

Government / Industry Aeronautical Charting Forum (ACF)

**Meeting 11-01
Charting Group**

April 27-28, 2011

MINUTES

I. Opening Remarks

The Aeronautical Charting Forum (ACF) was hosted by TetraTech AMT in Rosslyn, VA. Mr. John Moore, Chair of the Aeronautical Charting Forum, Charting Group, opened the Forum on April 27, 2011. Mr. Moore acknowledged the ACF Co-Chair Mr. Tom Schneider, AFS-420. Mr. Schneider chaired the ACF Instrument Procedures Group meeting held on April 26, 2011. Minutes of that meeting will be distributed separately. Mr. Moore acknowledged Carmencita Smith, TetraTech AMT, and thanked her for all her assistance and the use of their facilities.

II. Discussion of Next ACF

Mr. Moore informed the Forum participants that ACF 11-02 (Oct 25-27) would be held in Silver Spring, a change from holding the event at ALPA's facilities in Herndon.

III. Review of Minutes from Last Meeting

The minutes from the 10-02 ACF meeting were distributed electronically last fall via the AeroNav website: <http://aeronav.faa.gov/index.asp?xml=aeronav/acf>. They were accepted as submitted with no changes or corrections.

IV. Agenda Approval

The agenda for the 11-01 meeting was accepted as presented.

V. Going Green Initiative

Mr. Moore informed the group that this would most likely be the last time that New Items packets would be distributed in paper format. Future New Items issues will be distributed via the AeroNav web site with all the new items posted prior to the meeting to allow attendees to download and review.

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

SAE G-10 Electronic Symbology Committee Report

Mr. Ted Thompson, Jeppesen, summarized the objective of SAE Aerospace Recommended Practice 5289A as the need to standardize electronic symbols in the cockpit. All content, including Appendices and Symbol Matrix, has been finalized after the two previous balloting processes. All comments from the July 2010 second balloting were reviewed in February 2011. Revisions incorporated into the document are awaiting final approval by mini-ballot sometime in the next month or two. Mr. Thompson said Mr. Pedro Rivas, ALPA, and Chair of the SAE G-10 Charting Committee, hopes to have the ARP officially published in the fall of 2011.

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

ICAO/IFPP Committee Report

Mr. John Moore, FAA/AJV-3B, noted that Mr. Mike Webb, the U.S. Member to the ICAO IFPP, was unable to make the ACF to provide the report and so Mr. Moore [provided an overview of the key topics](#) of the recent ICAO/IFPP Integration Working Group (IWG) meeting.

IWG Working Papers submitted to the IFPP that have been approved:

Helicopter Point in Space Approach Procedure; Helicopter Point in Space Departure Procedure; Magnetic Reference Bearing

IWG Working Papers submitted to the IFPP:

GLS Procedure Publication; Minimum Sector Altitude; SBAS (WAAS) Route Indicator Coding; Helicopter Point in Space Approach Procedure

IWG Working Papers still in work:

RNP Navigation Accuracies; Fixes w/in the Final Approach Segment; Procedure Altitudes and MOCAs; RNAV Approach Chart Standardization; SID/STAR Chart and Database; Helicopter Point in Space Procedures; SBAS Chart; GLS Chart; Update of ICAO Aeronautical Chart Manual; Fixed Radius Transitions; Future PBN Navigation Specifications

ACTION: Mr. Mike Webb, FAA/AFS-420, will provide an update at the next forum.

Declared Distances

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

Mr. Richard Boll, NBAA, reviewed the issues from 07-01-192 and 09-01-215.

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Mr. Boll briefed the remaining issue, reporting that the AIM was updated on 10 March 2011 to include new, expanded information about declared distances (reference. 4-3-6 and 4-3-10).

The DDWG would like to see the requirements for reporting changes to Declared Distances included in the appropriate Airport Advisory Circular guidance. The DDWG would also like to see improved guidance for including amended Declared Distances in NOTAMs.

Dr. Michael McNerney, FAA/AAS-100, agreed to be a point of contact regarding the two items the DDWG would like to address.

ACTION: Mr. Richard Boll, NBAA, will report on Committee activities at the next forum and Dr. Michael McNerney, FAA/AAS-100, agreed to serve as point of contact.

RNAV (RNP) Charting Options

Mr. John Moore, FAA/AJV-3B, provided an update on work done by both Jeppesen and the FAA in preparing charts for use by pilots in a Volpe/MIT human factors study.

ACTION: No further action but will remain open in case further discussion is needed.

Airport Surveying – GIS Program

Dr. Michael McNerney, FAA/AAS-100, provided a general oversight briefing of how the program is to roll out over the next 5 years. Dr. McNerney stated that the implementation plan had been approved but that given the current and future budget challenges within the FAA, funding levels will impact the program. In the next 5 years, 825 airports are to go through the full GIS package, i.e., everything at those airports would be surveyed. The goal is to survey all federally funded airports by 2025. Dr. McNerney stated that the collection of such vast volumes of data brings with it unique and huge data maintenance challenges.

