

**Government / Industry Aeronautical Charting Forum (ACF)
Meeting 10-01
Charting Group**

April 28-29, 2010

MINUTES

I. Opening Remarks

The Aeronautical Charting Forum (ACF) was hosted by the Air Line Pilots Association (ALPA) in Herndon, VA. Mr. John Moore, Chair of the Aeronautical Charting Forum, Charting Group, opened the Forum on April 28, 2010. Mr. Moore acknowledged the ACF Co-Chair Mr. Tom Schneider, AFS-420. Mr. Schneider chaired the ACF Instrument Procedures Group meeting held on April 27, 2009. Minutes of that meeting will be distributed separately. Mr. Moore acknowledged Mr. Steve Serur of ALPA and thanked him for the use of their facilities.

Mr. Moore briefed for ACF 10-02 the information packets will consist of the Agenda and New Issues only as handouts.

II. Discussion of Next ACF

Chris Hinson, MITRE, discussed their hosting of ACF 10-02, specifically their requirements for foreign members, facilities, location, available transportation and accommodations.

III. Review of Minutes from Last Meeting

The minutes from the 09-02 ACF meeting were distributed electronically last spring via the NACO website: <http://naco.faa.gov/index.asp?xml=naco/acf>. They were accepted as submitted with no changes or corrections.

IV. Agenda Approval

The agenda for the 10-01 meeting was accepted as presented.

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

SAE G-10 Electronic Symbology Committee Report

Mr. Ted Thompson, Jeppesen, summarized the purpose of the committee and the need to standardize electronic symbols. Initial ARP 5289A was completed and was submitted for balloting last summer. Next meeting will be held in Atlanta in June of 2010 to finalize comments and the ARP should be resubmitted for second balloting by the end of June 2010. The hope was to have ARP-5289A finished and published by year's end 2010.

Mr. Thompson discussed the VOLPE testing of symbols that showed most symbols on charts are very similar; however electronic displays have differences and there is little standardization in electronic symbology. He also clarified that the SAE-G10 committee is trying to provide standardization of symbols for future introduction and not retro fit any existing Airway Manual charts.

Mr. John Moore, AeroNav Services, asked if Mr. Thompson could provide examples of the electronics symbols at the next forum provided they have been accepted for publication. Mr. Thompson said he would.

ACTION: Mr. Ted Thompson will provide an update at the next forum.

ICAO/IFPP Committee Report

Mr. John Moore, AeroNav Services, as chair of the ICAO/IWG, [discussed the latest revision to ICAO Annex 4, Amendment 55, and the approved Working Papers](#). Mr. Moore mentioned that none of the Amendment 55 changes would impact IACC Specifications except *Latitude and Longitude to one (1) second resolution for Intersection and Waypoints*.

Mr. Mike Webb, FAA/AFS-420, as the U.S. member to ICAO/IFPP noted that ICAO is focused on the implementation of SBAS and Performance Based Navigation (PBN) Standards and Recommendation Practices (SARP's)

ACTION: Mr. John Moore will provide an update at the next forum.

Airport Source Data Committee

Mr. John Moore, AeroNav Services, by the request of Mr. Dave Goehler, as the ASDC Chair, has asked to have the ASDC removed from future ACF agendas with the stipulation that Mr. Goehler can request it to be added back as need to provide updates. The request was accepted by the ACF.

ACTION: This Agenda item will be removed until further notice.

Declared Distances

Note: Issues 07-01-192 and 09-01-215 are addressed by this WG.

Mr. Richard Boll, NBAA, stated that the Declared Distanced definition in AC 150-5300.13 is okay but needs to be moved from the Appendix to the main body of AC. Draft AC in review at AAS-100 and will hopefully be ready for the February 2011 AIM. Mr. Boll commented that the differences between "clearways" and "stopways" are still ongoing and the following outstanding issues still need to be addressed:

- Collection of declared distance information for non-Part 139 airports
- Collection of stopway data on 5010
- Collection of clearway data
- Remove references to “overrun” on civilian airports (military term only)

Mr. Boll also addressed the issue of the need for the creation of guidance to operators of non FAR Part 139 to collect and document declared distance information.

Mr. Henry Felices, AAS-100, requested Mr. Boll coordinate with him and keep him informed.

