

Government/Industry Aeronautical Charting Forum (ACF)
Meeting 02-01
May 1-2, 2002
MINUTES

I. Opening Remarks

The Aeronautical Chart Forum (ACF) was held at the FAA's National Aeronautical Charting Office (NACO) in Silver Spring, Maryland. Mr. Dick Powell, FAA/ATA-100, the ACF Co-Chair, opened the Forum on May 1, 2002 with thanks to Mr. Terry Laydon and NACO for hosting the Forum. Mr. Powell also thanked ACF co-chair Mr. Norm LeFevre, FAA AFS-420. Mr. Terry Laydon, FAA AVN-500 welcomed the ACF participants to Washington and acknowledged the international visitors attending the ACF. Mr. Norm LeFevre, FAA/AFS-420, chaired the ACF Instrument Procedures group meeting held on April 29-30, 2002. Separate minutes of that meeting will be distributed.

II. Review of Minutes from Last Meeting

The minutes from the 01-02 meeting were accepted with the following correction.

Section 3: Chart Forum Update delete *second sentence*. *Mr. Bill Hammett reported to ACF 02-01 that the ACF will not be established as a Federal Advisory Committee.*

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

Special Presentation and Acknowledgement

Mr. Dick Powell acknowledged Mr. Dave Thompson as having attended every ACF meeting. Mr. Powell stated that Mr. Thompson will retire on May 3, 2002. Mr. Powell wished Mr. Thompson well in his retirement and thanked him for his years of service and his steadfast participation in the ACF.

Lt. Jeff Hagen, NOAA Corps, presented Mr. Thompson with a geodetic "Bench Mark" for his support of the NOAA National Geodetic Survey's Airport Obstruction Chart Program.

WAAS LPV Charting Requirements

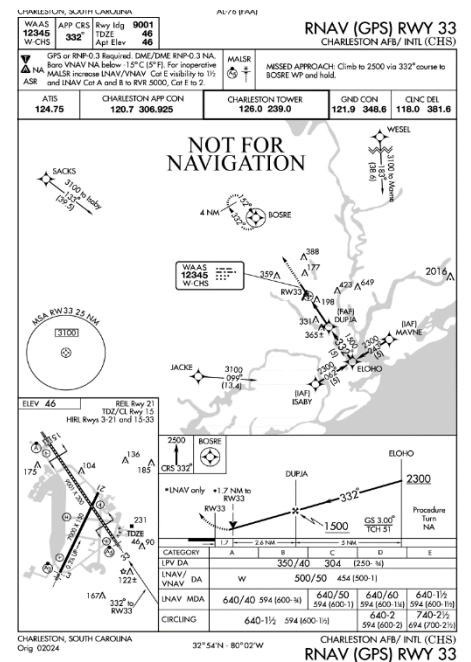
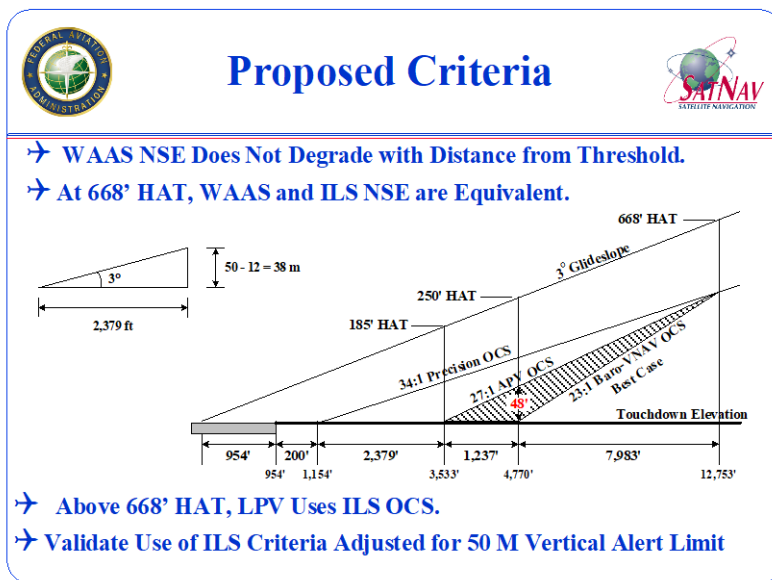
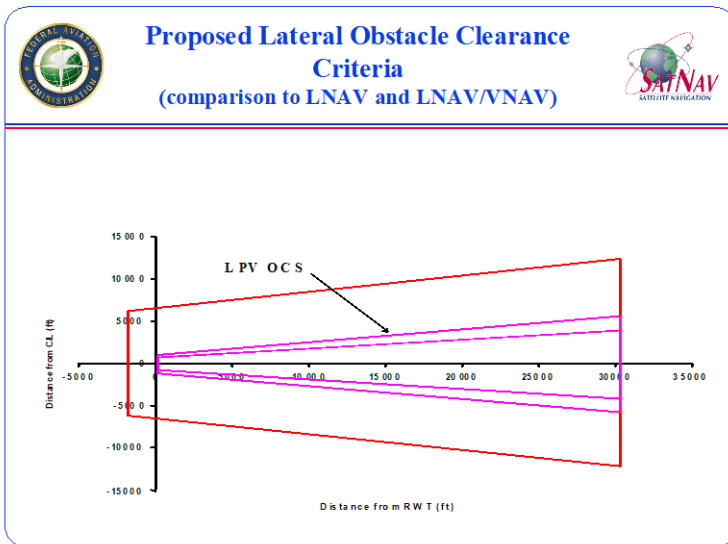
Mr. Hank Cabler, FAA AFS-400, co-chair of the FAA's Satellite Operational Implementation Team (SOIT) [presented this topic](#). Mr. Cabler began by stating that these approaches will be performance based not sensor based. He stated that WAAS wouldn't provide the accuracy needed until the L5 signal is provided. His proposal is to replace the GLS line of minima with an LPV line of minima (see example on next page). In addition, Mr. Cabler proposes to include a WAAS code number and other information in the briefing information area of the approach plate.

