

Government/ Industry Aeronautical Charting Forum (ACF)
Meeting 01-01
April 26-27, 2001
MINUTES

I. Opening Remarks

The ACF was held at the Advanced Management Technology, Incorporated (AMTI) offices in Arlington, Virginia. Mr. Dick Powell, FAA/ATA-100, the ACF Co-Chair, opened the Forum April 26, 2001 with thanks to Mr. Clark McMakin and AMTI for hosting the Forum. Mr. McMakin, AMTI, welcomed the ACF participants to Virginia. Mr. Dave Eckles, FAA/AFS-420, chaired the ACF Instrument Approach Procedures Subgroup meeting held on April 24-25. Separate minutes of that meeting were electronically distributed to those participants on May 23, 2001.

II. Review of Minutes from Last Meeting

The minutes from the 00-02 were accepted with the following corrections.

Section II:

The word "have" deleted from the first sentence.

Section III:

VFR Waypoints Working Group Update change Mr. Brad Alberts, ALPA to Mr. Brad Alberts Federal Express Pilots Association.

Section IV Outstanding Issues:

Outstanding Issues 98-01-103 change to 97-01-103.

Section V New Charting Topics:

00-02-120 change the second sentence to read, "His recommendation is to add the airport identifier to the TPP index, take-off minimums, and alternate minimums section of all Terminal Procedures Publications."

00-02-127 transferred to ACF Instrument Procedures Subgroup.

III. Presentations, ACF Working Group Reports, ACF Project Reports

The participants of the ACF strongly endorsed moving the presentations portion to the last day unless the presentation was pertinent to introducing a new item or open item.

Aeronautical Chart Forum Order 7910.5 Change

A draft change to the FAA Order that covers the Aeronautical Chart Forum was circulated. This proposed change will formally establish a TERPS group and a Charting group.

ICAO AIS/MAP Update

Mr. Dave Lewtas, ICAO, updated the Aeronautical Chart Forum on several ICAO issues. Mr. Lewtas discussed Annex 4, Amendment 52 and future ICAO Annex 4 work. Mr. Lewtas identified the following as major elements of Amendment 52 to Annex 4, which will be applicable November 2001 except as noted. The States are requested to file differences by October 2001.

- Terrain portrayal on IAC, SID, STAR, and Area Charts- Terrain on SIDs and STARs should be drawn to scale. The amendment would become a standard on terrain-impacted aerodromes and a recommended practice on the remaining aerodromes.
- A new chapter 20 will cover Electronic Aeronautical Chart Displays—Applicable November 2002
- A change to airspace class depiction
- ADIZ portrayal on En-route, WAC, 1:500,000 scale charts, and small charts
- Fly-Over/Fly-by Waypoint symbols introduced to Annex 4 as a special action by the ANC which did not go to the States due to urgent safety implications

Mr. Lewtas also identified Annex 4 Amendment 53 elements, which will have an applicability date of 2004. These changes were requested by the ICAO Obstacle Clearance Panel and developed by the AIS/MAP Study Group.

