

April 18, 2000

Dear Forum Participant

Attached are the minutes of the Aeronautical Charting Forum (ACF), Instrument Procedures Subgroup, held March 28-29, 2000 at the Aircraft Owners and Pilots Association (AOPA), Frederick, MD. Also attached are a draft of the SID letter, an OPI/action listing, and an attendance listing.

Please review the minutes and attachments for accuracy and forward any comments to the following:

David W. Eckles
FAA/AFS-420
P.O. Box 25082
Oklahoma City, OK 73125

Copy to: Bill Hammett
Innovative Solutions Int'l
201 Breakneck Hill Rd.
Westbrook, CT 06498-1414

Phone: 405-954-5852
FAX: 405-954-4809
E-mail: deckles@hq.faa.gov

Phone: 860-399-9407
FAX: 860-399-1834
E-mail: isiconn@snet.net

The next meeting is scheduled for November 28 – December 1 at ALPA HQ. We would like any status update papers and new issue items to be forwarded to the above addressees not later than October 13th. A reminder notice will be sent

We look forward to your continued participation.

David W. Eckles, AFS-420
Co-chair, ACF, Instrument Procedures Subgroup

Attachment: ACF minutes w/atch.

**GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES SUBGROUP
MEETING 00-01 FREDERICK, MD
March 28-29, 2000**

1. Opening Remarks:

Mr. Howard Swancy, AFS-420, Co-chair of the Aeronautical Charting Forum (ACF), opened the Instrument Procedures Subgroup meeting at 9:00 AM on March 28, 2000. The meeting was held at the Aircraft Owners and Pilots Association (AOPA) Headquarters, Frederick, MD. Welcoming and administrative comments were made Mr. Randy Kenagy on behalf of AOPA. Randy's comments were followed by a briefing on AOPA policy, goals, and membership by Mr. Phil Boyer, AOPA President. A listing of attendees is attached.

Mr. Swancy then announced that he has assumed a new position within the Flight Standards organization and would no longer be serving as co-chair of the ACF. Mr. David Eckles, AFS-420, who was introduced to the group, will assume the Co-chair position.

2. Review of Minutes of Last Meeting:

Minutes of the last meeting (ACF 99-02), which was held on November 2-5, 1999, were electronically distributed on January 24, 2000. No comments were received and the minutes are accepted as distributed.

3. Special Briefing: Mr. Lyle Wink, AFS-400, presented a special briefing on Joint Aviation Authorities (JAA)/FAA single minimums concept. The briefing was supplemented by a briefing handout prepared by Jeppesen. At issue are the differences in landing minima for U.S. carriers and JAA member states with a goal of standardizing policy/procedures to provide common landing minimums for U.S. carriers and those of JAA member states. Currently, minima differences create confusion, charting complexities, and economic/operational advantages for JAA carriers as U.S. carriers must conform to higher minimums. Lyle briefed that efforts are nearly complete and that the final results will be considered for inclusion in TERPS, Change 20. Randy Kenagy, AOPA, noted that it appears the proposed solution will raise minima for all category (CAT) aircraft and that his member group may be unnecessarily penalized by a change to TERPS when the issue primarily affects CAT C&D aircraft. He further suggested that the Instrument Procedures Subgroup remain as a discussion venue for this issue. Bill Hammett, AFS-420 (ISI), noted that, as a change to TERPS, the proposed criteria would be circulated for formal comment. The formal coordination process would provide all agencies an opportunity to comment. Lyle added that he is available for briefings to any organizations at any time. The consensus was that this would not be an ACF agenda item.

4. Old Business:

- a. **92-02-103:** Minimum Crossing Altitudes on Obstacle Clearance SID's.

Dave Eckles, AFS-420, briefed that the issue has been addressed in Change 2 of Order 8260.19 that has been signed and forwarded for printing. The change was amended to adopt the consensus of the last ACF Subgroup meeting to always chart an obstacle minimum altitude regardless of the ATC altitude. Identical policy will also be incorporated into Order 8260.46A that is currently in formal coordination. AVN-100 has advised that they will require a 45-day training period prior to implementation of Change 2, therefore an effective date of May 15th has been established. Dave suggested the issue be closed and the group concurred.

Status: Item Closed.

b. 92-02-104: TERPS paragraph 323a, Precipitous Terrain Additives.

Dave Eckles, AFS-420, presented a status update paper prepared by Alan Jones, AFS-420. The first cut of the new trial software produced some memory allocation problems. Therefore, the target development completion date is delayed from March 31st to April 14th. Verification of the software, field trials and refinements are expected to take another six months. Full implementation of the new criteria for straight final and intermediate segments is planned for October.

Status: AFS-420 will continue tracking the program and report at the next meeting. **Item Open (AFS-420).**

c. 92-02-105: Review Adequacy of TERPS Circling Approach Maneuvering Areas and Circling at Airports with High Heights Above Airports (HAA's).