Mr. Cabler stated that there are some folks that believe that the GLS line of criteria applies to GBAS and Autoland. However, he stated that the SOIT is proposing these changes to take advantage of precision approach capabilities and that the SOIT felt that this couldn't be met with GLS. Therefore, LPV is proposed to achieve the desired level of precision.

Mr. Wally Roberts, ALPA, stated he felt that this issue wasn't coordinated with Industry.

Mr. Cabler reported that the Terminal Area Operations Rule Making Committee (TAORMC) requested that this presentation be made to the ACF. He pointed out the performance differences between LNAV/VNAV (556 m by 50 m), LPV (40 m by 50 m), and GLS (40 m by 12 m).

Mr. Cabler pointed out that LPV stands for LPV; it's its own animal. He said it doesn't stand for lateral precision. Mr. Cabler stated that LPV allows a decrease in the limits of the horizontal extent of the approach area that needs to be addressed for obstacles, thus allowing for lower minima and getting down faster. Examples of the horizontal and vertical extent of the proposed criteria from Mr. Cabler's presentation are shown on the next page.



Mr. Cabler stated that the first WAAS approaches are being planned for July 2003. He said that the set date for the commissioning of WAAS is December 03. Mr. Cabler stated that it is cheaper to install WAAS than the standard ILS. He stated that of the 5073 runway ends at 1534 airports reviewed for LPV estimated minima, 81% qualify for the lowest minimums (HAT ≤ 258'). He stated that estimated HAT for vertically guided approaches is somewhat less.

Mr. Cabler also distributed a copy of the LPV proposal paper presented by the U.S. to the IACO GNSSP Working Group meeting. This paper covers many of the issues that Mr. Cabler discussed during his presentation.

Mr. Wally Roberts, ALPA, stated that good missed approach criteria must be developed.

Mr. Terpstra, Jeppesen, stated that WAAS approaches require path points and that many folks don't know much about path points. Mr. Terpstra suggests that path points start "flowing" through the system so that all the bugs associated with originating and disseminating the information are worked out prior to next year. Mr. Gary Powell, ATP-104, stated that a May 16 meeting is scheduled to be held in Oklahoma City to discuss the path point issue. Mr. Dick Powell suggested that any prototyping of procedure charting be done through AVN-500 NACO, NIMA, and NFDC. A concern that the information flows smoothly from procedure design to public dissemination was reiterated.

It was stated that RNP .02 for LPV doesn't need to be WAAS, and that another sensor can be used. It was also stated that the difference between the ellipsoidal and orthometric height at the runway threshold for the path point would be included in the 8260. Mr. Terpstra also pointed out that LAAS (GBAS) uses data link for path points and WAAS (SBAS) uses databases aboard aircraft. It was stated that RNP RNAV will have its own chart and that LAAS will be GLS. It was also stated that LPV 1 would have ILS performance.

Mr. Joe Corrao, Helicopter Association International (HAI), stated his support for APV and stated that HAI doesn't want to see APV slowed down. HAI would rather see APV sooner rather than later.

Mr. Cabler summarized by stating that on RNAV (GPS) approach plates the LPV minima line should replace the GLS line and that WAAS channel information should be added to the briefing information area.

The ACF supports Mr. Cabler's proposal. There were however, two dissenting positions. Mr. Dick Powell suggested that the dissensions be addressed in the AIS Working Group. The dissenting positions are as follows.

The Air Transport Association (ATA) doesn't support WAAS since they didn't request it. They won't buy equipment or database support. In addition, ATA doesn't support the chart change. ATA stated that they have spent much money on RNP and believe that GLS belongs to LAAS.

The chair of the ATA FMS task force expressed the same concerns as his colleague from ATA.

Alaska Airlines agrees with ATA for the same reasons, which are related to equipment investment in RNP. Alaska Airlines feels that the extra line of minima will cause chart readability problems.

