

Government/Industry Aeronautical Charting Forum (ACF)
Meeting 99-02
Charting Group
November 1 - 4, 1999

I. Opening Remarks

The ACF was held at the NOS/ Office of Aeronautical Charting and Cartography offices in Silver Spring, MD. Mr. Dick Powell, FAA/ATA-100 and ACF Chair, opened the forum on November 3, 1999 with thanks to Mr. Terry Laydon, Director of AC&C, for hosting the forum. Mr. Howard Swancy, FAA/AFS-420, chaired the ACF Instrument Procedures Subgroup meeting on November 1-2, 1999. Separate minutes of that meeting have been sent to those participants.

II. Corrections to the Minutes

The following corrections to the ACF 99-01 Minutes were approved:

Paragraph 3. ICAO AIS/MAP Divisional Meeting. 4th sentence from the end - change JOGs to JNCs. 3rd sentence from the end - add 'some representatives of' before "the pilot community"

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

ICAO AIS/MAP Initiatives Update

Dave Lewtas, ICAO, presented an update of the initiatives that came from the ICAO AIS/MAP Divisional meeting. There are six tasks from the meeting that have been approved by the ICAO Air Navigation Commission. The Study Group will next meet in December 1999 to address: electronic charts and electronic terrain data, standards for Computer Navigation Fixes, reducing the number of Aerodrome Obstacle Chart types and providing them in electronic form, and portrayal of terrain on IAPs and SID/STAR charts.

Responses to a survey on depiction preferences (AMA or smoothed contour lines with brown tinting) are being received and will be reported to the ANC in Dec 99. They are working toward an initial amendment of Annex 4 by 2001.

Bill Mosley, FAA/ATO-120, asked if any ICAO coordination had been done with RTCA SC 181/Working Group 4 – Electronic Charts. None had been done to this point, but David acknowledged that ICAO wants to coordinate not only with RTCA but also SAE on these issues. Dick Powell will have a US meeting to discuss these issues prior to the Dec ICAO meeting.

ACTION: Dick Powell, FAA/ATA-100, will notify all concerned about the US planning meeting and report on the status of the ICAO Study Group issues at the next ACF.

ICAO Y2K Update

Dave Lewtas, ICAO, stated that January 1, 2000 would come as scheduled, without any further ICAO intervention or assistance. They have a Global Coordination Unit to track Y2K problems and they have a website that can be checked for progress: www.icao.int. (Ed. 1/1/00 came and went; it is now 1900)

Canadian Charts and Publications on the Internet

Bob Johnson, Natural Resources Canada, demonstrated their website where the Canadian charts and publications are available to the user. The PDF files can be downloaded by users directly off the website. Cost recovery is an issue. The software is all COTS, the data is all in-house. A very interesting, informative, and challenging presentation.

Area Charts with Terrain Depicted

Eric Secretan, AC&C, briefed that this was originally part of the Ugly Baby issue that should really be a standalone issue. AC&C is looking at working with NIMA and their Area Arrival Chart Depicting Terrain Data specifications for a solution.

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

AIM Updating Procedures

Dick Powell, ATA-100, reported that because of comments made in the ACF concerning the infrequent updates of the AIM, the FAA has decided to post AIM updates every 56 days on the Internet. These updates will then be included in the semi-annual publication cycle. Bill Hammett asked if the US AIP would also be updated at the same time. No consideration had been given to the AIP and it was noted that the AIP and the AIM should not disagree. Bill also asked if FAA Legal should be involved because even though the AIM is not regulatory, many use it for similar purposes. It would not be good to have new procedures/concepts on the Internet and then not publish it in the AIM for another 6 months.

ACTION: Dick Powell, ATA-100, will report on the status at the next ACF.

IACC Task Group 33 – RNAV Chart (aka Free Flight Chart)

Pat Fair, FAA/ATA-130, reported that the chart had been completed, specifications had been written, and it was almost ready for production. The TG will be meeting in mid-November to fine-tune the specifications. However, SATNAV funding has been cut (\$124M to \$80M) and no charts will be produced until funding is restored. Randy Kenagy, AOPA, asked if the Lima Routes being used by Atlantic Coast Airlines would be charted on the Enroute charts since the RNAV charts may not be produced in the near future.