Dave Eckles, AFS-420, presented a status update paper prepared by Norm LeFevre, AFS-420. A draft copy of new circling criteria was handed out to all participants during meeting 99-1. Comments were requested not later than May 30th; however none were received. The new criteria was subsequently finalized and planned for inclusion in TERPS, Change 19. Implementation is expected to be by attrition; e.g. new SIAP's would incorporate new criteria while current SIAP's would have new criteria applied during periodic reviews or routine amendments for other reasons. However, last minute concerns voiced by AOPA over the parameters used in development of the new criteria will delay the new criteria to TERPS, Change 20. Randy Kenagy, AOPA, stated that the CAT A ASAT modeling indicated only a slight deviance from the current circling protected area, yet the new proposed criteria expands the CAT A&B areas by ½ mile or more. He believes this may significantly raise minimums. Dave indicated that FAA is addressing AOPA's concerns.

Status: AFS-420 to track publication of the new criteria. **Item Open (AFS-420).**

d. 92-02-110: Cold Station Altimeter Settings.

Howard Swancy, AFS-4, briefed efforts thus far. There was a draft Advisory Circular (AC) circulated for comments. Comments have been received and a new AC is currently under development by AFS-420. The FAA was targeting implementation by the end of November, 1999; however, the issue is contentious and formal adoption was not realized. The plan now is to educate the aviation community this summer and implement procedures next winter.

Status: AFS-420 will continue tracking the issue and report at the next meeting. **Item Open (AFS-420).**

e. 93-01-121: Provision of Current IAP Procedural Directive Guidance to the Aviation Community (AC90-XX).

Howard Swancy, AFS-4, briefed there has been little action on this issue. At meeting 99-02, he agreed to take the issue back to FAA to discuss priority and OPI; however, no action to move the project was forthcoming. He also added that no industry comments were received from the draft he provided at meeting 99-01. Bill Hammett, AFS-420 (ISI), stated that the aforementioned draft AC was outdated and poorly written. He stated that, due to the enormity of the project and the time required, he believes that a new contract is the only way success will be achieved. Bill went on to note that the Instrument Procedures Subgroup has, at several previous meetings, indicated that this is an important issue that needs to be worked. Jim Terpstra, Jeppesen, added support that the publication is needed, not only to explain the charts

themselves, but also to explain pilot flight procedures for different charting symbols. Kevin Jones, USAF/AIS, volunteered to take the lead to provide input on the AC's content. It was recommended that Howard retain OPI of the issue and stress it's importance from his new position.

Status: AFS-4 address the issue within FAA for priority, OPI, and funding; and, report at the next meeting. **Item Open (AFS-4).**

f. 96-01-155: Operational Status for OROCA Use.

Tom Meyer, ATP-402 (AMTI), briefed the issue. The ATSOIT is investigating using the OROCA; however, the ATSOIT is concentrating on the development of an RNAV MOCA-like altitude as the primary altitude for direct/RNAV clearances. It is believed that an altitude based on a one-degree square is often too high to be of value. Other initiatives being investigated include; a) developing a MOCA/R concept for RNAV routes not dependent on NAVAID's; b) consideration of incorporating the OROCA into Order 7400.2 for evaluation and use for waypoint-to-waypoint routes; c) using RNAV to fly preferred routes and associated MEA's in place today; and, d) consideration of incorporating RNAV routes into Part 95. Randy Kenagy, AOPA, requested the OROCA remain a prime consideration as an IFR altitude for RNAV (especially GPS) off route clearances. Tom indicated it would remain on the table as a consideration.

Status: ATP-402 will continue to track the issue and report at the next meeting. **Item Open (ATP-402).**

g. 96-01-162: GPS NoPT Terminal Routes and PT Required Terminal Routes.

No change. This issue has been resolved; however, closure is dependent on re-write of the Instrument Flying Handbook. (Also see issue 93-01-121). Dave Eckles, AFS-420, briefed the status of AC61-27. AFS-600 encountered some contractual problems since the last meeting; however, they have been overcome. A formal draft of the AC should be released for comment in June 2000. Howard Swancy, AFS-4, reminded everyone to provide comments when the AC is available.

Status: AFS-420 will continue to monitor status of the re-write of AC 61-27. **Item Open (AFS-420).**

h. 96-01-166: Determining Descent Point on Flyby Waypoints (Originally: Definition of "On Course").

At meeting 99-02, ALPA agreed to prepare a draft definition of "on course" working through Paul Best as the FAA Flight Standards point of contact. Bill Hammett noted that a copy of Carl Moore's (AFS-420) paper on using the bisector as descent point on flyby waypoints is included in the meeting handout. Jim Terpstra, Jeppesen, noted that this is a good example of the type item that should be included in the proposed AC90-XX. He also stated that this philosophy should be written somewhere as an official source document for data base manufacturers. Kevin Comstock, ALPA, echoed that the paper should be given wide dissemination and perhaps included in the AIM as a temporary measure. He also noted that ALPA believes that a limitation on ground speed should be included in the bisector concept to ensure containment within the obstacle area.

Status: AFS-420 will pursue further publication of the paper. **Item Open (AFS-420).**

i. 97-01-175: Pilot Duties to Confirm GPS Database.

AFS-200 is to prepare a FSIB on input from AFS-410; however, a representative of AFS-410 was not available to address this issue. The subgroup requested that Howard Swancy, AFS-4, address the non-participation of AFS-410 on issues that they are responsible for. Howard agreed to do so and promised that AFS-410 would participate in the next meeting.