ACTION: Mr. Richard Boll will report on Committee activities at the next forum.

AC90-105 Status Update

Ms. Catherine Majauskas, FAA/AFS-470, reported that AC 90-105 RNP was published in January, 2010 and that the RNP 2 standard at ICAO is still being worked.

Mr. Richard Boll, NBAA, asked how long until we see Advanced RNP. Ms. Majauskas said PARC is working on that now.

It was agreed by the Forum to remove this item from the Agenda.

ACTION: Item removed from Agenda

RNAV (RNP) Charting Options

Mr. John Moore, AeroNav Services, [provided a recap of the recommendations made to the PARC Charting Committee](#).

Ms. Valerie Watson, FAA/AeroNav Svc, provided a report on recent activities that took place as part of the PARC RNAV RNP chart saturation WG; commenting that the WG’s goal was to review factors that affect the complexity of RNAV RNP charting procedures and provide guidance to procedure developers in applying applicable TERPS RNP procedure design criteria. Ms. Watson also noted that VOLPE is working with the PARC on the Human Factors assessment of the recommendation.

ACTION: Mr. Pedro Rivas, ALPA, will report at the next ACF on the status of the PARC recommendations.

Airport Surveying – GIS Program

Mr. John Moore noted that there are four sources of data and they need to be consolidated to one.

Mr. Brad Rush, FAA/AeroNav Svcs, agreed and stated AGIS should be the only source for airport data and that Airports should be the steward. He also noted that all airport data in AGIS is validated by NGS.

Mr. Henry Felices, FAA/AAS-100 noted there is a funding and staffing issue for the collection of the data.

Mr. Chris Criswell, FAA/ATO-R, said that approximately 850 projects have been started for airports with 100 delivered.

Mr. Moore wants to include regular updates on the new Airport GIS project. He recommended NFDC and Airports collaborate to provide status updates at future ACF's.

ACTION: Mr. Chris Criswell and Mr. Markus Rouhani, FAA/AJR-32, will brief on the status of AGIS at the next ACF.

Updated Chart Covers from AeroNav Services

Mr. Brad Rush [briefed the new branding of the chart covers](#) stressing that no information is being deleted just relocated and noted the change to the order of TOC. Changes to the front covers will begin in July and are expected to be complete by September 2010.

Mr. Tom Schneider, FAA/AFS-420, noted that the AIM makes reference to specific elements of the chart covers and these will need to be checked and updated. Someone from AeroNav Services will have to take the action to update the AIM material.

ACTION: Ms. Valerie Watson, FAA/AeroNav Svc, to report the status of the changes to the charts as well as the AIM material.

VI. Outstanding Issues

[04-01-168 Identifiers for Heliports and Helipads](#)

Note: This issue has been combined with 05-02-177.

Mr. Mike Webb, FAA/AFS-420, reported there was no further update. They are still looking for a long term solution - possibly AGIS involvement.

A working group was assembled (see WG list below). Mr. Marty Heller, FAA-AJR-321, and Mr. Mike Webb, FAA/AFS-420, have agreed to coordinate the WG.

Helicopter Working Group			
Name	Organization	Phone #	Email
Mr. Mike Webb	FAA/AFS-420	202-385-4603	mike.webb@faa.gov
Mr. Martin Heller	FAA/AJR-321	202-493-5752	martin.heller@faa.com
Ms. Donna McCord	FAA/AJR-32	(816) 329-2527	donna.mccord@faa.gov
Brantley Marquis	AIM Group	202-267-8816	marguis.ctr.brantley@faa.gov
Andy Ware	Jeppesen	303-328-4296	andy.ware@jeppesen.com
Henry Felices	FAA/AAS-100	202-267-8752	henry.felices@faa.gov
Tim Smith	FAA-ATO-ESC	404-305-5579	timothy.d.smith@faa.gov
Jim Spearman	FAA/ASO-230	404-305-6108	james.p.spearman@faa.gov
Douglas Edsall	USAASA	703-806-4417	douglas.edsall@conus.army.mil

STATUS: OPEN

ACTION: Mr. Mike Webb and Mr. Martin Heller will report back at the next ACF.

