

**AERONAUTICAL CHARTING MEETING**  
**Charting Group**  
**Meeting 24-01 – April 23-25, 2024**

**RECOMMENDATION DOCUMENT**

**FAA Control #24-01-391**

**Instructions:** Please fill out the information following with as much detail as possible. Answers to the questions in the benefits section are important as they will help to determine the usefulness of the proposed recommendation. If the answer to a benefits question is unknown, please enter “Unknown” for that question. If a benefits question is not applicable to the proposed recommendation, please enter “Not applicable” for that question.

**Subject:** Add symbol to approach charts to indicate the IAP is a MON IAP

**Background/Discussion:**

MON airports are designated as part of the MON program objective to have an airport with at least one approach that is not dependent on GPS, radar, DME, or NDB within 100 NM of any point in the CONUS. This enables aircraft that are either not equipped with GPS, or with a failed GPS navigation system; or GPS is unavailable due to interference, spoofing, jamming, or other reason, to make an instrument approach. The airports that are designated as MON airports are included in the NASR data and published in the Chart Supplement as a list of airports. In addition, the Low Altitude Enroute charts identify MON airports in the Airport ID Block using a MON symbol (White Font on a Green background).

MON approaches must be either an ILS or LOC, LOC, or VOR based conventional procedure. There may be multiple IAP procedures that qualify as satisfying the MON requirements. However, the procedures themselves don't indicate they are used to satisfy the MON requirements. An example near my home airport is the MON airport at KHKY. There are two conventional procedures, one is the ILS or LOC RWY 24 and the other is the VOR DME RWY 24. The latter requires DME so can't be used as a MON airport IAP. That leaves the ILS or LOC procedure. However this NOTAM or a variation has been in effect for the last several years.

!FDC 4/7890 HKY IAP HICKORY RGNL, HICKORY, NC.  
ILS OR LOC RWY 24, AMDT 9...  
MISSED APPROACH: CLIMB TO 1700 THEN CLIMBING RIGHT TURN TO  
4000 DIRECT TAWBA LOM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000.  
RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR ACFT  
EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS,  
BZM VOR OUT OF SERVICE. 2401251431-2409051430EST

## **Recommendations:**

IAP that are used to satisfy the MON IAP requirements should have an indication on the approach chart should identify with a symbol or note that the procedure is a MON IAP and list any dependency. In the example KHKY, I presume that if the BZM VOR was in service, and there wasn't a NOTAM, a note such as: "MON IAP Procedure, requires BZM and localizer" or something to that effect.

## **Benefits:**

- 1) Would adoption of the recommendation prevent or reduce the likelihood of occurrence of accidents or incidents?  
Yes, because MON airports and related approach procedures are part of the backup to GPS failures.
- 2) Would adoption of the recommendation mitigate a known or potential safety hazard?  
Yes, it would alert both procedure designer of the special requirements that needed to be maintained to ensure that MON related changes were not eliminated and to pilots, identify the procedure that would be usable when MON backup with conventional Navigation was required.
- 3) Would adoption of the recommendation resolve a known or potential issue creating operator or Air Traffic Control system errors?  
No.
- 4) Would adoption of the recommendation increase operational or system efficiencies?  
Yes. It would alert both pilots and charting that the procedure has MON requirements. It is not currently obvious.
- 5) Would any additional benefits be recognized by adoption of the recommendation?  
No.

## **Comments:**

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