Status: 1) AFS-410 to develop FAA position. 2) AFS-200 to prepare FSIB. Item Open (AFS-410/200).

j. 97-01-177: Non-collocated DME Use at/inside FAF.

Dave Eckles, AFS-420, addressed the issue, as Paul Best, AFS-400, was unavailable. Paul was to prepare a letter from AFS to AAF to consider installing collocated DME's on all ILS systems at Part 139 airports; however, the letter is still in AFS internal coordination. Kevin Comstock, ALPA, recommended DME at all airports; not just those covered under Part 139. Dave briefed that this issue is being addressed as a FAA Safer Skies Initiative to aid in CFIT prevention. He also said that policy to preclude use of non-collocated DME on civil procedures is under consideration for Order 8260.19.

Status: AFS-420 to track the issue and report at the next meeting. Item Open (AFS-420).

k. 97-01-181: Non-precision Missed Approach Turns.

Bill Hammett, AFS-420 (ISI), presented a status update paper prepared by Jack Corman, AFS-420. The FAA position is that, when published on the same chart, precision and nonprecision procedures (ILS & LOC) must share the same missed approach instructions. When a turn at the MAP will gain significantly lower minimums for the nonprecision approach, then it should be published separately. This policy will be included in Change 3 to Order 8260.19. Additionally, proposed new turning missed approach criteria will require all nonprecision missed approach procedures to climb straight ahead to 400' above airport elevation prior to any turns. If the HAT value is ≥ 400 , then the straight-ahead extension is not necessary. This criteria has been included in TERPS Change 19 which is to be released for formal comment next month. Bill recommended that the issue be closed. The group concurred.

Status: Item Closed.

l. 97-02-185: Charting of DME fix for Precision MAP in ILS/DME SIAPS.

Dave Eckles, AFS-420, presented a status update paper and briefing on this issue. After re-examination, it remains the Flight Standards position that the testing to validate eliminating the MM penalty in 1992, & published in Report DOT/FAA/AVN-500-61, negates the requirement or value of a fix at DA. Dave further noted that current policy will remain in place and recommended that industry support their request with a formal study to substantiate their recommendation. He recommended the issue be closed. There was significant pushback to this approach. Kevin Jones, USAF/AIS, asked if there was a benefit to the addition of the fix. John Moore, NOS, suggested that the addition could be a human factors issue. Kevin Comstock, ALPA, requested a copy of the report for their review. He also stated that ALPA would address the issue through AFS-410 and report at the next meeting.

Status: ALPA will re-study the issue and report at the next meeting. Item Open (ALPA).

m. 97-02-189: IFR Departure Minimum Turning Altitude Requirement.

Dave Eckles, AFS-420, presented a status update paper prepared by Chuck Everest, AFS-420. TERPS Chapter 12 has completed FAA internal technical review and the final draft will be included in TERPS Change 19. Change 19 is targeted for circulation for public comment next month. ATP-120 was to review air traffic policy for display of prominent obstructions on radar scopes and report; however, the ATP-120 representative retired. The new member took the IOU to report at the next meeting.

Status: 1) AFS-420 to track TERPS, Change 19. 2) ATP-120 to review policy for display of prominent obstructions on radar scopes and report at the next meeting. **Item Open (AFS-420 & ATP-120).**

n. 98-01-197: Air Carrier Compliance with FAA-specified Climb Gradients.

Will Swank, AFS-200, reported that the AFS-200 specialist assigned this issue was transferred and that no action was taken. He stated that AFS-200 agrees with the importance of the issue as presented; however, staffing constraints have precluded action. Kevin Comstock, ALPA, is still working their organization internally to assess impact on their customers.

Status: AFS-200 to work the issue and report at the next meeting. **Item Open (AFS-200).**

o. 98-01-199: RVR Accuracy and Conflict With Flight Visibility.

An AFS-410 representative was not available to brief this issue at the last meeting. Howard Swancy, AFS-4, agreed to request that AFS-410 prepare a status update for inclusion with the minutes; however, the update was not received. As indicated in issue 97-01-175, Howard agreed to arrange AFS-410 participation at the next meeting.

Status: AFS-410 to report at the next meeting. **Item Open (AFS-410).**

p. 98-01-203: Alignment of Approach Procedures With Runway.

Dave Eckles, AFS-420, presented a status update paper prepared by Jack Corman, AFS-420. As previously noted, AFS-420 has determined that the U.S. standards for offset approaches with vertical guidance are well within ICAO standards and are satisfactory. New criteria is under development by AFS-420 to address non-precision final approach course (FAC) alignment parameters. The criteria is still being addressed for JAA/FAA harmonization and was not mature enough to present at the forum at this time. AFS-420 has addressed the chart note issue and believes it will create unacceptable clutter. Additionally, the note is not necessary as the airport sketch currently provides a visual indication of FAC offset.

Status: AFS-420 will continue to work the issue and report at the next meeting. **Item Open (AFS-420).**

q. 98-01-206: Washington DC P-56 Airspace and KDCA IFR Departures.