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

IACC Task Group 34 – GPS Database Status

Dick Powell, FAA/ATA-100, reported that the IACC had agreed on the ARINC 424 format for the database and had sent people out to visit GPS manufacturers to determine their requirements. At the last SATNAV meeting, this item was left unfunded and so will have to wait for funding to proceed. Terry Laydon, AC&C, noted that without contract support and funding this will continue to be on hold. NIMA has been very supportive with their assistance and data. Dave Goehler, Jeppesen, asked for the definition of government database. Eric Secretan, AC&C, replied that it would be a non-customized, generic database.

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

ATA CDAH Committee Report

Dave Goehler will provide a summary through Jim Terpstra.

Fly-Over and Fly-By Waypoint Symbol Differences

Dick Powell, FAA/ATA-100, briefed that the symbols used by ICAO were different from those in use by the US (FAA/AC&C/DoD/Jeppesen). David Lewtas, ICAO, briefed on the history of how the symbols were developed. The ICAO symbology was originated within the OCP and coordinated through the member states (including the US) and received no negative comments. David suggested that we go through the OCP to bring this up as a concern; Dave Eckles, FAA/AFS-420, said that he had heard that this was already being done. Mike Riley, NIMA, said that the US had committed to complying with ICAO and that this was a flight safety issue that could not wait for a two-year ICAO coordination procedure. Dave Lewtas said that a few countries are using waypoints now (ICAO).

The ICAO fly-over waypoint symbol is the same as the US fly-by waypoint symbol. Bill Mosley stated that since the majority of the waypoints are fly-by and very few are fly-over, it would make more sense to use the simpler symbol for fly-by waypoints. The fly-over waypoint, more rarely used, would have a circle around it to call attention to it as different.

Dick Powell will call the US Member of the ICAO Air Navigation Commission and make sure that he knows of the ACF position on this. Dick will also bring it up at the Study Group meeting in December 1999.

It was noted that this symbol was used on IAPs (2500), SIDs/STARs, and enroute charts and that all these would need to be changed. Additionally, SAE and RTCA electronic symbology is the same as the US symbology.

ACTION: Dick Powell, FAA/ATA-100, will take up the US position at the Study Group and inform the US Member of the ICAO ANC of our interest in changing the ICAO symbology. Dick will also find out if the OCP has addressed this and report on the status at the next ACF.

IV. Old Charting Topics

92-01-006/011/012/013/014/015, 94-01-039, 95-01-065, 96-02-084 RNAV IAP Chart and Ugly Baby Ad Hoc Committee Report

Eric Secretan, AC&C and Chair, said that we should expect to see the first TAAs on the November 30th cycle. Terrain on IAPs is an issue that is still being addressed between AC&C and their contractors because of additional days required for color tinting. If the FAA could modify the 31 day cutoff requirement to provide the extra time, then the problem could be resolved.

Linda Cushing, AC&C, discussed the different options that AC&C had pursued in-house to solve the issue. NTSB is pushing the FAA for implementation. If neither the contractor nor the FAA can provide the extra time, color contours will not be produced. Randy Kenagy, AOPA, asked for Barry Strauch, NTSB, to participate in any additional meetings of the UBAG.

Dave Eckles, FAA/AFS-420, presented the latest version of the RNAV IAP chart. This latest version is still undergoing changes. AFS-420 would like all new GPS charts to be done in the Volpe format. Dave briefed all areas of the chart and explained the use of terminology and symbology. Dick Powell, FAA/ATA-100, asked for comments on the Minimum Equipment Note that is included in the Planview. AFS would like to see the note published to call the pilot's attention to this new information, but only for the first year until pilots become used to the information.

Eric Secretan, AC&C, noted that there are other avenues (note on front cover, legend, Special Notices, etc.) instead of publishing the note on each plate. Mike Riley, NIMA, concurred and noted that they would oppose any effort to add these notes to the plates. Paul Best, NRS, stated that this type of information was preflight information and did not belong on the plate. Simon Lawrence, ALPA, believed that the data was important for not only preflight but may be for last minute reference. However, they would support the removal of this note from the plate.

Randy Kenagy, AOPA, stated that his constituency would not need the note information and would support removal of the note on each plate. However, AOPA would like to see this information promulgated in other ways, NTAP NOTAM, Special Notices, legend, front cover, AIM, etc. There were no supporters of either the note on the plate or the WAAS information boxed on the planview. Dave Eckles also brought up the issue of implementing the Volpe format on an airport by airport basis, as previously agreed to in the ACF.

