

Government/Industry Aeronautical Charting Forum (ACF) 95-2  
Washington, DC  
September 19-21, 1995

**1. Opening Remarks**

The three day meeting was held at the Headquarters of the Air Line Pilots Association (ALPA) in Washington, DC. Mr. Paul Best, FAA/AFS-420, Co-Chair of the ACF, opened the TERPs portion of the Charting Forum on September 19, 1995. Minutes of the TERPs Forum are being generated by FAA/AFS-420 and will be sent out to those participants at a later date.

Mr. Dick Powell, FAA/ATP-220, Co-Chair of the ACF, opened the Charting Forum on September 20, 1995 at ALPA headquarters with a thanks to Mr. Tom Young, ALPA, for hosting the forum. Mr. Powell called attention to the Issue Priority List and requested that it be filled out as issues are discussed and turned in at the end of the meeting. Minutes of ACF 95-1 were approved, with corrections made by the Air Transport Association (ATA) and NOS/Aeronautical Charting and Cartography (AC&C). ATA does not have a requirement for contours or color on NOS Instrument Approach Procedure charts (92-1-15); and, NOS does not have data available on the Internet (93-1-27). ACF 95-2 attendees are at Attachment 1.

**2. GPS Airport Survey Program Status**

Mr. Bob Fischer, NOS/National Geodetic Survey (NGS), briefed the ACF on the purpose of the GPS Airport Survey Program. NGS is surveying selected airports to provide not only a datum tie, but also runway, NAVAID, and obstruction data to support development of GPS approach procedures. There are 2532 airports with IAP charts in the program and 650 have already been completed. VFR airports will be surveyed after the IAP airports have been completed. There have been 29 Wide Area Augmentation System sites surveyed and the data has been delivered to the FAA.

**Action:** Mr Bob Fischer, NOS/NGS, will report the status of this program at the next meeting.

**3. Obstruction Chart - Engine Out Status (Agenda Item 92-1-003, Obstruction Data to Support Takeoff Performance Calculation; and Agenda Item 93-1-027, Obstruction Data in Digital Format)**

Ms. Linda Cushing, NOS/AC&C, reported that high cost ruled out a Type C obstacle chart in paper format. Mr. Bob Niedermair, AC&C/ACAB, had developed a computerized obstruction chart based on Sectional charts, DMA's DTED, and the Digital Obstruction File, et al. A vertical profile of terrain under the flight path is depicted along with a plan view of the Sectional chart. AC&C has requested that FAA/ATP-220 approve the expenditure of funds for further development and fine tuning of the program and that the FAA coordinate with DMA for the use of DTED. Mr. Dick Powell, FAA/ATP-220, reported that the expenditure

of further funds is approved pending approval by DMA for the use of the DTED. DMA appears to be willing to release the DTED as long as it's not recognizable as DTED in its final form. Mr. Bill Thomas, ATA, and Mr. Tom Young, ALPA, expressed their appreciation to AC&C for their efforts on this product. Mr. Bob Fischer, NOS/NGS, stated that 59 airports and 184 departures had been surveyed for the Type A Obstacle Chart (close-in) and that the survey criteria may be tightened so that fewer airports and departures are surveyed. Mr. Powell noted that the FAA General Counsel determined that Obstruction Chart Engine Out data can be put out on the Internet.

**Action:** Ms. Linda Cushing, NOS/AC&C, will report on the use of DMA DTED to generate a less expensive Type C Obstacle Chart.

**4. Standard Taxi Routes Report (Agenda Item 93-1-024, Depict Boundary of Aircraft Movement Area on Aerodrome Charts, and Agenda Item 93-1-029, Standardized Taxi Routes)**

Mr. Willie Card, FAA/ATP-120, reported that approximately 50 airports will implement the Surface Movement Guidance Control System and approximately 240 airports will implement standard taxi routes. As an airport develops the procedures, the new oversized airport diagram chart developed by IACC Task Group 30 will be published. These new oversized charts will be in a separate publication. Airport Diagrams will remain in the current Terminal Procedures Publication. IACC Task Group 30 will meet in November 1995 to finalize the new IACC Specification for the oversized airport diagram chart.

**Action:** Mr. Steve Lucchesi, FAA/ATP-220, will report on the status of the IACC Specification and how the two agenda items (93-1-24 and 93-1-29) are incorporated.