[04-02-170 Idents & Coordinates for Parachute Jump Areas \(PJA\)](#)

Mr. George Sempeles, FAA/ATO-R, reported that all current PJA inputs are now included. Mr. Jeffery Weller, FAA/AFS-810 commented there is a pending AC 105-2D for how and who to report PJA information in the future.

Mr. Randy Ottinger of the US Parachute Association expressed appreciation to Mr. Sempeles and the FAA for their support on the initiative.

Ms. Valerie Watson, FAA/AeroNav Svc, asked Mr. George Sempeles to coordinate AC-105 2D with Mr. Lance Christian, NGA, and Mr. Geoff Waterman, NGA, and herself.

STATUS: CLOSED

[05-02-177 Identifiers for Copter Point-in-Space Procedures](#)

This issue has been combined with 04-01-168

STATUS: OPEN

[05-02-179 Attention All-Users Page for Simultaneous, Parallel RNAV Departures & PRM Approaches](#)

Ms. Catherine Majauskas, FAA/AFS-470, reported some generic and some specific airport information and content is being drafted but that work continues on developing guidance and the creation of 'Attention All Users' pages. No other significant progress.

STATUS: OPEN

ACTION: Ms. Catherine Majauskas will report back at the next ACF.

[07-01-192 Recording, Reporting and Dissemination of Usable Lengths for Takeoff and Landing](#)

Mr. Richard Boll, NBAA, reported no progress on the issue. See DDWG report.

STATUS: OPEN

ACTION: Mr. Richard Boll will report back at the next ACF.

[07-01-193 Charting Helicopter RNAV Routes](#)

Mr. Mike Hilbert, FAA/AJR-37, reported the first 2 routes are almost complete and there may be up to 7 routes in the D.C. area. Mr. Hilbert will coordinate with Ms. Valerie Watson, FAA/AeroNav Svc, prior to NPRM and request prototypes to ensure charting will not be effected by excessive routes. Mr. Hilbert also noted that there are 2 types of helicopter routes – public routes which are charted and special routes which are not. Mr. Ted Thompson, Jeppesen, expressed concern about; (1) how to deal with the special routes in the NAS, (2) how to track and chart the public vs special routes and (3) how would a user know if a route was a special?

Mr. Paul Ewing, AMTI/AIR-37 responded that specials could be VFR only and could be implemented via LOA and not placed on a public chart.

Mr. Mike Webb, FAA/AFS-410 noted that Oregon, Tennessee, and Georgia are working on new helicopter routes and that he would provide any information on the routes with Ms. Watson prior to publishing.

It was noted by Mr. John Moore, FAA/AeroNav Svc, that special routes may need to be addressed in a separate issue and may be brought back to the ACF if needed but this issue should be closed. The forum agreed.

Mr. Thompson asked Ms. Valerie Watson to provide a copy of the Requirements Document to Jeppesen.

STATUS: CLOSED

07-01-195 Charting and AFD Information Re: Class E Surface Areas

Mr. Paul Gallant, FAA/Airspace & Rules, was not present to provide an update.

STATUS: OPEN

ACTION: Paul Gallant, FAA/Airspace & Rules, will re-write the AIM Chapter 3 and will report back at the next ACF.

07-02-204 Continued Charting of Airports "Closed Indefinitely"

Mr. Henry Felices, FAA/AAS-100, reported there was some difficulty in the reporting process because of the differences in rules for public airports vs. private airports but that GCR has been contracted to assist with the tracking of the airports closed indefinitely.

Mr. Richard Boll, NBAA, noted that deficiencies in reporting airport closures status can be illustrated by the comparison of U.S. Government VFR aeronautical chart with the "not-for-navigation" Missouri state aeronautical chart regarding the airport in question, 2k2, where the state-issued chart does not depict the airport nor the associated airspace. Mr. Boll asked how long can closed indefinitely be and agreed with Mr. Brad Rush, FAA/AeroNav, that there should be a policy in place to give airports a timeline to report back.

Ms. Valerie Watson, FAA/AeroNav, commented that only airports "closed permanently" can be removed from charts.

STATUS: OPEN

ACTION: Mr. Henry Felices will report on the status of "Closed Indefinitely".

09-01-212 Depiction of High Volume UAS Activity on VFR Sectionals

Ms. Valerie Watson, FAA/AeroNav, reported the symbol has been developed and the RD has been signed by the IACC. There is no source data as of yet but UAS activity is ready to be charted.