ACTION: ATA will provide Mr. Norm LeFevre with a document outlining ATA's position.

ICAO AIS/MAP Initiative Update

Mr. Dick Powell provided this update. He stated that the AIS/MAP Study group has not yet reconvened. It was to meet in November 01. Mr. Powell also stated that there would be a conceptual model study group meeting at some time in the future.

Mr. Powell reported that Ms. Dalia Marin, FAA AVN-514, and Ms. Valerie Watson, FAA ATA-130, would attend the South American AIS/MAP Study group meeting.

Chart Forum Update

Mr. Bill Hammett reported that FAA Order 7910.5A *Aeronautical Chart Forum* was approved with an effective date of April 15, 2002 and has been forwarded for reproduction and distribution. The revised Order formally divides the ACF into two equal groups, the Instrument Procedures Group and the Charting Group. It also now includes a requirement to advertise the meeting in the Federal Register.

RNAV Transition Working Group Update

Mr. Eric Secretan, FAA NACO, co-chair of the working group, presented the update. Mr. Secretan distributed the minutes from the last RNAV Transition working group meeting. An electronic copy of those minutes can be obtained by contacting Mr. Greg Yamamoto, RNAV Transition working group secretary.

Mr. Secretan reported that the RNAV Transition working group would like to adapt current en-route charts to support RNAV. He stated that the high altitude redesign may be an issue but it can be resolved in IACC. He stated that victor airways would have a "G" for GPS to identify the GPS MEA. Mr. LeFevre, FAA AFS-420, stated that the reason for GPS is an interim effort to help out Capstone in Alaska and to lower MEAs where there are NAVAID restrictions. It was stated that Capstone is GPS based and that it is not expected that GPS MEAs will proliferate throughout the NAS. Mr. LeFevre stated that he is working on rule changes to support RNAV.

There was a question about GPS MEAs and when they might overlap arrivals and departures and whether they would "spill over".

It was stated that outside of Capstone, this is the only way to recover "lost" airways such as Cape Hatteras. It was stated by Jeppesen that ARINC 424 coding problems will only allow for 1 MEA or a bi-directional MEA, however by changing the ARINC specification this problem could be addressed. Mr. Terpstra stated that most avionics boxes don't carry MEAs. Mr. Secretan reported that for this to work we must create RNAV routes. He stated that there is still no RNAV route creation process.

Mr. Secretan also reported that there is a hierarchy issue for NAVAIDs and waypoints. He stated that the lowest common denominator should be charted (i.e. NAVAID vs. waypoint). He stated that compulsory reporting still might be an issue. He stated that the ICAO OCP feels that this is too broad an issue. Mr. LeFevre has offered to take this to the ICAO OPS Panel. Mr. Dick Powell suggests that we give this to the U.S. ICAO ANC representative, Mr. Frank Price. Mr. Terpstra stated that he would talk to Mr. Pavlovic of ICAO on this issue since it appears to be bouncing around. Mr. LeFevre reported that waypoints were created to tell non-RNAV aircraft operators that they can't go there or use those points. A copy of the FAA's ICAO OCP proposal covering symbol hierarchy and the compulsory reporting issue can be obtained by contacting Mr. Eric Secretan or Mr. Greg Yamamoto.

Mr. Secretan reported that the RNAV routes around Charlotte are in the Airport Facility Directory. He stated that Jacksonville will be next and that Air Traffic is working with the regions. It was also reported that IACC RD 521 has been signed which will remove geographic coordinates from STAR and DP runway transitions.

Mr. Brad Alberts, FED EX Pilots Association, stated that flight-planning software uses forecast winds to determine flight plans based on the existing airway structure. He stated that super high en-route charts might not provide that flexibility. Mr. Laydon reported that flight planning shouldn't be a problem since the proposed super high charts won't have jet routes. Mr. Dick Powell stated that Mr. John Timmerman might be available to provide information on super high en-route charts. Please contact Mr. Powell for more information.

Mr. Secretan reported that respondents to the web site questionnaire voted 3:2 in favor of blue rather than green as the color for RNAV routes. Finally he reported that the next meeting of the RNAV Transition Working Group is scheduled for May 22.

ACTION: Mr. Terpstra will contact Mr. Pavlovic of ICAO to discuss hierarchy and compulsory reporting issue.

Area Chart Terrain Depiction Update

Mr. John Moore, FAA NACO, reported that ATA and AVN are in concurrence and that NIMA is still staffing IACC requirement document #526. Mr. Moore stated that once the RD is signed IACC would address implementation. Mr. Dick Powell thanked NACO for proving the multiple prototypes that have been presented to the ACF.

ACTION: Mr. Mike Riley, NIMA, will follow-up to check on the document's progress in NIMA.