**5. GPS Overlay and GPS Charting Working Group Report (Agenda Item 93-1-030, GPS Overlay and GPS Charting)**

Ms. Dalia Marin, NOS/AC&C, reported on IACC Task Group discussions on charting GPS stand-alone procedures. In the plan view, waypoints will be charted with the symbol for a flyover waypoint and a name; there will be no coordinates for the waypoint. Ms. Marin also noted that the Task Group is looking at the expansion of the Terminal Volumes, to include how many volumes and costs, because of the additional GPS approaches (8400 in 5 years). Mr. Jim Nixon, FAA/AFS-420, stated that since nav aids would not start being decommissioned until 2005, the non-GPS approach procedures would remain in the Terminal Volumes until after that point. Ms. Marin indicated that the FAA had approved and funded the automation of IAP production, which could lead to IAPs on optical disk, CD-ROM, etc., in addition to the current paper format. Ms. Melissa Bailey, AOPA, stated that AOPA wants to have all approaches to an airport in a single volume and does not support GPS only volumes. Mr. Tom Young, ALPA, asked that attention be given to producing IAPs on CD-ROMs. Mr. Bill Thomas, ATA, noted that the ATAs Charting and Data Display Working Group was looking at the electronic delivery issue and had exposed several problems that required resolution, e.g., cost, FAA certification of data, and ground-based versus cockpit-based data verification.

**Action:** Ms. Dalia Marin, NOS/AC&C, will report on the IACC Task Group discussions at the next ACF meeting.

**6. Loose Leaf Terminal Procedures Publication (Agenda Item 94-2-058)**  
Mr. Dick Powell, FAA/ATP-220, noted that the survey of users of the Terminal Procedures Publications (TPP) had resulted in over 14,000 responses (18,000 surveys sent out). The results: 58% preferred the bound volume format (discontinued), 42% preferred the loose-leaf format. Negotiations are currently taking place between NOS, the Government Printing Office and the prime contractor to publish the TPP in both bound and loose-leaf formats. Capt Terry Laydon, NOAA, Deputy Director of AC&C, indicated that both formats should be available by late February 1996. Ms. Linda Cushing, NOS/AC&C, stated that the AC&C Distribution Division planned to canvas the users to have them indicate which format they wanted.

**Action:** Mr. Dick Powell, FAA/ATP-220, will report on how the dual-format is being accepted by the user community.

**7. AOPA Safety Foundation and IACC Task Group 25 VFR Charting Recommendations (Agenda Item 94-1-040, Parachute Jumping Areas; Agenda Item 94-1-041, Class C Airspace; Agenda Item 94-1-042, Communication Frequencies; Agenda Item 94-1-043, Class B Airspace; Agenda Item 95-1-058 Visibility of ATC Frequencies on Sectional Charts; Agenda Item 95-2-70 Boundary of VFR Terminal Chart on Sectional Chart; and Agenda Item 95-2-71 Airspace Change Dates on Sectional Charts)**

Mr. David Thompson, FAA/ATP-220, and Mr. John Brennan, NOS/AC&C, presented the IACC Task Group 25 Seattle Sectional Area Chart prototype. The prototype includes both AOPA Safety Foundation and Task Group 25 recommendations and has received favorable comment. Mr. Bill Thomas, ATA, asked if the chart had been flown with at night - it had not. The following organizations were provided copies of the prototype to evaluate during night flying: United States Army Aeronautical Services Agency (USAASA), United States Air Force Flight Standard Agency (USAFFSA), and AOPA. New prototypes that include Agenda Item 95-1-58, Agenda Item 95-2-70 and Agenda Item 95-2-71 will be provided to USAASA, USAFFSA and AOPA for evaluation.

**Action:** Mr. Bill Parshall, USAASA, Mr. Bob Beatty, USAFFSA, and Ms. Melissa Bailey, AOPA, will provide comments on their night flying evaluations to Mr. David Thompson, FAA/ATP-220. Mr. David Thompson, FAA/ATP-220, and Mr. John Brennan, NOS/AC&C, will report on the affect of those evaluations on the prototype specification changes and the status of implementing those changes.

