

AERONAUTICAL CHARTING FORUM
Charting Group
Meeting 17-02 – October 25 - 27, 2017

RECOMMENDATION DOCUMENT

FAA Control # ACF-CG RD 17-02-317

Subject: Nome Sectional Panel Extension

Background/Discussion:

The World Aeronautical Chart (WAC) CC-8 has been discontinued. This has resulted in a loss of easily accessed published Visual Flight Rules (VFR) charting information for U.S. pilots wishing to navigate into/out of the Russian Far East.

The FAA Charting Notice dated June 25, 2015 on the subject of the Discontinuance of WACs provided action guidance to users that “Upon obsolescence as published on each respective World Aeronautical Chart, cease use for navigation; where applicable, obtain latest Sectional Aeronautical and/or U.S. VFR Terminal Area Charts as necessary”. Unfortunately, pilots attempting to comply with this guidance find that the Nome Sectional does not contain information previously available on the WAC beyond 171°30`W.

CC-8 covered Northwest Alaska westward to Anadyr and north-westward beyond Wrangell Island and 172° East Longitude. Presently the Nome Sectional Chart extends across the Diomed Islands to just west of Lavrentia ending at 171°30`W. The first Airport of Entry in the Russian Far East is Provideniya which is slightly east of 173°30`W.

At ACF 14-01, AJV-321 advised that “The proposal is to discontinue the WACs, except where obligated by international agreement, or in areas that do not have sufficient alternate VFR (Sectional) coverage.”

At ACF 15-02, AJV-522 “...stated that the proposal to mitigate the loss of the WACs is to develop an Alaskan VFR Wall Planning chart...Regarding concerns for Mexican and Canadian areas that were previously covered by the WACs, ...pilots will be encouraged to use foreign, state-sponsored aeronautical charts when navigating in those regions. Canadian and Mexican charts exist and are commercially available.”

While there may be easily accessed Canadian and Mexican charts available, it is more problematical for pilots transitioning to/from the Russian Far East. The new Alaskan VFR Wall Planning chart lacks significant topographical and aeronautical data and does not stitch electronically into EFB navigators. The Russian Aeronautical Information Publication has a wealth of excellent charting including Russian VFR Route B369, but not overlaying VFR topographical and aeronautical data to the extent a WAC or Sectional accomplishes.

VFR Route B369, which extends from the Diomedes to Provideniya and for which FAA and Russian Air Traffic Services have a letter of agreement to operate, has not had a detailed Russian produced VFR product easily obtainable since about 2004.

Some Electronic Flight Bag (EFB) applications for navigation may extend charting into foreign airspace to the extent U.S. charting products do. For example, Foreflight stitches the Nome

Sectional into Russia and to topography displayed past the western edge of the Sectional. (See Attachments). They advised the submitter that "...if the FAA changes their VFR sectionals, we will display the revised sectional." Likewise, the U.S. IFR Low chart extends to the Provideniya area today providing a geographical coverage area that would be satisfactory for the proposed Sectional extension.

Recommendations:

Revise the spec if necessary and extend the Nome Sectional approximately 2 panels westward to 173°30'W.

While it would be desirable to have a U.S. VFR charting product extending west to Anadyr as was the case with the WAC CC-8, extending the Sectional to the vicinity of Provideniya (the first airport of entry in the Russian Far East) would probably be most practicable and serve the majority of need.

