another publication.” - Jim McClay, AOPA

Dennis Addison attached a full point by point revision of the Pacific Chart Supplement including removal suggestions and reorganization of content. Many of the suggestions contained within this proposal are reflected in this recommendations paper. Due to size, it is not able to be included in this document but full proposal may be made available for further evaluation and exploration.

“Bottom line is that this is a reference document for our ATC specialists and Pilots. The Pacific ATC Facilities should have the final say as to how the information should be organized and what information is needed and what may be deleted. My attached Word files are just proposals to

facilitate discussions about possible improvements to the PCS. The final decision on acceptable changes should come from Guam CERAP, HCF and Oakland.” – Dennis Addison, FAA ATO

While there was some disagreement on whether to keep all emergency procedures or just some of them, the Pacific workgroup provided multiple subjects for review and potential removal. Ultimately, the individual changes will be approved with the goal of maximum community concurrence.

Consensus: There was significant feedback on the removal of specific content. Having the right content as well as validated content to meet user need has always been a high priority of the chart supplement modernization effort. AJV-A will continue to evaluate outdated content and find owners of information and will post charting notices should content no longer be needed in the supplements.

Reorganization

Although many respondents supported keeping Sections 1-3 unchanged, there were suggestions of making organization more in line with CONUS publications. There were also suggestions of reorganizing even more geographically by CTA. A later proposal was submitted for consideration to move some specific emergency information to the back cover for easier quick reference.

“Generally, it seems to me like the Pacific CS should be brought into the same format as the mainland versions. While there are some unique aspects to flying the Pacific Islands, there are limited instances where those would require a significant departure from the format already present in mainland supplements (and they could be addressed on a case by case basis). Advantages to this standardization would be less workload for your team when it comes to updates, and easier adoption for pilots coming over from the mainland who are used to the standard format. The latter is particularly important in time critical situations (i.e. while flying).

General Information and Sections 1-3 are fine and I don’t have much to say. The geographical organization of Section 2 seems appropriate. I find the Area Notices in Section 3 to be hugely helpful (and the Notices section in general is one of the most valuable, overlooked resources, in my opinion). Things like VFR procedures, local practices (e.g. direction of flight procedures under 3,000’ between Oahu and Molokai), and similar procedures can be very hard to find in any sort of authoritative format. This is the only Chart Supplement I’m aware of that includes this information. I feel strongly that they should be carried over to mainland Chart Supplements, but as that’s outside the scope of what’s being done here, I’ll just ask that they continue to be included. Section 4 diverges from Section 4 of mainland CSes in a number of areas, but I don’t see much reason to maintain it this way. I would bring it in line with the mainland format for ease of use. I see the usefulness of the oceanic-specific items listed in Section 5 (pages 133-135). To bring it in line with the mainland format, perhaps these items could be moved back into Section 4. As for the other items from Section 5, such as defining Class C airspace, ESCAT, intercept information, etc.; these are generally in other sources and I don’t feel they belong in a Chart Supplement.” – Brendan Ross, Lanai Air

AOPA Proposal:

Section 3 – Notices organization

- *Aeronautical Chart Bulletin*
- *Noise Abatement*
- *Special Procedures*
- *Regional Notices (includes international info)*

Section 4 – Associated Data organization

- *VOR Receiver Checkpoints & VOTs*
- *PJA*
- *Telephone Numbers*
- *ARTCC Frequencies*
- *FSS Frequencies*
- *FSDO (FAA plans to remove)*
- *Supplemental Communication Reference*
- *Continuous Power Facilities*
- *~~MON Airport Listing~~ (No MON in Pacific/Alaska)*

(c/o Jim McClay, AOPA)

In order to make emergency information easier to find in critical situations, Port Angeles Coast Guard Commander Austin recommended moving the ICAO emergency interception procedures to the back cover.

