

November 3, 2006

Dear Forum Participant

Attached are the minutes of the Aeronautical Charting Forum, Instrument Procedures Group, (ACF-IPG) held on October 17, 2006 and sponsored by the FAA National Aeronautical Charting Group (NACG), Silver Spring, MD. An office of primary responsibility (OPR) action listing and an attendance listing are attached to the minutes.

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

Mr. Tom Schneider
FAA/AFS-420
P.O. Box 25082
Oklahoma City, OK 73125

Phone: 405-954-5852
FAX: 405-954-2528
E-mail: thomas.e.schneider@faa.gov

Copy to: Mr. Bill Hammett
FAA/AFS-420 (ISI)
201 Breakneck Hill Rd.
Westbrook, CT 06498-1414

Phone: 860-399-9407
FAX: 860-399-1834
E-mail: bill.ctr.hammett@faa.gov or
isiconn@comcast.net

The AFS-420 web site contains information relating to ongoing activities including the ACF-IPG. The home page is located at:

http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs420/acfipg/

This site contains copies of past meeting minutes as well as a chronological history of open and closed issues to include the original submission, a brief synopsis of the discussion at each meeting, the current status of open issues, required follow-up action(s), and the OPR for those actions. We encourage participants to use this site for reference in preparation for future meetings.

ACF Meeting 07-01 is scheduled for **May 1-3, 2007**. The National Geospatial-Intelligence Agency (NGA) will host the meeting at the US Geological Survey facility at 12201 Sunrise Valley Drive, Reston, VA 20192. Meeting 07-02 is scheduled for **October 23-25, 2007** with ALPA tentatively scheduled as host.

Please note that the **meetings begin promptly at 9:00 AM**. Please forward new issue items for the 07-01 IPG meeting to the above addressees not later than April 6th. A reminder notice will be sent.

We look forward to your continued participation.

Thomas E. Schneider, FAA/AFS-420
Co-Chairman, Aeronautical Charting Forum,
Chairman, Instrument Procedures Group

Attachment: ACF-IPG minutes

**GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES GROUP
Meeting 06-02 Silver Spring, MD
October 17, 2006**

1. Opening Remarks:

Mr. Tom Schneider, AFS-420, Flight Standards co-chair of the Aeronautical Charting Forum (ACF) and chair of the Instrument Procedures Group (IPG) opened the meeting at 9:00 AM on October 17, 2006. The FAA National Aeronautical Charting Group (NACG) hosted the meeting at their Silver Spring, MD headquarters. John Moore, NACG Requirements & Technology Team, made welcoming and administrative comments on behalf of NACG. A listing of attendees is included as attachment 2.

2. Review of Minutes of Last Meeting:

Bill Hammett, AFS-420 (ISI) briefed that the minutes of ACF-IPG 06-01, which was held on April 18, were electronically distributed to all attendees as well as the ACF-IPG Master Mailing List on May 3rd. No comments/corrections were received and the minutes are accepted as distributed.

3. Briefings: Tom Schneider, AFS-420, briefed that Lyle Wink, AFS-400 was unavailable to provide an update briefing on the FAA-JAA minimums harmonization effort. The project is on-going and the results will be the basis for a total revision of TERPS Chapter 3, which is currently being planned as Change 20 to TERPS. Ted Thompson briefed that the JAR-OPS proposal has passed an ICAO second level review. Only one more level of review is required and that is expected in the Spring of 2007. After that, each state will have to determine whether to accept totally or with exceptions. Tom added that there will be numerous TERPS and charting issues to be dealt with. Hopefully Lyle will be available for the next meeting.

4. Old Business (Open Issues):

- a. **92-02-105:** Review Adequacy of TERPS Circling Approach Maneuvering Areas and Circling at Airports with High Heights Above Airports (HAAs).

Bill Hammett AFS-420 (ISI) provided a briefing on proposed new TERPS criteria for circling. The briefing and criteria were developed by Jack Corman of the AFS-420 staff, who was unable to attend the meeting. The new criteria adapt the ICAO formula for determining area radius while using maximum U.S. category airspeeds. The criteria assume a 25 degree maximum bank angle, a 25 knot tailwind, and factors in the airport elevation plus an assumed 1000' above airport pattern altitude. This method will continue the traditional TERPS circling obstacle evaluation area (OEA) construction method while adding the safety benefit of increasing the area radius to accommodate higher density altitudes. Retention of the traditional construction technique results in a smaller area than the previous draft TERPS proposal for circling OEA construction. Rich Boll, NBAA, asked whether a second evaluation would be accomplished when the first evaluation resulted in a HAA value of more than 1,000'. For example, the CAT C HAA at Aspen, CO is greater than 2300'. Bill responded that the formulae were based on airport elevation plus 1,000' and he would take the NBAA concern back to Jack for consideration. A copy of the briefing slides and the

proposed criteria are attached to the minutes (attachment 3). The proposed criteria will be included in a near-future change to TERPS. Early comments are welcome and may be forwarded directly to Jack Corman at jack.corman@faa.gov.