VFR Waypoints Working Group Update

Mr. Hal Becker, AOPA, provided the ACF with this update. He stated that waypoints are on Sectionals. He also stated that the mountain pass issue would not be addressed by this group but rather by Mr. Rich Gastrich of FAA AFS. Mr. Becker stated that the caution note for VFR waypoints is on VFR charts on the panel where the waypoint lat/longs are published. Mr. Dick Powell thanked Mr. Becker and the VFR Waypoints Working Group for a job well done. In addition Mr. Gary Powell was acknowledged for his help on FAA Order 7210.3, which supported the working group's efforts. Mr. Powell then stated that this concludes efforts of the VFR waypoints working group.

FAA/NACO GPS/FMS Database Update

Mr. Eric Secretan, FAA NACO, reported that the National Flight Database product is still on schedule with the terminal data product to be available in January 2003. He stated that the February 21, 2002 effective date was the first release of the en-route data. He said that through 2002 the data would be updated every 56 days at a subscription cost of \$86 per year. In January 2003 when procedures are added, the data will be updated every 28 days, at a subscription cost of \$172 per year.

Mr. Dick Powell asked about the NOTAM issue. Mr. Secretan replied that FAA General Council doesn't have time to address this issue and that NACO will contact all subscribers of the database if it is determined that a problem should be reported to subscribers. He stated that ATA, ATP, AFS, and AVN would coordinate the NOTAM action. Jeppesen reported that they have a group that makes these decisions and Mr. Secretan reported that the same thing happens at the FAA for paper products. It was stated that it is up to the NOTAM Office and General Council if the problem addresses a procedure that the FAA will make N/A if it is a safety of flight item.

Mr. Terpstra stated that there are issues related to whether Jeppesen data and paper products are being used by flight crew vs. FAA data and paper charts. That is to say, it is possible that one set of products may be OK but the other not. Mr. LeFevre stated that if it were a safety of flight issue the procedure would be NOTAMed N/A. The ACF stated that the NOTAM Committee folks should address this. Mr. Laydon stated that NACO would push ahead and force this issue on the system. Mr. LeFevre stated that the NOTAM system is only for safety of flight.

Naming Approach Procedures

Mr. Jim Terpstra presented this report. He stated that this issue is an outgrowth of the ATA Charts Database Harmonization task force. Mr. Terpstra reported that this issue was also presented to the ICAO OCP at its last meeting in Brussels.

Mr. Terpstra stated that IAP titles should be named for the NAVAID used and the parenthetical reference used as needed. He stated that the OCP would generate a new naming requirement, which will be based on the NAVAID required for the final approach segment. He stated that the U.S. generally conforms to this naming convention.

Mr. Terpstra stated that there are 4 problems that have yet to be resolved.

- LLZ used for localizer
- LDA in U.S. localizer outside of U.S.
- IGS foreign approach--LOC not aligned with RWY but glide slope is
- Variation in title RNAV (e.g. GPS, VOR/DME, etc.)

Mr. Terpstra stated that one problem that has been resolved is that if DME is required for the procedure it will no longer be in the title. This is because radar and the other equipment types have not historically been in the title. If other optional equipment is desired it will be in the minima. If there are two NDBs in the approach/dual equipment requirements then there will be a note. He stated that controllers do not use anything in parentheses when a clearance is given. Mr. Terpstra also stated that RNP values would be down in the minimums. Mr. Terpstra pointed out that localizer approaches are coming back.

Mr. Terpstra summarized by saying that only one NAVAID will be in the title, equipment requirements will be on the chart or in the minima, and that RNAV variation needs to be resolved. Finally he stated that the use of "Z" "Y" has been approved for multiple titles.

Mr. LeFevre reported that ILS PRM would still stay in the U.S., which will be a U.S exception to ICAO. Mr. Brad Rush said that Rho Theta RNAVs would not go away because airports think they will lose customers.

WAAS Update

Mr. Gary Powell stated that the FAA will hold an internal meeting on May 16 and that the SOIT will meet the first week of June.

U.S. Compatibility with ICAO Idents

Mr. Patrick Millspaw, FAA ATP-100, presented this report. He said that the FAA is working on international harmonization of its identification. He stated that a four character record length is in the NAS automation system for airports. He stated that per ICAO when a non-ICAO ident is used ZZZZ must be filed. Mr. Millspaw stated that ICAO PANS-ATM Doc #4444 covers flight plan information. He said that there is a search and rescue impact where supplemental information is kept. He said that some data is kept by the FSS, the service provider, etc. He stated that the U.S. uses alphanumeric identification for airports, however he pointed out that ATP-100 has determined that they want to be ICAO compliant.

The following are examples of FAA and ICAO airport identifiers in Alaska.

AIRPORT	FAA ID	ICAO ID
Cape Sarichef	26AK	PACS
Eagle	EAA	PAEG
Haines	HNS	PAHN
Kipnuk	IIK	PAKI
Klawock	AKW	PAKW
Kotzebue	OTZ	PAOT
Point Hope	PHO	PAP0
Skwentna	SKW	PASW
Whittier	IEM	PAWR

Mr. Millspaw stated that U.S. fix naming is pretty good but that we have a problem with route naming and airspace classification. Mr. Bill Hammett asked if it is important to keep departure order 7100 series--now an 8260 requirement for name compliance. He pointed out that Air Traffic enforcement of .46 for naming has been lacking. Mr. Gary Powell said that he would work with Mr. Millspaw to address procedure-naming compliance.