Will Swank, AFS-200, briefed results of the ad-hoc committee thus far and handed out the latest prototype departure charts. Since the last meeting, there has been discussion between users and AFS-200 on publication of required climb gradients. The issue has been resolved and the final procedure design, as well as verbiage to be used, is complete. The procedures will be forwarded through FAA Eastern Region to

AVN-100 for development in the very near future. AFS-200 will issue a FSIB and possibly a special notice in the *Notices to Airmen Publication* prior to implementation.

Status: AFS-200 will continue to track DP development and publication. **Item Open (AFS-200).**

r. 98-01-208: Two Procedures on the same IAP Chart (ILS & Localizer).

Bill Hammett, AFS-420 (ISI), presented a status update paper on the issue prepared by Jack Corman, AFS-420. Subsequent to the last ACF meeting, this issue was addressed by the TERPS Working Group (TWG). The TWG, which consists of signatories to TERPS, met in February, 2000 and agreed to accept ALPA's recommendation that ILS SIAP's with LOC minimums should be considered as combined procedures and named accordingly; e.g., "ILS or LOC RWY XX", "ILS or LOC/DME RWY XX", etc. This criteria will be incorporated in TERPS, Change 19. Bill also noted that when the change is effective, controller phraseology would be simplified. The group consensus was that the "ILS or LOC" change was good for both pilots and controllers alike and concurred with closure. Also see Issue 00-01-222.

Status: **Item Closed.**

s. 98-01-209: Consolidated STAR Items Transferred from Charting Portion.

Tom Meyer, ATP-402 (AMTI), briefed the status of transferring OPI for STAR policy from AAT to AFS and STAR development responsibility from AAT to AVN. There was a meeting of concerned offices in Oklahoma City on February 24 to discuss specific concerns and resources. Order 7110.11, is in re-write to support RNAV procedure development around regional implementation teams with AFS, AVN and AAT representatives. The stated goal is to have a single process and order for DP/STAR procedure development. Order 7110.9, *Standard Terminal Arrival Routes*, will be placed on hold pending resolution of Order 7110.11.

Status: ATP-402 will continue to work the issue and report at the next meeting. **Item Open (ATP-402).**

Off Agenda Discussion: Randy Kenagy, AOPA, initiated a discussion on the status of elimination of the term SID in favor of DP. Bill Hammett, AFS-420 (ISI), responded that this issue had been discussed before on several occasions, most notably a contentious discussion over this issue at ACF 99-01; however, no user agency had presented any formal correspondence to request a change back to the term SID. Bill also noted that he announced at meeting 99-01 that Order 8260.46 was under revision and that all concerned should forward appropriate comments to AFS-420. No comments were received. Randy asked why additional comments should be required, as the ACF was a FAA sanctioned forum to provide such feedback. It was the consensus of the Forum at meeting 99-01 to return to use of the term SID and the appropriate FAA managers were present. He questioned why no action was taken? Kevin Comstock, ALPA, stated that his organization had presented opposition during the original coordination of Order 8260.46; however, their opposition was ignored. Mike Riley, NIMA, added that elimination of the term SID has created additional training requirements for military pilots operating internationally. Jim Terpstra, Jeppesen, stated that the U.S. was instrumental in getting the ICAO community to accept the term SID many years ago. It seems contradictory for the U.S. to have abandoned the concept. The consensus of the group was to prepare a formal letter to AFS-1 and AAT-1, signed by the co-chairs of the ACF, and attested to by the members, requesting return of SID's. AOPA representatives were tasked by the group to prepare a draft letter for consideration by the subgroup. A copy of the draft, as edited by the group, is included as an attachment to these minutes. This draft will be finalized by the co-chair and submitted to FAA.

t. 98-02-211: IACC Mandatory Profile View Specifications.

Dave Eckles, AFS-420, presented a status update paper and briefing on the issue. AFS-420 agrees with ALPA that charting multiple profiles could cause chart clutter and pilot confusion. FAA Order 8260.19 provides FAA policy that reflects human factors consideration to provide plan view and profile view information so as not to introduce unnecessary chart clutter. Where the procedure includes a PT, the policy is to provide profile data relating to the PT, and not to depict any additional profile segment information. Where a PT is not authorized on the procedure, intermediate segment information is provided on the form for charting purposes, including instruction as to the starting point of the profile view. However, where the procedure contains both a PT and another intermediate segment, only the PT is depicted on the profile; i.e., the PT depiction has precedence. In the latter case, it is the FAA's position that the plan view provides sufficient altitude and course data for the pilot to safely navigate to the FAF, and the human factors issue of profile chart clutter is avoided. It is AFS-420's position that the current guidance is acceptable and that FAA order 8260.19 need not be amended. John Moore, NOS, added that IACC specifications are not directive on this issue and that charting will conform to the applicable 8260-series form. Dave recommended this issue be closed. ALPA agreed that the profile charting of multiple intermediate segments is confusing. However, they also believe that establishment of policy restrictions in procedure design to preclude NoPT routes within procedure turn areas will eliminate the problem. They requested AFS-420 take another look at the issue. The item will remain open.

Status: AFS-420 to re-study the issue and report. **Item Open (AFS-420).**

u. 98-02-213: Publication of DME Required NoPT Routes on Non-DME SIAP's.