Status: AFS-420 to keep the group apprised of progress on criteria coordination.
Item Open (AFS-420).

b. 92-02-110: Cold Station Altimeter Settings (*Includes Issue 04-01-251*).

Tom Schneider, AFS-420, briefed that as requested at the last meeting, he forwarded a memorandum as Chair of the ACF-IPG, to the Manager, AFS-400, emphasizing the ACF consensus and requesting that AFS-400 elevate the issue within FAA. Robert (Rico) Carty, AFS-410, briefed that AFS-410 is still considering to get MITRE involved for a study on the issue. Monique Yates, NGA, emphasized that there is no need to do another study on the effects of cold temperature on altimetry; that has already been determined. She recommended the MITRE initiative be limited to determining the better solution; educate pilots/controllers on use of the correction table or whether to apply procedural adjustments. Monique also noted that procedural adjustments may cause international aircrews to double the necessary adjustment and could require “un-training” pilots already using the ICAO adjustment table. Rico also noted that it would be difficult to apply procedural adjustments to accommodate airports with extreme changes; e.g. Fairbanks, AK where temperatures can vary from +80 to -60 degrees. Rich Boll, NBAA, asked whether the Fairbanks radar MVA charts were temperature corrected. The response was that no FAA charts are temperature corrected. Pamela Coopwood, AJT-2300, stated that problems could result if pilots are applying different standards and ATC is not aware of it. Training must be in ATC manuals. She offered to work with AFS-410 to develop controller training as the process moves forward. Mitch Scott, Continental, stated that the study should address en route as well as terminal adjustments. He noted that Continental does apply cold temperature adjustments to en route operations. The group consensus is that the issue is real and should be addressed with greater urgency.

Status: 1) AFS-410 will continue to track the issue and report. **Item Open (AFS-410).**

c. 96-01-166: Determining Descent Point on Flyby Waypoints (Originally: Definition of “On Course”).

Robert (Rico) Carty, AFS--410, briefed that there has been no progress on this issue.

Status: 1) AFS-410 to continue efforts to develop AIM material. **Item Open (AFS-410).**

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

Mark Ingram, ALPA, briefed that ALPA has not abandoned the possibility for requesting rulemaking. However, they would still prefer that it be initiated from within FAA. In the interim, they will address the subject through the PARC. Mark also noted that it has come to attention that RNAV SAAAR is recommending up to 425 Ft/NM climb gradients in the missed approach. Rico Carty, AFS-410, stated that FAA will not approve SAAAR operations unless the aircraft can demonstrate ability to meet specified climb gradients. Bill Hammett, AFS-420 (ISI) asked whether ALPA had contacted AGC for a response to the unanswered questions posed in their original letter. Mark replied they had not. Mark stated that ALPA has an “administrative commitment” to pursue the rulemaking process, but they also still believe the problem is larger

than airlines-only and seek additional support. Richard Boll of NBAA agrees, stating that Part 91 and 135 operators will be affected similarly.

Status: ALPA to determine whether to pursue rulemaking action, whether to address the issue through the PARC, and to follow up ACG-200 response. Item Open (ALPA).

e. 02-01-238: Part 97 “Basic” Minima; ATC DP Minima, and DP NOTAMs.

Bill Hammett, AFS-420 (ISI), briefed that no response has been received from the Notices to Airmen (NOTAMs) Program Group, AJR-46. Gary Prock, AJR-116, briefed that responsibility for Order 7930.2 has recently been assigned to the US NOTAM Office (USNOF). He has just been assigned the project and is unsure what the ACF requirements are. Bill briefed that the short answer is the consensus of the ACF-IPG desires all procedural NOTAMs, including those for SIDs and STARs fall under the FDC process. It is also desirable to consolidate all procedural NOTAM policy under one Order. Currently, some guidance is in the 7930.2 and some contained in 8260.19. Bill offered to provide background on the issue to Gary as the Order is updated.

Status: AJR-116 to revise Order 7930.2 to include SIDs and STARs under the FDC NOTAM process. Item Open (AJR-116).

f. 02-01-239: Minimum Vectoring Altitude (MVA) Obstacle Accountability; Lack of Diverse Vector Area (DVA) Criteria.

