

AERONAUTICAL CHARTING FORUM
Charting Group
Meeting 15-02 – October 28 - 29, 2015

RECOMMENDATION DOCUMENT

FAA Control # ACF-CG RD 15-02-299

Subject: Add INOP Components Minimums Adjustments to Approach Chart

Background/Discussion: The current inoperative components approach charting scheme relies on a standard inoperative components or visual aids table found in the TPP legends material on page A1. With a printed and bound TPP approach book, this is relatively easy to find by pilots. When nonstandard inoperative components require a different visibility adjustment, notes are added to the approach chart in the briefing strip notes section. While this scheme may work for a paper product, it is not effective for an EFB which will display the approach chart, but not have access to the TPP legend material. In the current EFB environment, it makes more sense to include the visibility adjustments to the chart so the pilot has all the information they need to fly the procedure in one place. This will improve the usability and safety of communicating the correct visibility adjustment to the pilot.

Recommendations: Add the note to the chart for both standard and nonstandard adjustments to visibility to the approach chart. Usually only a single note will apply.

Comments: This could be phased in over time as approaches come up for regular review and update.

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Date: 9-25-2015

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John Collins, ForeFlight, [briefed the topic](#). John stated that current FAA charts show the Inoperative Components Table separate from the charts in the legend pages of the TPP. He stated that this becomes an issue when using an electronic flight bag (EFB) because the pilot may not readily have access to a digital copy of the table from the legend. He recommends that the FAA make the information more readily available to pilots by including a note on the approach charts for standard and nonstandard adjustments to visibility. He pointed out that Jeppesen provides such information on their approach charts.

Kevin Bridges, AIR-131, asked if this was purely an issue with EFBs. John replied that yes, this was an EFB issue, adding that the information the pilot need is not all in one place.

Michael Stromberg, Air Wisconsin, stated that this appears to be a vendor issue related to how the EFB is programmed to utilize FAA charts. He pointed out that a request could be made to the vendor to make that page more accessible.

Valerie Watson, AJV-553, stated that the FAA provides an electronic version of the Inop Components table, but it is not up to the FAA how EFB vendors link or provide the table.

Brad Rush, AJV-54, stated that this doesn't appear to be a charting issue, but an EFB vendor issue.

After a lengthy discussion, it was decided that as the FAA had no plans to modify their minima depiction with lights-out information as Jeppesen does, that the table is available and thus all necessary information is provided, this is essentially a vendor issue and no action will be taken.

STATUS: CLOSED