**8. IAP Reformat (Agenda Item 92-1-006, Change Depiction of Communication Frequencies on IAPs to Top of Page; Agenda Item 92-1-012, Warning and Caution Notes; Agenda Item 92-1-013, Print Size and Readability; Agenda Item 92-1-014, Use of Icons; and Agenda Item 94-1-039, Changes to the Terminal Procedures)**

Mr. Dick Powell, FAA/ATP-220, briefed that NOS had developed a 3 year phased approach to automate the production of the Terminal Procedures

Publication. Ms. Dalia Marin, NOS/AC&C, briefed the 6 phases of the automation process. The FAA has approved this approach and authorized the purchase of 10 Workstations to begin the automation. Mr. Bill Thomas, ATA, and Mr. Tom Young, ALPA, reported that pilot comments on the new format are entirely favorable, that the Jeppesen format being used is very close to the Volpe format, and that they would like to see the NOS charts be as similar to the Jeppesen charts as is possible (i.e., conform to the Volpe format). Maj Tim Duerson, DMA, indicated that their initial reluctance to support this new format may change and that he will re-coordinate this within DoD. Mr. John Moore, NOS/AC&C, volunteered to brief the FLIP Coordinating Committee on the new IAP format. Mr. Powell will be sending out a formal Cartographic Change Proposal (CCP) to all agencies for comment.

**Action:** Maj Tim Duerson, DMA, will report the DoD position on the approved IAP reformat.

Mr. Dick Powell, FAA/ATP-220, will report on the CCP response and the status of implementation at the next ACF meeting.

**9. Agenda Item 92-1-003 Obstruction Data to Support Take-off Performance Calculation (Jeppesen Sanderson)**

See paragraph 3 of these minutes for status.

**10. Agenda Item 92-1-006 Depicting Communication Frequencies on IAP Charts (DOT/VNTSC)**

See paragraph 8 of these minutes for status.

**11. Agenda Item 92-1-011 Use of Color on IAPs (ALPA)**

See Agenda Item 92-1-015 for comments.

**12. Agenda Item 92-1-012 Warning and Caution Notes (ALPA)**

**Agenda Item 92-1-013 Print Size and Readability (ALPA)**

**Agenda Item 92-1-014 Use of Icons (ALPA)**

See paragraph 8 of these minutes for status.

**13. Agenda Item 92-1-015 Obstacle and Terrain Contour Depiction (ALPA)**

Ms. Linda Cushing, NOS/AC&C, reported that the cost to depict contours on the 424 IAPs previously identified would be approximately \$120,000 and implementation would require a 6 month lead time. She also noted that using the TPP Automation project would reduce costs and recommended that this requirement be carried forward for implementation with the TPP Automation project. The ACF concurred.

**Action:** Mr. Dick Powell, FAA/ATP-220, will submit an IACC Requirement Document on this issue and report the results at the next ACF meeting.

**14. Agenda Item 93-1-024 Depict Boundary of Aircraft Movement Area on Aerodrome Charts (ALPA)**

See paragraph 4 of these minutes for status.

**15. Agenda Item 93-1-027 Obstruction Data in Digital Format (EDS)**

See paragraph 3 of these minutes for status.

**16. Agenda Item 93-1-028 Terrain Data Base (Jeppesen)**

Maj Tim Duerson, DMA/ATCF, reported that the release of DTED is still being staffed, but that DMA does intend on releasing DTED Level 1 for the United States. Mr. Dick Powell, FAA/ATP-220, reported that the DMA Release Officer had stated that once DTED had been released to the FAA, then FAA could use that DTED for any product without further coordination with DMA. Mr. Bill Thomas, ATA, asked that the FAA request DMA to deliver; they have been 'staffing' this issue for over two years (first discussed at ACF 93-1).

**Action:** Mr. Dick Powell, FAA/ATP-220, will send a letter to DMA requesting they release DTED ASAP and noting the length of time they have had to staff this issue. Mr. Powell will report the status at the next ACF meeting.

**17. Agenda Item 93-1-029 Standardized Taxi Routes (FAA)**

See para 4 of these minutes for status.

**18. Agenda Item 93-1-030 GPS Overlay and GPS Charting (FAA)**

See para 5 of these minutes for status.

**19. Agenda Item 94-1-036 Part-time Tower/Approach Control Communications Symbology (FAA)**

LCdr Eric Secretan, NOAA, reported that an IACC Requirement Document to change the IACC specification had been submitted. A star will be placed next to the approach control frequency to indicate that it is for a part time approach control facility and that the Airport/Facility Directory must be consulted for approach control availability.

