AERONAUTICAL CHARTING FORUM
Instrument Procedures Group
Meeting 09-02 - October 27, 2009

RECOMMENDATION DOCUMENT

FAA Control # 09-02-224

Subject:

Change in charting G-MEA on U.S. Low Altitude Chart from GPS/WAAS MEA to GNSS MEA

Background/Discussion:

There is an inconsistency in charting the route data for the G-MEA on the high and low altitude charts for both CONUS and Alaska.

Charting of a GPS/WAAS requirement on the low altitude airway charts was initiated by the legacy CAPSTONE office in Alaska and was required for SFAR 97. The original note states, in part, 'Under SFAR No. 97, operators using IFR-certified TSO C145a and TSO C146a GPS/WAAS navigation systems will be permitted to conduct operations over selected routes in Alaska…." CAPSTONE requested that the chart route data for the MEA reflect the GPS/WAAS MEA as a blue MEA with a 'G'. As such, the Alaska charts route data for low altitude RNAV routes (T-routes) state "Low Altitude RNAV Route TSO-145a/146a required".

There is no such requirement for the T-routes in the lower 48 CONUS. The existing route data on the CONUS charts states "Low Altitude RNAV Route GNSS required." The route can be flown with either GPS or with a WAAS enabled receiver. However, the route data for the G-MEA states "GPS/WAAS MEA" as on the Alaska chart. This inconsistent text in the chart legend has been a source of confusion for ATC and pilots in CONUS.

The route data for G-MEA on the high altitude RNAV routes (Q-routes) is charted as "MEA for GNSS RNAV". This definition would also work for the blue GNSS required MEAs on the U.S. Low Altitude charts and would make the charting charting consistent.

Recommendations:

Change the chart legend for the G-MEA on the U.S. low altitude chart to 'MEA for GNSS RNAV' as on the high altitude charts. Alaska charts should reflect requirements determined by AFS.

Comments: This recommendation affects ATC and users of CONUS T-routes.