Dr. McNerney stated that to date only 1 airport has gone through the complete Survey program and that the average expected time from start to finish, per airport, is 2 years.

Dr. McNerney discussed the challenges in gathering data from airports. He went on to state that FAA grant money was being used as a 'carrot/stick' with airports to secure data whenever new construction or other changes funded by FAA grant takes place at a given airport. Language has been added within legal documents that stipulate that airports are now required to provide GIS data to the FAA.

Dr. McNerney looks to have an automated process in place by the end of FY12. New survey data would be available via existing FAA web services.

FAA AGIS website: <https://airports-gis.faa.gov>

ACTION: Dr. Michael McNerney, FAA/AAS-100, will continue to brief the status of AGIS.

RNAV (RNP) SAAAR to AR (Authorization Required)

Kel Christiansen, FAA/AFS-470, provided an update on how the FAA intends to implement the change from SAAAR to AR. Mr. Christiansen reported that all of the procedures cannot be changed via third docket TL action, but will have to be updated individually. The FAA intends to change the procedures, one at a time, over a 2 year chart update cycle.

Brad Rush, FAA/AJV-3B, reported that the procedure authorization note will be implemented via routine RNAV RNP 8260-3 procedure amendment action or via P-NOTAM. The change from SAAAR to AR is expected to affect 260 procedures/charts and is expected to take a year to update. Mr. Rush stated that the SAAAR notes are not to change unless 8260 source is amended, either in full or via a P-NOTAM. The intent is to insure that the FAA and commercially generated charts change at the same time.

ACTION: Mr. Kel Christiansen, FAA/AFS-470, will continue to update the progress at the next ACF

AeroNav Products URL

Mr. Brad Rush, FAA/AJV-3B, briefed on the new URL for AeroNav Products. The new AeroNav Products URL is:

http://www.faa.gov/air_traffic/flight_info/aeronav/

A redirect may remain in place for a while but it is suggested that users update their browser bookmarks/favorites to reflect the new address.

ACTION: This item is closed and will be removed from the agenda.

VII. Outstanding Issues

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

Ms. Suzette Rash, FAA/AFS-470, [briefed that an "Attention All-Users Page" \(AAUP\)](#) would be drafted by AFS-470 in support of AJV-14 for airports with Simultaneous Parallel RNAV Departures with the page make up consisting of a generic first page followed by an airport specific second page. This would impact charts published for four specific airports: ATL, CLT, DFW and LAX. The AAUP pages would appear before the departure pages. Ms Rash stated that the pages would be maintained by AJV-14 and that the insertion of AAUPs would be by memorandum into the NFDD. The AAUP would not be published until both pages are in the NFDD.

Representatives from several airlines express concern that the publishing of such pages would supersede established Part 121 and airline specific procedures at the four airports identified above. Airline representatives expressed a desire to have an opportunity to review the content within the AAUPs prior to publishing. It was suggested that a work group be formed to address the airlines concerned and that interested parties coordinate with Ms. Rash.

Brad Rush, FAA/AJV-3, raised a concern on the proliferation of AAUPs for other approach and departure procedures.

STATUS: OPEN

ACTION: Ms. Suzette Rash, FAA/AFS-470, and AJV-14 to coordinate the establishment of an SOP for the insertion and updating of AAUPs.

ACTION: Ms. Valerie Watson, FAA/AJV-3B, to coordinate the generation of a prototype for the next ACF.

ACTION: Ms. Suzette Rash, FAA/AFS-470, to Chair a newly established Working Group to address industry concerns with the FAA publishing of Attention All User Pages for Simultaneous Parallel RNAV Departures and PRM Approaches.

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

See the Declared Distance Working Group report under the Declared Distances briefing in Section VI.

STATUS: OPEN

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

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

Mr. Paul Gallant, FAA/AJV-11, was unable to attend. Mr. Moore, FAA/AJV-3B, briefed that Mr. Gallant had informed him that the appropriate text changes were being coordinated for incorporation into the AIM, Chapter 3, and the 7400.2.

STATUS: OPEN

ACTION: Mr. Gallant, FAA/AJV-11, will report back at the next ACF.

07-01-204 Continued Charting of Airports “Closed Indefinitely”

Mr. Moore, FAA/AJV-3B, briefed that Mr. Bonanni had informed him that the Airport Obstruction and Safety Committee (AOSC) is not responsible for airport “closed indefinitely”. Mr. Henry Felices, FAA/AAS-100, agreed that the Office of Airports is responsible for overseeing the information.