AFS, responding to industry comments, wants to see Volpe implemented on every new RNAV procedure, without waiting for the whole airport to be reformatted. They have about 50 RNAV approaches ready now and expect less than 50 per cycle thereafter. Eric Secretan replied that February 24, 2000 will be the first cycle for the Volpe format and also for the RNAV chart. Terry Laydon stated that we could handle reformatting 20 airports per cycle and that we could not add on the RNAV conversion without contract support. Eric elaborated that this would mean that 20 RNAV approaches could be formatted every cycle. Dick asked if we could back off the position of doing all approaches at an airport at once, instead of on a piecemeal basis. Mike Riley would need to go back to the Services and ask them to reverse their opinion that this is a human factors issue.

Randy Kenagy asked what the impetus was behind the rush to publish RNAV approaches by February 24th. He would prefer to see the Volpe implemented on an airport by airport basis rather than all RNAV approaches in Volpe first.

The ACF agreed that the combination of airport by airport with 20 RNAV approaches and 20 airports per cycle would be the best for all concerned. Bill Hammett said that the TAA Order was in coordination and that it would probably be signed within the month. Eric said that the Ugly Baby issues had been resolved and that the Ad Hoc Committee should be disbanded. The ACF did not disagree. Simon Lawrence asked that the Tower frequency be highlighted and that the RNP value be indicated on each line in the minima box. Charles Branch, AC&C, said they would evaluate this proposal and submit an IACC RD if appropriate.

STATUS: OPEN

ACTION: Ad Hoc Committee disbanded. AVN will forward their RNAV procedures (approximately 50) to AC&C so they can get a head start on the conversion process. Eric Secretan, AC&C, will report on the status of efforts to notify/educate the flying public about the new Volpe, RNAV, and TAA formats.

94-01-040 Parachute Jumping Areas on VFR Charts

Dave Thompson, FAA/ATA-130, reported that this issue is within the IACC for coordination and approval. The frequencies for parachute jumping areas will start appearing on VFR charts about six months after IACC approval.

STATUS: OPEN

ACTION: Dave Thompson, FAA/ATA-130, will report on the status at the next ACF.

96-02-078 Adding GPS Waypoints to En Route Charts

Eric Secretan, AC&C, reported that the IACC had agreed to add waypoints to en route charts when they serve as a tie-in between the enroute structure and IAPs. Dick Powell, FAA, noted that the Severe Weather Avoidance Program (SWAP) would also require waypoints.

STATUS: OPEN

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

97-01-088 No Military Landing Rights Available

Mike Riley, NIMA, reported that the list had been provided to and published by AC&C.

STATUS: CLOSED

97-02-103 ARTCC Frequencies Charted for Lost Comm

Dick Powell, FAA/ATA-100, reported that this had not yet been submitted to the IACC and was still being worked within the FAA as a Chart Change Proposal.

STATUS: OPEN

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

97-02-105 Charting ATCAAs

Pat Fair, FAA/ATA-130, reported that the FAA was still coordinating this internally and there was some doubt if there was still a requirement. Dick Powell recommended that this be closed until and unless the FAA coordinates a position.

STATUS: CLOSED

98-01-108 Airport Names

Eric Secretan, AC&C, reported that the IACC was staffing two RDs on airport names and airport identifiers. The IFR charts will be done first under the RDs. VFR charts will be addressed later.

STATUS: OPEN

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

98-01-110 VFR Waypoint Working Group

Randy Kenagy, AOPA and Chair, noted that the Group had successfully finished its work. VFR Waypoints are now on the San Diego and Los Angeles Sectionals. Randy thanked AC&C, FAA, and Jeppesen for their assistance. Dick Powell said that they expect this to be a national program. Randy recommended that the FAA Western Region be recognized by Certificate of some sort. AOPA will be surveying its membership in the near future.

STATUS: OPEN

ACTION: Randy Kenagy, AOPA, will report on the status of their membership Survey at the next ACF.

98-02-111 MOA NOTAM Information on Visual Charts

Gary Bobick, ATP-130, reported that the internal FAA NOTAM Work Group is still working this issue and that the NOTAM Manual is currently being rewritten. Their goal is to use the ICAO format and they are attempting to eliminate local NOTAMs. NOTAMS will be put on a compartmentalized database for access by air carriers, GA, military, etc. There is a prototype system for FSSes at Ft Worth. Several solutions have been proposed, but none coordinated/approved. They expect to have the new system done by end of FY 2000. Dick Powell, FAA/ATA-100, will attempt to elevate this to ATA-1. The next generation ODMS has been put on the fast track and has additional funding. It won't immediately solve the NOTAM situation but will help in tying allied NOTAM programs together.