**Action:** Closed

**20. Agenda Item 94-1-038 Charting of Military Training Routes (MTR) (FAA)**

Maj Tim Duerson, DAM/ATCF, reported that DMA had provided a Special Notice for publication in the Airport/Facility Directory (A/FD) to inform those requiring MTR data that it can be obtained in the DMA Area Planning Book AP1/B. Mr. Dick Powell, FAA/ATP-220, noted that the Special Notice had been published in the A/FD and the Airmen's Information Manual.

**Action:** Closed

21. **Agenda Item 94-1-039 Changes to the Terminal Procedures (FAA)**  
See paragraph 8 of these minutes for status.

22. **Agenda Item 94-1-040 Parachute Jumping Areas (AOPA)**  
See paragraph 7 of these minutes for status.

23. **Agenda Item 94-1-041 Class C Airspace (AOPA)**  
See paragraph 7 of these minutes for status.

24. **Agenda Item 94-1-042 Communication Frequencies (AOPA)**  
See paragraph 7 of these minutes for status.

25. **Agenda Item 94-1-043 Class B Airspace (AOPA)**  
See paragraph 7 of these minutes for status.

26. **Agenda Item 94-2-053 Charting Permanent Laser Sites (FAA)**  
Mr. Fred Gibbs, FAA/ATP-240, reported on FAA's review of the laser site issue. The laser industry is expanding and the increasing number of sites is becoming a significant issue. The FAA has established Recommended Interim Guidelines on laser activity in the NAS and expects to publish these in FAA Order 7400.2 in November 1995. The FAA has coordinated these Guidelines with the DoD, the FDA, SAE G-10, various aviation interest groups and the laser industry. No restricted or prohibited areas are being established around laser sites (except for some military operations). The FAA is requiring that NOTAMS (Special Notices section in the AFDs, Class II, and NFDC) be issued on laser activity. Mr. Tom Young, ALPA, reported that the SAE G-10 Laser Hazard Subcommittee was still actively working the issue and should have recommendations by their next meeting in January 1996.

**Action:** Mr. Gibbs, FAA/ATP-240 and Mr. Tom Young, ALPA, will report on the FAA and SAE G-10 efforts, respectively, at the next ACF meeting.

27. **Agenda Item 95-1-57 Military Aviation Technology Initiative (DMA)**

Mr. Tom Young, ALPA, reported that he had asked DMA to brief the SAE G-10 Committee on their efforts in electronic charting and that they had done so at the last SAE G-10 meeting in August. DMA is conducting simulator evaluations of their electronic charts at their Wright Patterson Labs and have invited Mr. Young to participate in those simulator flights. DMA will become an active member of the SAE G-10 Aeronautical Charting Subcommittee and continue to coordinate with the SAE G-10 in their electronic chart development efforts.

**Action:** Maj Tim Duerson, DMA/ATCF, will brief on the status of DMA's electronic charting efforts at the next ACF meeting.

**28. Agenda Item 95-1-58 Visibility of ATC Frequencies on Sectional Charts (AOPA Air Safety Foundation)**

See paragraph 7 of these minutes for status.

**29. Agenda Item 95-1-59 Approach Frequency Depiction on Sectional Charts (AOPA Air Safety Foundation)**

Ms. Melissa Bailey, AOPA, reported that the AOPA Air Safety Foundation had no further rationale for their recommendation that would place the Radar Approach Control frequencies for Class B Airspace back on the body of the Sectional charts as opposed to including them in the marginal/tab data. The ACF had not agreed with this recommendation at their last meeting and, since the Air Safety Foundation had no further justification and rationale, the ACF disapproved it based on congestion and clutter.

**Action:** Closed

**30. Agenda Item 95-1-60 Holding Pattern Restricted Airspeed Depiction (FAA)**

LCdr Eric Secretan, NOAA, reported that an IACC Requirement Document had been submitted to depict non-standard holding airspeed (210 KIAS above 6,000' through 14,000') inside the holding pattern. The FAA Orders will need to be changed to tell the Regions what information to forward.