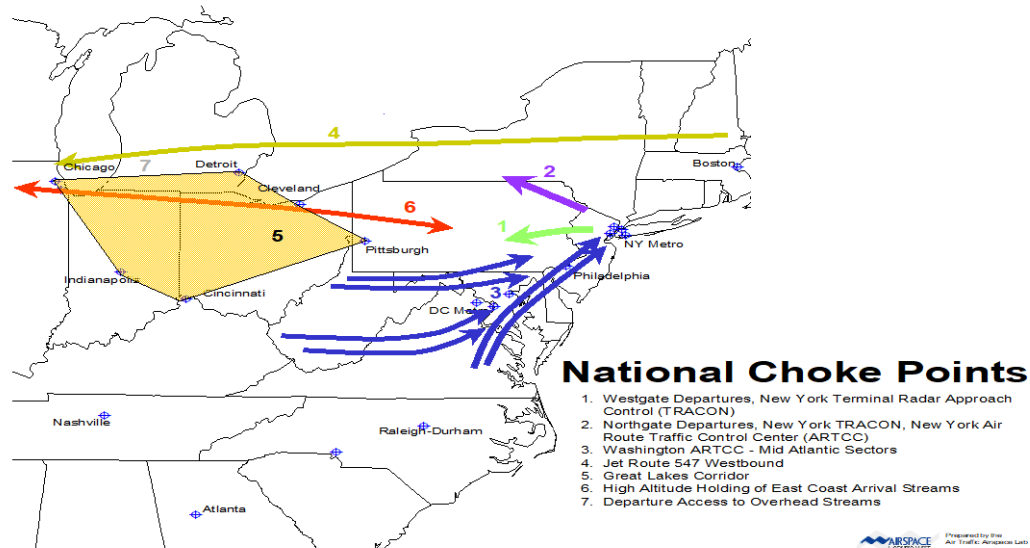
- Radar Minimum Safe Altitude Chart—Supplemental chart should be made available where radar-vectoring procedures are established and associated with radar minimum safe altitudes and which cannot be adequately shown on the area chart. It is preferred that this chart be available as electronic data
- Electronic Terrain Data—Original proposal withdrawn until RTCA SC193 completes its work. A new Annex 4 Chapter will cover terrain data function, content, coverage, quality requirements and availability
- Electronic Chart displays—will cover allocation of information available for display, display of colors and associated information, specifications for the display of predictive warnings or additional information
- Charting requirements for RNP and RVSM
- Standardized Geographic Coordinates
- Instrument Approach Procedure title standardization—from ICAO OCP

- Instrument Approach Procedure Altitude Depiction for altitudes based on Baro VNAV criteria for vertical path angle deviation table—from ICAO OCP (Mr. Terpstra, Jeppesen, U.S. ICAO OCP advisor, stated that there would be a temperature limit.)

The ACF took no position on this presentation. The next AIS/MAP Study Group meeting is scheduled for November 2001.

National Airspace Redesign-Choke Points

National Airspace Redesign was Congressionally mandated and funded. Ms. Nancy Kalinowski, FAA ATA-2, Dave Bayley, FAA ATA-200, and Larry Bicknell, FAA, described 7 airspace areas that the FAA has identified as choke points. These choke points, shown above, were identified by the FAA/NATCA and Industry and have an extremely high volume of traffic. Mr. John Walker, ATA-1, is the point person on choke points for the FAA. This is a two-year initiative that should be complete by June/July 2002 and will be a collaborative effort with the FAA, Union, and customers. Ms. Kalinowski stated that \$20.5M has been budgeted this fiscal year and that \$20.5M has been budgeted in fiscal year 02 to address NAS redesign. Ms. Kalinowski also stated that Mr. John Walker, ATA-1 plans to retire August 1, 2001.



[Twenty-one actions were discussed](#) based on airspace changes, procedure changes, traffic management, and technology. High altitude redesign will not be limited to airspace structures. Area navigation, parallel routes, and user preferred trajectory are all being considered. Departure stops, miles-in-trail, predictability, sector load, aircraft ground time, and block times will be used as metrics for the program.

Eleven action items have been completed so far with all action items scheduled for completion in the summer of 02. Action items are identified below.

Completed Action Items

- Reroute westbound prop departures at N90
- Reroute east arrivals in Washington Metro
- ROBERT/HYPER holding, new fix MULLR
- Analyze NRP impact in ZNY Elmira High
- Tactically examine TMU restrictions affecting Northgate departures out of N90
- Cap PIT arrivals from New England at FL280
- Analyze NRP impact to ZDC sectors
- Review ZBW Airspace Redesign Proposal
- Reroute aircraft through Canada between New England and Great Lakes Corridor
- Examine NRP impacts in the Great Lakes Corridor
- MITRE support to use CRCT for modeling airspace/flow changes

Near Term Action Items

- Test Liberty Coordinator position at N90
- Assess Air Traffic Control Airspace Proposal - ZBW & Falcon/AKS ATCAA
- Tactical Altitude Assignment Program (TAAP) MOU - testing 4/22/01 - 6/20/01
- Create Magio sector in ZNY (re-access)
- Smoothing (on hold until Fall 2002)