Randy Kenagy, AOPA, asked if an IACC RD had been submitted yet (adds note to the chart tab data panel telling pilots to contact the FSS for MOA activity outside the times indicated on the tab). Pat Fair, ATA-130, said they couldn't submit the RD until ATA-400 approved it. Randy noted that this issue is two years old and is a safety issue that has not yet been resolved. Mike Riley, NIMA, supports a 'bandaid' quick fix rather than waiting for all the various systems to be coordinated and fixed.

STATUS: OPEN

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

98-02-112 Airport Gate Coordinates

Dave Lewtas, ICAO, reported that the amendments had not yet been finalized, but would be forwarded to the FAA so they could be used as a reference. Simon Lawrence, ALPA, noted that the Gate Coordinates should be included in the GPS database. Eric Secretan, AC&C, said that the ARINC format allowed for them. Dick Powell recommended that this be closed and turned over to RTCA SC 193 to address the requirement.

STATUS: CLOSED

99-01-113 Orlando/Tampa Terminal Area Chart

The first super chart TAC of Tampa and Orlando was published September 9th. Randy Kenagy, AOPA, reported no feedback, either positive or negative, from their membership and recommended it be closed.

STATUS: CLOSED

V. New Charting Topics

99-02-114 Departure Procedure Identification

Dave Eckles, FAA/AFS-420, noted that DPs are identified with either Pilot Nav or Vector. Recently, there have been DPs developed that are a combination of these two and the question is how to name them, or even if they should be named at all. The first option is to get rid of the naming convention altogether. The second option is to create two new names for the new combinations. Simon Lawrence, ALPA, noted that they would concur with eliminating the names. Roger Bishop, USAF, noted that they also would concur with eliminating the names. Randy Kenagy, AOPA, also concurred that the names were not required. AC&C and NIMA also recommended that the names be removed. This is being addressed within the Instrument Procedures Subgroup as 99-02-217.

STATUS: OPEN

ACTION: Dave Eckles, FAA/AFS-420, will report on the status at the next ACF.

99-02-115 Elimination of the Air/Ground Comm Tab on Low En Route Charts

Eric Secretan, AC&C, recommended that the A/G Comm Tab be removed. The information is also available on the face of the chart. Removing the tab would free up additional space for other information specific to the en route chart. A/G frequencies for Canada and Mexico will remain on the chart. Mike Riley, NIMA, agreed that there is no need for the tab data. Randy Kenagy, AOPA, also agreed that the tab could be removed. Dick Powell, FAA/ATA-100, noted that this would be submitted within the FAA as a Chart Change Proposal before the FAA signs off on this within the IACC. ACF recommended that this be closed, unless the FAA nonconcur.

STATUS: OPEN

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

99-02-116 Elimination of Excess Verbiage on SIDs/STARs

This issue was addressed several years ago and not satisfactorily resolved. The ACF decided to transfer this to the Instrument Procedures Subgroup for action.

STATUS: CLOSED

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

Simon Lawrence, ALPA, noted that when an airport falls under or near a procedure track for another airport, AC&C will chart those airports. Simon also noted that ALPA had identified airports that do not meet this AC&C criteria and yet cause pilot confusion. He believes these airports should be included

on the 8260. Dave Eckles, FAA/AFS-420, stated that the 8260 already allows for this. Brad Rush, FAA/AVN-160, said that if ALPA would forward these airports to him, he would make sure that they are sent to the correct AVN offices for evaluation.

STATUS: OPEN

ACTION: Brad Rush, FAA/AVN-160, will report on the status at the next ACF.

VI. Next meeting

Dick Powell, FAA/ATA-100, asked for those who have actions to please forward the item status to him prior to the next meeting. The next meeting will be March 28-31, 2000 at AOPA offices in Frederick, MD. The Instrument Procedures Working Group will meet March 28-29 and the ACF will meet March 30-31.