**Action:** LCdr Eric Secretan, NOAA, will report on the status of the IACC RD at the next ACF meeting.

**31. Agenda Item 95-1-61 Removal of Mountain Pass Symbology (FAA)**

LCdr Eric Secretan, NOAA, reported that an IACC Requirement Document had been submitted to remove the Mountain Pass symbology from the visual charts for safety reasons (misleads pilots; can't mislead if not depicted). The NTSB may have some comments on this issue.

**Action:** LCdr Eric Secretan, NOAA, will report on the status of the IACC RD at the next ACF meeting.

**32. Agenda Item 95-1-62 GPS Approach Mode Arming Note (FAA)**

Ms. Dalia Marin, NOS/AC&C, reported that IACC Task Group 31 had considered this recommendation and had included it in the specification change to IACC Specification 4. The abbreviation IAF' will be in negative type on the planview and in the notes section and, additionally, in the notes section a comment will be added stating ARM APPROACH MODE PRIOR TO IAF. This is being charted on GPS approaches, as directed by the 8260.

**Action:** Closed

**33. Agenda Item 95-1-63 Conversion of Offshore Reporting Points to Waypoints (FAA)**

Mr. Rudy Ruana, Jeppesen, presented for ACF approval the minutes of the ACF Ad Hoc Committee that addressed this issue and Agenda Item 95-1-66. The Committee's recommendations for this agenda item were approved as written, except that the FAA (vice DMA) will coordinate with the UK and Canada. Minutes are at Attachment 2.

**Action:** Mr. Rudy Ruana, Jeppesen, will report on the status of this issue and Agenda Item 95-1-66 at the next ACF meeting.

**34. Agenda Item 95-1-64 Digital Obstacle File Software Utilities (ASAP)**

Mr. Ron Bolton, NOS/AC&C, noted that the additional software utilities that Mr. Charles Guy, ASAP, had recommended for the Digital Obstacle File (DOF) would have required a significant effort in terms of workyears and cost. AC&C has sent a letter to Mr. Guy stating that due to funding constraints the software utilities will not be added to the DOF. Mr. Jim Nixon, FAA/AFS-420, asked if a simple polar search engine could be added at minimal cost. Mr. Bolton indicated that it could be done with minimal cost and that he would examine it.

**Action:** Mr. Bolton, NOS/AC&C, will coordinate the addition of a simple polar search engine to the DOF and report on its status at the next ACF meeting.

**35. Agenda Item 95-1-65 Equipment Required on Intermediate Segments (ALPA)**

Mr. Jim Nixon, FAA/AFS-420, reported that the draft FAA Order 8260.19C, Flight Procedures and Airspace, had been changed to reflect the proposed ACF changes. However, the icons to depict the equipment requirements (DME/GPS/FMS required) were still being developed.

**Action:** Mr. Jim Nixon, FAA/AFS-420, will coordinate the development of the appropriate icons and explanations/descriptions and brief the status of this at the next ACF meeting.

**36. Agenda Item 95-1-66 Unnamed Fixes on Charts (FAA)**

Mr. Rudy Ruana, Jeppesen, presented for ACF approval the minutes of the ACF Ad Hoc Committee that addressed this issue and Agenda Item 95-1-63. Mr. Jim Nixon, FAA/AFS-420, notes that this creates a new fix class, the computer navigation fix, and that these fixes will have a different chart symbology from regular fixes. The Committee's recommendations for this agenda item were approved as written. Minutes are at Attachment 2.

**Action:** Mr. Rudy Ruana, Jeppesen, will report on the status of this issue and Agenda Item 95-1-63 at the next ACF meeting.

**37. Agenda Item 95-2-67 GPS Overlay Program (Jeppesen)**

Mr. Rudy Ruana, Jeppesen, asked for clarification of FAA's intentions with regards to the charting of Phase 2 and Phase 3 GPS approaches.