Mr. Ted Thompson, Jeppesen, asked Ms. Watson if she could provide Jeppesen with a copy of the Requirements Document and the new symbol.

Mr. John Moore, FAA/AeroNav Svc, voiced concerns that there is no written criterion similar to PJA for the UAS Charting. These will be charted only by memo from AJR-32.

NOTE: Subsequent to the Forum the question was raised as to how this information would be disseminated to the public. Mr. Moore discussed the issue with Mr. Chris Criswell, FAA/ATO-R, about how the 'legacy' and the future UAS information would be published. Future UAS charting will be done via the NFDD Add-On page. Any notes that may need to go with the UAS symbol will be published in an Airport/Facility Directory (A/FD) Memo. The NFDD Add-On page and the A/FD Memo are provided also to Jeppesen and Lufthansa Systems.

STATUS: OPEN

ACTION: Mr. Criswell to report the publication status of the 'legacy' UAS areas and how the new process is working.

09-01-213 TERPs Change 21 Circling Approaches

Mr. Brad Rush reported that Change 21 will be implemented in the fall without the circling criteria. Brad stated that the Director, Aviation Systems Standards (AVN), sent a memorandum to AFS-400 advising that AVN would not be implementing the new circling criteria stating that it would have an adverse impact on many airports and that a cost-benefit analysis should be conducted. Brad stated that they were still awaiting a response to the letter. Tom Schneider replied that he believed a response had been developed and forwarded to AFS-400 for signature and took an IOU to follow up the response. Tom added that the new circling criteria had been vetted through the ACG-IPG and TERPS Change 21 was formally coordinated prior to signature with no non-concurrences to the new circling criteria.

Mr. Tom Schneider, FAA/AFS-420 would like to see prototypes based on NBAA's proposal from ACF 09-01 to reflect the idea of putting CAR value for each category of aircraft in the minimums table and if neighboring categories of aircraft share the same CAR value, the categories could be combined.

It was decided that AFS-420 would research the response and that Terminal would provide prototypes.

Note: Post meeting, Mr. Schneider advised that AFS-400 replied to the AVN letter on February 19, 2010 indicating that the TERPS Change 21 criteria remains unchanged and that AFS is willing to discuss a phased implementation.

STATUS: OPEN

ACTION: Mr. Tom Schneider will research the AFS-400 response to the AVN memorandum and report back at the next ACF.

ACTION: AeroNav Services, Terminal, to provide prototypes for next ACF.

09-01-214 SMGCS Taxi Charts

Mr. Bruce McGray, FAA/AFS-410, reported he is in final coordination on the SMGCS order with Air Traffic, Airports, and Flight Standards and within 4-6 months the Administrator will sign the Order. Once signed SMGCS must be charted by the FAA.

Mr. John Moore, FAA/AeroNav Svc, noted that Airport SMGCS charts may contain different content based on the SMGCS equipment and procedures in use at a particular airport. He asked who is responsible for the source data.

Another concern was raised on the inter-relationship of SMGCS lighting and RWSL lighting systems, not only from the pilot use perspective, but also with respect to source provision and chart depiction standpoints.

Mr. McGray stated the need for the information to go through Airports GIS to meet certain criteria. Mr. McGray will coordinate with Valerie Watson to define the charting requirements. Mr. Ted Thompson, Jeppesen, requested that requirements gathering activity (source gathering, charting, etc) include commercial chart providers, e.g., Jeppesen and Lido.

Mr. McGray has agreed to Chair a group to determine the source and charting requirements.

SMGCS Working Group

Name	Organization	Phone #	Email
Mr. Bruce McGray	FAA/AFS-410	202-385-4725	bruce.mcgray@faa.gov
Mr. Ted Thompson	Jeppesen	303-328-4456	ted.thompson@jeppesen.com
Ms. Valerie Watson	FAA/AeroNav	301-427-5155	valerie.s.watson@faa.gov
Mr. Juergen Kuhnhenh	LSY (Lido)	41-44-828 6546	juergen.kuhnhenh@LHSystems.com
Mr. Dale Bryan	Veracity Eng	202-243-9516	dale.bryan@veracity-eng.com
TBD *	ALPA	703-689-4333	steve.serur@alpa.org
Mr. George Legarreta	FAA/AAS-100	202-267-8766	george.legarreta@faa.gov
<i>* Mr. Steve Serur, ALPA, has agreed to be the point of contact for ALPA until such time as a Pilot Member is assign</i>			

STATUS: OPEN

ACTION: Mr. Bruce McGray will provide an update of the SMGCS WG progress at the next ACF.

