

Government/Industry
Aeronautical Charting Forum (ACF) 98-02
October 27-30, 1998

1. Opening Remarks

The forum was held at the offices of NOS/Aeronautical Charting and Cartography in Silver Spring, MD. Mr. Howard Swancy, FAA/AFS-420, and Mr. Paul Best, FAA/National Resource Specialist chaired the Instrument Procedures portion of the Charting Forum on October 27-28, 1998. Separate minutes of that meeting are being generated and will be sent to those participants.

Mr. Dick Powell, FAA/ATA-100, Co-Chair of the ACF, opened the Charting Forum on October 29, 1998 with thanks to Mr. Terry Laydon, Director AC&C, for hosting the forum. Mr. Powell asked participants to fill out the Attendee List and include their e-mail address. Minutes of ACF 98-01 were accepted. ACF 98-02 attendees are at Attachment 1.

2. Wide Area Augmentation System (WAAS)

Mr. Keith Dutch, ATO-402 and the Air Traffic Satellite Operational Implementation Team (ATSOIT), briefed the status of WAAS funding (cut) and initial operational capability (slipped to June 1999). The main portion of the briefing focused on the ATSOIT, its organization, relationships, and mission. Dick Powell noted that ATA-100 had representatives to the ATSOIT to address issues raised at the ACF.

Action: None, for information only.

3. ICAO AIS/MAP Divisional Meeting

Mr. Dave Lewtas, ICAO, briefed the status of the recommendations raised at the ICAO AIS/MAP Divisional meeting. A new ICAO Study Group, set to meet in December 1998, will address the following issues: evaluate DAFIF and EUROCAE database models, electronic aeronautical chart display, true vs magnetic, computer navigation fixes, airport obstacle charts (in digital form), electronic exchange of aeronautical information via datalink (air/ground), and AIS/MAP personnel licensing and training guidelines. Dick Powell asked if industry representatives would be asked to participate in the ICAO Study Group. Dave replied that he believed that they would. The FAA is in the process of hiring MITRE to evaluate the ICAO Aeronautical Information Exchange Model. Draft copies of the ICAO briefing were handed out to the representatives present.

Action: Mr. Dave Lewtas, ICAO, will keep the members informed of issues and progress.

4. IACC Task Group 31, IAP Chart Issues (93-01-030, 96-02-078, ICAO identifiers on GPS approaches, magnetic versus true orientation, contours, Volpe reformat, division of TPPs)

Ms. Dalia Marin, AC&C, briefed that the IACC Specifications for non-precision GPS approaches would be submitted to the IACC in December 1998.

Action: Ms. Dalia Marin, AC&C, will report on the status at the next meeting.

5. FMS/GPS/RNAV/Free Flight Chart

Ms. Pat Fair, FAA/ATA-130, briefed that some questionnaires had been returned with comments on the IACC Task Group 33 prototype chart. The next IACC TG meeting will be held in February 1999.

Action: Ms. Pat Fair, FAA/ATA-130, will report on the status at the next meeting.

6. RTCA Special Committee 193 Terrain and Airport Mapping Databases

Mr. Jim Terpstra, Jeppesen, briefed the group on the newly established RTCA SC-193 efforts to develop database standards for terrain, obstacles and airport mapping. The RTCA committee is a joint effort with a EUROCAE Working Group. Some of the issues are also being addressed by the ICAO Study Group (para 3. above). The goal is to have these standards published in RTCA Documents by the end of 1999. The information on the Committee is available on the Jeppesen company website: www.jeppesen.com/committees.

Action: None, for information only.

7. Terrain Database/Release of Digital Terrain Elevation Data (DTED)(93-01-028)

Mr. Terry Laydon, Director of AC&C, briefed on the Airport Safety Modeling Data (ASMD) produced by AC&C. The ASMD covers all of the ACF-submitted/approved U.S. airports and 93 of the international airports that are terrain-impacted. The U.S. airports CD-ROM has been produced and cost \$3,500. The international airports will cost the same and is expected to be produced in the summer of 1999. Mike Riley, NIMA, noted that many international airports were not on the ASMD because the countries did not want the data released.

Action: Closed

8. Prohibited Area P-56 Charting

Eric Secretan, AC&C, briefed that changes to the visual, instrument, and IAP charts as well as to the A/FD had been made to improve pilot awareness of the P-56 Prohibited Area.

Action: Closed

9. ATA Chart, Database and Avionics Harmonization Committee

Mr. Jim Terpstra, Jeppesen, briefed that the 112 committee recommendations on harmonizing charts and automated systems had been, by and large, successfully implemented. There are still several issues being addressed. The FAA is the only organization, internationally, that does not have a standard way of designating airport identifiers. ARINC 424 is the international standard that the U.S. Government (FAA, NIMA, and AC&C) does not yet use.

