

AERONAUTICAL CHARTING MEETING
Charting Group
Meeting 23-02 – October 24-26, 2023

RECOMMENDATION DOCUMENT

FAA Control #23-02-385

Subject: Perpetual Access to In-Coordination Procedure Packets

Background/Discussion:

New and forthcoming changes to procedures, fixes, and routes are posted on the IFP Gateway website for public comment several cycles before they become effective. Prior to the effective date, several packages are offered for every procedure – “F” and “S” packets, 8260-2 packets (showing new or updated fixes to accompany a given procedure amendment), etc.

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Folder Name: 8332B4A1EE014C20A8EC1C80FFA82094-MKC

File Name	Size	Date	Type
MO_KMKC_ILS OR LOC RWY 19_A24A_8260-2 NON NFDC_CORRECTED.pdf	53,396 bytes	07/18/2023 02:48:35 PM	PDF
MO_KMKC_ILS OR LOC RWY 19_A24A_8260-2_CORRECTED.pdf	794,229 bytes	07/18/2023 02:48:41 PM	PDF
MO_KMKC_ILS OR LOC RWY 19_A24A_F.pdf	1,534,786 bytes	07/18/2023 02:48:50 PM	PDF
MO_KMKC_ILS OR LOC RWY 19_A24A_S_CORRECTED.pdf	1,037,226 bytes	07/18/2023 02:48:57 PM	PDF

Procedure “F” packets will include the 8260-3/5/7 form as well as the 8260-9 data record form. “S” packets will include TERPS surface evaluation maps, traffic flow simulation reports, and other procedure design artifacts.

Once an amendment is published, most all of this data is removed from the Gateway, and only the procedure source document (P-NOTAM or 8260) is left in the NDBR Documents tab. There is no way for industry or the general public to request access to the F/S or 8260-2 packets once the amendment is published. These packets are valuable to industry and do serve a purpose.

Recommendations: Garmin recommends the creation of a repository for these supplemental procedure packets that remains accessible perpetually. This data is already public (by virtue of being in the Gateway before publication). Perpetual access would allow users with a need to access the data the ability to do so without engaging AIS each time.

Benefits:

- 1) Would adoption of the recommendation prevent or reduce the likelihood of occurrence of accidents or incidents?

N/A

- 2) Would adoption of the recommendation mitigate a known or potential safety hazard?

N/A

- 3) Would adoption of the recommendation resolve a known or potential issue creating operator or Air Traffic Control system errors?

Yes

- 4) Would the recommendation satisfy a requirement to comply with an Agency strategic or business plan?

Unsure.

- 5) Would adoption of the recommendation increase operational or system efficiencies?

Yes

- 6) Would any additional benefits be recognized by adoption of the recommendation?

Yes

Comments:

Submitted by: Steven Madigan

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Date: 9/25/2023

Please send completed form and any attachments to:

9-AMC-AVS-ACM-Info@faa.gov

MEETING 23-02

Steven Madigan, Garmin, presented the new recommendation. He said upcoming changes to procedures, fixes, and routes are posted on the Instrument Flight Procedures (IFP) Gateway website for public comment several cycles before they become effective. Prior to the effective date, several packages are offered for every procedure – “F” and “S” packets, 8260-2 packets, etc. Once an amendment is published, most of this data is removed from the IFP Gateway. Garmin recommends creating a repository for these supplemental procedure packets that remains accessible to the public.

Pat Mulqueen, FAA/AJV-A440, said the IFP group is not surprised by this request and will investigate providing this information to Garmin. He agrees that having this data accessible would cut down on Aeronautical Portal inquiries. He said the question is how the FAA can provide this information. Pat said he will investigate this request, which may include talking to legal.

Rich Boll, NBAA, endorsed the proposal and said NBAA has asked for this for several years. He said he would also like to see the TERPS designs.

John Collins, ForeFlight, wholeheartedly agrees that access to this information will help. Many of the questions ForeFlight receives could be answered by this information. He thinks it will cut down on a lot of inquiries to specialists. It is helpful to understanding the issues on procedures.

Rich asked if the packets currently available on the coordination site are final. Pat said the material on the IFP Gateway is available for comment, and though it is usually too late to change them, the final product can differ. Also, the Gateway does not include everything that is available to the specialists. Rich said NBAA would be happy to have the final files and does not need the whole history. Steven agrees that they are looking for the final signed files.

Pat will take the action to investigate this issue and report back at the next ACM.

STATUS: OPEN

ACTION: Pat Mulqueen, FAA/AJV-A440, will investigate perpetual access to IFP procedure packets will report back at the next ACM.