Long Term Action Items

- Flip Flop Yardley/Robinsville flows (1/03)
- Design and implement new sectors
- Develop RNAV procedures at ZAU
 - Phase 1 has been implemented
 - Phase 2 to be implemented later this year
 - Phase 3 to be implemented in 2002
- Reduce EDCT window (re-evaluate)
- Canadian/US Automation Interface

Several new charting requirements were identified. New near term requirements include depicting waypoints for transitions, RNAV routes without the depiction of naviads, and the depiction of SUAs (including ATCAAs at least in an electronic database). Mr. Jim Terpstra, Jeppesen, stated that the turbo-prop folks would likely need ATCAAs charted since most don't have the avionics to support electronic depiction.

The ACF took no position on this presentation.

Waypoint Symbols

Mr. Eric Secretan, FAA NACO and Mr. Dick Powell, FAA ATA-100, provided background on the evolution of the current ICAO waypoint compromise. It was pointed out that ICAO and the U.S. developed waypoint symbology that was opposite of each other when depicting fly-over vs. fly-by waypoints and that a compromise was reached, which the U.S. has accepted. It was further stated that the ACF RNAV Transition Working Group has identified a need for compulsory/non-compulsory reporting waypoint symbols.

VFR Waypoints Working Group Update

Mr. Hal Becker, AOPA, stated that 6 Terminal Area Charts (LA, San Diego, Kansas City, Baltimore-Washington, Houston, and Salt Lake) as well as two helicopter charts (LA and Boston) have been published with VFR waypoints. He stated that the 7210.3 is being reviewed for adequacy of addition of VFR waypoints. Mr. Becker also stated that the FAA Southern Region is developing waypoints to avoid SUAs.

Area Chart Terrain Depiction Update

Mr. Eric Secretan, FAA NACO, provided this update and began by showing the ACF prototypes of area charts with terrain depicted. Mr. Secretan also stated that the depiction of terrain on Instrument Approach Procedure charts began with the 22 March 2001 edition of the FAA Terminal Procedures Publications. The depiction of terrain on both the Area chart and IAP is an NTSB recommendation.

The presented prototype followed ICAO standards for the depiction of airspace. Uncontrolled airspace was depicted using a solid brown line for the boundary with .13" 10% brown screened band on the uncontrolled side. Two area chart prototypes were presented one (Alaska L-1) covering Juneau, Alaska, and the other (A-2) covering San Francisco, LA, and Denver. The terrain was depicted in 2000' or 3000' intervals beginning at sea level. The prototypes used brown tint to depict the terrain with screens of 0%, 5%, 15%, 25%, 35%, and solid. One comment mentioned by the group was to consider the use of a line or vignette symbol rather than tint to depict uncontrolled airspace.

ACTION: All. Please e-mail comments to Mr. Eric Secretan, FAA NACO

ACTION: Mr. Mike Riley will circulate the prototype chart among DoD users

ACTION: Mr. Brad Alberts, Federal Express Pilots Association, will also circulate the prototype area chart.

ACTION: Mr. John Moore, Mr. Dave Thompson, and Mr. Mike Riley will coordinate the development of an IACC specification for the depiction of terrain on area charts.

RTCA SC193/EUROCAE WG4 Update

Mr. Jim Terpstra, Jeppesen and Co-Chair RTCA SC193/EUROCAE WG4, provided the update. Mr. Terpstra stated that the Airport Mapping Database document was out for final review and comment with ballot responses due by May 21, 2001. The terrain and obstacle database document should be completed and will likely be forwarded for final review and comment at the end of the next meeting. A new Working Group 4 will be established to address data exchange and will be chaired by Aleks Pavlovic, ICAO. The next meeting will be held in Washington DC at RTCA on June 4-8, 2001.

SAE G10 Update

Mr. Jim Terpstra, Jeppesen, stated that the aeronautical charting electronic display subcommittee will meet in Cambridge, Massachusetts on May 8-9, 2001. The full committee is scheduled to meet on July 30-August 3, 2001. Mr. Terpstra also stated that the Flight Safety Foundation will hold a Symposium in Greece. There will be a runway incursion session.