Mr. Felices reported that there are 5400 to 5500 public-use airports and that 22 of these have been identified as closed indefinitely. Of the 14,500 private-use airports, Mr. Felices estimated that about 20 were closed indefinitely. Mr. Felices went on to state that part of a State inspector’s ‘ticket’ of actions is to report airport status for both public and private airports.

Valerie Watson, AJV-3B, stated that as private-use airports are depicted on visual charts at the Visual Charting Team’s discretion, they could be removed from the charts immediately, leaving only the 22 public-use airports as an outstanding issue.

Mr. Chris Criswell, FAA/AJR-32, offered to assist the Airports division in contacting airport managers of the 22 public-use airports currently listed as closed indefinitely.

STATUS: OPEN

ACTION: Mr. Chris Criswell, FAA/AJR-32, to get in touch with airport managers of 22 public airports listed as closed indefinitely.

ACTION: Mr. Felices, FAA/AAS-100, to report back at the next ACF.

09-01-213 TERPs Change 21 Circling Approaches

Mr. Roy Maxwell, Delta Air Lines, was unable to attend and Mr. Richard Boll, NBAA, briefed on his behalf the efforts to refine the reference table that had been coordinated since the last ACF. He presented a new reference table to the group for review and comment. Mr. Boll noted that the table was sent to the USAF Instrument School with overall feedback from the school being supportive.

Mr. Boll stated that the wording of the paragraph that accompanies the table was still being worked out. Placement of the proposed table and supportive paragraph was discussed with no clear conclusion reached.

Mr. Tom Schneider, FAA/AFS-420, noted that Flight Standards would want to vet the accuracy of the table prior to its public release.

Mr. Lev Prichard, APA-American Airlines, asked if aircraft speeds could be added to the bottom of the table. Mr. Boll said that he would coordinate the update of the table with the inclusion of air speeds.

The discussion briefly touched upon what kind of indicator (chart icon) that might be considered to indicate the application of the new table to a particular approach. Though the discussion centered on refinement and publication of the reference table in the front matter of the TPPs, it was reiterated that depicting the CAR values on the charts themselves was still a viable option. It was decided to hold off any in depth discussions until a later date.

STATUS: OPEN

ACTION: Mr. Roy Maxwell, Delta Air Lines and Mr. Richard Boll, NBAA are to coordinate on the wording of the paragraph associated with the table.

ACTION: Tom Schneider, FAA/ AFS-420, to coordinate the validation of the table within AFS-420.

ACTION: Mr. Boll, NBAA, to coordinate the adding of airspeeds to the table.

09-01-214 SMGCS Taxi Charts

Mr. Bruce McGray, FAA/AFS-410, provided a general overview of the draft Order concerning SMGCS procedures. The SMGCS Order is awaiting AFS signature, but is expected to be out for formal comment soon. The Order does not address source data flow or what airport and procedural attributes are actually required to be charted.

Mr. McGray added that the impetus for the FAA to formalize the SMGCS process in the form of an Order was in part due to European Union (EU) regulations requiring EU based operators to comply with low visibility procedures (LVPs) when operating anywhere worldwide at airports when visibility is less than RVR 1200.

Mr. McGray anticipates FAA Order 8000 and an updated SMGCS AC to be published within a year. Formal incorporation of SMGCS into FAR Part 193 is expected to be completed within the next 12-18 months.

SMGCS Working Group

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STATUS: OPEN

ACTION: Mr. Bruce McGray, FAA/AFS-410, will provide an update of the SMGCS WG progress at the next ACF.

09-01-215 Reporting and Depiction of Stopways

See the Declared Distance Working Group report under the Declared Distances briefing in Section VI.

STATUS: OPEN

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

09-02-218 Incompatibility Issues of Enhanced Flight Vision Systems (EFVS) with Light Emitting Diodes (LEDs)

Ms. Terry Stubblefield, FAA/AFS-410, was not able to attend. Mr. John Moore, FAA/AJV-3B, provided a general overview of the RD. Mr. Bruce McGray, FAA/AFS-410, reported that the FAA test center had been evaluating various solutions that involved the use of infra-red (IR) technology to be installed in conjunction with or as a supplement to existing FAA authorized LED systems.

It was noted that the ACF Working Group established at the last ACF had not yet convened.

Mr. Moore decided to leave the issue open and asked that the Working Group be convened.

EFVS & LED Compatibility Working Group

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Mr. Dick Temple	FAA/AFS-410	202-385-4611	dick.temple@faa.gov

STATUS: OPEN

ACTION: Mr. McGray, FAA/AFS-410, will look into convening the work group as well as moving up the obstacle safety evaluation in terms of priority. Mr. McGray will report back at next ACF.

