

AERONAUTICAL CHARTING MEETING
Charting Group
Meeting – April 24 - 25, 2019

RECOMMENDATION DOCUMENT

FAA Control #19-02-337

Subject: Special Notices in Chart Supplement should be searchable as text

Background/Discussion:

A pilot was waiting on an IFR flight plan clearance at North Perry airport, KHOW, Florida and was told to expect at least a 30 minute delay. The clearance controller suggested that the pilot use the VFR Sheridan departure, but he could not find it. He asked me how the departure could be found. In the airport entry, there was a Note: See Special Notices – Terminal Area Graphic Notice. I suggest to him to look in the Chart Supplement, Special Notices. Even with this, it was difficult to go thru all of them, one at a time to locate the one of interest. Part of the reason was that the individual special notices were not in the table of contents and the notices were entirely graphic, which makes searching on key words in the notice impossible. I would have suggested the pilot search on HWO or Sheridan or North Perry or ... to locate the entry of interest. With computers and the file being a PDF format, there are many ways to locate the information, but because the text data was graphic and not searchable or the title of the charts were not included in the table of contents.

Recommendations:

All of the graphic special notices should have any text included as “text searchable” or OCR used to allow the searching to be accomplished. At a minimum, the title for special graphic procedures should be included in the Table of Contents. If the following had been included in the TOC and read as Hollywood/North Perry (HWO) –VFR Departure Procedure, Sheridan/Shoreline Departure, it would make finding the information much more user friendly. Best would be to include an internal PDF hyper-link to go directly to the special graphic notice, so where the Airport entry appears, the text “NOTE: See Special Notices—Terminal Area Graphic Notice.” would link directly to the relevant note.

Comments:

Submitted by: John Collins
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Date: April 5, 2019

FLORIDA

101

HOLLYWOOD

NORTH PERRY (HWO)(KHWO) 5 W UTC-5(-4DT) N26°00.07' W80°14.44'

MIAMI

9 B NOTAM FILE HWO

L-23C, A

RWY 01L-19R: H3350X100 (ASPH) S-85, D-131 PCN 31 F/A/X/T

IAP, AD

MIRL

RWY 01L: REIL. PAPI(P2L)—GA 3.5° TCH 40'. Thld dsplcd 350'. Tree.

RWY 19R: REIL. PAPI(P2L)—GA 3.5° TCH 24'. Thld dsplcd 350'. Tree.
Rgt tfc.

RWY 01R-19L: H3260X100 (ASPH) S-29.5, D-45 PCN 9 F/B/Y/T

RWY 01R: PAPI(P2L)—GA 3.5° TCH 40'. Thld dsplcd 185'. Tree. Rgt tfc.

RWY 19L: PAPI(P2L)—GA 3.5° TCH 33'. Thld dsplcd 111'. Tree.

RWY 10R-28L: H3255X100 (ASPH) S-85, D-131 PCN 31 F/A/X/T

MIRL

RWY 10R: REIL. PAPI(P4L)—GA 3.5° TCH 45'. Thld dsplcd 255'. Bldg.
Rgt tfc.

RWY 28L: REIL. PAPI(P2L)—GA 3.5° TCH 24'. Thld dsplcd 210'. Tree.

RWY 10L-28R: H3241X100 (ASPH) S-24, D-38.5 PCN 7 F/B/Y/T

RWY 10L: PAPI(P2L)—GA 3.5° TCH 40'. Thld dsplcd 181'. Tree.

RWY 28R: PAPI(P2L)—GA 3.5° TCH 39'. Thld dsplcd 61'. Trees. Rgt tfc.

SERVICE: S4 FUEL 100LL, JET A LGT When ATCT clsd ACTIVATE MIRL

Rwy 10R-28L and Rwy 01L-19R—CTAF.

AIRPORT REMARKS: Attended 1200-0200Z±. Rwy condition not monitored when twr clsd. Arpt clsd to acct over 12,500 lbs max certified GWT. Bird act on and invof arpt. High volume of banner towing and student fit invof arpt. Numerous tall twrs SE of arpt cause radio interference. **NOTE:** See Special Notices—Terminal Area Graphic Notice.

AIRPORT MANAGER: 954-359-1016

WEATHER DATA SOURCES: ASOS (954) 983-5904 LAWRS.

COMMUNICATIONS: CTAF 132.1 ATIS 135.475 UNICOM 122.95

Ⓜ MIAMI APP/DEP CON 128.6

TOWER 132.1 134.3 (1200-0200Z±) GND CON 120.45

AIRSPACE: CLASS D svc 1200-0200Z±; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE FLL.

