

# GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM 00-02

November 30-December 1, 2000

## Recommendation Document

**SUBJECT:** Circling Restriction Symbolology

**BACKGROUND/DISCUSSION:** Recently discussions were held in AFS to determine the proper text to be published which would clearly describe to the pilot exactly where circling was not authorized - and vice-versa where circling was authorized. Where multiple runways exist at an airport and circling must be restricted for either obstacle avoidance or environment concerns [such as noise abatement], it is increasingly difficult to develop wording readily interpreted by all pilot in the same manner. The English language is full of simple wording, such as "and" or "or" which could be used to describe these restrictions. However, informal pilot surveys have proven that these words mean different things to different people - especially when used to describe circling restrictions. One method of indicating to the pilot where circling maneuvering is either authorized or not, is through the use of graphic depiction.

**RECOMMENDATION:** Develop a graphic representation of the circling area in which circling is not authorized. Emphasis should remain on presenting the circling restriction rather than advising where circling is authorized. This symbolology would be charted in lieu of textual descriptions of the circling restricted sectors. Some ideas for charting solutions include:

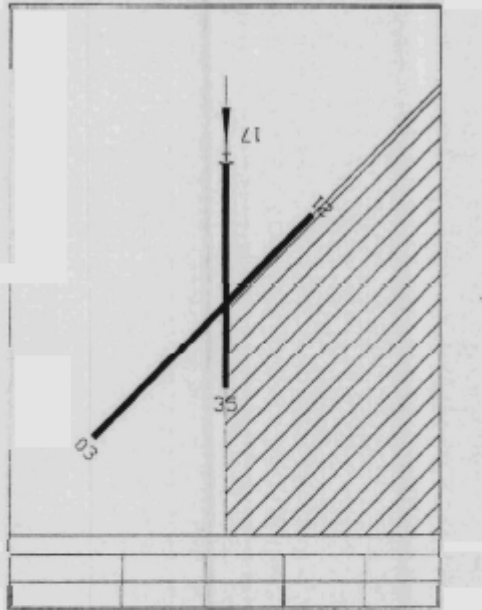
1. Modification of the airport diagram to show those runway sectors where circling is not authorized. This could be accomplished through the use of shading, cross-hatching, etc. (See diagram next page)
2. Creation of a new charting symbol, similar to the MSA circle, wherein the runway layout is depicted with restricted sectors clearly defined. This too could be accomplished through the use of shading, cross-hatching, etc. (See diagram next page)

**NOTE:** Symbolology must accommodate circling restriction by category of aircraft; or, annotate procedure accordingly adjacent to symbolology; e.g., "Circling east of RWY 18 NA for CAT D." This scenario occurs where particularly high obstacles exist with the (category) area, or for environmental (noise, etc) concerns.

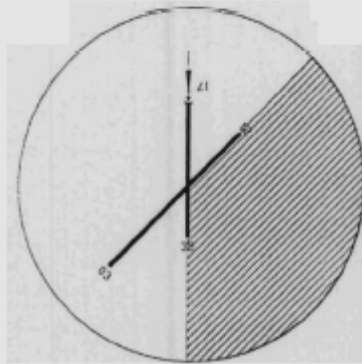
**NOTE:** Should this recommendation not be favorably considered, specific wording of the published note restricting circling is requested to be developed utilizing attendees to full concurrence of the ACF.

Sketch

Example of modified airport diagram to depict circling restricted areas:



Example of new charting symbol to depict circling restricted areas:



**COMMENTS:** This recommendation affects IACC Specs, TERPS, AIM/AIP, and various FAA and military directives.

**Submitted by:** David W. Eckles  
**Organization:** AFS-420  
**Phone:** (405) 954-5852  
**FAX:** (405) 954-252814809  
**Date:**  
**Email:** David\_W\_Eckles@mmacmail.jccbi.gov

**00-02 MEETING:** This issue was submitted by Mr. Dave Eckles, FAA AFS-420. Mr. Eckles suggested the development of a graphic representation of the circling area in which circling is not authorized. **ACTION:** ICAO AIS/MAP, NACO and ATA.

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**01-01 MEETING:** Mr. Dave Lewtas, ICAO, provided Mr. Dick Powell, FAA ATA-100 and Mr. Charles Branch, FAA NACO with ICAO charting examples. These examples have been forwarded to Mr. John Moore, FAA NACO. **ACTION:** NACO.

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**01-02 MEETING:** The recommendation is instead of a textual description the development of a graphic representation of the circling area in areas where circling is not authorized. Mr. John Moore reported that there is a problem of real estate on the chart and that we should only put information on the chart when there may be confusion. But then you have information in two different areas. Mr. Norm LeFevre stated that many pilots don't interpret the word circling restriction correctly. Mr. LeFevre stated that a good example was in South Dakota but couldn't remember the procedure. Mr. Brad Alberts suggested putting the note in the circling minimums area. **ACTION:** NIMA and AOPA.

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**02-01 MEETING:** Mr. LeFevre presented Jeppesen examples of Australian circling restriction symbology. These examples had a crosshatch pattern with a small round symbol. The examples restricted aircraft by category or time of day. He also stated that restrictions would require text as well. Mr. Terpstra suggested that the ACF compile a list of airports followed by a review of some sample depictions. After some discussion, Mr. LeFevre withdrew this issue. **CLOSED**

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