ICAO OCP Report

Mr. Jim Terpstra, Jeppesen and advisor to the U.S. OCP Representative, reported that the following issues were addressed at the last OCP meeting. Waypoint symbols on en-route charts and procedure titles were discussed. The title of the approach should be based on last navaid which provides final approach guidance, DME should be specified somewhere else. No consensus was reached on whether GBAS or LNAV will go on the chart. A need was identified to coordinate procedure titles with ATC. Brad Alberts, FedEx Pilots Association, suggested that additional information be added to the charts to specify when DME and Radar or DME or Radar, etc was needed.

RNAV Transition Working Group Update

Mr. Eric Secretan, FAA NACO and Co-Chair of the Working Group, presented the update. He reported that to publish RNAV routes on En-route charts requires rulemaking and that a rulemaking process is needed. Mr. Secretan also reported that a benefit of RNAV routes would be the potential of having a lower RNAV MEA for a route segment than the conventional MEA for that route segment. The charting of waypoints used on RNAV routes was also discussed.

It was recommended that RNAV waypoints use a filled in circle for compulsory reporting and not the filled-in triangle (conventional reporting point). Mr. Jim Terpstra suggested that the need for a waypoint symbol at a turning point be forwarded to the ICAO OCP. Mr. Terpstra also suggested that adding VOR/DME make-up text to a waypoint would be enough to differentiate it from a pure RNAV waypoint. Finally, the RNAV Transition WG recommends publishing Class B Transition Route graphics and possibly text in the Airport/Facility Directory.

ACTION: Mr. Eric Secretan will provide a letter from the RNAV Transition Working Group to Mr. Dick Powell. The letter will state that the RNAV Transition Working Group has identified a need for establishing an RNAV Route rulemaking process.

ACTION: NACO will re-present the compulsory/on-request waypoint symbol issue at the next ICAO OCP. Mr. Dick Powell will coordinate with the ICAO ANC.

ACTION: Mr. Eric Secretan will return to the RNAV TWG the issue of RNAV charted route colors for further study

ACTION: The RNAV Transition Working Group will coordinate the development of guidance and seek to select another test area for Class B transition routes

ACTION: Mr. Gary Powell will forward the Class B transition route issue to the RNP SOIT and discuss the RNP issues associated with RNAV waypoints (for RNAV routes) used in lieu of ground-based NAVAIDS. In addition, Mr. Powell will point out the need for the development of an RNAV Route creation process to the SOIT

FAA/NACO GPS/FMS Database Update

Mr. Eric Secretan, FAA NACO, stated that a Congressionally mandated FAA GPS/FMS database is being developed by NACO and that funding has been received for this fiscal year. The database will use the ARINC 424-13/15 model. A GPS/FMS en-route database will be available in January 2002 and a database including SIDs/STARs will be available in January 03. This data will be available on the Internet and probably a CD. NACO plans to support the latest two versions of ARINC 424.

National Geodetic Survey/Aeronautical Survey Program Digital Obstruction Chart Proposal

Lt.Cmdr. Brad Kearse, NOAA Corps, Manager NGS Aeronautical Survey Program, presented a proposal on the use and distribution of digital obstruction charts (OCs) in lieu of the current paper chart. He suggested that the digital form of the chart would be more useful since the features in digital form would have their related attributes available in a database. The paper OC requires the use of a separate paper form, the 292, to correlate features with attributes.

Dave Lewtas, ICAO, stated that ICAO might accept the digital OC as a means of distribution. Brad Rush, FAA AVN-160, and Dave Eckles, FAA AFS-420, stated that the OC in digital form would be useful. Lt. Cmdr. Kearse stated that the NGS database of obstructions would still be available in the UDDF form. It was also stated that the 405 was being reviewed and that digital OCs would be addressed.