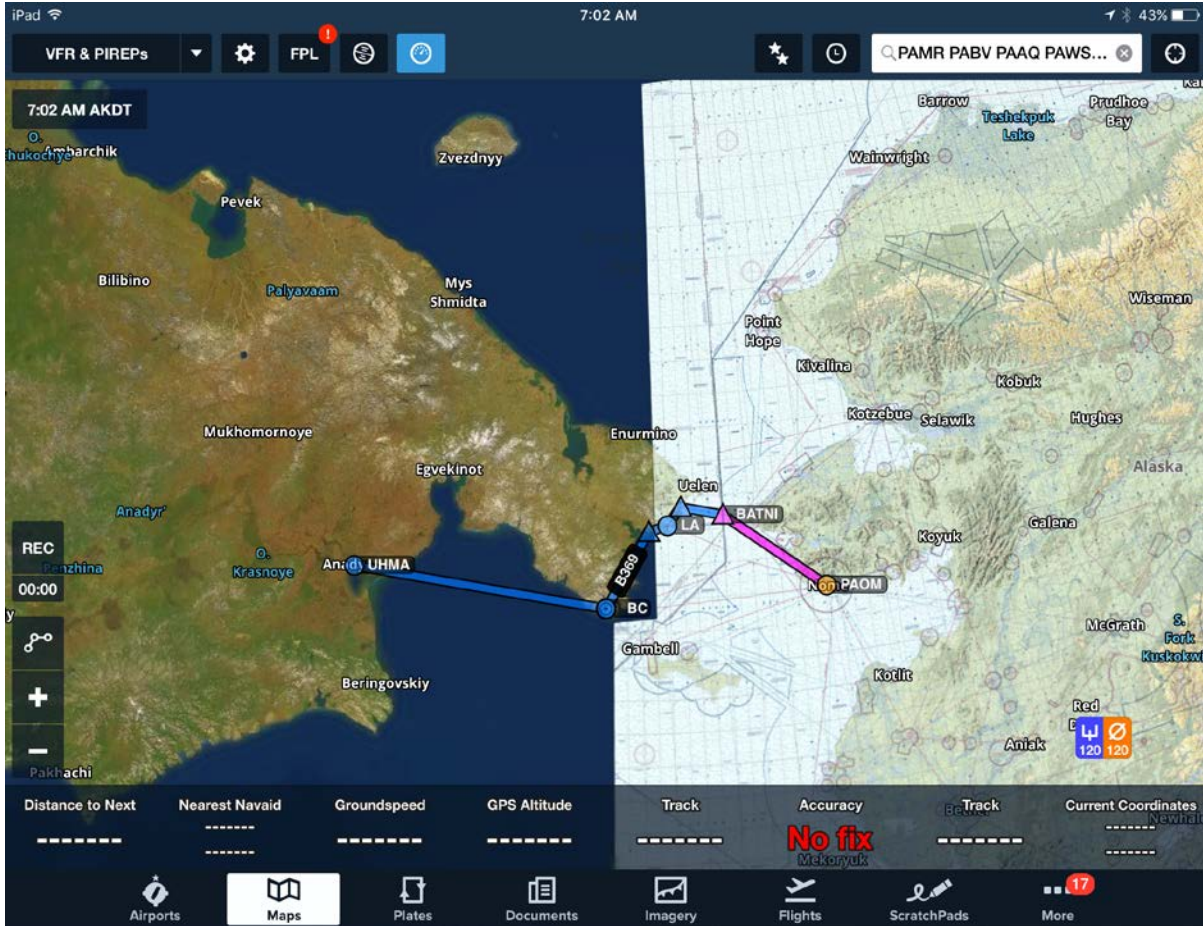
Comments: Extending the Nome Sectional westward will result in improved situational awareness and improve navigation to equal to what was available prior to eliminating WAC CC-8.

3 Attachments

Submitted by: Marshall Severson
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Date: September 29, 2017