[09-01-215 Reporting and Depiction of Stopways](#)

Mr. Richard Boll, NBAA, said this was still in work as part of the Declared Distance Working Group

STATUS: OPEN

ACTION: Mr. Richard Boll will report back at the next ACF.

[09-01-218 Incompatibility Issues of Enhanced Flight Vision Systems \(EFVS\) with Light Emitting Diodes \(LEDs\)](#)

Ms. Terry Stubblefield and Mr. Bryant Welch, FAA/AFS-410, recapped the issue and added that an SAE Tech Committee has been established to determine how to design a system that would enable EFVS with LED. They do not want to diminish the operational credit provided by EFVS as it is part of the NexGen push. FedEx is equipping their entire fleet with EFVS and Net Jets is a heavy user of EFVS. There are approximately two thousand EFVS units currently in use and expanding. Due to a concern raised by Steve Serur, ALPA, they were aware that pilots with color vision issues are affected and it was being looked at by the industry to see if a solution to the LED frequency could aid those pilots. Due to congressional mandate all airports are converting all incandescent lights to LED's including obstruction lighting.

Mr. Ted Thompson, Jeppesen, noted that the issue of LED usage has more aspects than just taxiway and obstruction lighting. If airports are required to replace all lights how will that affect approaches? There are two regimes that must be considered: airborne and surface. How will LED usage affect SMGCS operations? Will minimums have to be raised or changed?

Mr. John Moore, FAA/AeroNav, asked who was documenting and compiling the information on exactly what lights are being installed and at which airports. The scope of the problem includes: FAA policy, EFVS systems, Flight Standards (reduced visibilities), SMGCS, airport reporting, source data capture and dissemination, database record modifications, charting requirements, etc. For example, it needs to be understood which lighting systems are affected, who will source and maintain the data, how are pilots affected, what is the impact to low visibility procedures (airborne; landing and take-off, and surface movement), and what are the requirements for charting?

Flight Standards and/or the user needs to define the requirement. Mr. Welch said he was unaware of any mandate to track the use of LED's and would have to work on the issue of what lights affect minimums.

Mr. Juergen Kuhnhenh, Lido, commented that EASA ruling states that pilots must determine if EFVS operations are authorized based on lighting configuration (LED) prior to operation.

Mr. Moore acknowledged there was a lot more going on behind the scenes, that this issue should remain open and Charting needs to stay informed of the progress. However, developing a charting option at this time might be premature. It was decided that a Working Group should be established to continue to work on the issue. Mr. Alvin Logan, FAA/AAS-100, will chair the EFVS Working Group listed below.

EFVS & LED Compatibility Working Group

Name	Organization	Phone #	Email
Mr. Alvin Logan	FAA/AAS-100	202-267-8743	alvin.logan@faa.gov
Ms. Terry Stubblefield	FAA/AFS-410	202-385-4588	terry.stubblefield@faa.gov
Ms. Valerie Watson	FAA/AeroNav	301-427-5155	valerie.s.watson@faa.gov
TBD *	ALPA	703-689-4333	steve.serur@alpa.org
Mr. Jeff Williams	Jeppesen	303-328-6531	jeff.williams@jeppesen.com
Ms. Adrienne Funk	FAA/AJR-32	202-267-9282	adrienne.1.funk@faa.gov

** Mr. Steve Serur, ALPA, has agreed to be the point of contact for ALPA until such time as a Pilot Member is assign*

STATUS: OPEN

ACTION: Mr. Alvin Logan, Chair of the WG, will report back at the next ACF.

ACTION: Mr. Bryant Welch will report on the issue of what lights affect minimums.

09-02-219 CAST Recommendations

Mr. John Moore, FAA/AeroNav Svc, reviewed issue 09-02-219 and 09-02-227 together and recapped the minutes of the CAST recommendation.