“Our only observation pertains to the placement of the Emergency Procedures Interception Signals ICAO Standard. It may be worth considering placing that section on the back cover page. In the event of responding to being intercepted, locating the procedure within the internal sections may be difficult in extremis. This change could be accomplished by moving the Position Reports, Change of Flight Plan, and Filing Flight Plans sections to immediately before the Emergency Procedures section. That is, unless such a change would contradict a standard organization that pertains to other publications.”

CMDR Matthew Scott Austin, USCG

Consensus: This area will be addressed through the modernization and documentation of our specifications. In general we would prefer for the majority of the pacific supplement align with the other chart supplements. Continual stakeholder feedback as well as discussions and briefings at the ACM will help guide this effort.

Distribution

There were comments that dealt with product distribution methods of the Chart Supplement. The specific topics covered were whether or not to utilize System Wide Information Management (SWIM) as an additional method to deliver the digital Chart Supplement product.

“For international carriers, the official standard for aeronautical data is ICAO. With the synergistic relationship between the Chart Supplement data and that of the existing ICAO NOTAM system, we recommend that all Chart Supplement data must at minimum be accessible via SWIM. Is there any timeline for achieving this and how can we get this on the implementation schedule?” – Fergus Flanagan, United Airlines

There is currently no SWIM distribution method under development. The SWIM Program Office responded to the SWIM suggestion with the following:

“eAIP comes in three formats: XML, HTML (for browsing) and Portable Document Format (PDF) (for printing). The most common reference format is XML. The Electronic AIP (eAIP) Specification developed by EUROCONTROL provides a standard way to:

- publish the content of an AIP (including AIP Amendments (AMDT), AIP Supplements (SUP) and Aeronautical Information Circulars (AIC)) in a structured electronic format;*
- visualize the content of an AIP on a computer screen, using Web technology.*

The Pacific Chart Supplement (and all other supplements) are available now in PDF format here on the FAA website:

https://www.faa.gov/air_traffic/flight_info/aeronav/Digital_Products/dafd/

The chart supplements are not available via SWIM, and I’m not aware of any plans to make them available via SWIM. Making the data available in XML format would require AIM or another program to produce the data to SWIM in XML format, and I do not think that is a candidate for a SWIM mediation we can do.

The last question is for the AIM program – not sure if they plan to make these supplements available via the Aeronautical Information Services website in browser format.” – Kristin Croff, SWIM Program Office

The topic of the Chart Supplement going to an electronic only version was raised in the Workgroup meeting.

“Mark Payne, WSC-OSG, said that everything we do references the book. He wondered about plans to go totally electronic and whether we could break out of the old format and go to something more user friendly. Jeff Lamphier responded that A/FD portion of Chart Supplement is all digitally sourced from NASR. The Back Matter portion of Chart Supplement entries include JPEG, GIF though desktop publishing with no digital source. Jeff said to change this the Agency would need to develop a requirement for digital source and location. Jeff suggested to continue to report that up the agency. Valerie Watson, AJV-A25, brought up what was discussed at ACM when multiple customers were asking about modernizing the digital Chart Supplement for better search capacity. Jeff also stated that AJV-A will be adding manual XML tags to Back Matter entries associated with a facility. Jeff thought that organizing and XML tagging under current

development will solve some problems but due to current lack of source, it won't be the same level of electronic access. Rick Thomas, AJR-B6 chimed in to say thank you for discussing that topic because he had also been preparing to ask.” – Pacific Chart Supplement Workgroup Meeting Minutes 07152021

While some users commented that they only use electronic methods and find them more convenient, Air Traffic Control (ATC) from Guam and Honolulu stated that they absolutely needed a paper copy on hand for cases in which automation fails.