Aeronautical Charting Forum 99-01 Attendees

Kevin Comstock	ALPA	703-689-4176	comstockk@alpa.org
Simon Lawrence	ALPA		sjlawrence@compuserve.com
Wally Roberts	ALPA	949-498-3456	wallyroberts@csi.com
Randy Kenagy	AOPA	301-695-2149	randy.kenagy@aopa.org
Jim McKie	ATA	202-626-4011	jmckie@air-transport.org
Paul Best	FAA/AFS-400/NRS	202-267-3737	paul.best@faa.gov
Dave Eckles	FAA/AFS-420	405-954-5852	deckles@faa.gov
Bob Iler	FAA/AMTI/AND-730	202-651-7653	robert.ctr.iler@faa.gov
Jerome Jenkins	FAA/AMTI/NFDC	202-607-9292	jerome.ctr.jenkins@faa.gov
Mike Webb	FAA/AND-730/Navy	202-651-7689	mwebb@arinc.com
Dick Powell	FAA/ATA-100	202-267-9308	dick.powell@faa.gov
Toni Tapscott	FAA/ATA-110	202-267-9299	mark.tapscott@faa.gov
Pat Fair	FAA/ATA-130	202-267-9290	pat.fair@faa.gov
Dave Thompson	FAA/ATA-130	202-267-9303	david.k.thompson@faa.gov
Bill Mosley	FAA/ATP-120	202-267-7824	bill.mosley@faa.gov
Gary Bobik	FAA/ATP-320	202-267-9754	gary.bobik@faa.gov
Brad Rush	FAA/AVN-110	405-954-6163	brad.w.rush@faa.gov
David Lewtas	ICAO AIS/MAP	514-954-8163	dlewtas@icao.int
Bill Hammett	ISI/FAA/AFS-420	860-399-9407	isiconn@snet.net
Mike Cleary	Jeppesen	303-328-4561	mike.cleary@jeppesen.com
Dave Goehler	Jeppesen	703-519-5295	dgoehler@jeppesen.com
Tesh Seyoum	Kitty Hawk Air	734-484-2708	tseyoum@kha.com
Bob Johnson	Natural Resources Canada	613-943-2373	bjohnson@nrcan.gc.ca
Michael Outman	Naval Flt Info Group		outman.michael@hq.navy.mil
Mike Riley	NIMA/COTF	703-264-3003	rileym@nima.mil
Allen Kirkwood	NIMA/GIMA	314-263-4510	kirkwood@nima.mil
Bob Jensen	NIMA	314-263-4646	jensenb@nima.mil
Terry Laydon	NOS/AC&C/Director	301-713-2619	terry.laydon@noaa.gov
Charles Branch	NOS/AC&C/ACD	301-713-2836	charles.branch@noaa.gov
John Brennan	NOS/AC&C/ACD/AIB	301-713-2817	john.t.brennan@noaa.gov
Janet Myers	NOS/AC&C/ACD/AIB	301-713-2832	janet.m.myers@noaa.gov
Dalia Marin	NOS/AC&C/ACD/ENB	301-713-2925	dalia.marin@noaa.gov
Art Dodds	NOS/AC&C/ACD/IAP	301-713-2958	arthur.dodds@noaa.gov
Donna Gallant	NOS/AC&C/ACD/VCB	301-713-2944	donna.l.gallant@noaa.gov
Jay Jackson	NOS/AC&C/ACD/VCB	301-713-2948	joseph.a.jackson@noaa.gov
Carl Nixon	NOS/AC&C/ACD/VCB	301-713-2941	carl.nixon@noaa.gov
Linda Cushing	NOS/AC&C/P&PM	301-713-2622	linda.cushing@noaa.gov
Kim Behrns	NOS/AC&C/P&PM/PCG	301-713-2628	kim.j.behrns@noaa.gov
Bill Maynard	NOS/AC&C/P&PM/PCG	301-713-1983	william.m.maynard@noaa.gov
Greg Yamamoto	NOS/AC&C/P&PM/PCG	301-713-1982	greg.yamamoto@noaa.gov
John Moore	NOS/AC&C/R&T/T&M	301-713-2631	john.moore@noaa.gov

Eric Secretan
Al Palmer
Kevin Jones
Ann Behrns
Roger Bishop

NOS/AC&C/R&T/T&M
USAASA/AI
USAF/12 OG/AIS
USAFFSA/XOIA
USAFR

301-713-2631
703-806-4868
210-652-6047
240-857-6721
512-708-9673

eric.secretan@noaa.gov
palmera@belvoir.army.mil
kevin.jones@randolph.af.mil
behrnsa@andrews.af.mil
electronicroger@mindspring.com

Attachment 1