Subject: Procedure Turn (PT) Barb Placement

Background/Discussion: Charting Specifications state that PT barbs shall be placed at the PT turn limit, and also states that when there is a fix along the track that is not associated with the procedure turn, the barb will be adjusted prior to this fix (see below).

3.4.4.14.1 Procedure Turn Barb

The procedure turn shall be shown by a barb symbol as illustrated below. The barb shall be a half arrowhead .10" long and .05" wide positioned on the maneuvering side. The tip of the barb shall be shown at the procedure turn limit listed on the procedure source document (e.g., 10 NM, 15 NM). Inbound and outbound 45° off-course bearing values (a directional arrow with the inbound value only) shall be shown on either side of the procedure turn barb in 7 point type, e.g.,

When there is a terminal/feeder fix along the procedure track that is not associated with the procedure turn, the barb shall be adjusted prior to this fix, space permitting.

When there are graphical conflicts to these specifications, is it more important to chart the PT barb at the PT limit, or adjust the PT barb to be shown prior to the fix that is not associated with the procedure turn?
Option 1: The procedure turn limit is to remain within 15 NM of the VORTAC (Cat E use this procedure). However, NIRRI is graphically shown within the procedure turn but is not actually part of the procedure turn.

Option 2: The procedure turn is charted prior to NIRRI, but the PT barb limit is now graphically shown as 10NM.

**Recommendations:** Develop specification based upon guidance received from Aeronautical Charting Meeting.

**Comments:**

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