ACTION: Mr. Dick Powell will send Lt. Cmdr. Kearse a requirement for digital OCs

STAR/DP Charting

Mr. Mike Tragarz, America West Airlines, presented a proposal for charting STARs to multiple runways on the same STAR. Mr. Tragarz suggests that this proposed change will permit the ability to predict time and path of RNAV and ILS arrivals and harmonize them with the STARs. Mr. Tragarz also suggested that this change would allow continuous climb to FL210, flight idle (or an appropriate fuel saving power setting) descents and will reduce radio traffic. The STARs that Mr. Tragarz presented to the ACF were coordinated with ATC and NATCA. He also stated that the STARs were based on aircraft (737, Airbus, MD-11, et al) performance.

Mr. Tragarz proposes a 2-sided chart or a 3-fold chart with the runway transitions on the back. He also proposed adding notes to cover different equipment types /A or /E, F or G. Mr. Tragarz stated that there was a need for STAR route type 3 charting of complex airports by October 1, 2001. He suggested that the new chart have the ability to provide, where appropriate, RNAV/Classic instructions where the use of the same points and flight paths exist on the STAR.

ACTION: Mr. Eric Secretan will set up an interim meeting of the RNAV Transition Working Group and Mr. Tragarz to discuss the proposal

IV. Outstanding Issues

94-01-040 Charting of Parachute Jumping Areas

Mr. Dick Powell, ATA-100, stated that ATA would be able to support the population of the database in June 2001. ATA-100 has received the initial list of parachute jump area frequencies from ATO. ATA-100 is planning to NFDD jump area frequencies in July 2001. The IACC process is complete and frequencies will be published by the jump area symbol. The AIM must be amended to address what the frequency is to be used for.

STATUS: OPEN

97-02-103 ARTCC-Lost Communications

The ACF does not support the need to publish.

STATUS: CLOSED

97-02-105 Charting of Air Traffic Control Assigned Airspace (ATCAA) Frequencies Above 18,000

Mr. Dick Powell, FAA ATA-100 reported that this issue is being staffed at Air Traffic.

STATUS: OPEN

98-01-108 Airport Names, Identifiers, and Associated Cities

Mr. Eric Secretan, FAA NACO, reported that the IACC has approved charting on en-route charts but that the IACC has not addressed this issue for visual charts. Mr. Secretan reported that associated city and ident would be charted on the en-route charts when the en-route charts are reformatted. Mr. Secretan also proposed using ICAO idents in Alaska when the airport has one, when it doesn't NACO will chart the non-ICAO ident. Jeppesen supported the NACO Alaska proposal. Mr. Dick Powell, FAA ATA-100, stated that ARTS III data blocks are limited to 3 characters and that Alaska has ARTS III systems. It was also stated that there are political issues when you change an airport's identifiers. The ACF consensus was that all IFR charts should have ICAO idents.

STATUS: OPEN

98-01-111 Tabular Data for Military Operations Areas (MOAs) times of use NOTAMs issue

Mr. Paul Gallant, FAA ATA-400, provided an update on this issue. Mr. Gallant stated that an unsatisfactory condition report was filled in 1993 and that Mr. John Walker and Mr. Jeff Griffith are aware of this issue. It was stated that MOAs, MTRs, Warning, and Alert Areas are all affected. A mid-

May meeting has been scheduled to review this issue. In addition, Mr. Brad Alberts, Federal Express Pilots Association, requested that the frequencies be charted on VFR charts.

STATUS: OPEN

99-02-113 Elimination of Air/Ground Communication Tabulation on En-Route Low Altitude Charts

Mr. Secretan, FAA NACO, reported that the IACC signed off on the requirement in February 2001 and this change will be implemented when the scale change occurs.

STATUS: CLOSED

99-02-117 Charting Enhancements to Reduce the Risk of Landing at the Wrong Airport

Mr. Dick Powell reported that he is still awaiting the list from ALPA.

STATUS: OPEN

ACTION: ALPA will send a list of look-alike airports to Mr. Dick Powell, FAA ATA-100.

00-01-118 Displaced versus Relocated Thresholds

The only airports identified by NIMA were Birmingham and Cheyenne. Mr. Skip Ellis, NIMA, stated that since only two airports were identified this issue should be dropped. The ACF concurred.