Mr. Millspaw reported that U.S. aircraft special prefix, equipment suffixes and aircraft type designator naming criteria is not consistent with ICAO. He stated that TCAS should be fixed soon. He stated that weight class still needs to be resolved as does the use of /E, /F, etc.

Mr. Millspaw reported that there is no activity in the FAA to address ICAO NOTAM compliance.

Mr. Terpstra stated that he was encouraged with the progress on 4 letter idents. He said he has seen efforts outside of the ACF. He stated that the ARINC 424 record requires 4 letter idents to support WAAS and LAAS. There was a question about the implementation plan. It was stated that idents must first be published in the ICAO identifier book. It was reported that currently avionics and databases are adding a 'K' in front of 3 letter idents in the contiguous U.S. Mr. Brad Alberts reported that some GPS equipment will build a waypoint if 'K's are added and not at the airport. He stated that this could affect pilots moving from airframe to airframe. Mr. Millspaw stated that technically the en-route system could handle everything but 5 letter intersections (i.e. 3 and 4 letter idents). Mr. Terpstra suggested that ATP review the work that EUROCONTROL has done on fix identification (i.e. 2 letter / 3 number). Mr. Dick Powell reported that changing fix names isn't as hard as changing airport idents, which sometimes get Congressional attention.

Mr. Secretan asked if a domestic flight plan could be filed in Alaska using ICAO idents, and if so, could idents be charted where they exist. The answer was maybe. Mr. Mike Riley, NIMA, stated that NIMA would like to see 4 letter ICAO idents on FAA charts where they exist. Mr. Riley also stated that NIMA is spending a lot of money because of the U.S.'s lack of compliance with ICAO airfield ident requirements. Mr. Brad Alberts suggested that the FAA mandate that ICAO idents be required for any new airport.

The ACF determined that a new working group should be created to address this issue. The new group will begin by compiling a list of all the issues. The following individuals/organizations have expressed an interest in participating on the new working group.

ACF ICAO Identifier Working Group

Rick Funkhouser	HQ AFFSA/XOIA	240 857-6713	Rick.funkhouser@andrews.af.mil
Brad Alberts	ALPA	901 301-1630	jbalberts@omnisky.net
AOPA (TBD)		301 695-2201	
Ann Behrns	HQ AFFSA/XOIA	240 857-6721	Ann.behrns@andrews.af.mil
Gus Vitali	NIMA/IFF	703 264-3003	Vitalig@nima.mil
Mike Riley	NIMA/IFF	703 264-3003	rileym@nima.mil
Jack Crawford	NIMA	314 263-4567	crawfordja@nima.mil
Clark McMakin	AFS-410/AMTI	703 841-2664	Clark.ctr.mcmakin@faa.gov
Gregory Pray	ATA-100/AMTI	202 267-9292	Gregory.ctr.pray@faa.gov
John Moore	AVN-503	301 713-2631	John.a.moore@faa.gov
Martin Walker	ATP-120	202 267-9330	Martin.r.walker@faa.gov
Jim Terpstra	Jeppesen		
Dick Powell	ATA-100	202 267-8790	Dick.powell@faa.gov

ACTION: Mr. Millspaw will contact Mr. Terry Laydon and Mr. Dick Powell when he is ready to begin work on the new ACF ICAO identifiers working group.

ACTION: Mr. Millspaw will check to see if we can file 4 letter ICAO idents in the U.S, including Alaska, He will also check to see if there is a problem changing FAA charts to ICAO idents where they exist.

NOTAM Working Group Report

Mr. Gary Bobik presented the report. He stated that the working group resulted from prohibited area incursions. He said money is being allocated to address NOTAM system problems. He reported that the local NOTAM world would be changing soon and that local NOTAMs will be transmitted to FSS, towers, the public, etc. He stated that NOTAM material is being reviewed in an effort to be able to present information better to users. Mr. Bill Hammett asked if DP and STAR NOTAMs could be changed to FDC NOTAMs. Bill stated that the return to US use of the term SID is planned for the Feb 20, 2003 AIRAC date and that this would be a good target date to also address the NOTAM change. He further noted that Order 7930.2 specifies a cutoff date for submission of August 8, 2002 to meet the proposed target date. Mr. Bobik replied that this is really an 8-month process and is initiated by a Document Change Proposal (DCP) that must be accomplished by May. Bill and Mr. Gary Powell agreed to have the necessary information for the DCP to Mr. Bobik ASAP.

Editors Note: *Mr. Hammett advised that the information was forwarded on May 20th.* Mr. Alberts stated that flight dispatch offices require local NOTAM information. Mr. Bobik replied that they are working toward proving this information. Finally, Mr. Bobik stated that there are local NOTAM test facilities at Gainesville and Cedar City.

