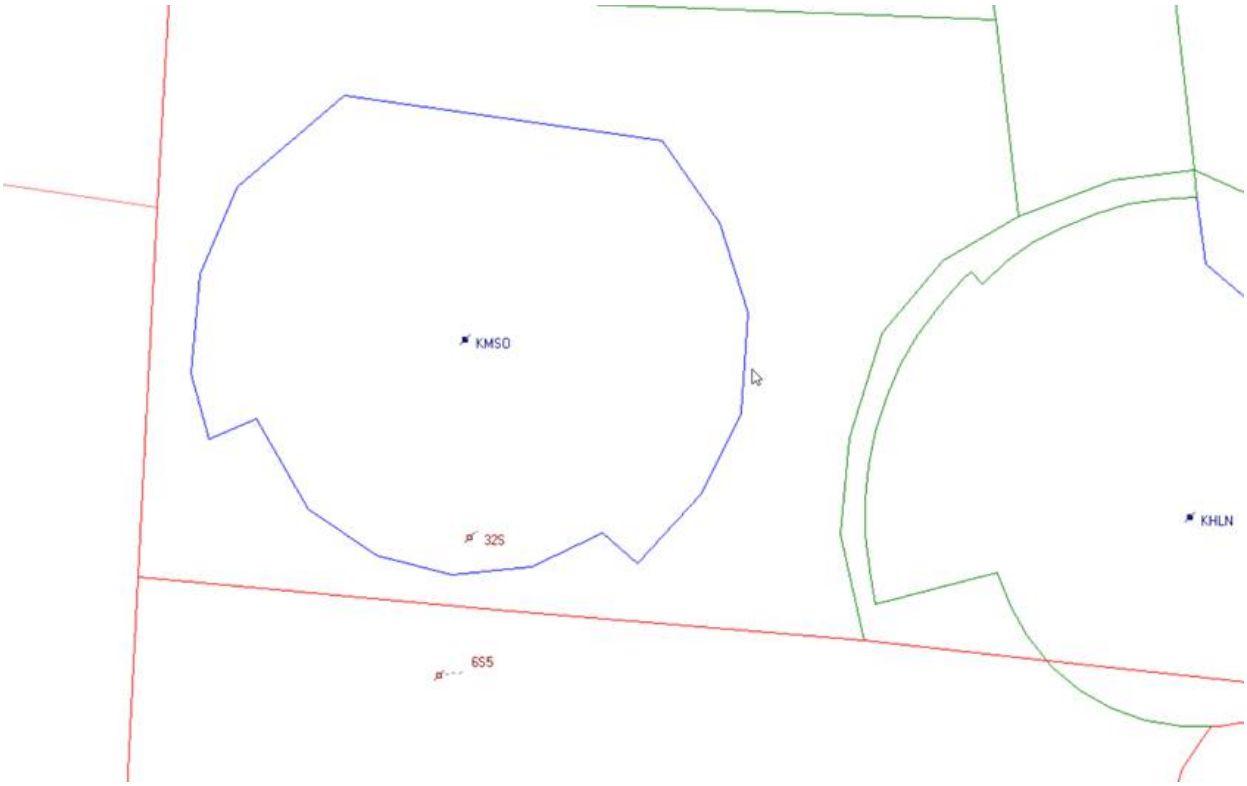
AERONAUTICAL CHARTING MEETING
Charting Group
Meeting – April 27 - 29, 2021

RECOMMENDATION DOCUMENT

FAA Control #21-01-356

Subject: AIS Communication with Affected Facilities for All Chart Changes and Addition of ARTCC Frequencies

Background/Discussion: Until 02/25/2021, charts for 32S and 6S5 displayed both GEG APCH CNTL and ZLC ARTCC frequencies. Shortly before the 02/25/2021 chart date, during preparations for controller chart date briefings, GEG and ZLC noticed that the ZLC frequencies had been dropped from the charts. Neither facility had received coordination regarding the change.



In the map above, the blue polygon shows GEG APCH airspace up to and including 14,000 MSL. The ZLC-GEG boundary is 12NM north of the 6S5 airport. Currently, only the GEG APCH Frequencies are listed on the IAPs, yet the airport clearly sits in ZLC airspace. The following is found on skyvector.com and is accurate, as the ZLC sector 06/19 boundary (depicted in red) is 8 NM North of 6S5: *APCH/DEP CTL SVC FM/TO NORTH OF ARPT PRVDD BY SALT LAKE ARTCC (ZLC) 2320-0700 ON FREQS 133.4/285.4 (MILLER PEAK RCAG). APCH/DEP CTL SVC FM/TO SOUTH OF ARPT PRVDD BY SALT LAKE ARTCC (ZLC) ON FREQS 132.4/338.3 (BUTTE RCAG).* The current frequencies charted are the most inaccurate with regard to a primary control facility. This situation creates additional, unnecessary transmissions and

communications to provide service to aircraft at 6S5. This has also caused a conflict between the Chart Supplement and IAP charts.