“Kristine Cunningham, HCF, said that regarding the topic of Chart Supplement potentially going completely digital, her ATC facility relies on having paper books and can't switch to digital. While the electronic version would be nice they need the paper copies every day. She said when automation fails, which happened recently when they lost electronic link, controllers can't pull away from position to look at a shared computer console. Lee Webber, Guam CERAP, said that Guam echoes that sentiment in agreement with Kristine. Valerie Watson said that she understood and that a lot of users hold on to paper products and will likely continue to do so for a long time. “– Pacific Chart Supplement Workgroup Meeting Minutes 07152021

FAA Comment: We currently deliver the Chart Supplement as XML and PDF. Third party print providers distribute the paper copies.

Other-Region Specific

Noise Abatement PHBK

There was a discrepancy noted by US Coast Guard wherein a DOD Noise Abatement reference was not published in the Pacific Chart Supplement. While this is being explored by AJV-A SME's, complications are noted in DOD information requirements. Private FAA chart supplement entries operated by the DOD are intended to show a minimal amount of information in support of VFR chart users. Military users are expected to use the DOD PAA supplement for this information.

DOD Airport/Facility Directory for Barking Sands Airfield (PHBK):

“NS ABTMT – N shoreline Kauai and the island of Nihau extremely noise sensitive, acft avoid by at least 5 NM”

I have not been able to find this same statement in the “CHART SUPPLEMENT PACIFIC”. I recommend that you add this noise abatement warning to the appropriate section of the “CHART SUPPLEMENT PACIFIC” as it is an important note about the island of Ni'ihau.”

– Tucker Rodeffer, United States Coast Guard (USCG)

Guam Chart

Guam CERAP's Lee Webber proposed the addition of local designated charts and information into publication, in particular warning area information which could contribute to NAS safety.

“The ADF for pacific islands could be separated, but given the limited number of airports, inclusion would prevent the need for second publication. With regard to VFR charts, there has never been a chart designated for Guam, just the Hawaiian island chart which allocates a small area for Guam. This denotes areas within the airspace that have landmass, but not the entire control area. If the control area was depicted, the warning areas would also be charted. At this time, there is no charting for the warning areas.” - Lee Webber, Guam CERAP

Jet Blast Chart and Flight Check Patterns

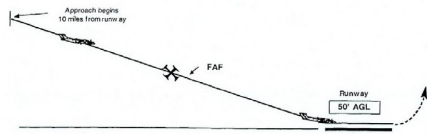
Proposed improvements included addition of local graphic procedures.

"I would be interested in adding the flight check approach charts / holding patterns. I would also be interested in adding the jet blast chart."

- Don Millard, Manager Kona Tower

10/01/05 8240.41C Appendix 1

(Phraseology) "FLIGHT INSPECTION LOW APPROACH"
ILS/MLS Front or Back Course



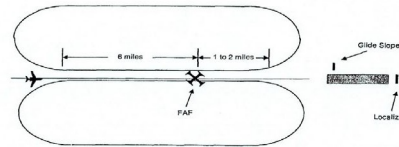
Flight Inspection

- Altitude:** Start approximately 500' above the glide slope intercept altitude on the front course. The approach begins 10 miles from the runway and terminates at the departure end of the runway. Flight down the runway will be at approximately 50' AGL, from the threshold to the departure end.
- Indicated air speed:** Approximately 140 - 180 knots
- Number of runs/ avg time**

Periodic:	1 run	10 minutes
Periodic with monitors:	4 - 6 runs	40 - 60 minutes
- Turnout:** As directed by Air Traffic. Normally completed within 3 miles of the departure end of the runway. Controller preplanning for avoidance of wake turbulence over the runway is mandatory.
- Considerations:** Air Traffic must ensure no departures or arrivals over fly the localizer transmitter antenna and that the CRITICAL AREA remains clear of aircraft and airport vehicles when the flight inspection aircraft is inside the FAF.