High Altitude Redesign Briefing

Mr. John Timmerman presented this briefing. He stated that the redesign is a customer driven cultural change, which effects how the FAA does business in the high altitude environment. He said that customers drive the change via the RTCA umbrella in collaboration with FAA unions. He stated that free flight will likely be restricted in high volume areas but permitted in low traffic density areas. Mr. Timmerman pointed out that an FAA High Altitude Program Office was established in October 01 and has a program manager and article 48 representative (union) selected.

Mr. Timmerman reported that the redesign would be evolutionary and based on available technology with the following implementation.

- Phase 1- Provide benefits based on current FAA automation system capabilities and current aircraft capabilities.
- Phase 2- Provide benefits achievable with changes to the current automation system and aircraft with RVSM and RNP equipage.
- Phase 3- Provide benefits feasible by a new FAA automation system (ERAM) and digital communication (data link)

Mr. Timmerman pointed out that there would be yearly deliverables beginning with March 03. He stated that nominally two years between phases are planned. Each phase will be expanded geographically and vertically depending on equipage, funding, and anticipated benefits.

Mr. Timmerman stated that the redesign would provide waypoints around SUA/ATCAAs as part of implementation. This will provide a “tactical” tool for avoidance of active SUA/ATCAAs if they become active with little warning. Mr. Timmerman stated that the charting of ATCAAs for flight planning was desired. Mr. Alberts asked how these ATCAAs would be dynamically managed and how airline dispatch offices would be notified of active areas. Mr. Timmerman responded that this issue is being addressed but a means of notification has not been determined, although he stated it is unlikely to be the NOTAM system.

Mr. Timmerman stated that the redesign would provide point-to-point navigation using a grid of waypoints. He called this grid of waypoints Navigation Reference System (NRS) waypoints. He said that these NRS waypoints will be charted and in databases by March 03. He said that the lat/longs of these waypoints need to be charted too. He defined these NRS waypoints as being established every 3 degrees of longitude and .25 degrees of latitude (total=1400 points). Mr. Timmerman stated that the creation of another set of High and Controller charts depicting the redesigned airspace appears advisable because of the quantity of information. He stated that this redesign will not do away with in-trail arrival fix requirements and that this will be established by providing time-of-arrival requirements for arrival fixes.

Finally, Mr. Timmerman stated that they are still resolving names for routes, perhaps “Q” or “T”.

ACTION: Mr. Timmerman will make this presentation to the ATA FMS and CDAH meeting in Denver on June 3, 2002. Mr. Timmerman can coordinate with Mr. Ted Thompson, Jeppesen.

NAS Aeronautical Information Management Enterprise System (NaimES) program overview

Mr. Alan Hayes provided the ACF with this [overview of NaimES](#). He stated that NaimES provides the FAA with a new/modern aeronautical information repository with integrated data distribution. He pointed out that NaimES was originally sponsored by ATP and is now sponsored by ATT. Mr. Hayes told the group that they hold quarterly working group meetings and anyone interested in participating should send him an e-mail at 7-awa-naim@faa.gov. The NaimES technical support phone number is (703) 326-3905 and may offer another means of contacting Mr. Hayes. He stated that NaimES is ICAO compliant and XML based. Mr. Hayes said that NaimES consists of the following;

- NASR (NAS Resources)
- NOTAMs (CNS)
- NOTAM-IP (NOTAM distribution to tower/TRACONS/FSS)
- DINS (Defense Internet NOTAM Service)

- NOTAMWeb (Future NOTAM distribution to external users)
- AISR (Aeronautical Information System Re-host)
- Aeronautical information distribution/portal (including NASR/NOTAMs/AIS)
- NAS/DoD program and ISP/IAP services (for NaimES, ETMS, DUATS, etc.)
- 24/7 technical support services

He told the ACF that ATT has decided to provide NOTAM information to the public. Mr. Hayes stated that NaimES contains the following data;

- NOTAMs (domestic, military, and international)
- NAS facility data
- Flight plans
- Weather
- PIREPs
- Aircraft movements (ETMS)
- Other NAS operational information

IV. Outstanding Issues

94-01-040 Charting of Parachute Jumping Areas

This item was closed at the last meeting and then reopened by ATA for this meeting to cover SUA frequencies. Mr. Dave Thompson reported that a SUA list should be provided within 2 months and will then be NFDD'd. The NFDD will be the update mechanism for PAJAs and SUAs. The SUA issue has been moved to 98-02-111.