32S sits with the GEG APCH/ZLC common boundary 4NM to the south. It would be best to list both GEG APCH and ZLC frequencies, especially for southbound departures.

ZLC contacted AIS in early February and inquired about the lack of coordination on the change and was informed that any changes to meet specs or to make corrections do not need to be coordinated. This approach leaves room for errors and negates opportunities for corrections and awareness. ZLC was also informed that only the primary control facility frequencies are published. There seems to be some discrepancies between specs and actual operations with regard to the definition of primary control facility.

Recommendations: Recommend AIS adopt a policy to coordinate all charting changes with impacted facilities for correctness and awareness. Recommend AIS chart APCH and ARTCC frequencies where an operational advantage could be realized.

Comments: WSC/OSG supports this ZLC recommendation

Submitted by: Marnie Escandon/Brian Durham
Organization: ZLC, WSC/OSG
Phone: 801-320-2535 / 206-231-2222
E-mail: Marnie.Escandon@faa.gov; Brian.Durham@faa.gov
Date: March 25, 2021

Please send completed form and any attachments to:
9-AMC-AVS-ACM-Info@faa.gov

MEETING 21-01

Marnie Escandon, FAA/TWLC1-ZLC, presented the new recommendation. She explained that the Instrument Approach Procedures (IAPs) for airport identifiers 32S and 6S5 previously charted both GEG Approach Control (APP CON) and ZLC Center frequencies. For the February 25, 2021 publication date, the Center frequencies were removed from the charts without any coordination with the facilities. She explained that these frequencies were needed by the facilities, but when they noticed the change, it was too late to get them back on the charts. She recommends that the FAA adopt a policy to pre-coordinate all charting changes with impacted facilities to ensure accuracy and awareness. She also recommends that the frequencies that were removed from the charts be reinstated, and more generally that the FAA chart both APP CON and CENTER frequencies when an operational advantage may be realized.

Krystle Kime, FAA/AJV-A222, explained that the charts were changed in order to align them with the Interagency Air Committee (IAC) charting specification, which states that only primary APP CON frequencies are charted. She noted that when the chart was changed, as with any

changes to the charts, the revised chart was published on Aeronautical Information Services' website three weeks prior to the effective date. There is also a chart compare feature that can be used to highlight changes. She explained that this is the mechanism that exists today for notifying the public of changes and to expand that and reach out to the facilities with every change is not feasible.

Krystle then explained that secondary frequencies are not charted on IAPs. She said in this case, if there are two *primary* frequencies, because they are being used for arrivals coming in from different directions, there is a mechanism in place to chart them both. The first step is to make sure they are both indicated as primary in the National Airspace System Resource (NASR) database.

Marnie explained that reviewing the published procedures three weeks before the effective date is too late to have a correction made and not having the chance to review changes in advance has resulted in this undesirable situation. She said if these changes were put into the Gateway, facilities could have a chance to comment before charts are published. Valerie Watson, FAA/AJV-A250, explained that the Gateway is not the proper mechanism for announcing frequency revisions since it is only for procedural changes.

Gary Fiske, FAA/AJV-P310, explained that a change request can be submitted through the Aeronautical Information Portal in order to make a correction in the NASR database. Marnie said she was unaware of that process and Gary offered to assist her with that offline. Krystle confirmed that if the change is made in the NASR database to indicate both frequencies are primary, the charts would reflect those frequencies. Scott Jerdan, FAA/AJV-A310, said that typically, the trigger for changes to the communications information comes from the facilities. Scott offered to connect Marnie with the appropriate people in Aeronautical Information Services (AIS) to get this specific issue fixed.

Brian Durham, FAA/AJV-W21, said he was discouraged by this discussion and would like more consideration of this proposal. He said that the specifications and policies do not work everywhere and since there was no pre-coordination of this change, it blindsided them. Valerie explained that this was a unique situation and most chart changes are handled through the National Flight Data Digest (NFDD). This is a rare case where the frequencies were apparently not databased appropriately and when the chart was updated to reflect the source as per specification, there were unintended consequences. If both frequencies had been databased as primary, they would not have been removed.

Valerie stared that this item will be closed. Marnie will coordinate with Scott Jerdan to get this specific issue resolved. If there are others, they can be addressed using the same process of submitting changes to the Aeronautical Information Portal.

STATUS: CLOSED