Mr. Ron Haag, FAA/AJW-3781, displayed the prototypes and reviewed the proposed changes. He noted that the LA TAC was used because it was thought to give the best representation and they purposely did not use the Washington DC TAC because of the amount of masking already used on the chart due to the Special Use Airspace.

The prototypes were reviewed and comments were then discussed.

Mr. Hal Becker, AOPA, liked the white mask behind the VFR checkpoint descriptive text and the white mask of the outer boundaries of the Class B airspace.

Mr. Jim Fee, CAST, agreed with Mr. Becker.

Mr. Richard Boll, NBAA, did not like white mask around the underlying symbols / text labels that are overprinted by the Class E airspace boundaries.

Mr. Chris Criswell, FAA/ATO-R, liked the charts the way they currently exist.

Mr. George Sempeles, FAA/ATO-R, liked the white mask of Class B and the white mask inside VFR transition Route Symbols but did not like the white mask around underlying symbols / text that are overprinted by the Class E airspace boundaries. Would prefer to move the symbols / text and use a leader line.

Ms. Francie Hope, FAA/WSC, agreed with Mr. Sempeles.

While there was some consensus on the proposed changes, it was decided to produce a Washington DC TAC prototype using only those proposed changes agreed to by the ACF. The ACF did not agree with placing a white mask around underlying symbols / text that are overprinted by the Class E airspace boundaries. In order to get a different perspective on the impact of the proposed changes the Washington DC TAC will only depict the following: white mask behind the VFR checkpoint descriptive text, the white mask of the outer boundaries of the Class B airspace, and moving the magenta type which overlies the magenta Class E airspace and using a leader line.

STATUS: OPEN

ACTION: Mr. Ron Haag will bring prototype of the Washington DC TAC to the ACF for further review.

09-02-220 Multiple Intermediate Segments in Recent RNP AR (SAAAR) IAPs

Mr. Brad Rush, FAA/AeroNav, and Mr. Richard Boll reported no new information was available but the PARC was expected to comment on the recommendations noted in the RNAV (RNP) Charting Options.

Mr. Tom Schneider, FAA/AFS-420, noted that the charting of multiple IF's on RNP SAAAR procedures will be a waived practice.

STATUS: OPEN

ACTION: Mr. Pedro Rivas, ALPA, to report on recommendations from the PARC.

09-02-221 Navigation of Class B Airspace Using US Government-Produced VFR & IFR Charts.

Mr. Richard Boll, NBAA, would like to see the Class B Detailed Depiction as shown on the Flyway side of the current LA TAC Chart on all TAC charts. He asked how the process worked and wondered why all of the TAC's did not have this depiction.

Mr. George Sempeles, FAA/ATO-R, said that the requests come from the individual TRACON to have the Class B graphic depicted but it is not a requirement to have the Class B Detailed Depiction on the chart. It is not a standard across-the-board requirement.

Mr. Moore, FAA/AeroNav asked NBAA and AOPA to work together to define what their proposed requirements might be regarding the Class B Detailed Depiction. Mr. Boll and Mr. Becker agreed to define their proposed requirements and coordinate with Mr. George Sempeles.

STATUS: OPEN

ACTION: Mr. George Sempeles will report back at the next ACF with Mr. Boll's and Mr. Becker's report.

[09-02-222 Charting VGSI Angles](#)

Ms. Terry Stubblefield, FAA/AFS-410, was present and summarized the basis of the recommendation. Essentially, the request is to chart both the VGSI angle/TCH and the VNAV/VDA angle on the approach chart.

Mr. Richard Boll, NBAA, supports having VGSI angle and TCH associated with the VGSI on chart.

Ms. Valerie Watson, FAA/AeroNav Svc, commented that VGSI and TCH are currently published in NFDD and A/FD. Putting the information on an 8260 versus the NFDD would make VGSI and TCH a procedural process which would mean any changes would have to be done through a P-NOTAM.

There was no resolution on the provisions of and maintenance of VGSI data and equipment. This still needs to be resolved.

Mr. Tom Schneider, FAA/AFS-420, said he would take a look at a change to the .19 to include non-coincident VDA and VGSI angles with an associated TCH.

STATUS: OPEN

ACTION: Mr. Tom Schneider will report back at the next ACF.