09-02-219 CAST Recommendations

Note: This issue has been combined with 09-02-221

Mr. James Fee, FAA/AVP-200, gave a general overview of current charting practices of Class B Airspace and [presented options proposed by CAST](#) on how to potentially alter and disseminate graphic depictions of Class B Airspace. One option presented was to use a white mask behind the Class B boundary depiction, similar to that used in depicting the SFRA boundary depiction used on the Washington Sectional and Baltimore/Washington TAC VFR charts.

The discussion moved to RD 09-02-221 with a presentation given by Mr. Ron Haag. See the comments for RD 09-02-221.

STATUS: OPEN

ACTION: Mr. Fee, FAA/AVP-200, to present Mr. Ron Haag's presentation (given for 09-02-221) at the next CAST meeting, scheduled for June 2011.

ACTION: Mr. Fee will report back at the next ACF if the proposals are acceptable to the CAST.

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

Mr. Ron Haag, FAA/AJV-321, [presented a briefing on the Class B depictions](#) on the Flyway side of the VFR Terminal Charts that have been published at Phoenix, Los Angeles and San Diego. These detailed depictions were created due to the complex Class B airspace configurations in these areas. Mr. Haag gave a general overview of the production process, emphasizing that each Class B chart is approved by the respective TRACON prior to publication.

Mr. Haag highlighted the challenges associated with the generation of the new Class B airspace charts if the program is expanded to encompass all Class B airspace in CONUS. There was a discussion on the distribution of the Class B airspace charts free of charge online. Adoption of this proposal would include removal of the existing three Class B depictions currently available on paper (LAX, PHX and SAN). This is still being discussed with the Service Area representatives and pilot groups who understandably are concerned.

NBAA and AOPA representatives were in agreement on the proposal. Mr. Brad Rush, FAA/AJV-3B, suggested that the new Class B airspace chart depictions could satisfy the FAA CAST VFR chart recommendations (ref. RD 09-02-219).

John Moore, FAA/AVJ-3B, asked that Mr. Haag coordinate the proposals within Visual and report back to the ACF.

STATUS: OPEN

ACTION: Mr. Ron Haag, FAA/AJV-321, to coordinate within Visual on the proposed depiction, production and distribution of the new Class B airspace charts. Mr. Haag to report back on outcome at next ACF.

ACTION: Mr. Ron Haag to develop a bulletin announcing the new product for potential users of the charts, when they become available online.

ACTION: Mr. Ron Haag to coordinate with Mr. Fee, FAA/AVP-200, on the release of his presentation for consideration by the FAA CAST (Ref. RD 09-02-219).

ACTION: Mr. Ron Haag to continue discussions with Western Service Area representatives regarding making detailed Class B depictions available only online.

[10-02-230 Note on Legend of IFR En Route High Altitude Chart](#)

Ms. Suzette Rash, FAA/AFS-470, briefed the issue. Ms. Rash stated that the Legend note related to RNAV Q-Routes in Alaska needs to be changed to align with current AC-90-100 and the Air Traffic Controllers Handbook to the following:

1. RNAV Route (CONUS High Chart)

“(Not including Q routes in the Gulf of Mexico). GNSS or DME/DME/IRU RNAV required, unless otherwise indicated. DME/DME/IRU aircraft require radar surveillance. Refer to Airport/Facility Directory for DME information.”

2. RNAV Route (Alaska High Chart)

“(Not including Q routes in the Gulf of Mexico). Q Routes within the Conterminous U.S. - GNSS or DME/DME/IRU RNAV required, unless otherwise indicated. DME/DME/IRU aircraft require radar surveillance. Refer to Airport/Facility Directory for DME information. Q Routes within Alaska – GNSS and Radar Surveillance required.

STATUS: OPEN

ACTION: Ms. Suzette Rash, FAA/AFS-470, to generate internal Memo with new language to be sent to AJV-3 for implementation.

ACTION: Ms. Suzette Rash will insure that copies of the memo are to be distributed to Jeppesen and Lido.

[10-02-231 Deletion of 10NM Reference Circle From IAP Planview](#)

Mr. Valerie Watson, FAA/AJV-3B, provided an update on the issue. Ms. Watson reported that a Requirement Document (RD) to remove the 10NM Reference Circle had been approved by the IACC and that the signed RD was being implemented by Terminal. The 10NM reference circle will be removed from charts beginning with the 10 June 2011 update cycle.

STATUS: CLOSED

[10-02-232 Depiction of Special Use Airspace – Temporary Flight Restrictions](#)

Mr. John Moore, FAA/AJV-3B, summarized the issue. Mr. Moore read a response from Mr. Paul Gallant, FAA/AJV-11, to wit: TFRs will not be charted based on the nature of their definition and use, regardless of their ongoing status or duration.