FORT LAUDERDALE (H) VORW/DME 114.4 FLL Chan 91 N26°04.44' W80°09.99' 229° 5.9 NM to fld. 6/6W.

DME unusable:

030°-040° blo 3,000'

140°-192° blo 2,000'

360°-010° byd 35 NM blo 2,000'

VOR unusable:

140°-192° blo 2,000'



HOLLYWOOD/NORTH PERRY (HWO)
HOLLYWOOD, FL

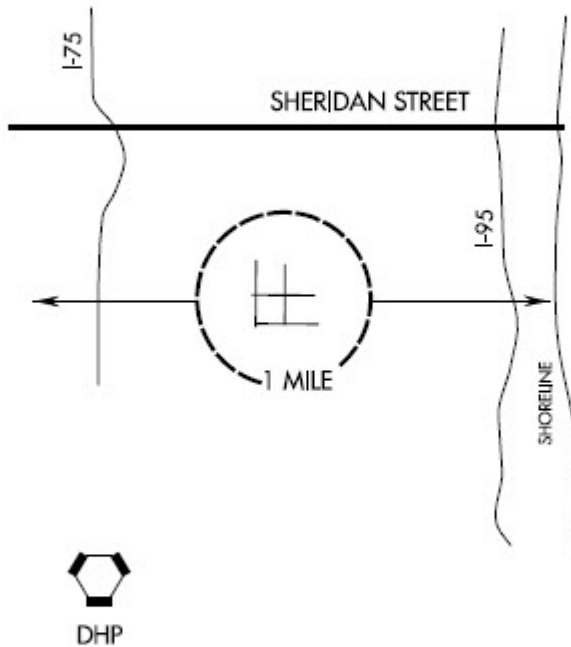
TERMINAL AREA GRAPHIC NOTICE

(Not to be used for navigation)

Hollywood/North Perry Airport all Runways VFR Departure Procedure.

SHERIDAN/SHORELINE DEPARTURE

PILOTS SHOULD SPECIFICALLY REQUEST THIS PROCEDURE USING THE ABOVE NAME.



ATIS 135.475
MIAMI APPROACH CONTROL 128.6
NORTH PERRY TOWER 132.1
GROUND CONTROL 120.45

Turn left or right as the tower assigned and remain within 1 mile from HWO airport. Proceed west/eastbound and remain south of Sheridan Street VFR at or below 1600'. Expect IFR activation and climb crossing I-75/I95 (4.5 miles west/east of HWO) or the DHP 360R or the shoreline.

WEATHER MINIMUMS: Ceiling 2000 and visibility 3 miles.

NOTE: Receipt of a clearance to climb and maintain an altitude above 1600' constitutes activation of IFR clearance.

SE, 23 APR 2019 to 20 JUN 2019

MEETING 19-02

John Collins, ForeFlight, briefed the new topic. John explained that VFR Departure Procedures published in the Chart Supplement Special Notices section are not easy to find when searching the online version of the Supplement. John recommended several actions that might solve this problem. First, he suggested that all graphic notices should include text so that they can be searchable by name or location. Second, he recommended that the title of the procedure should be included in the Chart Supplement Table of Contents. He also suggested that the note in the Airport/Facility Directory (A/FD) airport entry alerting users to the presence of a Special Notice be hyperlinked to the graphic or notice.

Jeff Lamphier, FAA/AJV-A240, explained that the A/FD section of the Chart Supplement is digitally searchable. His department is aware that the inability to digitally search the rest of the Chart Supplement hampers users in locating specific entries or items. Jeff explained that the graphics are published as submitted from the proponent and do not contain text that is searchable. He explained that future revision of the Chart Supplement will ensure that the whole Chart Supplement is digitally searchable.

Rich Boll, NBAA, commented that not all airport entries contain a reference to a notice or graphic that pertains to the subject airport. He asked if there is a standard for when the reference is included and stated that he believes a reference should always be published in the airport entry, for both notices and graphics so that users know the notices/graphics exist. Jeff replied that there is not currently a requirement for references for graphics and agreed that this is a topic that can be brought to the newly formed Chart Supplement Workgroup.

There was audience consensus, as well as the proponent's agreement, that the issues raised during the discussion can be handled through the Chart Supplement Workgroup and that this proposed enhancement to the Chart Supplement may be closed and worked in that arena.

STATUS: CLOSED