

# GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING

Charting Group  
Meeting 07-01 – May 2-3, 2007

## RECOMMENDATION DOCUMENT

**Subject:** Excessive Verbiage on NACO Airport Diagram Charts

**Background/Discussion:**

NACO Airport Diagram pages all contain the following note:

“CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED”

More important notes are diminished in value if the Airport Diagram page is cluttered with too many unimportant notes.

**Recommendations:**

This warning is adequately covered in A.I.M. as well as on the A.T.I.S. broadcast. In order to be most effective, notes on the Airport Diagram Page should be limited to important operational concerns. Recommend that this note be removed from Airport Diagram Charts in order to simplify them.

**Comments:** This recommendation affects N/A

**Submitted by:** JJ Greenway, Chief Flight Instructor and Airman Certification Representative

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**MEETING 07-01:** Mr. Jonathan Greenway, AOPA Air Safety Foundation, was unable to attend. Mr. John Moore, NACO explained the issue briefly. AOPA is concerned about excessive verbiage (in the form of notes) that cause clutter on the Airport Diagrams. One note that should be considered for deletion is: 'Caution: Be alert to runway crossing clearances. Read-back of all runway holding instructions is required.'

Mr. Hal Becker, AOPA, said the note is the result of an NTSB Recommendation. This is a compromise between charting and rulemaking. Ms. Pamela Coopwood, Air Traffic, wants to keep the note in place. The Air Traffic perspective is to support runway incursions safety issues. Mr. John Timmerman, ATO System Ops, asked about a regulatory requirement. Mr. Becker said that Air Traffic is required by their handbook to have the read-back, not the pilot. He believed that by having the note on the chart pilots would be more aware that they have to do this

Mr. Eric Secretan, NACO, said the note was put there at the same time as a requirement was imposed upon pilots to read back all crossing clearances. Prior to that time, crossing clearances did not have to be read back. This came about due to some runway incursion incidents of the time. Mr. Secretan believed the intent was to put the note there for a limited period of time until the new requirement was well known. The group consensus was that pilots should now know this requirement. The DoD perspective was that the issue is well covered in the AIM and other comments could go in its place on the diagram. Jeppesen does not put this note on their charts. A comment was made that the NTSB Recommendation should be researched.

**ACTION:** Pamela Coopwood, Air Traffic, was asked to review and provide a position at the next ACF meeting.

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