STATUS: CLOSED

10-02-233 Removal of ATC Crossing Restrictions (ATC) from STARs

Mr. Jim Arrighi, FAA/AJV-14, briefed the issue. Mr. Arrighi presented a PowerPoint and noted that a special meeting of the ATC Annotation working group was held on January 2011 at ALPA, involving 30 participants. The working group concluded that the problem was only to do with SIDs. The consensus (not unanimous) was to return to a single altitude/block altitude specification with greater focus on providing lost communications and clarifying ATC responsibilities. Mr. Arrighi provided the group's official statement:

“The single altitude which meets ATC needs and also incorporates the obstruction clearance requirement. The single altitude would be coded in the navigation database.”

Mr. Arrighi went on to provide details pertaining to two internal FAA meetings that followed after the subcommittee meeting. Mr. Arrighi stated that it was found that additional development work remains in order to resolve the issue (procedure design, procedure source, charting and related guidance documents).

Any changes would impact approximately 50 RNAV SID procedures.

Mr. Rick Dunham, FAA/AFS-420, briefed that the issue was discussed extensively within AFS-400 and the following actions decided: 1) Flight Standards will issue an immediate directive to stop the practice of charting dual minimum altitudes at a given fix; 2) Only one altitude that will meet ATC and TERPS procedure design requirements will be specified at a fix unless ATC requires an "at or below" altitude. In these cases a second minimum altitude will be provided and charted as a block altitude; 3) Altitude restrictions intended for ATC purposes will no longer be identified by "(ATC)"; 4) AFS-420 will take immediate action to revise FAA Order 8260.46D to formalize this policy.

Mr. Bob Lamond, NBAA, expressed support for the change to a single, or block altitude but expressed concern over other operational aspects associated with the changes, namely lost communications and ATC instructions/clearances.

Mr. Brad Rush, FAA/AJV-3B, commented that the affected SID procedures would not be changed until the FAA procedure source documents (FAA Form 8260) are amended and reissued.

STATUS: OPEN

ACTION: FAA/AFS-420 will initiate a Stop Action Plan (GENOT or similar action).

ACTION: FAA/AFS-420 will immediately begin processing a change to FAA Order 8260.46D.

ACTION: Mr. Arrighi, AJV-14, to coordinate with NBAA to address their concerns over lost communications and climb gradients.

ACTION: Mr. Arrighi to reconvene the work group to review and address the various issues with the RD that remain to be resolved (ATC and AIM).

ACTION: Mr. Arrighi to provide a status report at the next ACF.

VIII. New Charting Topics

11-01-234 VOR Test Frequencies (VOT)

Mr. John Moore, FAA/AJV-3B, briefed the issue on behalf of the submitter. The request is to publish VOT frequencies on IFR and VFR charts and online publications. Mr. Moore noted that the FAA publishes VOR Test Frequency information in the A/FD, which is also available to the public for free through the FAA AeroNav Products website.

Mr. Lev Prichard, APA – American Airlines, agreed that having VOR Test Frequency information on the charts would be beneficial. The discussion broadened as to where would be the best place and chart(s) to have VOR Test Frequency information appear.

NGA charts VOR Test frequencies in the Comm data area on the Airport Diagram.

Jeppesen provides the same information within their Airport Diagram charts (10-9).

STATUS: OPEN

ACTION: Ms. Valerie Watson, FAA/AJV-3B, will coordinate internally with Mr. Bob Carlson of the Visual Chart and Airport Mapping Team for an impact statement and with the IACC as necessary regarding depiction of VOT frequencies on airport diagrams. Ms Watson will report back at the next ACF.

11-01-235 Removal of RP* from VFR Charts

Mr. Randy Collier, Michigan DOT, was not able to attend the ACF, so Mr. Henry Felices, FAA/AAS-100, briefed the issue. Mr. Collier states that pilots are misunderstanding the RP* as meaning that RPs exist at all runways, instead of the correct interpretation that they should consult the A/FD for RP information. He noted that there were no problems with pilots understanding RP 18 as Right Pattern for runway 18.

Mr. John Moore, FAA/AJV-3B, [reviewed the current use](#) and intended use of the RP* on FAA VFR charts. Mr. Moore noted that the FAA utilizes the * symbol on both VFR and Instrument Enroute Charts as an established convention to indicate to a chart user to refer to the A/FD.

Mr. Moore commented that, in his opinion, this is more a pilot education issue than a charting issue, but that the FAA should look at their education efforts. He also noted that the RP remarks in the A/FD should be reviewed for criteria and applicability.

Mr. Ron Haag, FAA/AJV-321, stated that the FAA Aeronautical Chart User's Guide was in the process of being rewritten and expanded and that a new section on RP could be included in the next version.

STATUS: OPEN

ACTION: Ms. Valerie Watson, FAA/AJV-3B, will check the AIM to determine what is currently included for guidance and report back at the next ACF.

ACTION: Mr. Ron Haag, FAA/AJV-321, will review what is currently published in the Chart Users Guide and will report back at the next ACF on suggested changes to the information to be published in the new edition.