NOS currently charts only Phase 3 GPS approaches; i.e., those that contain the phrase or GPS in the title. NOS does not indicate in a title if a Phase 2 GPS approach is available because a Phase 2 GPS approach depends only on working GPS equipment on board the aircraft; i.e., the underlying VOR/NDB/ILS approach criteria is not changed just because a pilot has a working GPS on board. Jeppesen, however, does indicate that a particular approach is also a Phase 2 GPS approach. It is possible to have both Phase 2 and Phase 3 GPS approaches to the same runway end. This can potentially cause great confusion between approach control and the aircrew and should be addressed by the ACF. The consensus of opinion was that if a Phase 3 GPS approach exists to a runway end then all Phase 2 GPS approaches to that same runway end should be eliminated. This same issue will again surface when Phase 4 GPS approaches are developed; what will be done with the Phase 3 and/or Phase 2 GPS approaches? Mr. Paul Best, FAA/AFS-420, stated that the Phase 2 GPS approach is still valid when a Phase 3 GPS approach exists for the same runway end. At issue is whether or not both approaches should be charted.

**Action:** Mr. Paul Best, FAA/AFS-420, will coordinate an FAA position on this issue and report its status at the next ACF meeting.

**38. Agenda Item 95-2-68 Redundant Verbiage on SIDs/STARs (Jeppesen)**

Mr. Rudy Ruana, Jeppesen, recommended that the ACF determine if the user community would support the elimination of redundant verbiage on SIDs and STARs. The language used in ATC Clearances is written, usually verbatim, on the face of SIDs and STARs and dramatically adds to the clutter, making it difficult to differentiate and single out information. Graphics could depict the same information in an easier to locate and more understandable manner and would reduce clutter at the same time. This recommendation would affect the FAA's SID and STAR Orders and the Form 7100. Mr. John Moore, NOS/AC&C, reported that AC&C had formed a SID/STAR Reformat Study Group to consider changes to the format and data depicted. Mr. Dick Powell, FAA/ATP-220, recommended (and the ACF approved) that an ACF Working Group be formed to develop recommendations for changes to the SIDs and STARs. Mr. Ron Bolton, NOS/AC&C, asked that the Volpe NTSC be asked to participate in this Working Group and provide human factors expertise. Mr. Ruana provided sample SIDs and STARs that included several Jeppesen-proposed format changes. These are at Attachment 3. Mr. Bob Beatty, USAFFSA/XOIA, asked for extra prototypes to use in simulators.

The ACF SID/STAR Reformat Working Group will consist, at a minimum, of members from FAA, NOS/AC&C, DMA, Jeppesen, AOPA, ALPA, ATA, and Volpe. Mr. Rudy Ruana and Mr. John Moore will co-chair the Working Group. Working Group members are at Attachment 4.

**Action:** Mr. Rudy Ruana, Jeppesen and Mr. John Moore, NOS/AC&C will report on the status of the ACF SID/STAR Reformat Working Group recommendations at the next meeting.

**39. Agenda Item 95-2-69 Screening for Water Areas on IAPs (Air Chart**

### **Systems)**

The dark screening used to depict water areas on IAPs reduces the contrast needed to differentiate information, especially in low light conditions. The suggestion is to eliminate the screening and replace it with three wavy lines. Ms. Linda Cushing, NOS/AC&C, noted that the wavy lines might also obscure information and that, additionally, they may be confused with depicted shoreline. Mr. Tom Young, ALPA, asked if there were any solutions other than wavy lines (which seem to cause their own set of problems). Ms. Cushing stated that rescreening the water areas could be done at a large additional cost now but at little cost after the IAPs had been automated. Ms. Dalia Marin, NOS/AC&C, asked that any proposed symbology changes be looked at from a human factors perspective first. Capt Terry Laydon, NOS/AC&C, asked for user input to determine the extent of this problem prior to expending any resources. The ACF disapproved the proposal, pending user comment.

**Action:** Ms. Melissa Bailey, AOPA, Maj Tim Duerson, DMA, Mr. Tom Young, ALPA, and any other members of the ACF with an interest in this issue will ask for further user validation of the problem and report on the status at the next ACF meeting.

#### **40. Agenda Item 95-2-70 Boundary of VFR Terminal Chart on Sectional Charts (Air Chart Systems)**

The screened blue band that is used on Sectional charts to denote the VFR Terminal Area chart boundary blocks out the information below it when read under red light. The suggestion is to use a white band that would not block out the information below it. Mr. John Brennan, NOS/AC&C, reported that IACC Task Group 25 is looking at this issue and will know more about it after flight testing. Mr. Brennan will modify the boundary band so that half of it will be a block out and half will be a TG 25 proposed black screen. The prototype will be flown by USAF pilots.