Bill Hammett, AFS-420 (ISI) briefed that the previously briefed MVA criteria was finally accepted and published as FAA NOTICE 8260.57 on June 8, 2006. The NOTICE is good for one year and will be included in a near-future change to TERPS. The initiative to expand the Sector Design Automation Tool (SDAT) to include capability for automated MVA/MIA chart development is progressing well. A second meeting is scheduled in Oklahoma City on November 14-15 evaluate the Washington ARTCC MIA results and assess the software. Tony Rubiera, AJR-32 (CNA), provided a briefing and demonstration of the SDAT software (a copy of Tony’s briefing slides is included as attachment 4). The software appears to evaluate terrain and obstruction data both within sectors and specified buffer areas to correctly calculate a MIA/MVA. There is also a capability to consider floor of controlled airspace rules; however, there are still questions regarding applicability. These will be addressed during the Nov 14-15 meeting. Mike Clayton asked whether the SDAT tool considers horizontal and vertical obstacle accuracy codes on man-made obstructions. The response was no. Danny Hamilton, AJW-321, asked whether the final product can be transposed on a Sectional Chart. The response was yes. Tony briefed that FAA is currently assessing MIA charts for 6 ARTCCs and MVA charts for 2 TRACONS. Bill recommended that since the NFBG has strengthened the manual review process and AFS has developed criteria for MVA charts, the issue be closed. Although related, the ATO automation effort is a separate initiative and is not part of the original issue. Rich Boll, NBAA, and Mark Ingram, ALPA, stated that they would like the issue kept open until the software is developed and approved even though it was not a part of the original recommendation.

Status: AFS-420 and AJW-321 will continue to track software development. Item Open (AFS-420 and AJW-321).

g. 02-01-241: Non Radar Level and Climb-in-hold (CIH) Patterns.

Bill Hammett, AFS-420 (ISI), briefed that no response has been received from the Airspace Procedures Group, AJT-22. Pamela Coopwood briefed that she was new to the ACF as the AJT representative. Bill offered to forward her the background data on the issue.

Status: AJT-2300 to prepare ATC Bulletin addressing impromptu climb-in-hold (CIH) clearances. **Item Open (AJT-2300).**

h. 03-01-247: Holding Pattern Criteria Selection and Holding Pattern Climb-in-Hold Issues.

Tom Schneider, AFS-420, briefed the following progress report as received from Dr. Richard Greenlaw, AFS-440: "We have recently received the holding analysis software from the contractor. This software will allow us to run simulations for multiple types of holding at various altitudes and aircraft speeds with variation in variables such as wind speed and direction. We will analyze conventional (including low speed) holding first, then GPS holding, then RNP holding. Our plan calls for conventional holding to be complete by March 2007." AFS-420 will update Order 7130.3 after the study is complete.

Status: AFS-440 to continue ASAT/simulator analysis and report. **Item Open (AFS-440).**

i. 04-01-249: RNAV Terminal Routes for ILS Approaches.

Tom Schneider, AFS-420, briefed the following update from Jack Corman, AFS-420: "FAA Order 8260.54, *The United States Standard for Area Navigation (RNAV)* was signed and effective June 16, 2006. The Order provides criteria for RNAV capability to an ILS final and from an ILS final to an RNAV missed approach. Additionally, the new FAA RNAV substitution policy enables this capability for GPS (and when annotated, DME/DME/IRU equipped aircraft) guided systems when conventional NAVAIDs are inoperative. Recommend the issue be closed." Tom noted that there are still some charting issues being resolved. John Moore, AJW-352, asked about including equipment requirements in procedure titles; e.g. DME/DME/IRU or GPS. Ted Thompson, Jeppesen, responded that chart makers and database coders want equipment requirements left out of procedure titles, preferring briefing strip notes. Danny Hamilton, AJW-321, asked whether a single RNAV transition could be added to a chart. The consensus was that this methodology is preferable to a second procedure chart. The group consensus was that the issue could be closed.

Status: **Item Closed.**

j. 04-01-250: RNAV and Climb Gradient Missed Approach Procedures.

Tom Schneider, AFS-420, briefed that guidance has been developed for Order 8260.19 to allow an option to use a missed approach climb gradient to gain lower minimums. When this is done a second line of minima must also be published to accommodate a 200 Ft/NM climb rate. Mark Ingram, ALPA, asked whether this would present coding problems. Ted Thompson, Jeppesen, noted that only one missed approach track could be coded per procedure. Danny Hamilton, NFBG, replied that ground tracks would always be the same regardless of climb gradient. Ted responded that as long as the ground track is the same, coding would not be a problem. Rich Boll, NBAA, requested the proposed guidance be included in the minutes – see below.

