

**AERONAUTICAL CHARTING MEETING**  
**Charting Group**  
**Meeting – October 23 - 24, 2019**

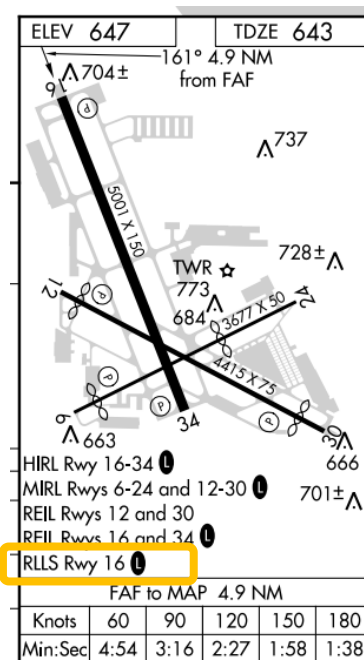
**RECOMMENDATION DOCUMENT**

**FAA Control #19-02-344**

**Subject:** Add RLLS Lighting Systems Diagram to Approach Plate.

**Background/Discussion:**

The ILS or LOC RWY 16 at KPWK has an RLLS. The only indication to the pilot is a note on the airport thumbnail. Garmin believes there should be a lighting diagram in the Procedure Notes section.



CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLNOIS

AL-5028 (FAA)

19171

LOC I-PWK <b>111.9</b>	APP CRS <b>161°</b>	Rwy Idg <b>5001</b>	TDZE <b>643</b>	Apt Elev <b>647</b>
---------------------------	------------------------	------------------------	--------------------	------------------------

**ILS or LOC RWY 16**  
 CHICAGO EXECUTIVE (PWK)

RADAR required for procedure entry.



▼ When local altimeter setting not received, use Chicago-O'Hare Intl altimeter setting: increase DA to 949 feet and all visibilities ¼ SM; increase all MDAs 40 feet and visibility S-LOC 16  
 ▲ Cats C and D ¼ SM. Rwy 16 helicopter visibility reduction below ¾ SM NA. Circling Rwy 6, 12, 24, 30, 34 NA at night. Autopilot coupled approach NA below 1125.



MISSED APPROACH: Climb to 1400 then climbing left turn to 2700 direct OBK VOR/DME and hold.

ATIS <b>124.2</b>	CHICAGO APP CON <b>120.55 306.925</b>	EXECUTIVE TOWER ★ <b>119.9 (CTAF) 0</b>	GND CON <b>121.7</b>	CLNC DEL <b>124.7</b> (when tower closed)	UNICOM <b>122.95</b>
----------------------	--	--	-------------------------	---	-------------------------

**Recommendations:**

Add RLLS diagram to the procedure notes section, similar to other approach lighting systems.

WASHINGTON, DC		AL-5100 (FAA)		19115	
LOC/DME I-IAD <b>110.1</b> Chan 38	APP CRS <b>011°</b>	Rwy Idg <b>11500</b> TDZE <b>312</b> Apt Elev <b>312</b>	<b>ILS or LOC RWY 1R</b> WASHINGTON DULLES INTL (IAD)		
 Simultaneous approach authorized with Rwy 1C or 1L.		 ALSF-2	MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 060° and AML VOR/DME R-051 to BLITZ INT/AML 20 DME and hold.		
POTOMAC APP CON <b>120.45 306.925</b> (241°-330°) <b>128.525 306.925</b> (091°-240°) <b>126.1 338.25</b> (331°-090°)		DULLES TOWER <b>120.1 317.8</b> (Rwy 1R/19L) <b>120.25 348.6</b> (Rwy 1C/19C) <b>134.425 348.6</b> (Rwys 1L/19R and 12/30)		GND CON <b>121.9 317.8</b> (EAST) <b>121.625 348.6</b> (WEST)	CLNC DEL <b>135.7 317.8</b>

KANSAS CITY, MISSOURI		AL-780 (FAA)		19283	
WAAS CH <b>82108</b> <b>W19A</b>	APP CRS <b>191°</b>	Rwy Idg <b>9500</b> TDZE <b>995</b> Apt Elev <b>1027</b>	<b>RNAV (GPS) Y RWY 19L</b> KANSAS CITY INTL (MCI)		
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1¼ SM, and LNAV Cat C/D/E visibility to RVR 5500.		 MALSR	MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 direct ANX VORTAC and hold.		
D-ATIS <b>128.375</b>	KANSAS CITY APP CON <b>120.95 318.1</b>	INTERNATIONAL TOWER <b>128.2 254.25</b>	GND CON <b>121.8</b>	CLNC DEL <b>135.7</b>	CPDLC

**Comments:**

**Submitted by:** Andrew Lewis  
**Organization:** Garmin  
**Phone:** 913-440-5845  
**E-mail:** Andrew.Lewis@garmin.com  
**Date:** 10/4/2019

**MEETING 19-02**

Jason Hewes, Garmin, briefed the new recommendation. He explained that the only indication on an Instrument Approach Procedure (IAP) chart that an airport has a Runway Lead-in Lighting System (RLLS) is as part of the textual list of runway lighting systems within the airport sketch box. He stated that Garmin is recommending that the existence of RLLSs should be added to the briefing strip in the same way other approach lighting systems are shown.

Krystle Kime, FAA/AJV-A222, stated that, if there is support, Terminal Charting could chart the existence of RLLS, but added that it would appear as text only, with no symbol as Runway Lead-in Light system configurations are not standard.

Dale Courtney, FAA/AJW-292, said that lead-in lights are just visual cues. He does not think that they should be classified as approach lighting. Vince Massimini, MITRE, agreed and said that it could be more confusing to add them to the briefing strip. Lev Prichard, APA, stated his agreement. Andrew Lewis, Garmin, pointed out that the AIM needs to be revised to clarify that RLLS is not an approach lighting system.

Rich Boll, NBAA, suggested that since the topic of the relocation of lighting information is already under discussion in the Chart Modernization Workgroup, this item could be discussed there as well. There was agreement that this was appropriate and that the new issue could be closed in the ACM arena.

**STATUS: CLOSED**