STATUS: CLOSED

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

Mr. John Graybill, ATA, provided this update. He stated that ATA is in the process of validating areas and that they will look at the frequency information. He also stated that ATA would modify NASR to support the data. He said that there are 140 of these areas. It was stated that NACO provided ATA with GIS data on these areas. NIMA stated that there are issues with DoD that have yet to be resolved. The NIMA issues will be discussed by military flight standards and they will coordinate a response through Col. Atkins. Col. Atkins will then work with Mr. Timmerman. Mr. Dick Powell said that this issue has NATCA "buy-in". Mr. Powell also stated that this is part of the NAS redesign, a Congressional mandate. Mr. Laydon stated that prototyping would be done via the IACC. March 2003 is the target date for charting.

STATUS: OPEN

98-02-111 Tabular Data for Military Operations Areas (MOAs) times of use NOTAMs issue

The SUA issue (charting SUA frequencies on VFR charts in the SUA tabulations) from 94-01-040 has been moved to this item. Mr. Dick Powell said that a numbering restriction on NOTAMs has been corrected.

Mr. Mike Riley, NIMA, reported that NIMA is putting a note in the AP book that when a user reads, "see activated by NOTAM" the user is referred to the following additional text.

DoD Internet NOTAM Service (DINS) provides all available FAA, Military, and International NOTAM data. However, NOTAM information activating MOAs, Warning, Danger (ICAO), and Alert Areas outside of published hours may not always be available in the joint FAA/DoD NOTAM system. Upon pilot request, FAA Flight Service Station specialists will brief data on MTRs, MOAs, or Military NOTAMs for activity within flight plan area, plus an additional 100 NM extension. For briefings beyond the stated area, information will be incomplete. Contact appropriate Special Use Airspace (SUA), controlling agency for additional information.

STATUS: OPEN

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

Mr. Dick Powell reported that a list of 7 airports has been forwarded to AVN. Mr. LeFevre reported that the AIS/WG decided that if the plan view requires a rescale-not to chart, but if the airports fall within the existing plan view the offending airport will be listed on the 8260 and charted. Mr. LeFevre stated that the user should report "offending" airports to AVN-160 and if AVN-160 feels that it's appropriate, they will add the airport to the

8260. It was also reported that a new charting specification states that anytime the appropriate authority says to chart NACO will chart.

STATUS: CLOSED

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

Mr. Dick Powell reported that he has not received a reply from Mr. Allen Ball of Executive Jet. Mr. Powell stated that he must receive a requirement letter from Industry to include PCN numbers as part of the State and Federal airport inspection programs. Mr. Terpstra stated that corporate and charter folks are the ones who really need this information. Mr. Jack Crawford stated that airports sometimes underreport PCNs to keep the bigger folks out, thus reducing wear and tear.

STATUS: OPEN

ACTION: Industry will submit a requirement letter to Mr. Dick Powell if they wish PCN numbers published.

ACTION: NACO will review the PCN data it publishes since ATA is no longer updating the data.

00-02-122 Note for Offset Localizer

Mr. John Moore reported that this issue was brought before the IACC. He stated that the MPOCs wanted a rationale and this wasn't provided. As a result, the MPOCs have tabled the issue until a rationale is provided. Mr. LeFevre reported that the offset information is on the 8260.

STATUS: OPEN

ACTION: Ms. Val Watson will prepare a requirement document for charting.

00-02-125 Departure Procedures/Multiple Runways

Mr. Gary Powell reported that he will take this issue to the RNAV Transition Working Group. He reported that ATP is looking at Boston. Mr. Alberts stated that the prototypes looked "busy". Mr. Alberts suggested reducing the number of procedures per page. Mr. Gary Powell stated that Newark (the messy one) is being readdressed.

STATUS: OPEN

ACTION: Mr. Gary Powell will report at the next ACF.

00-02-126 Circling Restriction Symbology

Mr. LeFevre presented Jeppesen examples of Australian circling restriction symbology. These examples had a crosshatch pattern with a small round symbol. The examples restricted aircraft by category or time of day. He also stated that restrictions would require text as well. Mr. Terpstra suggested that the ACF compile a list of airports followed by a review of some sample depictions. After some discussion, Mr. LeFevre withdrew this issue.

STATUS: CLOSED

00-02-128 Temporary Flight Restriction/Notice of Proposed Rulemaking

Mr. Dick Powell reported that he felt that the NOTAM system was the way to disseminate TFR information in the class L NOTAM publication. Mr. Laydon stated that it would be difficult to comprehensively cover TFRs.

STATUS: OPEN

ACTION: AOPA will provide comments and suggestions and work with ATA-100 and AVN-500 to develop a feasible process. This effort will include a discussion of what should and shouldn't be in the A/FD.

00-02-134 Charting SMGCS

Ms. Pat Fair reported that an FAA Order has been written for standard taxi routes and that 11 airports have them. She stated that NATCA had non-concurred. It was reported that NACO is producing 530+ Part 139 airport diagrams to support airport safety. It was also reported that the Runway Safety Office is working on this issue and that the ACF cannot move forward until they complete their work. This issue remains open pending direction from the Runway Safety Office.

STATUS: OPEN

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

As originally presented it was 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. ACF 01-02 endorsed this suggestion. Mr. Eric Secretan reported that Jeppesen provides explicit information on the chart. It was agreed that NACO would chart if data appears on the 8260 and NACO will chart the primary make-up.