ACTION: Mr. Henry Felices, FAA/AAS-100, will provide Mr. Rick Fecht, FAA/AJV-321, information on the number of RP*s charted, at which airports and their associated remarks in the A/FD. Mr. Fecht will review the remarks for applicability and report back at the next ACF.

11-01-236 Depiction of Wind Turbines on VFR Charts

Mr. John Moore, FAA/AJV-3B, briefed on behalf of the submitter, Mr. Randy Collier, Michigan DOT, on a proposal to depict Wind Turbines on VFR Charts. The proposal would be to have a unique wind turbine symbol established to help pilots distinguish between wind turbines and other group obstructions on a VFR chart. Mr. Moore noted the current FAA practice of charting Wind Turbines using group obstruction symbols, with a border around the outer perimeter of the turbine area, and a boxed note.

Mr. Ron Haag, FAA/AJV-321, [presented examples](#) of current FAA VFR wind turbine practices and an example of ICAO's symbology for Wind Turbines.

Mr. Haag also made [a presentation](#) that included current FAA charting practices, ICAO symbology, and a NavCanada example. Mr. Haag noted that wind turbines and wind turbine farms are placed on VFR charts using cartographic judgment, not specific data. Currently, there are over 25,000 wind mills in the obstruction database, and wind mills comprise over one quarter of all obstructions charted on VFR charts.

Mr. Richard Boll, NBAA, commented on the proliferation of wind turbines and wind turbine farms. Mr. Boll expressed a concern with pilots being able to readily distinguish a higher, non-wind turbine obstacle within a depiction of a congested wind farm on a VFR chart.

STATUS: OPEN

ACTION: Mr. Ron Haag, FAA/AJV-321, Mr. Rick Fecht, FAA/AJV-321, and Ms. Valerie Watson, FAA/AJV-3B, to coordinate on a possible implementation plan and impact statement and report back at the next ACF.

ACTION: Ms. Valerie Watson, FAA/AJV-3B, to coordinate with the IACC, as appropriate, and report back at the next ACF.

11-01-237 MA Procedures for RADAR/Surveillance Approaches

Mr. John Moore, FAA/AJV-3B, briefed on behalf of the submitter. The submitter requests that pilot and controllers have the Missed Approach Procedure published on all RADAR/Surveillance Approaches to aid in mitigating read back errors between pilot and controllers. He cited 2 civil and 2 military RADARs containing missed approach instructions as examples.

Mr. Moore reviewed current practices and procedures associated with an Airport Surveillance Approach and commented that all other approaches, other than ASR approaches, are self-contained, in that everything the pilot needs is contained within the published approach. Mr. Moore surmised that the issue appears to be more of a transcription/communication issue between ATC and the pilot.

Mr. Tom Schneider, FAA/AFS-420, stated that ATC is required to issue the specific missed approach instructions prior to the final descent. Mr. Schneider also noted that there are at least two civil and two military locations where civil ASR missed approach instructions are currently published.

Mr. Bill Hammett, FAA/AFS-420 (ISI), stated that an ASR approach is 100% controlled by ATC under FAA Order JO 7110.65 and that the controller is required to provide the pilot with RADAR vectors, a Missed Approach Point (MAP), the Minimum Descent Altitude (MDA) and the missed approach procedure, when appropriate.

Mr. Hammett questioned whether there are IACC specifications for charting radar missed approach instructions. He suspects there are none and stated AeroNav Products should research how the few that are published got there.

Ms. Valerie Watson, FAA/AJV-3B, stated that, for the above reason (that the controller is responsible for issuing the missed), unless the source document contains the command word "CHART" preceding the missed approach text, it is not to be charted. She suspects that the civil examples cited are in error and will investigate.

Ms. Monique Yates, NGA, stated that RADAR/Surveillance Approaches are heavily utilized by DoD pilots, primarily during their training and in emergencies.

STATUS: OPEN

ACTION: Mr. Brad Rush, FAA/AJV-3B, will review existing circumstances and examples and will report back at the next ACF.

ACTION: Ms. Valerie Watson, FAA/AJV-3B, will review the 2 civil examples and the IACC Specifications and will report back at the next ACF.

11-01-238 Aerobatic Area Symbols on VFR Sectional Chart

Mr. John Moore, FAA/AJV-3B, presented the issue on behalf of the submitter, Mr. Mark Payne, FAA/AJV-W2. The RD suggests a unique symbol be used for airspace that has been established as an aerobatic area on VFR Sectional Charts. At present, airspace that has been established as an aerobatic area is listed only in the A/FD in the Special Notices section, under the heading of "Aerobatic Practice Area".