[09-02-223 Publishing RVR for Category III Instrument Landing System \(ILS\) Approaches](#)

Mr. Brad Rush, FAA/AeroNav, stated that "If there is a value, we will publish it, if there isn't, then we will list it as "NA" and the 8260.19D Change 3 has been corrected to reflect the change.

STATUS: CLOSED

[09-02-224 Charting G-MEA on U.S. Low Altitude Charts](#)

Ms. Valerie Watson briefed that the legend change has been made by Enroute.

STATUS: CLOSED

[09-02-225 Charting Special Authorization \(SA\) CAT I and SA CAT II Approach Procedures](#)

Mr. Bryant Welch, FAA/AFS-410, stated there are approximately 60 to 70 SA CAT II approaches existing and expects about 300 SA CAT I approaches to be developed. He reiterated his concern that SA have special equipment and use requirements and that combining charts will cause pilot issues. They want to make sure pilots understand there is a large difference in procedures.

Mr. Ed Ward, Southwest Airlines, stated that when a pilot is cleared for the ILS there is no differentiating in the FMS between an SA or a Standard approach and how would ATC know what they were doing.

Mr. Tom Schneider, FAA/AFS-420 commented that there would be no need to differentiate between what type of approach is being flown as long as the missed approach track was the same.

Mr. Moore, FAA/AeroNav Svc, asked if using separate charts (Z, Y, X) was the best alternative. Creating a separate chart would allow ATC and the pilot to differentiate between approaches. Adding "SA" to the title goes against the new FAA and ICAO naming standards.

Mr. Ted Thompson, Jeppesen, noted that if we use separate charts ARINC must code the appropriate approach as "Z, Y, X" in order to be used by the pilot.

Mr. Lev Prichard, American Airlines, stated that their current fleet of FMS's cannot handle any more data because they are already at the limit. It would cause memory and FMS coding issues for them.

It was agreed that SA CAT I would not be a part of the title and would be treated the same as CAT II or CAT III for titling and coding purposes; i.e., as a parenthetical.

Consensus was the AFS-410 proposal will be accepted and the changes to the necessary 8260 Series Order will be implemented.

STATUS: OPEN

ACTION: Mr. Welch will report back at the next ACF

ACTION: Ms. Watson will evaluate the impact of the 8260 change on IACC Specifications and report back at the next ACF.

[09-02-226 Mandatory Altitude Note on Teterboro ILS Rwy 6](#)

Mr. Bruce McGray, FAA/AFS-410, noted that the idea of putting a mandatory note is not going to happen. Jeppesen has been placing a mandatory altitude note on their chart and it has not made a difference in the violation rate.

Mr. Brad Rush, FAA/AeroNav, said he talked to NY TRACON about changing the TEB approach to his recommendation, they did not agree to the change. Mr. Rush noted that there is an airspace redesign which should be implemented by May 2011 and at that time this issue may be resolved.

STATUS: OPEN

ACTION: Mr. Bruce McGray will provide a status update at the next AFC.

[09-02-227 Class-E Airspace Depiction on Sectional Charts](#)

Refer to minutes of Issue 09-02-219

STATUS: OPEN

ACTION: Mr. Ron Haag will bring prototype of the Washington DC TAC to the ACF for further review.

VII. New Charting Topics

[10-01-228 Aeronautical Survey Program / Aeronautical Data – UDDF and AOC](#)

Mr. John Moore, FAA/ AeroNav Svc, recapped the issue: The NOAA website has in the past, provided the industry an avenue to obtain airport characteristics data through the Airport Obstructions Charts (AOC) and Aeronautical Data in the Universal Data Delivery Format (UDDF). Procedures have changed within AGIS/FAA for airport survey program and the AOC and UDDF have been disregarded and have not been updated for over 6 months. It is being recommended that both items, UDDF and AOC must continue to be updated until a new database of airport characteristics and obstacles can be made available to the user group. Should a new method of data delivery be available, both new and present formats should be updated simultaneously for one year period to enable the user a transition period.

Mr. Chris Criswell, FAA, ATO-R, said he will provide public access to FADDS website and the UDDF should be available through that site by May 24, 2010. The electronic AOC's (eAOC's) are not available yet.

Website access for the UDDF: <http://nfdc.faa.gov>

STATUS: OPEN

ACTION: Mr. Chris Criswell will report back on the availability and updating of the eAOC's and the UDDF.