Draft language for Order 8260.19D, paragraph 856e:

e. Missed Approach Climb Gradient (CG). When a missed approach climb gradient in excess of 200 ft per NM has been established, the following items must be accomplished:

(1) The required gradient must be published on the chart. Enter the required gradient in the NOTES section as follows: “**Chart note: *Missed Approach requires minimum climb of (number) ft/NM to (altitude).**”

NOTE: An asterisk (*) will be used to indicate which line of minima requires the in excess of 200 ft per NM.

(2) In addition to the lower minima that require the CG, minima will be published to support a standard 200-ft per NM CG.

Status: AFS-420 to track publication of Order 8260.19. **Item Open – Pending Publication.**

k. 04-02-258: Vertical Navigation (VNAV) Approach Procedures Using DA(H); OpSpec C073.

Robert (Rico) Carty, AFS-410, briefed that after the July 11-12 FAA internal meeting on the issue, it was tabled due to higher priority taskings. The issue is still alive and the group is scheduled to meet again. Ted Thompson, Jeppesen, asked whether the issue is being addressed through the OCP. Jeppesen and other chart makers may have concerns with constant descent final approach (CDFA) minimums. The question is what type documentation will FAA provide to specify what type CDFFA methods are allowed. Jeppesen’s concern was raised because of special charting applications as a result of NBAA and ATA input. Tom Schneider, AFS-420, responded that the issue has not been presented to the OCP due to internal FAA concerns.

Status: AFS-410 to work the issue and revise HBAT 99-08. **Item Open (AFS-410).**

l. 05-01-259: Visual Climb Over Airport (VCOA).

Bill Hammett, AFS-420 (ISI), briefed that the issue is still being addressed by Phil Prasse, the AFS-420, staff specialist responsible for departure criteria. An AFS-400 Technical Review Board (TRB) met to discuss the issue on May 11th. The intent is to revise criteria to better align with policy requirements; however progress is slow. Bill added that Order 8260.46, *Departure Procedure (DP) Program*, is again under revision and will allow an exception to the VCOA requirement at high density airports where the maneuver will never be allowed by Air Traffic. Pamela Coopwood, AJT-2300, requested background on the issue. Tom Schneider, AFS-420, provided the information.

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

m. 05-02-260: ACF Closed Issue Re: Course Reversals Negated by AIM Change

Bill Hammett, AFS-420 (ISI), briefed that the ACF agreed upon text was published in the August AIM.

Status: **Item Closed.**

- n. **05-02-261:** RNAV Substitution Within the NAS (*Also includes Issue 03-02-248*).

Robert (Rico) Carty, AFS-410, briefed that the issue has been addressed and guidance published in the Notices to Airmen Publication (NTAP). The guidance addresses all aspects of RNAV substitution and will be included in the February 2007 AIM update. Additionally, a re-write of AC 90-100, *U.S. Terminal and En Route Area Navigation (RNAV) Operations*, is targeted for publication in 2007.

Status: AFS-410 will continue to work the issue and report. Item Open (AFS-410).

- o. **06-01-262:** More Flexible Hold-in-Lieu (HIL) Alignment Options For Public RNAV IAPs.

Tom Schneider, AFS-420, briefed the following from Jack Corman, the AFS-420 RNAV criteria specialist. The Branch is awaiting a finalized PARC RNAV position, which is expected in late Spring. Once received, criteria will be addressed.

Status: AFS-420 will work the issue and report. Item Open (AFS-420).

- p. **06-01-263:** Uniform Application of FAA Order 7130.3A RNAV Charted Holding Pattern Lengths.

Tom Schneider, AFS-420, briefed that Steve Winter, the AFS-420 specialist responsible for holding pattern criteria, agrees with the NBAA position that Table 8 should be used. A policy clarification memorandum has been written and is in coordination for signature. Once the total AFS-440 holding study is complete (see issue 03-01-247), the updated guidance will be included in the re-write of Order 7130.3. Rich Boll, NBAA, asked when the memo would be signed. Tom responded within the next 30 days.

Status: AFS-420 will track the memorandum and report. Item Open (AFS-420).

- q. **06-02-264:** Uniform Standard for Use of Climb Gradients in Public IAPs

Tom Schneider, AFS-420, briefed the policy in Order 8260.19 is to specify a Ft/NM gradient vice a rate of climb. Tom stated that he had spoken to Brad Rush, AVN-321, to request that all currently published procedures with a climb gradient required missed approach be amended to reflect Ft/NM. Danny Hamilton, AJW-321, took the IOU to follow up on amendments at San Francisco and Burbank. Ted Thompson, Jeppesen, stated that the wording is not as important as where the 8260 form specified the note be charted. Tom provided the background on specifying "Chart Note", "Chart Planview Note", or "Chart Profile Note" on the 8260-series forms. The rationale behind the policy is to clearly identify the procedure designer's intent to the cartographers and standardize chart note placement.