Action: Mr. Jim Terpstra, Jeppesen, will report on the status of the committee at the next meeting.

10. Ugly Baby Project (92-01-006/011/012/013/014/015, 94-01-039, 95-01-065, 96-02-084)

Mr. Eric Secretan, AC&C, briefed on the issues resolved by the Ad Hoc Committee - the Volpe format and the TAA depiction (minutes were included in the ACF handouts). The new chart can be produced with the changes for Volpe format and TAA even though depiction of terrain has yet to be resolved. Depiction of terrain is still being evaluated for cutoff dates, color, and costs. Terrain would need to be depicted on 368 IAP charts that are contained in 4 TPP volumes. The printing contractor has indicated that an additional 5 days would be necessary to 'process' the new charts. Ken Reed, EUROCAE, pointed out that this particular example was excellent from a human factors viewpoint. The Ad Hoc Committee felt strongly that color must be used to depict the terrain. The ICAO standard being developed for terrain depiction follows the Ugly Baby format in terrain depiction. Eric briefed the criteria for TAA depictions that were agreed upon by the Committee and submitted to the FAA, so that they could change the TAA Order. Without the changes to the Order, this new format will not be implemented. Mr. Paul Best, FAA/NRS, said that the Order would be changed to reflect the Ad Hoc Committee recommendations if the ACF approved the new format. The ACF approved the new format. Howard Swancy and Paul Best will amend the Order. They asked Dick Powell to send them a letter noting the ACF position and requesting TAA Order changes to reflect the ACF positions (developed by the Ad Hoc Committee). Once the TAA Order is changed, the Volpe format and the TAA depiction be submitted to the IACC. Randy Kenagy, AOPA, noted that they approved the new format and that if the cost was prohibitive, then the issue may need to be readdressed. Randy also noted that their members had been told that the Volpe format had been on the books for a couple of years and that it was time to get the job done. The terrain depiction issue will continue to be addressed by AC&C.

Action: Dick Powell, FAA, will send a letter to AFS-420 with the ACF consensus to change the TAA Order. Eric Secretan,

AC&C, will report on the status at the next meeting.

11. VFR Waypoint Ad Hoc Committee (98-01-110)

Mr. Hal Becker, AOPA, thanked FAA, AC&C and Jeppesen for their efforts at developing a consensus on this issue. Mr. Randy Kenagy, AOPA, briefed on the results of this Ad Hoc Committee and the rationale they used to develop their positions. VFR waypoints would not blanket the country, but instead be strategically positioned. Waypoints would be used with Class B and C airspace as well as Special Use Airspace. Current waypoint symbology will be used. When a VFR Waypoint is colocated with a Visual Reporting Point, the Waypoint symbol and name will not be used. A five-letter unpronounceable name, beginning with "VV", will be used for each waypoint. Pilots will be instructed not to refer to this name in transmissions with ATC. Latitude and longitude for each waypoint will be published in the A/FD. AC&C will not publish these points until received from NFDC (not the Regions). The waypoints will not have to be flight checked. Los Angeles and Boston areas will be the first areas to get the VFR waypoints. AOPA will publish an informal survey on their website and forward the responses to AC&C and FAA. AOPA wants to phase this in and make sure that this will work procedurally and operationally. Mr. Kenagy asked that the ACF approve the Ad Hoc Committee recommendations. The ACF approved the Ad Hoc Committee recommendations.

Action: Mr. Dave Thompson, FAA/ATA-130, will submit an IACC Requirement Document to reflect the approved recommendations. Mr. Hal Becker, AOPA, will report on the status at the next meeting.

12. Parachute Jumping Areas on VFR Charts (94-01-040)

Mr. Hal Becker, AOPA, reported a meeting had taken place between AOPA and FAA on this. The challenge is obtaining the frequencies for Parachute Jumping Areas. The jump plane would use this frequency to report imminent jump activity. Mr. Becker will continue to work on the collection process and identification of these frequencies. Ms. Ellen Crum, FAA, noted that the Order may be changed to require jump aircraft to notify the controlling Air Traffic facility (vs the FSS) and that having a frequency on the chart would mesh very well with this effort. Mr. Becker will coordinate with Ms. Crum and FAA/ATO, NIMA and AC&C representatives.

Action: Mr. Hal Becker, AOPA, will report on their efforts at the next ACF meeting.

13. Adding GPS Waypoints to Charts (96-02-078)

Mr. Eric Secretan, AC&C, reported that this had been submitted to the IACC as a Requirement Document (RD) and is being staffed by the IACC. AC&C and NIMA are concerned that this would open the door to a massive influx of IAP waypoints on enroute charts. Mr. Secretan is rewriting the IACC RD to tighten up the criteria for publishing these waypoints on enroute charts. Mr. Ron Bolton, AC&C, noted that the proliferation of waypoints will cause a significant cartographic challenge. Mr. Mike Werner, FAA/AVN-160, indicated that they would look at rewriting the policy. Mr. Werner will contact Mr. Secretan when the policy is modified so that the RD can be rewritten to reflect the new policy.