[10-01-229 Charting Approach Procedures Based on Order 8260.3B \(TERPS\), Change 20 for Continuous Descent Final Approach \(CDFA\) Harmonization](#)

CDFA is a technique for flying the final approach segment of a non-precision instrument approach procedure as a continuous descent, without level-off, from an altitude/height at or above the final approach fix altitude/height to a point approximately 50 feet above the landing runway threshold or the point where the flare maneuver should begin for the type of aircraft flown. For all CDFA techniques, the pilot makes a decision to continue to landing or execute a missed at a specific altitude which prevents inadvertent descent below MDA, rather than leveling off at the MDA and flying to the published missed approach point. In this respect, a CDFA flight profile is similar to precision approach flight profile.

OpSpec C052 will require FAR Part 121, 125, 129, and 135 operators who do not use the CDFA technique to add a visibility penalty when conducting non-precision approach operations with minima based on criteria in Order 8260.3B (TERPS), Change 20 (or later revision) It is being recommended in order to assist in the rapid identification of procedures which require a visibility penalty for operators who do not use a CDFA technique, that all procedures with one or more line of straight-in non-precision approach minima based on Order 8260.3B (TERPS), Change 20 criteria display a CDFA icon in the chart notes.

Ms. Catherine Majauskas, FAA/AFS-470, discussed the possibility of using the negative C in the chart notes which will help identify the procedures complies with Change 20 or later of the TERPS. Mr. John Moore, FAA/AeroNav, expressed concern if we add a symbol to indicate a change to TERPS then that symbol would stay forever. Mr. Brad Rush, FAA/AeroNav, said yes. Once the note or symbol was applied it would stay forever or until such time as all approaches complied with the new change.

Mr. Ted Thompson, Jeppesen, commented that the basis of this recommendation is technically flawed. TERPS Change 20 procedure design criteria are independent of the Air Carrier OPS SPEC allowing the use of CDFA and

the related minimums credit/penalties. In other words, the CDFA technique applies to US non-precision approaches designed to earlier TERPS criteria.

It was noted that the FAA is in the process of developing an Advisory Circular intended to cover CDFA (replacement of HBAAT 99-08).

Mr. Rich Boll, NBAA, commented that it's premature to consider a chart indicator before there's a clear understanding of the scope of applicability and that ACF representatives ought to have the chance to review the document and any new guidance before a decision can be made.

Mr. Tom Schneider, FAA/AFS-420, was asked to follow up concerning the content of the new AC.

Mr. Bruce McGray (AFS-410) and Ms. Catherine Majauskas (AFS-470) have agreed to withdraw this issue. Mr. Bruce McGray will revisit the intent of the recommendation with respect to the appropriate reference documents (HBAAT 99-08, OpSpec C052, and the new unpublished Advisory Circular dealing with CDFA). AFS-470 will at the appropriate time resubmit the recommendation based on the new references.

STATUS: CLOSED

VIII. Closing Remarks

Mr. John Moore thanked everyone for their participation. Notice of the official minutes will be announced via email and provided via the Internet. The two website addresses (CG and IPG) are provided below:

- <http://naco.faa.gov/index.asp?xml=naco/acf>
- http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs420/acfig/

IX. Next Meeting

The next meeting of the ACF (10-02) will be held October 26-28, 2010, and is being hosted by MITRE at their offices in McLean, Virginia.

ACF 11-01 will be held April 26-28, 2011. FAA AeroNav Services in Silver Spring is prepared to host this meeting.

Please note the attached Office of Primary Responsibility (OPR) listing for action items (Office of Primary Responsibility Action List). It is requested that all OPRs provide the Chair, John Moore, (with an information copy to Mr. Tom Carrigan) a written status update on open issues no later than October 4, 2010.

Note – These status reports will be used to compile the minutes of the meeting and will be the “for the record” statement of your presentation. A reminder notice will be provided.

A special thanks to Mr. Ted Thompson, Jeppesen, for providing his meeting notes for use in these ACF minutes.

X. Attachments

1. ACF 10-01 Attendees/Mailing List
2. Office of Primary Responsibility Action List

ACF Website URL Disclosure: Website URLs included these minutes were accurate and reflect the URL address at the time these minutes were drafted and approved.