Dave Eckles presented a status update paper and briefing on the issue. At the recommendation of the ACF, AFS-420 prepared an AIM change to paragraph 5-4-5 to explain more fully the procedure naming rules, with particular emphasis that, under TERPS, the procedure ID reflects the type equipment required for the final segment. The change was published on February 24th; however, it did not address the issue as well as expected. AFS-420 will develop revised wording for the paragraph and submit for AIM publication.

Status: AFS-420 to prepare a revised AIM entry for publication. **Item Open (AFS-420).**

v. 99-01-215: Radar Required SIAP's.

Brad Rush, AVN-160, addressed this issue. AVN-100 has reviewed and determined all radar SIAP's that are charted with FAF only. Work is underway to add intermediate segments. ALPA had submitted a "top 10" priority list which has been worked and now is requesting a time-line on the remaining procedures. Brad agreed to provide a list. Kevin Comstock requested the issue remain open to assess progress.

Status: AVN-160 to provide ALPA a list of remaining intermediate segment requirements and report at the next meeting. **Item Open (AVN-160).**

w. 99-02-216: Elimination of Verbiage on DP's and STAR's.

Dave Eckles, AFS-420, presented a status update paper on the issue prepared by Norm LeFevre, AFS-420. The issue was originally presented to the charting portion by Jeppesen and being worked by an ad hoc committee (SID/STAR Reformat Working Group). The working group was making progress, but inexplicably ceased meeting in 1996. As suggested at the last TERPS Subgroup meeting, the issue was

presented to the Aeronautical Information Services Working Group (AISWG) for consideration. The AISWG agrees with the concept of reducing verbiage on procedures and recommended that the issue be addressed by the appropriate OPI; AFS-420 for DP's, and ATP-120 for STAR's for action. Jim Terpstra, Jeppesen, stated this issue should remain open and that the applicable directives and/or forms should state specifically what instructions may be interpreted graphically and what require text. He also recommended that DP and STAR transition routes need not require textual description. He asked Dave to provide sample forms and associated charts. Dave agreed to do so for DP's; however STAR's will probably have to wait for the re-write of Order 7100.9 or guidance from ATP-120.

Status: 1) AFS-420 revise Order 8260.46 and associated DP forms. 2) ATP-120 work STAR issues. **Item Open (AFS-420 & ATP-120).**

x. 99-02-217: Departure Procedure (DP) Identification.

Dave Eckles, AFS-420, presented a status document and briefing on this issue. As requested at the last Subgroup meeting, this issue was also addressed to both the TERPS and charting portions for consensus. Both groups agreed that the terms "VECTOR" or "PILOT NAV" need not be included in DP identification. The consensus was accepted by AFS-420 and included in the rewrite of Order 8260.46. Wally Roberts', ALPA, recommendation that the words "...for radar vector..." be clearly included in the DP route description when vectors are required was also accepted by AFS-420. Dave recommended that the issue be closed. The group agreed.

Status: **Item Closed.**

y. 99-02-218: Termination Point on Missed Approach Procedures.

Brad Rush, AVN-160, presented a status update paper on the issue jointly prepared by he and Dave Eckles, AFS-420. Brad stated that AVN-100 evaluates all missed approach (MAPCH) fixes for holding. If a specific holding pattern is not published, the fix/NAVAID is evaluated for 360° holding. He further stated that AVN-160 (QC) will monitor MAPCH instructions to ensure that all MAPCH termination fixes and altitudes are in the en route structure. The DFW procedures in question at the last meeting have been reviewed and all DFW MAPCH fixes are on en route charts with the exception of runway 35, which are currently being revised. Brad emphasized that normally MAPCH holding patterns are charted; however, the final decision on charting is in the hands of air traffic. Kevin Comstock, ALPA, stated that his organization would like to see language in Order 8260.19, paragraph 815a, revised to clearly specify that MAPCH instructions terminate at an en route charted fix/NAVAID. Brad Alberts, FEDEX, stated that pilots should also have the holding patterns published to provide guidance on proper holding procedures. Bill Hammett, AFS-420 (ISI), responded that he believed the AIM (paragraph 5-3-7) provides detailed guidance on holding procedures for both pilots and controllers. The guidance and procedures to follow are explicit whether or not the holding pattern is charted. Bill additionally noted that, from his experience over the past several years, there has been an increasing trend by user groups, through the ACF, to add more and more information to procedure charts to overcome pilot training deficiencies. Dave Eckles, AFS-420, agreed to re-study the issue with AVN-160 and report at the next meeting.

Status: AFS-420 to re-study the issue and report. **Item Open (AFS-420 & AVN-160).**

z. 99-02-219: Application of TERPS Paragraph 289.

Dave Eckles, AFS-420, presented a status update paper and briefing on the issue. The TERPS paragraph 289 issue was resolved at the last meeting. In response to the ALPA request for charting obstacles differently when paragraph 289 criteria has been applied, he stated that AFS-420 will prepare and submit a 'Requirements Document' to ATA-100 for consideration by the Inter-Agency Cartographic Committee (IACC).

Status: AFS-420 will submit a Requirements Document to ATA-100 for consideration by the IACC.
Item Open (AFS-420).

aa. 99-02-220: Use of RVR Minima.

