

GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM 00-02

November 30-December 1, 2000

Recommendation Document

SUBJECT: Advisory Circular 120-57A Surface Movement Guidance and Control System (SMGCS), recommends that a low visibility taxi chart be published.

BACKGROUND/DISCUSSION: All domestic airports with visibility operations below a runway visual range (RVR) of 1200 feet have or are preparing SMGCS taxi charts in support of low visibility operations. Currently, the only charting for SMGCS low visibility routes is through a single commercial vendor. This creates three primary issues.

1. The charts that are commercially provided are not made available in the United States AIP or other government publication. This limits access to safety critical information and makes a unique statement about FAA's apparent bias for a single commercial entity providing unique and critical information.
2. The acceptance of these commercially developed SMGCS charts is left to each regional Flight Standards All Weather Operations focal point not trained in cartographic standards. The commercial agency has de facto control of the cartographic standards and uniformity is not apparent.
3. Under The Act as re-codified, Section 44721 only indemnifies a chart publisher if the chart is
 - (1) prescribed by the Administrator;
 - (2) depicted accurately on the map or chart; and
 - (3) not obviously defective or deficient. The reliance on the AFS personnel to apply AC 120-57A recommendations without nationally established cartographic standards may not meet the intent of the indemnification provision.

RECOMMENDATION: Short Term - provide a practical, interim method for standardizing and accepting the commercial SMGCS charts so they may be published in the U.S. AIP. Utilizing resources of the Runway Safety Program Office could provide timely funding and necessary program support. Long Term - provide complete cartographic standards and an agency approval process for SMGCS charts.

00-02 MEETING: This issue was submitted by Mr. Gerard Holtorf, AFS/ANE-230. Mr. Holtorf suggests that the FAA publish a low visibility taxi per the recommendation of FAA AC 120-57A. This issue was deferred to the next meeting due to time constraints.

01-01 MEETING: This issue was submitted by Mr. Gerard Holtorf, AFS/ANE-230. Mr. Holtorf suggests that the FAA publish a low visibility taxi chart per the recommendation of FAA AC 120-57A. This issue was deferred to the next meeting due to time constraints.

01-02 MEETING: Ms. Pat Fair reported that an Order has been written for standard taxi routes and that 11 airports have them. She stated that AT had non-concurred on publishing them in the A/FD due to naming and other issues. The routes are currently based on a letter of agreement between the air carrier and the airport. It was reported that NACO is producing 530+ Part 139 airport diagrams to support airport safety. It was also reported that the Runway Safety Office is working on this issue and that the ACF cannot move forward until they complete their work. This issue remains open pending direction from the Runway Safety Office.

02-02 MEETING: It was reported that there are about 12 of these. Ms. Pat Fair stated that in 1996 the IACC has specifications for charting. An FAA Order was written but that NATCA non-concurred. Mr. Dick Powell will write the originator of the issue Gerard K. Holtorf AFS/ANE-230 and let him know that the FAA has no requirement for charting. **CLOSED**