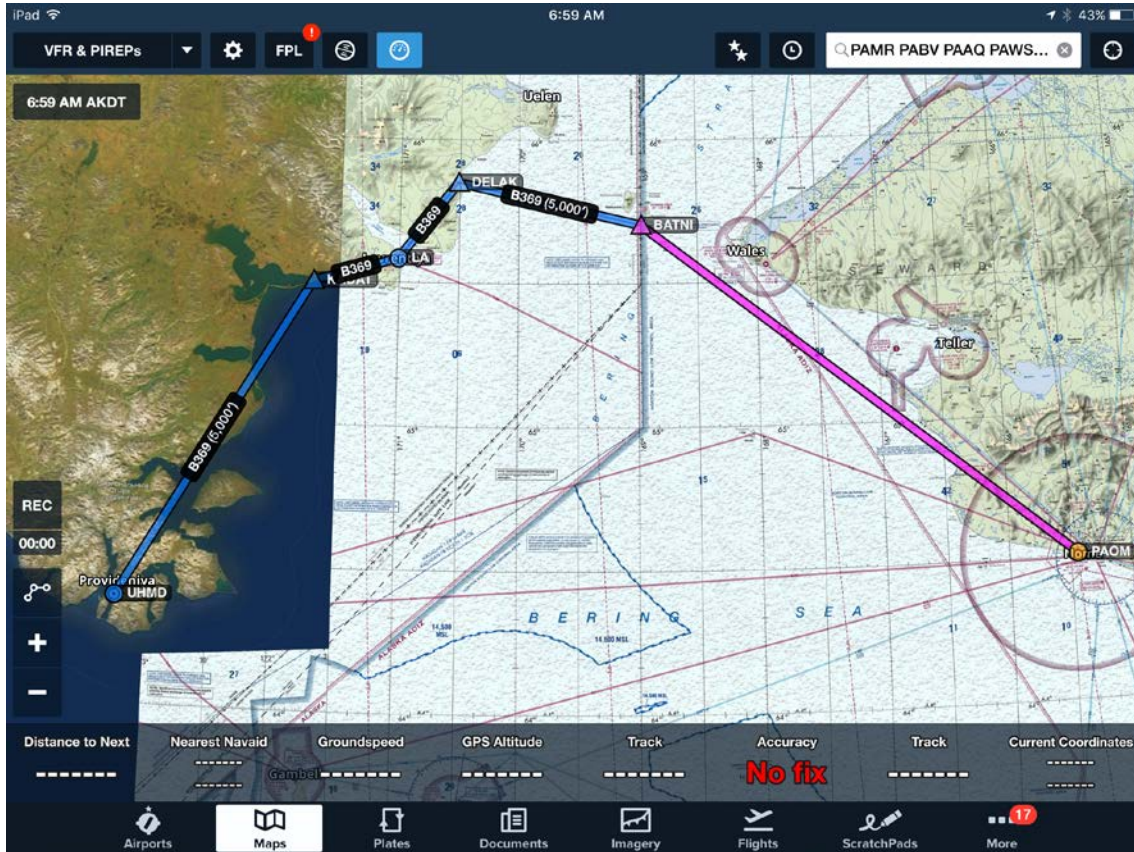
ACF 17-02 Nome Sectional Extension Attachment 1

Foreflight inflight navigator display from Nome Alaska of Russian VFR Route B369 to Provideniya Russia. Previous coverage was to UHMA (Anadyr) on WAC CC-8. Note switch from sectional coverage to topographical due to end of western portion of Nome Sectional.



