

AERONAUTICAL CHARTING MEETING
Charting Group
Meeting 22-01 – April 26 - 28, 2022

RECOMMENDATION DOCUMENT

FAA Control #22-01-370

Subject: Charting NA Lines of Approach Minima

Background/Discussion:

Present on approximately 80 IAP charts are lines of approach minima that are wholly Not Authorized (NA). When these lines of minima are established on procedure source (8260) forms, they appear on FAA charts as NA for all categories.

A few examples, starting with KACB RNAV Rwy 2. LNAV/VNAV has been NA since the last full amendment but still appears on the chart:

CATEGORY	A			B			C			D		
	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA
LPV DA	908	1	285	908	1	285	908	1	285	908	1	285
LNAV/VNAV DA		NA			NA			NA			NA	
LNAV MDA	1220	1	597	1220	1	597	1220	1 1/2	597	1220	1 3/4	597
CIRCLING	1260	1	637	1340	1	717	1360	2	737	1440	2 3/4	817

CATEGORY	A	B	C	D
LPV DA	908-1 285 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	1220-1 597 (600-1)	1220-1½ 597 (600-1½)	1220-1¾ 597 (600-1¾)	
CIRCLING	1360-1 737 (800-1)	1380-1 757 (800-1)	1560-2¾ 937 (1000-2¾)	1640-3 1017 (1100-3)

BELLAIRE, MICHIGAN
Orig-A 30DEC21

44°59'N-85°12'W

ANTRIM COUNTY (ACB)
RNAV (GPS) RWY 2

See also KCQB RNAV Rwy 35, which has two lines of NA minima. GLS PA DA (precursor to LPV) has always been NA (and will continue to be until major amendment), but LNAV/VNAV was made NA by a subsequent NOTAM but remains on the chart:

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1320-1 335 (400-1)			NA

35°43'N-96°49'W

CHANDLER RGNL (CQB)
RNAV (GPS) RWY 35

AIRAC Date: 8 NOVEMBER 2018

FDC 8/6841 CQB IAP CHANDLER RGNL, Chandler, OK. RNAV (GPS) RWY 35, ORIG... LNAV/VNAV DA NA. LNAV MDA CAT A/B/C 1320/HAT 335. CIRCLING CAT A HAA 395, CAT B 455. CIRCLING CAT C MDA 1600/HAA 615, VIS 1 3/4. TAA

Another example comes from KDEN but exists elsewhere as well. ILS Cat IIIc mins are frequently charted in the same fashion, even though no Cat IIIc (0/0) approaches are authorized in the US NAS:

CATEGORY	A	B	C	D
S-ILS 35R	CAT II RA 111/12 100 DA 5470			
S-ILS 35R	CAT IIIa RVR 07			
S-ILS 35R	CAT IIIb RVR 03			
S-ILS 35R	CAT IIIc NA			
CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				
DENVER INTL (DEN)				
39°52'N-104°40'W ILS RWY 35R (CAT II & III)				

<p>NOTES: CATEGORY II ILS SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. S-ILS 35R: CAT A, B, C, D, RA 111, RVR 1200, HATH 100, DA 5470 MSL. CATEGORY III ILS SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. S-ILS-35R: CAT IIIa CAT A,B,C,D, RVR 700. CAT IIIb CAT A,B,C,D, RVR 300. CAT IIIc NA. (SEE FORM 8260-10)</p>

These lines of minima are wholly NA and, practically speaking, amount to chart clutter. To most pilots, the absence of a line of minima means the same thing as one charted as NA; albeit, the former is less cluttered.

Recommendations:

Garmin recommends a charting spec change to remove wholly NA lines of minima from IAP charts.

Comments:

Submitted by: Steven Madigan
Organization: Garmin International
Phone: 913.440.6025
E-mail: Steven.Madigan@garmin.com
Date: 03/15/2022

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

MEETING 22-01

Steve Madigan, Garmin, briefed the new recommendation regarding the charting of Not Authorized (NA) lines of minima on Instrument Approach Procedure (IAP) charts. He said there are approximately 80 IAPs with lines of minima that are wholly NA. He said the absence of a line of minima from the chart means the same thing to a pilot as an NA line of minima so depicting the NA line of minima amounts to chart clutter. Garmin recommends a charting specification change to remove wholly NA lines of minima from IAP charts.

Valerie Watson, FAA/AJV-A250, said from a charting perspective, if a NA line of minima is listed on the procedure source document, current charting specifications require it be charted. This could be revised if it is determined that it's not important for a pilot to know these lines of minima are NA. Steve said his preference would be that wholly NA lines of minima not be listed on the procedure source form.

Diane Adams-Maturo, FAA/AFS-420, said FAA Order 8260.19 already says to "make no entry in the minimums blocks when minimums are not authorized for all categories." Pat Mulqueen, FAA/AJV-A440, said he agrees that the line of minimums should not be there if none of the categories are available. He thinks that perhaps the Instrument Flight Procedure (IFP) designers were given specific guidance about what lines of minima to publish for specific types of charts and may have used templates. Valerie said if the FAA needs the NA lines to remain on the forms for documentation purposes, a charting specification could be written that that says if the line of minima is designated NA across every category, the whole line of minima should not be charted. Pat agreed, but said he thinks there is no reason it has to remain on the procedure source document and it would be better to remove it at the source. Krystle Kime, FAA/AJV-A222, said she agrees and said it would be better for Terminal Charting automation if it is removed from the procedure source document.

Jeff Rawdon, FAA/AFS-420, said the 8260.19 is clear that the NA lines of minima should not be documented on the form. He thinks these remaining procedures with NA lines of minima haven't caught up to the new criteria. Dan Wacker, FAA/AFS-420, agreed and said the criteria was changed in 2011.

Rich Boll, NBAA, said he supports this recommendation to remove the NA lines of minima.

John Collins, ForeFlight, pointed out that Jeppesen doesn't chart the line of minima and are using the same source.

Pat said he will ensure the IFP group will remove wholly NA lines of minima from procedure source forms on a day forward basis. Bill Tuccio, Garmin, suggested a little more research is needed before dropping the Category III lines of minima since it might affect international pilots.

Valerie summarized the issue. FAA Order 8260.19 already contains criteria that states that wholly NA lines of minima need not be documented on the procedure source form. The IFP team will begin work to remove those NA lines of minima from the approximately 80 affected IAPs on a day forward basis. No specification changes are needed and Terminal Charting will remove the lines of minima from the charts as the procedure source forms are updated.

STATUS: CLOSED