Dave Eckles presented a status update paper on the issue prepared by Jim Nixon, AFS-420. It is the AFS-420 position that this issue is not germane to the ACF. It is recommended that ALPA address this issue to the Aviation Rules and Advisory Committee (ARAC). Simon Lawrence, ALPA, asked which ARAC, as there are several. As the co-chair was not familiar with ARAC makeup or procedures, it was agreed to defer discussion on this issue to the next meeting. Bill Hammett requested that this issue be combined with Issue 98-01-199 and addressed by AFS-410. Simon agreed. Howard Swancy, AFS-4, was requested to provide a copy of ALPA's original issue paper to AFS-410 and request they work the issue in conjunction with issue 98-01-199.

Status: The issue is closed - to be worked with Issue 98-01-199. **Item Closed.**

bb. 99-02-221: FAA Coordination of Pending SIAP's.

Brad Rush, AVN-160, coordinated ALPA's request to receive all Part 97 SIAP's for review. AVN-100 has agreed to the request and is currently forwarding these SIAP's to ALPA. Order 8260.19, paragraph 837d, will reflect this policy in Change 3. Brad also briefed the status of AVN-100's web site. It is planned that coordination copies of all SIAP forms, to include 'stick drawings', will be available to the public. The target date for the web site completion is FY 4/00. Brad recommend closure and the group agreed.

Status: **Item Closed.**

5. New Business:

a. 00-01-222 TERPS SIAP Naming Convention.

Issue presented by Simon Lawrence on behalf of ALPA. ALPA is recommending that SIAP's be named to reflect NAVAID's required to fly the entire approach. Bill Hammett, AFS-420 (ISI), noted that this issue was also presented to the TERPS Working Group (TWG) at their February meeting (see comments under issue 98-01-208) and the recommendation was not adopted. Bill also stated that AIM, paragraph 5-4-5a3, is a good source for pilot education on SIAP naming. Martin Walker, ATP-120, expressed concern that adoption of ALPA's recommendation would make SIAP titles excessively long. Jim Terpstra, Jeppesen, added that he believed the U.S. naming convention is the best in the world and should be presented by FAA to the OCP for ICAO adoption. He also noted that adoption of ALPA's suggestion could present problems for data base manufacturers due to coding limitations for procedure ID's. Bill Hammett, AFS-420 (ISI)

recommended that since the TWG had already considered the recommendation and rejected it, that the issue be closed. Simon Lawrence, ALPA, requested it remain open and took the IOU to provide examples where there have been miscommunications related to procedure identifications.

Status: ALPA to provide examples & report at the next meeting. **Item Open (ALPA).**

b. 00-01-223 Designation of NoPT and Related AIM Material.

Issue presented by Simon Lawrence on behalf of ALPA. ALPA is recommending that NoPT routes not be established within a course reversal (procedure turn) area. The impetus behind the recommendation was charting disparities between NOS and Jeppesen. Atlanta (Hartsfield) Airport. Compounding the issue was a major carrier flying a feeder route at Jackson Hole WY. as a NoPT route when the route was not so designated. Bill Hammett, AFS-420 (ISI), noted that the AIM language (paragraph 5-4-8a) was 'beefed up' on 2/24/00 at ALPA's request to state firstly that "The procedure turn or hold-in-lieu-of procedure turn is a required maneuver". The exceptions are then specifically addressed. Dave Eckles, AFS-420, agreed to take the issue for study.

Status: AFS-420 to study issue & report at the next meeting. **Item Open (AFS-420).**

c. 00-01-224 Unnamed Stepdown Fixes.

Bill Hammett, AFS-420 (ISI), presented an issue paper prepared by Carl Moore on behalf of AFS-420. The issue revolves around naming all DME and ATD stepdown fixes to accommodate both conventional navigation and high-end automated flight systems. AFS-420 will begin addressing this issue and desires input from the subgroup. The following questions were specifically mentioned; a) how to best achieve chart/avionics system correlation, b) is the computer navigation fixes (CNF's) concept acceptable as a naming convention as the fixes are not normally used in pilot-controller communications, c) what fix documentation methodology is preferred - use FAA Form 8260-2 or Applicable SIAP 8260-series forms, d) what is the impact on AVN-100 & NFDC workload. Bill added that he and Carl Moore on behalf of AFS-420 will work the issue and requested concerned comments and recommendations be forwarded. Jim Terpstra, Jeppesen, gave a strong endorsement to FAA taking on this project and supported using CNF's.

Status: AFS-420 to report on the issue at the next meeting. **Item Open (AFS-420).**

6. Next Meeting: The next meeting is scheduled for November 28- December 1, 2000 with ALPA as host. Specific date/time/location will be forwarded by letter. Due to increasing scheduling conflicts, it was decided to schedule two meetings in advance. The Spring, 2001 meeting is scheduled for April 25-28 with FAA as host.

Please note the attached OPI listing for action items. It is requested that all OPI's provide the co-chair (with an information copy to Bill Hammett) a status update paper on open issues not later than October 13th - a reminder notice will be provided. Anyone needing copies of position papers or meeting handouts may contact Dave Eckles, AFS-420.