**Action:** Mr. John Brennan, NOS/AC&C, will include this in the AOPA Safety Foundation and IACC Task Group 25 proposals for VFR charting. See paragraph 7 of these minutes.

#### **41. Agenda Item 95-2-71 Airspace Change Dates on Sectional Charts (Air Chart Systems)**

There is currently no indication on a Sectional chart that advises the user that there are airspace change dates prior to the next chart issue date or that the user ought to refer to the Airport/Facility Directory (or other system) to be current. The suggestion was to add the airspace change dates to the Sectional chart. Mr. John Brennan, NOS/AC&C, proposed a wording change to the Sectional Legend page that notifies pilots that updates are published every 56 days in the AFD. Mr. Jim Nixon, FAA/AFS-420, proposed other wording refinements to the Legend. This will not require a change to IACC Specifications.

**Action:** Mr. John Brennan, NOS/AC&C, will include this in the AOPA Safety Foundation and IACC Task Group 25 proposals for VFR charting. See paragraph 7 of these minutes.

**42. Agenda Item 95-2-72 Mileage Table for IFR/VFR Low Altitude Planning Chart (FAA)**

The FAA has received several requests to add a mileage table to the new IFR/VFR Low Altitude Planning Chart. This new product replaced the Flight Case Planning Chart, on which a mileage table was printed.

Mr. Ben Zollman, NOS/AC&C, presented several options for a mileage table, some as a separate sheet, some included on the chart itself. The options that included the mileage table on the chart itself would have no extra cost. The option adding a fifth panel appeared to be the most effective and efficient. ACF members were to indicate the priority of this requirement on their Priority List.

**Action:** Mr. Dick Powell, FAA/ATP-220, will report on the status of this issue at the next ACF meeting.

**43. Agenda Item 95-2-73 Pilots' Loss of Frequency/Stuck Mike Procedures (FAA)**

The suggestion was to add a tabulation of paired or backup frequencies on the IFR Enroute High and Low Altitude charts to provide pilots a way to handle loss of frequency or stuck mike problems. Mr. Bill Thomas, ATA, noted that frequencies were not stable and that the enroute charts would contain non-current frequencies and that publishing the paired frequency table would not solve the problem. Mr. Jim Terpstra, Jeppesen, noted that publishing the paired frequency table on the face of the chart would add too much clutter. Mr. Tom Young, ALPA, and Mr. Lyle Wink, FAA/AFS-422, believed that current options for pilots facing this issue were sufficient. The ACF disapproved this suggestion. Mr. Paul Best, FAA/AFS-420, will refer this to ATPAC.

**Action:** Closed

**44. Agenda Item 95-2-74 Airport Names on NOS US Low Altitude Enroute Charts (FAA)**

The suggestion is to cross reference airport names that differ between the IAP and the Enroute Charts in the Air/Ground tabulation on the Enroute Chart. Mr. Paul Best, AFS-420, will look at possible 8260 changes that need to be made to correct the airport names in the IAPs. The ACF believed that the current cross reference listing in the Terminal Volumes serve the same purpose and an additional listing would not be necessary. The ACF disapproved this suggestion.

**Action:** Closed

**45. Agenda Item 95-2-75 Inoperative Components Table (DMA)**

DMA approach charts for military airports contain inoperative components information in the notes section. NOS approach charts do not contain this information; it is included in the Terminal Volume itself. The suggestion was to have NOS include inoperative component information on the bottom of the approach charts. Mr. Jim Nixon, FAA/AFS-420, noted that the three Services have different methods of

applying additive weather minimums when components are inoperative. It was recommended that DMA coordinate with the Services for a common position on this issue and present it at the next ACF meeting.

**Action:** Maj Tim Duerson, DMA, will coordinate this issue and report on it at the next ACF meeting.

**46. Closing Comments**

The ACF approved the following rating changes for the Priority List: 1 - Critical; 2 - Efficiency of Operations; 3 - Nice to Have; 4 - Not Required

Due to scheduling conflicts, the date for the next Aeronautical Charting Forum meeting (ACF 96-1) will not be as agreed upon at the end of ACF 95-2. The ACF 96-1 meeting will be April 9-11, 1996 at ATA Headquarters in Washington, DC. TERPs issues will be addressed April 9 and charting issues will be addressed April 10 and 11.

Aeronautical Charting Forum 95-2 Attendees

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