

AERONAUTICAL CHARTING MEETING
Charting Group
Meeting 21-02 – October 26 - 28, 2021

RECOMMENDATION DOCUMENT

FAA Control #21-02-363

Subject: Simplification of Airport Sketch Final Bearing

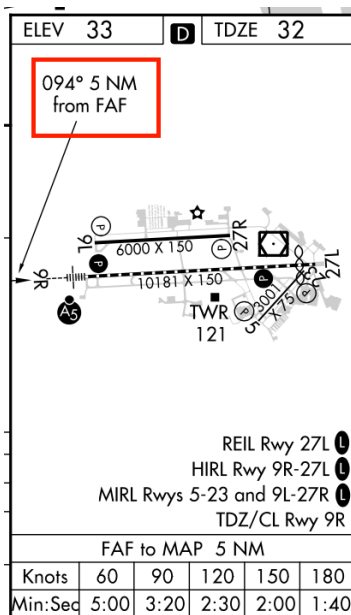
Background/Discussion:

The airport sketch provides pilots a quick visual reference as to how the final approach course intersects the airport's runway configuration. Depending on the type of approach and procedure design, however, the information presented to pilots is inconsistent. For example, the airport sketch may contain (all at KMLB):

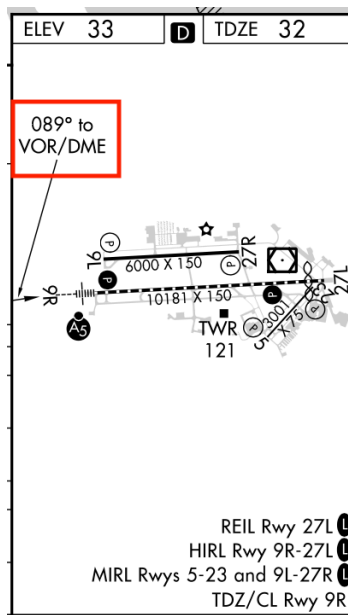
NGA also may chart the following:

Final approach track bearing and distance from OM/fix to the threshold/landing area (335° 2.4 NM from DIXIE)

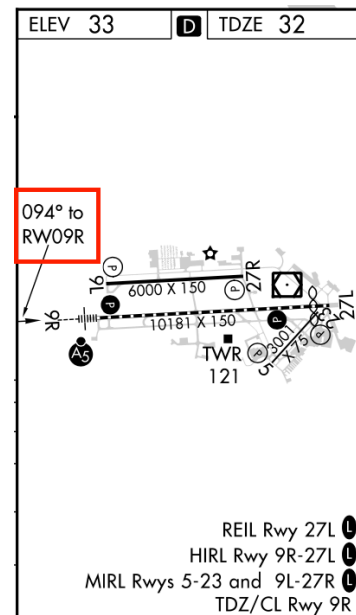
Bearing and distance from the FAF to threshold/landing area



Bearing to NAVAID

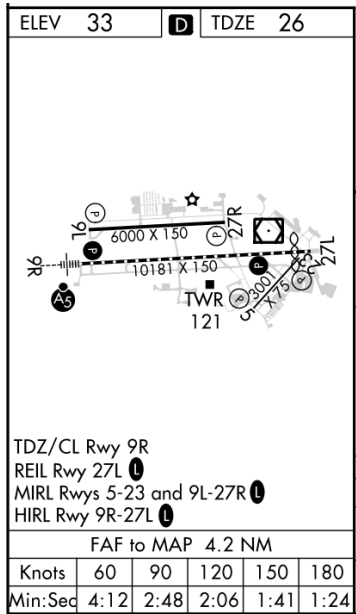


Bearing to Waypoint



Final approach track bearing only (when the NAVAID is beyond the sketch).

No information



These distinctions make no difference. This issue was briefed in 2012 at the ACF as agenda item 12-02-257. As discussed then, the information beyond the final approach bearing is superfluous and is already contained in other parts of the chart. Despite widespread agreement to simplify the sketch to only contain bearing information, at the time DoD prevented its adoption. NGA, as the authority for DoD charting, disagrees with that earlier objection. In consultation with DoD Service representatives, we would now like to implement this proposal.