7. Attachments:

- a. Draft SID Letter
- b. OPI/action Listing.
- c. Attendance Listing.

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From: Co-Chairs, Aeronautical Charting Forum

To: AFS-1
AAT-1

Subject: Standard Instrument Departures (SID's)

In 1997, the FAA made a presentation to the Aeronautical Charting Forum (ACF) on a policy change to combine lengthy textual instrument (IFR) departure procedures, developed solely for obstruction clearance, and Standard Instrument Departures (SID's), developed to enhance air traffic routes and procedures. The new policy provided a common procedure called a "Departure Procedure (DP)."

Several major industry concerns were resolved by the new policy. Significantly, complex textual IFR departure procedures may now be published graphically and AVN-100 instrument procedure specialists play a greater role in the development of air traffic related departures. We applaud the FAA for these improvements that enhance the safety of IFR departure operations.

The ACF expressed concerns about confusion over elimination of the term "SID" at that 1997 meeting; however, the FAA indicated that the policy was set. At every subsequent ACF meeting since the change was presented, there has been considerable discussion about the problems created by the elimination of the term "SID". The industry and DOD representatives of the ACF now believe that the elimination of the term "SID" has potential to create safety problems and we strongly recommend that the FAA change its policy and return to the use of that term.

Our concern begins with the issue that the change is inconsistent with ICAO publications that still use the term "SID." We would like to point out that the FAA was instrumental in persuading ICAO to adopt the term and its definition. As a result of the new FAA policy, international operators, civil and military, continually face problems with pilot confusion, training, and charting issues. Domestically, there is also a continuing need for pilot education as a result of the change to the term "DP."

Accordingly, the members of the ACF, Instrument Procedures Subgroup strongly urge FAA to return to the use of the "SID" term. We recognize that such action will require amending aeronautical charts, associated flight information publications, and FAA Order 8260.46, *Departure Procedures (DP) Program*; however, no other action is required. We believe the minimal cost of amending these documents is justifiable in view of the higher level of safety, harmonization, and understanding that will be achieved.

This letter, signed by the co-chairs of the ACF, is supported wholly by the attached listing of industry and DOD attendees of ACF, Instrument Procedures Subgroup, meeting 00-01.

Richard Powell
Co-chair, ACF

David Eckles
Co-chair, ACF

Organization

Representative(s)

Aircraft Owners and Pilots Association

Randy Kenagy
Hal Becker

Air Line Pilots Association

Simon Lawrence
Kevin Comstock
James Findley

FedEx Pilots Association

Brad Alberts

Jeppesen Sanders, Inc

Jim Terpstra
Mike Cleary
Dave Goehler
Domros Torsten

USAF, 12 OG/AIS

Kevin Jones
Erik Eliel

USAF Flight Standards Agency

Chris Swider
Larry Wiseman
Ann Behrms

National Imagery and Mapping Agency

Mike Riley
Russ Wall

Naval Flight Information Group

Mark Brown

U.S. Army

Mike Foster

**AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES SUBGROUP
OPEN AGENDA ITEMS FROM MEETING 00-01**

<u>OPI</u>	<u>AGENDA ITEM (ISSUE)</u>	<u>REQUIRED ACTION</u>
AFS-420	92-02-104 (Precipitous terrain adjustments)	Develop criteria & report.
AFS-420	92-02-105 (Circling areas)	Pending publication in TERPS.
AFS-420	92-02-110 (Cold WX altimeter)	Track issue & report.
AFS-4	93-01-121 (AC 90-X)	Coordinate FAA priority/funding and report
ATP-402	96-01-155 (OROCA use)	Work issue and provide report.
AFS-420	96-01-162 (NoPT/PT required routes) (AC61-27 Status)	Closed – pending AC61-27 publication. Track status/report.
AFS-420	96-01-166 (Descent point of Flyby Waypoints. Originally “on course”)	Publicize AFS-420 bisector paper.
AFS-410/AFS-200	97-01-175 (Pilot duties to confirm GPS database)	AFS-410: Establish FAA position. AFS-200: Create FSIB.
AFS-400/AFS-420	97-01-177 (Non-collocated DME use at/inside FAF)	AFS-400: Prepare letter to AAF for DME’s. AFS-420: Revise 8260.19.
ALPA	97-02-185 (Charting of DME fix for precision MAP)	Re-study issue and report.
AFS-420/ATP-120	97-02-189 (IFR departure minimum turning altitude)	AFS-420: Track new TERPS Chapter 12. ATP-120: Report on radar obstruction display policy.
AFS-200	98-01-197 (Air carrier compliance w/climb grad’s)	Work issue and report.
AFS-410	98-01-199 (RVR accuracy vs. flight visibility. Also use of RVR minima)	Work issues and report.
AFS-420	98-01-203 (Runway alignment of approach procedures)	Consider for criteria revision and provide report.
AFS-200	98-01-206 (P-56 airspace vs. KDCA IFR departures)	Track project & report.
ATP-402	98-01-209 (Consolidated STAR issues from charting portion) (94,95,96,97,98,99,100,101)	Track issue & report.