STATUS: CLOSED

00-01-119 Raising Nationwide Charting Standard (Ground/Airports)

Mr. Dick Powell reported that he will work with Mr. Ben Castellano, FAA AAS-310, the new Airport Manager. Mr. Powell also stated that he would work to amend the 5010 to include runway pavement classification.

STATUS: OPEN

ACTION: Mr. Dick Powell will meet with Mr. Ben Castellano to address this issue and the amendment of the 5010 to support classification.

00-02-120 Airport Identifiers in the TPP

This issue was submitted by Mr. Brad Rush, AVN-160. His recommendation is to add the airport identifier to the TPP index, take-off minimums, and alternate minimums section of all Terminal Procedures Publication. The ACF supports this request. Mr. Dick Powell, FAA ATA-100, reported that

FAA ATP non-concurred on the use of ICAO idents. He also stated that he is awaiting Air Traffic's host computer change to support 4-letter idents. Mr. Powell also reported that the IACC requirement document should be signed by the next ACF.

STATUS: OPEN

00-02-121 Amendment Numbers in the TPP

This issue was submitted by Mr. Brad Rush, AVN-160. His recommendation is to add the amendment number to the take-off minimums and the obstacle departure procedures of the Terminal Procedures Publication in order to avoid confusion as to the accuracy and currency of these procedures when Notices to Airman are required. It was proposed that this be implemented on a day forward basis. This suggestion was supported by the ACF.

STATUS: OPEN

ACTION: Mr. John Moore will submit this issue to the IACC and report to the ACF.

00-02-122 Note for Offset Localizer

The ACF consensus was to adopt the recommendation. The means of charting may be a cartoon balloon box with a line in the plan view to indicate offset localizer and to chart the amount in degrees offset from the runway centerline extended. Mr. Eric Secretan, FAA NACO, stated that the charting method might be different on VOLPE/non-VOLPE format charts. In addition, the 8260 must be modified to add degrees offset.

ACTION: Mr. Dave Eckles will write a draft policy letter and forward a chart change requirement to ATA-130 for consideration by the IACC.

ACTION: Mr. Dave Eckles and Mr. Kevin Comstock will look at the need for placement on the Government chart.

00-02-123 Charting of ILS Glide-slope Icon in Approach Plate Profile

This issue was submitted by Mr. James Nixon, AFS-420. Mr. Nixon suggests that the glide-slope icon (feather) extends too far out on some profile views resulting in some pilots using the glide-slope beyond the intended point of interception and violating step down fix altitudes. Mr. John Moore, FAA NACO, reported that this issue is being staffed by IACC.

STATUS: OPEN

ACTION: Mr. John Moore will report the status of IACC staffing of this issue at the next ACF.

00-02-124 Non-radar Terminal Areas

Mr. Simon Lawrence, ALPA, submitted this issue. Mr. Lawrence requests the identification and an indication on the charts of all procedures where vectors to the final approach course area available.

Mr. Dick Powell reported that the circle R symbol appears in the A/FD when the approach control is not located at the airport. This data is forwarded to NFDC from the Regional 530 offices and NACO adds the symbol to the A/FD. The floor of the airspace and the scope of the long-range air traffic control center radars are studied for sufficient control of published instrument approaches.

STATUS: OPEN

00-02-125 Departure Procedures/Multiple Runways

The goal of this issue is eliminating multiple departure graphics at major airports. An RNAV departure procedure independent of the departure runway is proposed. See the “*Star/DP Charting*” discussion in the presentation section of these minutes.

STATUS: OPEN

00-02-126 Circling Restriction Symbology

Mr. Dave Lewtas, ICAO, provided Mr. Dick Powell, FAA ATA-100 and Mr. Charles Branch, FAA NACO with ICAO charting examples. These examples have been forwarded to Mr. John Moore, FAA NACO.

ACTION: Mr. John Moore will provide the ICAO examples to the IACC for consideration.

00-02-127 FAF/PFAF Location

This issue was forwarded to the TERPS portion of the ACF.

STATUS: CLOSED

00-02-127 Temporary Flight Restriction/Notice of Proposed Rulemaking

Mr. Dick Powell reported that this issue is on hold by the direction of the Administrator.