(Although this proposal applies only to the existing chart format, it is consistent with the Chart Modernization Group proposal to only have bearing information in the runway thumbnail.)

Recommendations:

Revise IAC 4 paragraph 3.4.76 to the following:

3.4.7.6 **Final Approach Course**

The final approach **course** on all IAPs except ILS CAT II, ILS CAT II & III, ILS SA CAT I, ILS SA CAT II, and ILS SA CAT I & II, shall be shown by a 2 weight (.006") line, with arrowhead. This line shall extend from the neatline toward but not touching the designated threshold/landing area or NAVAID when located on the airport. Placement shall be such as to avoid overprinting. **The bearing value shall be shown located near or leadered to the arrowed line, e.g., 168°.**

<In cases where the MAP occurs prior to the Airport Sketch boundary, a Final Approach **course** arrow will not be shown.> (This sentence is dependent upon another RD submission.)

The visual track on Copter point-in-space procedures, when shown in the sketch, shall be supplemented by the track value and distance from the MAP to the landing point.

When there is a VFR segment from the MAP to the landing point, a track will not be shown, and the reference bearing and distance text, when provided on the procedure source document, shall be shown in proximity to the endpoint of the VFR segment or leadered to the landing point.

Comments:

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MEETING 21-02

Kevin Carter, NGA, presented the new recommendation. He explained that simplification of the airport sketch final course bearing was previously discussed at the ACM ([Item 12-02-257](#)) and had widespread support, but was ultimately withdrawn because the National Geospatial-Intelligence Agency (NGA) did not concur. Since then NGA has had a change of direction and now advocates for this proposal. Kevin explained that, depending on the type of procedure, there are several different ways that the final approach track note is depicted in the airport sketch. Additionally, he said the military and FAA may have different presentations of the information. He said some of these distinctions can lead to pilot misinterpretations. NGA proposes the removal of all information with the exception of the final numerical bearing. This gives pilots a quick and easy way to determine how they can expect to be aligned with the intended landing runway. Kevin said this proposal is tied to the recommendations that are coming out of the Chart Modernization Workgroup, however if there is ACM support, he would like to move forward with the Interagency Air Committee (IAC) specification change regardless of the future outcome of the Chart Modernization endeavor.

Valerie Watson, FAA/AJV-A250, further explained that all of the information proposed to be removed from the final course text is clearly presented in the planview and/or the profile sections of the chart. Krystle Kime, FAA/AJV-A222, said Terminal Charting supports this recommendation.

Jeff Rawdon, FAA/AFS-420, asked to confirm that what is charted now is driven only by the IAC charting specification and that the information is not taken from the procedure source form. Krystle and Val confirmed that is correct and no changes to the forms are needed.

An ACM audience poll was conducted and there were no objections to the recommendation. Valerie said as this proposal was brought to the ACM by NGA, their representative can submit an IAC specification change. Kevin agreed to initiate this action.

STATUS: OPEN

ACTION: Kevin Carter, NGA, will submit an Interagency Air Committee (IAC) specification change for the simplification of the airport sketch final course bearing.

MEETING 22-01

Kevin Carter, NGA, reported that the DoD has submitted a specification change to the Interagency Air Committee (IAC) for the simplification of the final approach into the airport sketch of instrument approach charts to only show the bearing. Valerie Watson, FAA/AJV-A250, said the IAC has received concurrence from Flight Standards and she is still finalizing AJV-A internal coordination. She explained that this is purely a charting change and implementation does not require any changes to FAA Form 8260 or to the source data. She said concurrence is expected soon and she will then move forward with implementation.

STATUS: OPEN

ACTION: Valerie Watson, FAA/AJV-A250, will report on the status of the Interagency Air Committee (IAC) specification change for the simplification of the airport sketch final bearing.

MEETING 22-02

Valerie Watson, FAA/AJV-A250, reported that the Interagency Air Committee (IAC) specification change supporting the depiction of only the inbound final approach bearing in the airport sketch of IAPs was approved and Terminal Charting has begun implementing this change on a day forward basis. There was agreement to close the issue.

STATUS: CLOSED