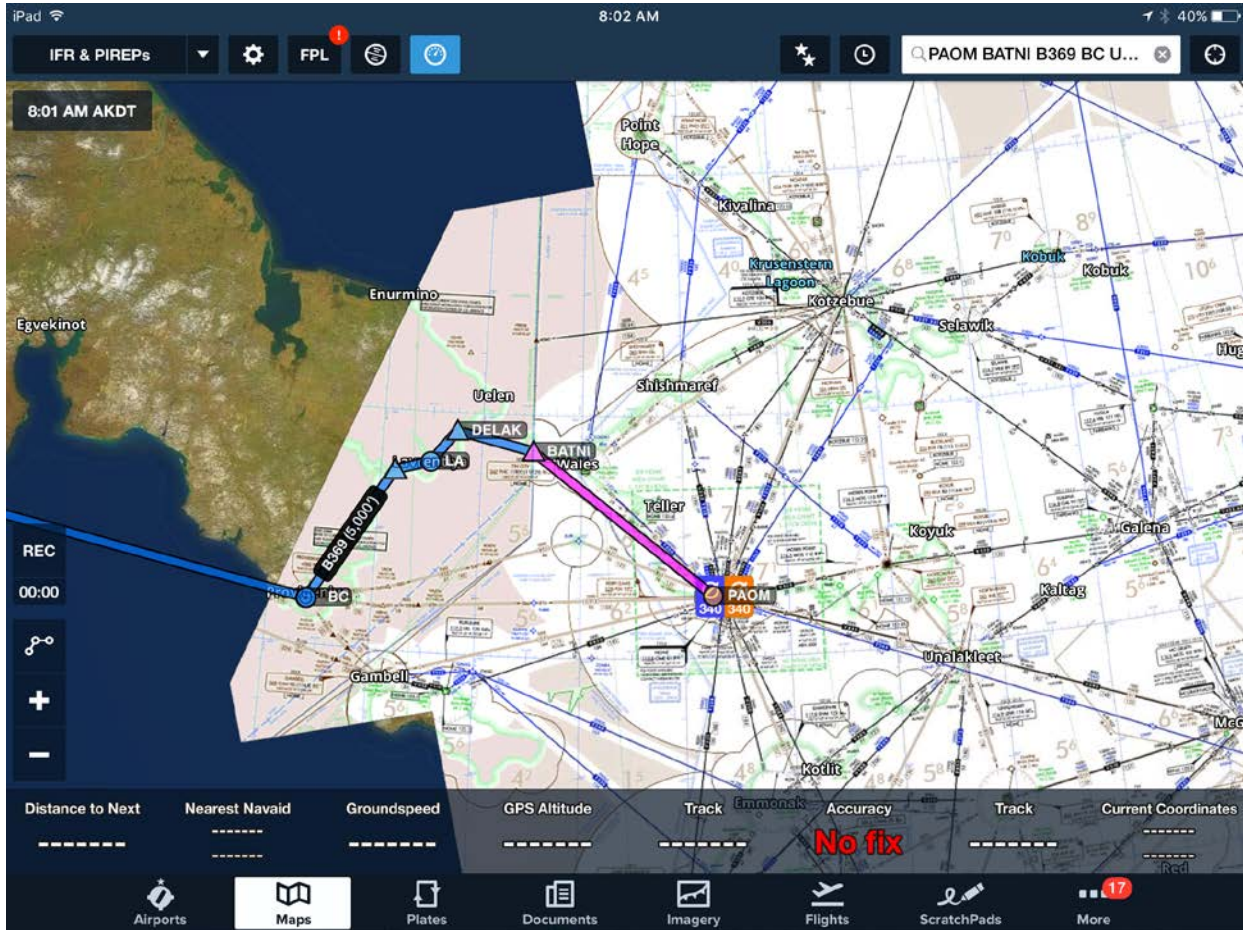
ACF 17-02 Nome Sectional Extension Attachment 2

Proposed extension of Nome Sectional would extend to vicinity of Provideniya. Previous CC-8 coverage west to Anadyr is desirable but not requested.



ACF 17-02 Nome Sectional Extension Attachment 3

The U.S. IFR Low charting extends to the Provideniya area. This coverage area would be satisfactory for the proposed extension of the Nome Sectional.



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Marshall Severson, Private Pilot, [presented this new recommendation](#). Marshall stated that the discontinuation of WAC CC-8 has resulted in the loss of easy access to VFR navigation information in the Russian areas bordering Alaska. He also pointed out that it is very difficult to obtain Russian VFR charts and said that they are not updated regularly. His recommendation is that the NOME VFR Sectional chart be extended two panels to the west in order to provide coverage for the areas lost due to the WAC discontinuance. If this is not possible, he asked that the Sectional at least be extended as far as the first airport of entry in the Russian Far East.