Ms. Suzette Rash, FAA/AFS-470, commented on the process of how aerobatic areas are established and that the process is handled at a local level by the FSDO. Ms. Rash stated that aerobatic areas are temporary in nature and that such areas may exist from a minimum of one day to a maximum of two years and may only be active during certain hours. Active aerobatic areas are included in Weather/Pilot briefings from an FSS and they are NOTAM'd.

Mr. Ted Thompson, Jeppesen, inquired as to how aerobatic areas are entered into the A/FD. Ms. Valerie Watson, FAA/AJV-3B, stated that such information is sourced internally by memorandum only. Information is handled by NFDC but not entered in the NASR database nor distributed publicly in the NFDD.

STATUS: OPEN

ACTION: Mr. Bruce McGray, FAA/AFS-410, will follow up with Mr. Mark Payne, FAA/AJV-W2, and report back at next ACF.

11-01-239 Radius-to-Fix (RF) Turns in Planview & Profile

Ms. Valerie Watson, FAA/AVJ-3B, submitted and briefed the issue. Ms. Watson [reviewed current FAA charting practices](#) concerning the depiction of RF turns in both the plan view and profile view of the approach plate and cited the DCA RNAV (RNP) RWY 19 approach. Currently, FAA charting practices do not include any labeling of RF turns in either view. It was noted that Jeppesen, for the same approach, does label RF turns in the profile view.

Ms. Watson presented two prototypes for consideration. One prototype utilized RT and LT ARC labels and the other utilized RT and LT RF labels in both the plan and profile view.

During discussions, no consensus was found. Some thought providing RF turn direction information within the approach plate was useful, whereas most felt that adding such information was unnecessary and added more clutter to the chart.

Because there was no clear support for adding the turn direction information at this time, Ms. Watson withdrew the issue. When the use of RF turns is more prevalent, this detail may be warranted.

STATUS: CLOSED

11-01-240 SRFA Charting

Mr. Gary Livack, FAA/AFS-430, and Mr. Mike Lenz, FAA/AFS-800, submitted and [briefed the issue](#).

Discussions centered on how SFRA information is disseminated in various FAA publications. Several shortfalls were identified.

- Procedures for Transient Aircraft
- Being able to find information on and the definition of Fringe Airports (reference was made to results achieved using Google's search engine)
- Clarification of the 1 NM radius around Freeway Airport (W00).

Mr. Paul Gallant, FAA/AJV-11, stated that information pertaining to the SFRA is comprised of inputs from the FAA Final Rule, FAA Office of Safety and TSA. Mr. Gallant recommended that Mr. Frank Hatfield, the Director of Systems Operations Security, be consulted in any future discussions.

Ms. Valerie Watson, FAA/AJV-3B, stated that what the FAA publishes about the SFRA is per specific guidance – either taken from the Rule itself, or added as recommended by Sys Ops Security and the Office of Safety.

Mr. Rick Fecht, FAA/AJV-321, agreed to chair a working group to review and respond to the issues raised in the RD.

STATUS: OPEN

ACTION: Mr. Rick Fecht, FAA/AJV-321, to chair a working group to review and respond to the issues raised in the RD.

Name	Organization	Phone #	Email
Mr. Rick Fecht	FAA/AJV-321	301-427-4929	richard.f.fecht@faa.gov
Mr. Richard Boll	NBAA	316-655-8856	richard.boll@sbcglobal.net
Ms. Valerie Watson	FAA/AJV-3B	301-427-5155	valerie.s.watson@faa.gov

Mr. Bob Carlson	FAA/AJV-322	301-427-5134	robert.d.carlson@faa.gov
Mr. Rick Hostetler	FAA/AJR-21	202-267-9195	rick.hostetler@faa.gov
Mr. James J. Johnston	FAA/AJR-24	703-563-3118	james.j.johnston@faa.gov
Mr. Chris Criswell	FAA/AJV-22	202-267-9302	christopher.criswell@faa.gov
Mr. Garret Livack	FAA/AFS-430	202-385-4619	garret.livack@faa.gov
Mr. Frank Hatfield	FAA/AJR-2	202-267-3364	franklin.hatfield@faa.gov
Mr. Tom Kramer	AOPA	301-695-2064	tom.kramer@aopa.org
Mr. Paul Gallant	FAA/AJV-11	202-267-9361	paul.gallant@faa.gov

11-01-241 Discontinuation of VOR Service and Associated Airways

Mr. Kenneth Ward, FAA/AJW-911, submitted and briefed the issue. Mr. Ward gave an overall review of the FAA's intention to move from the current ground-based means of navigation to the FAA's NextGen, which is GPS/RNAV/RNP/PBN-based navigation. In meeting the goals of NextGen and future funding challenges, the FAA is in the early stages of planning the shutdown of approximately half of all the VORs within CONUS. VORs within Alaska, Hawaii and Puerto Rico would remain. The FAA's goal is to have designated VORs shut down by 2020, with a minimum VOR network remaining in place.