The ACF 01-02 consensus was that the 1986 policy letter on this issue should be incorporated into IACC specs. Mr. Secretan reported to the 02-01 ACF that the information is on the chart. He stated that if the 8260 says chart then NACO charts. It was stated that Jeppesen has all the information from the NFDD to chart but that NACO doesn't chart based on NACO IAP policy. Ms. Fair reported that the NACO policy letter states to chart only on the final approach course or if it is on the 8260. It was also stated that if it's on the -3 NACO charts, -2 NACO is selective unless it is specified by AVN-100. The ACF then agreed that on high hazard areas AVN would put on the -3.

STATUS: CLOSED

ACTION: AVN-100 will determine whether to chart upon review of procedures for an airport. That is, when a procedure is worked, then AVN-100 will look at all procedures for that airport and add to -3 if a high hazard exists.

ACTION: Mr. Brad Rush will write a policy letter for AVN-100.

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

The ACF consensus is to chart as fly-by in the plan view. The waypoint will then be depicted as fly-over in the VOLPE missed approach icon area.

STATUS: OPEN

ACTION: Mr. Secretan will take the ACF's consensus decision to the IACO OCP and brief the ACF on OCP action as appropriate

ACTION: IACC and AFS-420 will amend specifications and AIM as appropriate

01-01-137 Standardization of Equipment and Procedure Notes

Mr. Brad Rush reported that AFS-420 has issued policy guidance to AVN on how to address this issue. It was stated that AVN would add to 8260 -3. The resolution is: if it is required to enter the procedure than it will go on the plan view. If it is required to execute the procedure is will go in the briefing strip. There was also a suggestion to improve the text of the notes.

STATUS: CLOSED

ACTION: Mr. Bill Hammett will provide Jeppesen, AVN-500, and AVN-100 a copy of the draft .19.

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

Mr. Bill Hammett reported that this issue should be closed based on the previous ACF consensus not to chart. Flight Standards has forwarded the ACF stand to the NTSB; however, the NTSB has not formally closed the safety recommendation to date. Mr. Hammett recommended the issue be closed from further ACF discussion, and if it needs to be brought back, AFS will do so.

STATUS: CLOSED

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

Mr. Bill Hammett reported that Mr. LeFevre has drafted a requirement document and that it is being staffed. Mr. Terpstra reported that ATA has endorsed the DME ribbon (recommended altitudes).

STATUS: OPEN

ACTION: Mr. LeFevre will report the contents of the draft requirement letter to the ACF.

ACTION: Mr. LeFevre will provide Mr. Laydon with a copy of the draft requirement.

01-01-141 Terrain and Obstacles on Instrument Approach Procedure Profile View Mr. Bill Hammett reported that this issue should be closed based on the previous ACF consensus not to chart. He also reported that the NTSB has not withdrawn this issue.

STATUS: CLOSED

01-02-142 The Use of ABxxx fixes Mr. Dick Powell reported that the fixes are in the process of being replaced with new fixes. He reported that all of the fixes have been identified and all fixes with "AB" are being removed from the database.

STATUS: CLOSED

V. New Charting Topics

02-01-145 LPV Minima Charting

Mr. Hank Cabler, FAA AFS-410, presented this new issue. He stated that the FAA proposes to add a new LPV line of minima by replacing the existing GLS line. In addition, other WAAS/LPV information will need to be charted such as the WAAS channel number. See presentations section of these minutes for additional information.

02-01-146 Codes for Non-ICAO Airfields

NIMA requests that the U.S. identify DAFIF unique assigned 4-digit alphanumeric codes for all U.S. airfields that have no ICAO identifier. It was stated that AFFSA would like a uniform naming convention.

VI. Carry Over Topics from ACF Instrument Procedures Subgroup

98-01-197 Air Carrier Compliance with FAA Specified Climb Gradients

Mr. Jim Gardner, AFS-200, responded to the issue and was provided an update by Mr. Wally Roberts, ALPA. Mr. Roberts re-stated that the FAA has no requirement for operators to provide performance data to be in the cockpit. Jim provided a short briefing on POI requirements and procedures for Part 121/135 operators and stated that AFS-200 has had no time or resources to address this particular issue.

Wally briefed that ALPA had also raised the issue with FAA's General Council in 1998, but has received no response. Jim suggested that ALPA follow up that correspondence which could elevate the issue in AFS-200. Wally agreed to do so. For more information see the minutes of the Instrument Procedures Subgroup.

ACTION: ALPA to follow up their letter to AGC and to garner support for elevating the issue within AFS-200.

VII. Next Meeting

The next meeting of the ACF is scheduled for October 21-24, 2002. ALPA will host the meeting at their facilities in Herndon, Virginia. Dress will be casual. The following meeting will be held April 28-May 1, 2003 and will be hosted by the AOPA at their facilities in Frederick, MD.