8240.41C Appendix 1 10/01/05

(Phraseology) "FLIGHT INSPECTION HOLDING PATTERN"
ILS/MLS Front course only



The flight inspection holding pattern is flown on centerline from 6 miles outside the Final Approach Fix (FAF) (approximately 10 miles from the runway) to approximately 2 miles inside the FAF. The altitude will normally be at GSI corrected to true altitude. Left or right turns are at the discretion of Air Traffic. Altitude assignments can provide for departure/ arrival tunneling. Aircraft may be vectored on outbound legs.

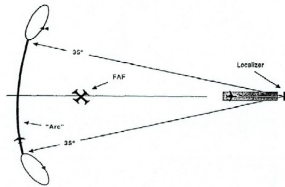
Flight Inspection

- Altitude:** GSI - Air traffic may request a higher altitude for the inspection; however, pilot concurrence cannot be assured due to inspection limitations.
- Indicated air speed:** Approximately 170 - 200 knots
- Number of runs/ avg time**

Periodic:	1 run	8 minutes
Periodic with monitors:	4 - 10 runs	32 minutes to 1.5 hours

10/01/05 8240.41C Appendix 1

(Phraseology) "FLIGHT INSPECTION ARC"
ILS/MLS Front or Back Course



The pattern is used for localizer width checks. It is flown 90° to the localizer centerline with approximately 5 mile legs each side. Distance from the Localizer antenna is between 4 and 18 miles (normally 10 nm) from the Localizer antenna.

Flight Inspection

- Altitude:** Glide slope intercept (GSI) altitude to 4,500'.
Altitude assignments above the glide path intercept altitude may be requested; however, pilot concurrence cannot be assured due to inspection limitations. Altitude assignments can provide for arrival/ departure tunneling. Flight Inspection aircraft may be vectored or delayed outside of the 35° recording area. Direction of turns outside of the recording area is at the discretion of Air Traffic. If aircraft enter the localizer critical areas during the flight inspection arc, advise the flight inspection aircraft if possible.
- IAS:** 170 - 250 knots
- Number of runs/ avg time per run**

Periodic:	1 run	10 minutes
Periodic with monitors:	4 - 10 runs	45 minutes to 1.5 hours

- *Each entry should be tagged with descriptive attribute and be applicable to at least one airport listed in the AFD*
- *Back Matter should have an index with users able to click an entry and be brought to that page*
- *Each Back Matter should be organized in the same consistent manner*

(c/o Jim McClay, AOPA)

Consensus: There was interest and many suggestions to explore in making the electronic back matter search more efficient. AJV-A2 is proactively developing efforts to meet this demand by expanding XML tagging. Other suggestions such as indexing into Table of Contents will be explored based on community interest and program capabilities.

Summary

The Pacific Chart Supplement Workgroup contributed numerous suggestions for future initiatives to be developed in the publication modernization effort. Verification of publication data, ownership, and improved organization will help improve safety and efficiency for users in the NAS. Topics explored in this paper included core questions of retention and organization of terminal procedures and area notices, publication scope, and redundant information. Stakeholders also contributed valued input on topic reorganization, distribution methods, region specific content, and back matter electronic search capabilities. In addition to helping AJV-A2 identify specific topics for improvement, this valued feedback also helps determine which topics are most supported by the community. Mission Support Services AJV-A2 and WSC-OSG are motivated in tailoring Pacific Chart Supplement modernization efforts to align with unique regional needs.

Next Steps

The Pacific Community responses are taken into consideration for modernization efforts. Presently, the AJV-A team is working to document the current state of the Chart Supplements in the Interagency Air Committee (IAC) specifications. Once this is accomplished, future changes gathered from stakeholder input will be formally vetted using the standard IAC specification change process.

AJV-A2 will review the suggestions individually and evaluate proposals for improvements in the Pacific Chart Supplement, this paper will be a foundation for leading all future changes. Specific action items to be taken by AJV-A:

- Present this final paper to the ACM
- Collaborate with WSC to find content ownership and update entries where possible
- Follow up with an action plan to address each area of concern in this paper. Possible formation of smaller work groups to address each topic separately
- Post charting notices of significant changes to the supplement