STATUS: OPEN

00-02-131 VFR Waypoints

The VFR Waypoints Working Group proposed charting VFR waypoints on the VFR Flyway Planning Chart side of Terminal Area Charts. This recommendation was endorsed by the ACF. The IACC RD has been completed and the FAA will sign it. NIMA is staffing the RD.

Mr. Jim Terpstra, Jeppesen, reported that ARINC 424-16 would support VFR waypoints. In addition, it was reported that visual waypoints would be used to identify the entry and exit points of certain mountain passes. Passes on the Anchorage, Denver, and Salt Lake City Sectional charts will be targeted first. The Regional Safety Program managers, FSDOs, along with local pilots will select and establish these points. Flight Standards (Regional) will be responsible for managing this program. It was stated that VFR Waypoints would not be flight checked. It was suggested that efforts be taken to alert pilots to the hazards associated with aircraft converging on waypoints. These efforts should include a warning in the AIM and a note on the chart.

STATUS: OPEN

ACTION: VFR Waypoint Working Group will review the following note at its next meeting. "Caution, when flying in the vicinity of GPS Waypoints be extra vigilant." and report its recommendation to the ACF.

00-02-132 Airport Diagram Magnetic Variation

This issue was submitted by Mr. Brad Rush, AVN-160. Mr. Rush points out that airport diagrams charted by both NACO and Jeppesen include a magnetic variation value provided by the National Geodetic Survey and these values are charted with an epoch value (currently 1995). In addition, he points out that all magnetic bearings on the airport diagram are charted based on this value. Mr. Rush states that this is a cause of confusion to pilots using instrument procedures which are developed using the Variation of Record value assigned to airports and facilities by AVN-160 IAW FAA Order 8260.19C paragraph 216. Currently on facility Variation of Record is published in the A/FD. Mr. Rush suggests that airport Variation of Record be published in the A/FD.

ACTION: Mr. Dave Eckles will take this issue back to AFS-200 to research and report to the ACF his findings.

00-02-134 Charting SMGCS

This issue was submitted by Mr. Gerard Holtorf, AFS/ANE-230. Mr. Holtorf suggests that the FAA publish a low visibility taxi chart per the recommendation of [FAA AC 120-57A](#). This issue was deferred to the next meeting due to time constraints.

STATUS: OPEN

00-02-135 DME Fix Authorization on Converging Initials or Feeders

Mr. Wally Roberts, ALPA, presented this issue. He recommended that wherever DME is available from a VOR facility that provides feeder route or initial approach segment guidance, which facility is not the facility providing final approach segment guidance, the DME distance at the terminus of such feeder route or initial approach segment should be established and charted as a legal means of determining the terminus fix of the feeder route or initial approach segment. This suggestion was endorsed by the ACF.

ACTION: The IACC will address this as a specification change.

ACTION: AFS and AVN will identify on 8260, once this is done NACO will chart.

V. New Charting Topics

01-01-136 Charting Waypoints with both Fly-over and Fly-by Functions

This issue was deferred to the next meeting due to time constraints.

STATUS: OPEN

01-01-137 Standardization of Equipment and Procedure Notes

Mr. Wally Roberts, ALPA, presented this new issue. He recommends that where a radar fix is one of two approved methods of determining a fix on an approach course, it should be classified as an equipment requirement and appear in the briefing strip. He further recommends that where radar is required for radar vector transition on the approach course, this should appear in the plan view. If adopted, the AIM should explain these requirements to the pilot. The consensus was that the problem occurs only when there is ambiguity over aircraft equipment vs. ATC radar needed. The ACF agreed that every approach that requires radar for entry should be looked at and corrected first per the charting decision reached by the group (radar required [vectors] for procedure in the plan view, radar and/or DME for equipment requirement by the title). The use of little balls or balloon boxes and subscript was discussed as a means of identifying where specific equipment is required in the procedure. Also, Mr. Marty Walker, FAA ATP-120, stated that radar vectors are not mandatory.

Dave Eckles, FAA AFS-420, stated that he had presented this issue to the ICAO OCP but that the OCP wasn't prepared to address the issue at its last meeting. Mr. Eckles also stated that the AIM correction for radar required was in PCG currently and will likely be corrected soon.

