

AERONAUTICAL CHARTING FORUM
Charting Group
Meeting 15-02-302 October 28 - 29, 2015

RECOMMENDATION DOCUMENT

FAA Control # ACF-CG RD 15-02-300

Subject: Standardized Depiction of Communications on DPs and STARs

Background/Discussion:

Section 3.4.2 of both the IACC-7 and IACC-14 detail communications required on DPs and STARs, respectively. According to both, frequencies should be shown “when available and identified by the formulating agency”. It is left to the applicable tower or procedure developer to determine which frequencies to request on the procedure. Then it is up to charting to weed out the requests on the procedure with the communications information that is provided in NASR. This results in inconsistent charting of frequencies on DPs and STARs.

The IACC specifications for DPs and STARs list the following standard frequencies to be shown in addition to the Terminal Frequency when available and identified by the formulating agency:

IACC 7, Graphic Instrument Departure Procedure Charts

Table 3.1 Additional Communications

Automatic Terminal Information Service	(ATIS)
Automatic Flight Information Service (AK Only)	(AFIS)
Clearance Delivery	(CLNC DEL)
Ground Control	(GND CON)
Tower	(TWR)
Center	(only when there is no terminal facility or DEP CON involved)
Flight Service Station	(RADIO)
Common Traffic Advisory Frequency	(CTAF)
Automated Weather Observing Systems	(AWOS/ASOS)

IACC 14, Standard Terminal Arrival Charts

Automatic Terminal Information Service	(ATIS)
Automatic Flight Information Service (AK Only)	(AFIS)
Ground Control	GND CON
Tower	(TWR)
Center	(only when there is no terminal facility or APP CON involved)
Flight Service Station	(RADIO)
Common Traffic Advisory Frequency	(CTAF)
Automated Weather Observing System	(AWOS/ASOS)

Recommendations:

The ACF should establish standard communications to be charted, when available, on all DPs and STARs.

Comments:

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Allison Miller, AJV-5612, briefed the issue. Allison asked the ACF to provide recommendations for standard communications that should be charted, when available, on all DPs and STARs. She stated that in the current process there is a disconnect between what is designated for charting in the specifications, what is provided by NASR and what is requested by the facility or procedure developer.

FAA charting policy is to depict basic frequencies as listed in the IACC specifications. Numerical frequencies should not be shown on procedure source documents because frequencies often change and a procedure amendment would need to be processed to revise the frequency. For this reason, the charting teams would like to see all

frequencies databased in NASR. Frequencies can be annotated in NASR to clarify the procedures on which they are intended to be used. If the standard initial contact approach control frequency is NOT desired to be utilized on a given Arrival, for instance, the desired frequencies should be databased specifically and annotated with the name of the procedure on which they are to be used.

It was reported that often facilities contact the charting offices and request frequency changes on procedures when the frequencies are not databased in NASR. Allison agreed that Terminal Charting does get requests for non-databased frequencies to be included on the chart and such requests often come in via email from the center. It was agreed that ATC needs to follow the process and provide the information to NFDC.

Rick Mayhew, AJV-533, stated that for metroplex projects, NFDC has recently begun to add frequencies in NASR that are tied to specific procedures. He stated that Tom Harris is the point of contact for communication in NASR and concerns should be brought to him.

Valerie voiced enthusiastic support for this process and the recommendation was made that when the standard frequencies in NASR are NOT what the facility desires, ATC be advised to send a request to NFDC to add the desired frequencies and tie them to the specific procedures. FAA Terminal charting will follow this procedure and direct ATC to NFDC for unique frequency publication as necessary. Ted Thompson, Jeppesen, concurred and will advise his AIS specialists to do the same.

STATUS: CLOSED