Mr. John Moore, FAA/AJV-3B, stated that this was a subject that will generate a wide and varied level of interest from the aviation community and one that would have a future impact on charting. As such, he would like the ACF to be provided updates to the briefing given by Mr. Ward. Mr. Moore suggested that Mr. Ward coordinate, as appropriate, with members of the ACF to establish a working group to address the development of the implementation plan.

It was proposed that this RD be closed and moved to an item for regular briefing at future ACFs as the implementation plan evolves.

STATUS: CLOSED

ACTION: Mr. Ken Ward, FAA/AJW-911, will chair a Working Group, established with the following members, to discuss the developing implementation plan and brief the ACF as appropriate:

Name	Organization	Phone #	Email
Mr. Kenneth Ward	FAA/AJW-911	202-267-9080	ken.ward@faa.gov
Mr. Hank Cabler	FAA/AFS-430	202-385-4622	hank.cabler@faa.gov
Mr. Tom Kramer	AOPA	301-695-2064	tom.kramer@aopa.org
Mr. Kyle McKee	FAA/AJV-14	202-385-4671	kyle.mckee@faa.gov
Mr. Hal Becker	AOPA	703-560-3588	hal.becker@att.net

11-01-242 Lead Bearing/Lead DME

Mr. Michael Clayton, USAFFSA, submitted and briefed the issue. Charting specifications exist to meet the TERPS requirements to publish DME fixes and lead radials. There are no definitive charting specifications to meet TERPS requirements to chart lead bearings or a lead DME on departure routes with multiple turns more than 90 degrees (FAA Order 8260.3 Vol. 4, Para 3.8.4). The FAA does not have such procedures, however DoD does have at least one such procedure published.

Mr. Clayton stated that with the establishment of lead bearings/lead DMEs on SIDs and DPs would allow the USAF to satisfy the TERPS requirement.

Mr. Brad Rush, FAA/AJV-3B, noted that the FAA's USIFPP needs to address this issue and provide more guidance regarding the make-up and charting of such procedures. Once such guidance has been provided, the IACC will evaluate and as necessary generate an RD to address/modify the specifications.

STATUS: OPEN

ACTION: Mr. Brad Rush, FAA/AJV-3B, will take the issue up with the USIFPP and report back to the ACF.

11-01-243 Charting Standards for RNP 1 STARs and DPs

Ms. Suzette Rash, FAA/AFS-470, submitted and briefed the issue. Ms. Rash stated that the FAA intends to start publishing RNAV RNP 1 SIDs and STARs. The first procedure is expected to be published within the next six months. Two chart naming options were presented and discussed.

Representatives of several air carriers noted that their FMS boxes differed in their ability to depict chart titles. Mr. John Moore, FAA/AJV-3B, noted that chart titling should not be constrained solely by FMS limitations. Mr. Moore suggested that such procedures should be handled in the same way as other RNAV procedures, with the type of approach/navigation specification placed in parentheses, i.e. (RNP1), (RNAV1), etc. The computer code would remain the same.

Mr. Brad Rush, FAA/AJV-3B, commented that only 6 characters are allowed for SIDs/STARs due to ARINC limitations. Mr. Rush cautioned against any changes to procedure naming conventions and that any such changes would have global implications, as well as to those procedures already charted in the U.S. (approximately 22,000 IFR procedures in the US alone.).

Mr. Ted Thompson, Jeppesen, commented that no equipment requirements should appear in the procedure title. Equipment-related comments should only appear as a Note in the procedure, as is the current practice both with Jeppesen and the FAA. Ms. Valerie Watson, FAA/AJV-3B, concurred with Mr. Thompson's comments.

Mr. Thompson express a concern over future naming conventions with the future charts being data driven as well as the impact related to FMS coding.

Mr. Moore added that there had previously been discussions within the PARC RNAV RNP Charting group regarding charting naming conventions. Mr. Thompson suggested to Mr. Moore that maybe the FAA PARC subcommittee should reconvene to review and develop a recommendation from the RD submitted.

STATUS: OPEN

ACTION: Ms. Suzette Rash, FAA/AFS-470, will report back at the next ACF.

VIII. Closing Remarks

Mr. John Moore, FAA/AJV-3B, 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/

Please note the attached Office of Primary Responsibility (OPR) listing for action items (**Attachment T: Open Issues and OPR**). It is requested that all OPRs provide the Chair, Mr. John Moore (with an information copy to Mr. Alex Rushton) a written status update on open issues no later than October 10, 2011.

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.

The ACF 11-01 Attendee List is at **Attachment U: Attendee Roster**.

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

IX. Next Meeting

The meeting location of ACF 11-02 is scheduled to be in Silver Spring, MD.

X. Attachments

11-01 Open Issue and OPR
11-01 Attendee Roster.

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