ACTION: ALPA and FPA may wish to attend ICAO OCP meeting to address this issue

ACTION: Mr. Wally Roberts will identify procedures where ambiguity exists and present a list to Mr. Dick Powell in the form of a letter.

ACTION: Mr. Dave Eckles and Mr. Dick Powell will formally respond to Mr. Wally Roberts letter.

ACTION: Mr. Dave Eckles will set up a telecon or meeting to address this issue. All interested parties should contact Mr. Eckles to participate.

01-01-138 Charting of Climb-in-hold Speeds

Addressed in the ACF TERPS group. See those minutes.

STATUS: CLOSED

01-01-139 Departure NOTAMs (UFN type NOTAMs)

Mr. Mike Cleary, Jeppesen, presented this new issue. Mr. Cleary stated that the current classification/distribution method of UFN NOTAMs that affect departures is deficient and affects Jeppesen, NACO, and the Airlines. He pointed out a recent issue at PANC with the Anchorage TWO and KNIK FIVE departures. He suggested that this type of NOTAM should be treated with the same "respect" as an "FDC", "CCP", or "P" NOTAM. He states that if this were done the changes/information would be duly noted and action would be taken to reflect the necessary changes to the affected published procedures. Further, Mr. Cleary recommends that a date and time stamp be entered into the expiration field of NOTAMs that are between 30 and 90 days in duration. The ACF supports Mr. Cleary's recommendation.

ACTION: Mr. Dave Eckles will send a memo to Mr. Brad Rush to support Mr. Cleary's recommendation, in addition Mr. Eckles will ensure this issue is on the agenda for the AISWG

01-01-140 Tabular Information for Descent (non-precision approaches)

Mr. Dave Eckles, FAA AFS-420, presented this new issue, which is based on an NTSB recommendation related to an accident investigation. The recommendation provides for the support of constant angle of descent approaches by using a cross-reference table with altitude/distance information.

Mr. Eckles stated that the NTSB desires to have the tabular form of the data on the bottom line of the plan view for various airspeeds and recommended altitudes from the FAF. It was stated that if implemented this recommendation would reduce the size of the plan view and that the added information might cause confusion. Mr. Kevin Comstock, ALPA, stated that VOLPE had looked at this and had briefed the ACF 4-5 years ago. He pointed out that there was a problem with non-collocated DMEs.

It was pointed out that the JSIT had recommended the DME ribbon. However, what should be done with RNAV procedures when the MAP is not the threshold? Mr. Terpstra stated that it would be desirable to chart distances that a pilot sees on his/her instrument display

Jeppesen representatives stated that they had considered the NTSB recommendation but that they only wanted to put the information (DME-ribbon) on selected charts due to a limitation in their

computer and data support. In the future, Jeppesen will upgrade their computer support and plan to chart the information where supporting data is available.

If adopted, it was recommended that the new requirement be implemented as follows:

1. Part 139 airports first
2. Non-Part 139 airports--5000' or greater runways
3. All other runways

ACTION: Mr. Dave Eckles will develop a requirement and forward it to the IACC to address. This requirement will cover non-precision DME procedures only, not RNAV, with the altitude based on FAF to threshold distance using the ICAO specification.

01-01-140 Terrain and Obstacles on Instrument Approach Procedure Profile View

Mr. Dave Eckles, FAA AFS-420 presented this new issue which is based on an NTSB recommendation. The consensus of the ACF was not to chart terrain or obstacles on the profile view due to several issues. For example, the profile view may vary in scale. Also, it would be challenging to determine what width/swath size to be depicted. Finally, the ACF felt that the depiction of this data would increase chart clutter.

ACTION: Mr. John Moore, FAA NACO, in consultation with Mr. Eckles, will bring this issue to the IACC to address.

VI. Next Meeting

The next meeting of the ACF is scheduled for October 23-26, 2001. ALPA will host the meeting at their building in Washington D.C. Dress will be casual. The following meeting will be held April 29-May 3, 2002 and will be hosted by the NACO at their facilities in Silver Spring, MD.