Rick Fecht, FAA/AJV-5223, responded and said that it is very difficult and expensive to reformat the charts and extending the Section two panels would exceed the size that the printer can support. He added that the FAA is not under any obligation to chart foreign airspace. Scott Jerdan, FAA/AJV-533, commented that on all charts where foreign coverage is depicted, there is a note on the chart to alert the user to secure and use the foreign data. Rick pointed out that an exception was made in the Caribbean area when certain Sectional charts were modified in response to the WAC discontinuance. That action was accommodated because of a high level of use and user demand. Rick asked if there is a high level of use in this Russian airspace to justify the expansion of the Nome chart. He suggested a possible solution is for pilots to use the Alaskan Wall Planning Chart and confirmed that the two Russian airports of entry could be added to that product. Rick also suggested that pilots could use NGAs Tactical Pilotage Charts (TPC) to fill in the coverage gaps.

Marshall commented that the detail level on the WAC charts was much higher than that found on the TPCs. Marshall then displayed what appears on a ForeFlight display in this region. John Collins, ForeFlight, stated that the TPCs provide navigation information, limited terrain, cities and some features in this area. Rick asked if ForeFlight could add the TPCs to their digital depictions in this area. John said that he could take that suggestion to ForeFlight.

Tim Long, NGA, stated that TPCs are available, however he voiced he was unsure of their timely maintenance. He also said that they do not have all of the aeronautical detail that the WACs depicted.

Rune Duke, AOPA, commented on this unforeseen consequence of the discontinuance of the WAC series. He stated that their user group had been impacted by this loss of coverage and valuable flight information. He said that AOPA fully supports this recommendation and does not think that a strictly digital solution is sufficient. He stated that AOPA supports extension of the Sectional chart to cover the area lost by the WAC discontinuance.

Rick stated that he will investigate this recommendation further, seek guidance from AJV-5 upper management and will report at the next ACF.

STATUS: OPEN

ACTION: Rick Fecht, FAA/AJV-5223, will work with NGA to investigate the use of Tactical Pilotage Charts for the gaps in sectional coverage.

ACTION: Rick Fecht, FAA/AJV-5223, will report on internal AJV-5 discussions regarding the possibility of extending the Sectional chart coverage or of creating an inset to include the requested area.

ACTION: John Collins, ForeFlight, will inquire about the possibility of incorporating TPCs into ForeFlight and report at the next ACF.

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Rick Fecht, FAA/AJV-5223, reviewed the issue. Rick said that he has worked with NGA to investigate the use of Tactical Pilotage Charts (TPC) for the gaps in sectional coverage, but it was determined that NGA's published coverage is not available for public use. As a result, his team looked into using the discontinued World Aeronautical Chart (WAC) coverage from CC-8, repurposed for use as an inset on the Nome Sectional Chart. [Rick showed the audience the proposed inset](#). Rick said he would reach out to the proponent of this request to see if this will meet his needs, but he thinks that this new inset provides the coverage requested and should be sufficient. He said the new inset could be published with the next edition of the Nome Sectional Chart in May 2019.

Valerie Watson, FAA/AJV-553, said she would leave this item open pending feedback from the original proponent, but as there was general consent in the room for this solution, she will process a specification change to add the inset to the Nome Sectional.

STATUS: OPEN

ACTION: Rick Fecht, FAA/AJV-5223, will reach out to the proponent for feedback on the proposed inset solution.

ACTION: Valerie Watson, FAA/AJV-553, will draft a specification change for the addition of the inset to the Nome Sectional Chart.

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Rick Fecht, FAA/AJV-5223, reviewed the issue and explained that the World Aeronautical Chart discontinuation left an area from Alaska and Russia between which VFR airway B369 transits no longer covered by a VFR chart. Rick announced that the new inset showing the area of concern presented at the last ACM will appear on the Nome VFR Sectional chart for the 20 June 2019 publication. He said that he has been in touch with the proponent of the original request, and he was very happy with the solution.

Valerie Watson, FAA/AJV-553, reported that the Interagency Air Committee (IAC) Specification change to accommodate the new inset has been approved. There was agreement to close this item.

STATUS: CLOSED