AFS-420	98-02-211 (IACC profile view specifications)	Re-study issue and report.
AFS-420	98-02-213 (DME required NoPT routes on non-DME SIAP's)	AFS-420: Update AIM.
AVN-160	99-01-215 (Radar required SIAP's)	Provide status list & report.
AFS-420/ATP-120	99-02-216 (Excess verbiage on DP's & STAR's)	AFS-420: Report DP status. ATP-120: Report STAR status.
AFS-420/AVN-160	99-02-218 (Missed approach termination point)	Jointly re-study issue & report.
AFS-420	99-02-219 (TERPS paragraph 289 application & obstacle charting)	Prepare IACC Recommendation Document and report.
ALPA	00-01-222 (TERPS SIAP naming convention)	Provide examples & report.
AFS-420	00-01-223 (Designation of NoPT and related AIM material)	Study issue and report.
AFS-420	00-01-224 (Unnamed stepdown fixes)	Work issue and report.

**AERONAUTICAL CHARTING FORUM, INSTRUMENT PROCEDURES SUBGROUP
ATTENDANCE LISTING - MEETING 00-01**

Becker	Hal	AOPA	703-560-3588 FAX: 5159	hbecker144@aol.com
Alberts	Brad	FedEx Pilots Assn.	901-752-8749x2339 FAX: 9097	balberts@fexepilot.org
Ball	Allen	Executive Jet	614-239-4873	ball@netjets.com
Behrns	Ann	AFFSA/XOIA	240-857-6721 FAX: 7996	behrnsa@andrews.af.mil
Brown	Mark	NAVFIG	202-433-0009 FAX: 3458	brown.mark@hq.navy.mil
Cleary	Mike	Jeppesen	303-328-4561 FAX: 4140	mike.cleary@jeppesen.com
Comstock	Kevin	ALPA	703-689-4176 FAX:4370	comstockk@alpa.org
Domros	Torsten	Jeppesen	+49(0)6102-508180 FAX: 8189	torsten.domroes@jeppesen.com
Eckles	David	FAA/AFS-420	405-954-5852 FAX: 4809	david.w.eckles@mmacmail.jccbi.gov
Eliel	Erik	USAF/AIS	210-652-6047 FAX: 3936	erik.eliel@randolph.af.mil
Fair	Pat	FAA/ATA-130	202-267-9290 FAX: 202-493-4266	pat.fair@faa.dot.gov
Findley	James	ALPA	210-860-0248	jamescfindley@aol.com
Fiveash	Ken	FAA/ATA-110	202-267-9293	kenneth.fiveash@faa.gov
Foster	Mike	USAASA	703-806-4869	fosterja@belvoir.army.mil
Goehler	Dave	Jeppesen	703-519-5295 FAX: 5296	dave.goehler@jeppesen.com
Hammett	Bill	FAA/AFS-420 (ISI)	860-399-9407 FAX: 1834	isiconn@snet.net
Jenkins	Jerome	FAA/ATA-100(AMTI)	202-267-9292	jerome.ctr.jenkins@faa.gov
Jones	Kevin	12 OG/AIS	210-652-6047 FAX: 3936	kevin.jones@randolph.af.mil
Kenagy	Randy	AOPA	301-695-2149 FAX: 2214	randy.kenagy@aopa.org
Lawrence	Simon	ALPA	804-794-1071 FAX: 1071	sjlawrence@compuserve.com
McKie	Jim	ATA		jmckie@air-transport.org
Meyer	Thomas	FAA/ATP-402 (AMTI)	202-267-8927	thomas.ctr.meyer@faa.gov
Meyers	Janet	NOS/ACD	301-713-2961	janet.meyers@noaa.gov
Moore	John	NOS/AC&C/R&T	301-713-2631 FAX: 1960	john.moore@noaa.gov
Nixon	Carl	NOS/ACD	301-713-2958	carl.nixon@noaa.gov
Riley	Mike	NIMA/CO	703-264-3003 FAX: 3133	rileym@nima.mil

**AERONAUTICAL CHARTING FORUM, INSTRUMENT PROCEDURES SUBGROUP
ATTENDANCE LISTING - MEETING 00-01**

Rush	Brad	FAA/AVN-160	405-954-0188 FAX: 1301	brad.w.rush@faa.gov
Swancy	Howard	FAA/AFS-4	202-267-8237 FAX: 5230+D37	howard.swancy@faa.gov
Swank *	Will	FAA/AFS-200	202-493-4602	will.swank@faa.gov
Swider	Chris	AFFSA/XOF	240-857-5415	swider.christopher@andrews.af.mil
Tapscott **	Toni	FAA/ATA-110	202-267-9299 FAX: 5322	marie.tapscott@faa.gov
Terpstra	Jim	Jeppesen	303-328-4401 FAX: 4272	jim.terpstra@jeppesen.com
Walker	Martin	FAA/ATP-120	202-267-9330 FAX: 5305	martin.r.walker@faa.gov
Wall	Russ	NIMA	314-263-4806 FAX: 4272	wallr@nima.mil
Wink	Lyle	FAA/AFS-400	405-954-5853 FAX: 4809	lyle.g.wink@faa.gov
Wiseman	Larry	AFFSA/XOI	240-857-2208 FAX: 7996	larry.wiseman@andrews.af.mil
* Tuesday only				
** Wednesday only				