

AERONAUTICAL CHARTING MEETING
Instrument Procedures Group
Meeting 22-02 – October 24-25, 2022

RECOMMENDATION DOCUMENT

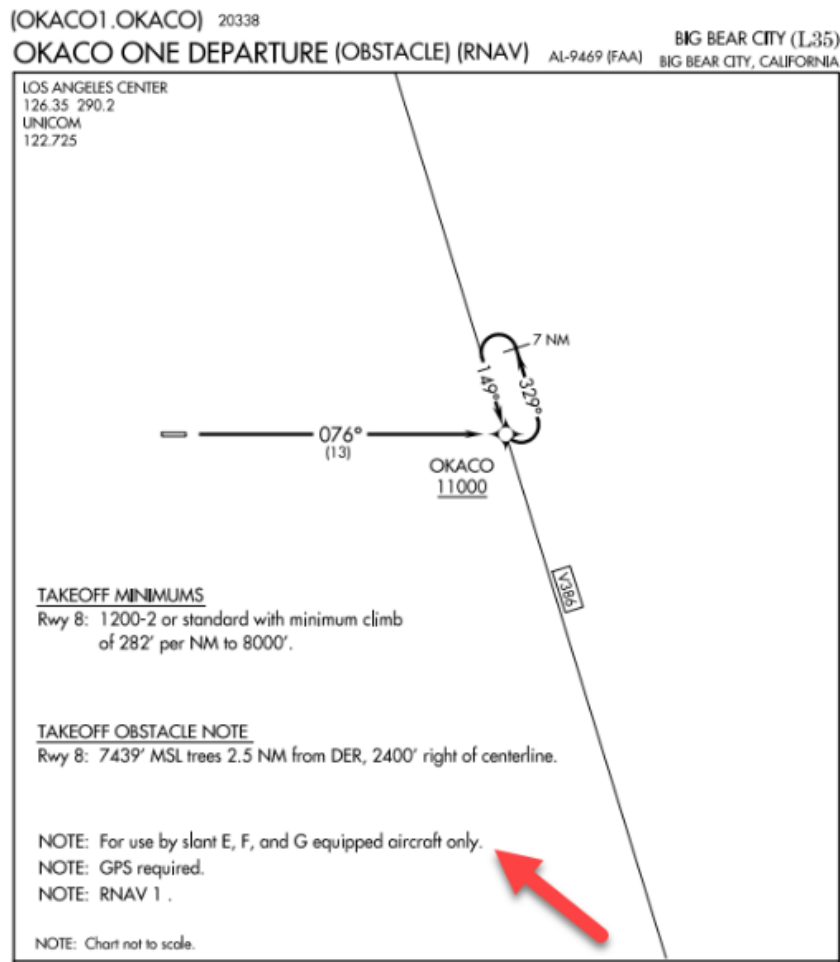
FAA Control # 22-02-373

Subject: Transponder slant codes on terminal publications

Background/Discussion:

Some procedures, such as the Big Bear City (L35) Okaco One Departure reference “slant codes.” The codes refer to transponder equipment.

The problem appears to be with the advent of ICAO flight plan usage, there is no current FAA *pilot*-publication (the codes are referenced in FAA Order 7110.65(), but this is not a pilot publication) where pilots can get slant codes as they are not the same as ICAO surveillance codes.



Recommendations:

If slant codes are still part of the NAS, update pilot-relevant publications (i.e., the AIM) with this information.

Comments:

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Date: 8/26/2022

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Initial Meeting 22-02: Dr. Bill Tuccio, Garmin, briefed the issue from the RD ([slide](#)). The issue is the existence of transponder codes on some flight procedures which appear to be legacy and no longer compliant with current criteria. Sue Walker, FAA Flight Procedures and Airspace Group (FPAG), already reviewed this issue and determined transponder codes are no longer placed on charts. Jeff Rawdon, FPAG, said there is a project in place to remove these from the noted procedure. Steve Madigan, Garmin, noted when he sent a request on this procedure to the Instrument Flight Procedures (IFP) Gateway, the response was that this was what ATC wanted and that it would stay. Steve said the response was not helpful and he is glad that decision is being reconsidered. Vince Massimini, NavTec, said the ICAO equipment codes are complicated, and should not appear on instrument procedure charts. Karl von Valtier, NetJets, advised the ENCEE TWO arrival at KSTP has these codes also, adding when he reported it, he was also disappointed with the response he received. Jeff did not see a project in the system for this procedure, and Pat Mulqueen, FAA Instrument Flight Procedures Group (AJV-400), said he would investigate that procedure. Jeff asked the group if anyone had a complete list of all procedures on which these codes appear. John Collins, ForeFlight/Boeing, said Order JO 7110.65, Air Traffic Control, does still reference these codes. Bennie Hutto, NATCA, said codes are entered when the flight plan is filed, and ATC does not enter them. Also, ATC does not change the codes once they are in the flight plan. Bennie added he has concerns with the ENCEE TWO procedure, and Pat advised he will look at it. Joshua Fenwick, Garmin, advised they have more examples of procedures and will forward the list to Jeff and Pat. Jeff added since there is more than just the one procedure currently slated for amendment that are affected, the issue will remain open. He also stated there is no criteria at present or planned to

add these codes to procedures. Gary Fiske, FAA ATC Procedures (Terminal) Team (AJV-P310), added these would be old codes and what the aircrew files would be correct. Gary agreed that the codes on these procedures are outdated and that he does not see any need for codes to be published on the charts.

Actions:

- Joshua Fenwick will forward his query results of affected procedures to Jeff Rawdon and Pat Mulqueen.
- This item will be reviewed by the ACM Recommendation Review Group to determine any action, and that outcome will be provided at ACM 23-01.

Status: Item open

Meeting 23-01: Jeff Rawdon, FAA Flight Procedures and Airspace Group (FPAG), briefed the summary, actions, and status from the ([slide](#)). After a review of the procedure inventory, only four procedures were identified to have notes with slant codes, and all four have been scheduled for amendment to remove those notes. This item was closed.

Status: Item closed