Action: Mr. Eric Secretan, AC&C, will report the status at the next meeting.

14. No Military Landing Rights Available (97-01-088)

Mr. David Thompson, FAA/ATA-130, reported that a listing of 2400 airports with No Military Landing Rights is being verified within the FAA. As soon as this is completed, it will be forwarded to Mr. Charles Branch, AC&C, for inclusion in the A/FD. Possibly these will also be charted on the Sectional charts for military helicopter pilots' usage. Mr. Eric Secretan, AC&C, believes the issue is availability of contract fuel, not landing rights. Mr. Mike Riley, NIMA, will investigate and clarify the requirements.

Action: Mr. Mike Riley, NIMA, will report on the status at the next ACF meeting.

15. Depiction of Class B Airspace on LAX Visual Charts (97-02-102)

Mr. Hal Becker is interested in adding radial information to the Los Angeles Sectional. Ms. Donna Gallant informed the Forum that there are no requirements to add additional information. Potential chart congestion was discussed. The information could possibly be added in the open water area. Options are open.

Action: Mr. Hal Becker, AOPA, will report on the status of options at the next ACF meeting.

16. ARTCC Frequencies Charted for Lost Comm (97-02-103)

Mr. Dick Powell reported that he had forwarded this request to IACC for consideration and that he has not yet received a response.

Action: Mr. Dick Powell, FAA/ATA-100, will report on the status at the next ACF meeting.

17. AOPA Requirement for a GPS Database (97-02-104)

Mr. Dick Powell reported that the FAA is developing a report on the issue of a government database, but that there is no report at this time.

Action: Mr. Dick Powell, FAA/ATA-100, will provide Mr. Hal Becker, AOPA, with the report as soon as it becomes available and report on the status at the next ACF meeting.

18. Charting ATCAAs (97-02-105)

Ms. Pat Fair, FAA, reported that they were waiting on a letter from ATO to chart ATCAAs. There are procedures and policies that need to be in place within FAA before a Requirement Document is submitted to IACC.

Action: Ms. Pat Fair, FAA/ATA-130, will report on the status at the next ACF meeting.

19. Airport Names (98-01-108)

Mr. Hal Becker, AOPA, discussed the need for consistency in airport names between Sectional Charts, TACs, WACs, IAPs and the A/FD. This causes significant confusion and clutter problems. Currently the IAPs and A/FDs agree, and the Enroute Charts are abbreviated versions of the names in the IAP and A/FD. The main difference is between the visual charts and this other group of publications (IAPs, A/FDs, and Enroute Charts). When using the airport name as shown on a visual chart, you may spend an inordinate amount of time looking in the A/FD for the information on that airport, since it may be listed under a different name. The proposed fix is to change the A/FD specification, but there may be unintended consequences. The IAP specification would have to allow for a larger cross-reference listing in the front matter. Mr. Dick Powell, FAA, recommended that Mr. Becker and Mr. Ron Bolton, AC&C, coordinate on possible solutions. Mr. Eric Secretan, AC&C, has started a group to look into this issue.

Action: Mr. Eric Secretan, AC&C, will report on the status at the next ACF meeting.

20. MOA NOTAM Information on Visual Charts (98-02-111)

Mr. Randy Kenagy, AOPA, noted that the current practice of indicating MOA use 'by NOTAM' does not provide sufficient information and is misleading because the FAA does not issue NOTAMs on MOAs. Pilots can be lulled into a false sense of security since they have not received a NOTAM from FSS. AOPA recommends that the reference to 'by NOTAM' be eliminated and instead that the tabular data direct pilots to contact Flight Service for MOA activity status. Mr. Dick Powell, FAA, will look into this as an option.

Action: Mr. Dick Powell, FAA/ATA-100, will report on the status at the next ACF meeting.

21. Airport Gate Coordinates (98-02-112)

Mr. Tom Young, ALPA, asked that coordinates of airport gate locations be provided for the purpose of initializing FMS/FMC/IRS equipment. It was suggested that State AIPs contain airport gate location coordinates. Discussions between Mr. Ron Bolton, AC&C, Lt. Cmdr. Brad Kearse, NGS, and Mr. Tom Young, ALPA, led to Mr. Dave Lewtas, ICAO, offering to mail European specs on gate coordinates to those concerned.

Action: Mr. Dave Lewtas, ICAO, will provide the ICAO specs as indicated.

22. Closing Comments

The next meeting will be April 26-30, 1999 at the ALPA offices in Washington, D.C. The Instrument Procedures part of the Forum will be held on April 27 - 28, and the Charting Forum will be held on April 29 - 30, 1999.

Attachment

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Attachment 1