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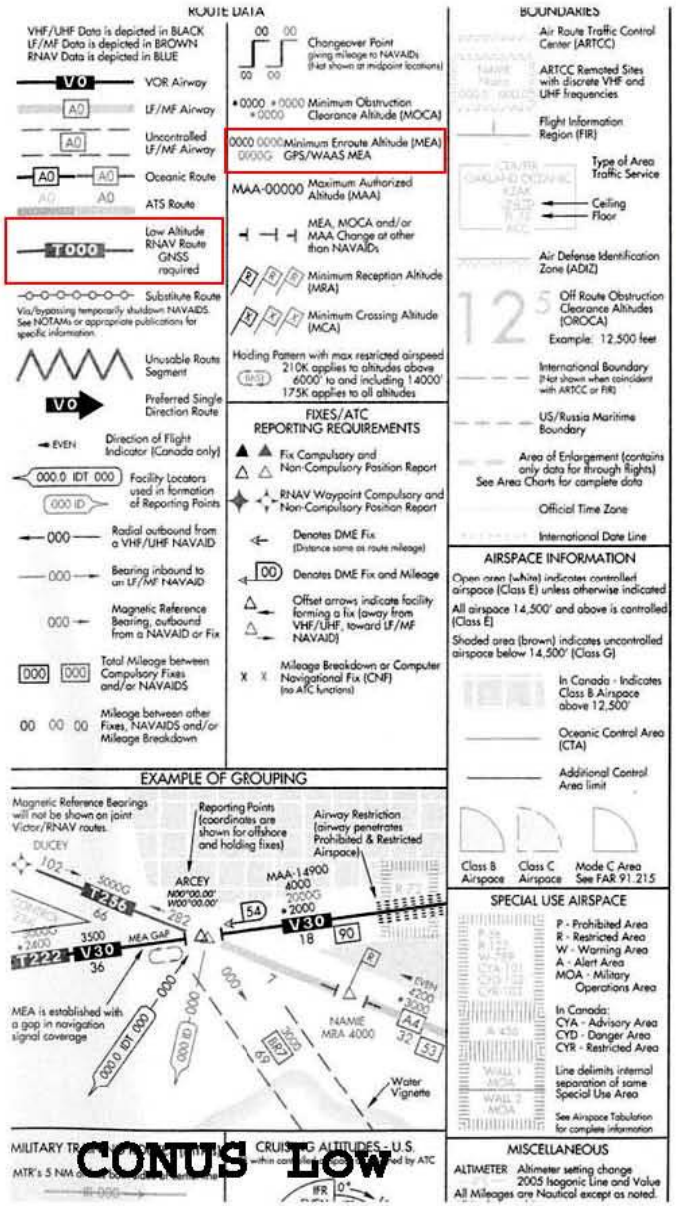
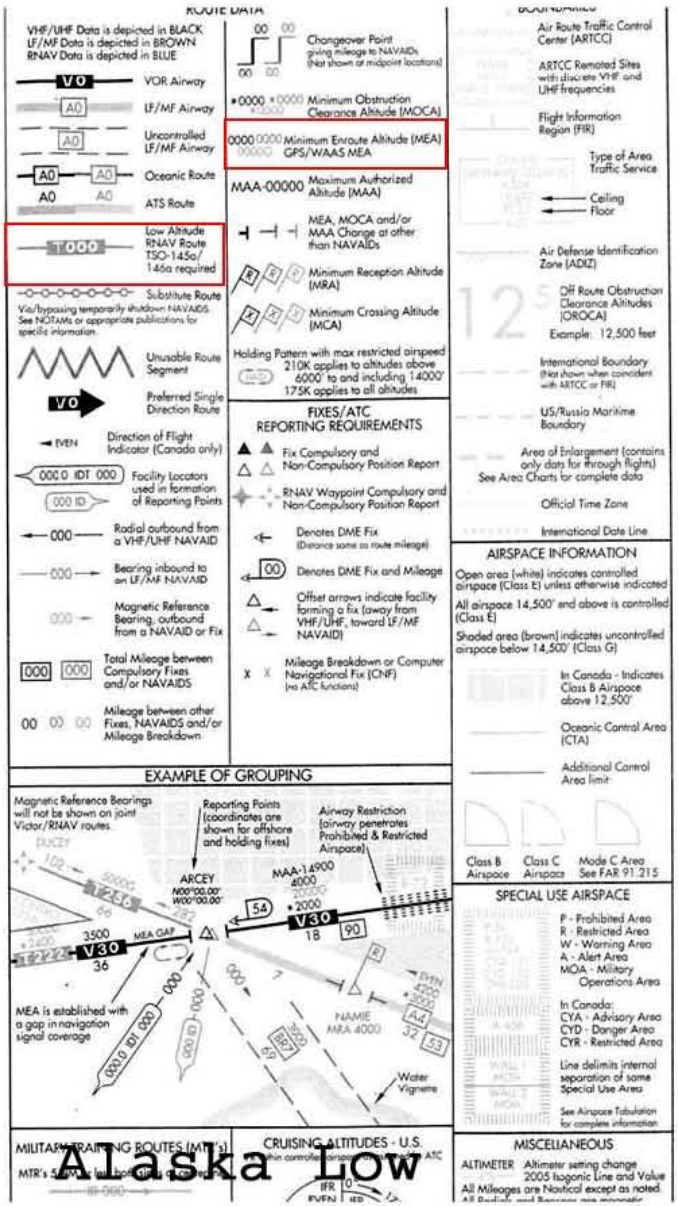
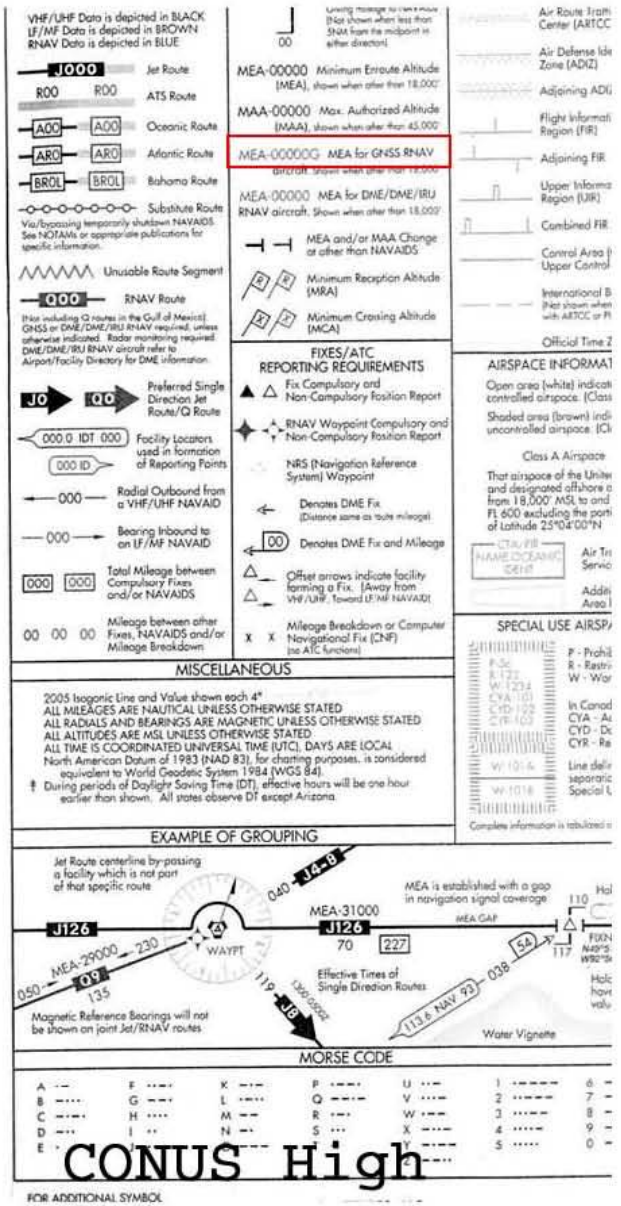
Date: October 6, 2009



CONUS Low



Alaska Low



CONUS High

MEETING 09-02: Mr. Paul Ewing briefed the issue to the forum. This subject involves a proposed change on FAA Enroute Low Altitude Chart legends. The meaning of G-MEA would change from GPS/WAAS MEA to GNSS MEA. It is the result of an inconsistency in charting the route data for the G-MEA on high and low altitude charts for both CONUS and Alaska.
The recommendation is to change the chart legend for the G-MEA on the U.S. Enroute Low Altitude chart to "MEA for GNSS RNAV", as is done on the high altitude charts. Alaska charts should reflect requirements determined by AFS.
ACTION: Ms. Valerie Watson, FAA/AeroNav Services, will work the change with the Enroute team.

MEETING 10-01: Ms. Valerie Watson briefed that the legend change has been made by Enroute.

STATUS: CLOSED