Status: 1) AJW-321 to track procedure amendments; 2) AFS-420 to track policy change. Item Open (AJW-321 and AFS-420).

5. New Business:

- a. **06-02-265:** Retention or Development of Lowest Possible RNAV LNAV and/or VNAV Minimums.

New issue introduced by Rich Boll, NBAA. It appears that as the NFBG implements the WAAS LPV program, a conflict in LPV and LNAV and/or LNAV/VNAV criteria sometimes results in a substantial increase in LNAV and/or VNAV minimums. If this trend continues those operators who do not have LPV capability are impacted by having LNAV minimums increased significantly. For example, at St George, UT (KSGU), LPV capability was added which decreased the previous LNAV MDA by 5 feet. However, the revised IAP eliminated the final segment LNAV step-down fix thereby increasing the MDA by 400 feet and the CAT C visibility minimums from 1 ¾ SM to 3 SM. Similarly, at Murrieta, CA (F70), LPV minimums were not added yet the LNAV MDA was increased by 520 feet. NBAA recommends where the addition of an LPV procedure to an existing RNAV procedure will cause more than a 60 foot increase in LNAV and/or LNAV/VNAV minimums, then the existing procedure should stand alone and a separate LPV procedure developed. Danny Hamilton, NFBG, responded that the NFBG combines procedures to the extent possible to avoid creating extra procedures. He added that some older RNAV procedures were designed with criteria that have since been modified and MDA increases may have been caused by new obstacle clearance considerations. Danny further stated that the NFBG reviews and responds to public input to proposed new procedures during the coordination phase; however, it is imperative that comments be received prior to flight inspection and publication as the procedure must be put back in work. He added that Order 8260.54 has not yet been implemented by the NFBG. When asked when they would implement the Order, Danny responded that it is currently being programmed. Tom Schneider, AFS-420, stated he generally agrees with the recommendation; however, procedure designers should be trained to take a hard look at the impact on current minimums when adding additional lines of minima or re-designing an approach. Danny responded that if a new policy is to be established, it must include specific guidance when to “split” LPV procedures from LNAV/VNAV procedures. Randy Kenagy, AOPA, asked whether LPV criteria affect LNAV and/or LNAV/VNAV. Randy also recommended that every effort be made to avoid splitting procedures and that final segment step-down fixes be retained when necessary to keep the lowest LNAV minima. Rich requested the reasons behind the increased MDAs at St George and Murrieta. Danny agreed to provide the information.

Status: 1) AJW-321 to provide NBAA the reasons for the MDA increases SGU and F70; 2) AFS-420 to study whether policy change is warranted. **Item Open (AJW-321 and AFS-420).**

- b. **06-02-266:** Lack of Pilot and Controller Understanding of when an IF/IAF fix is also an IF

New issue introduced by Rich Boll, NBAA. Rick presented a briefing on air traffic procedures when issuing direct-to-IF clearances when a fix has a dual purpose and is published as an IAF/IF. He used the Boise, ID RNAV (GPS) RWY 10R as an example. The Jeppesen chart identifies the WONIT waypoint as “IAF/IF” whereas the FAA chart identifies it only as an IAF. This could create pilot/controller confusion as to whether a course reversal is required when an aircraft is cleared direct to WONIT and cleared for the approach. In the example used, a direct-to-WONIT clearance as an IAF would require the pilot to make a course reversal under Part 91.175(j) since it is not a radar vector to the final approach course, not a timed approach from a holding fix, or a specified “NoPT” route. Bill

Hammett stated that the inclusion of the phrase “straight-in” in the approach clearance as noted in Order 7110.65 eliminates this confusion. Paul Ewing, AJWR-37 (AMTI) took an IOU to clarify the AIM guidance in paragraph 5-4-9 to better help pilots understand direct-to clearances. Danny Hamilton, NFPG, noted that the source -3 for the Boise RNAV approach does identify WONIT as an IAF/IF; however, at the time the chart was produced, charting specifications did not require the "IF" designation. He has coordinated with NACG and the chart will be amended to current specs to add “IAF/IF” at WONIT. Danny further recommended that when a user discovers any other procedure such as this, they notify the NFPG or NACG so the chart may be brought up to date. A copy of Rick’s slides is included as attachment 4.

Status: AJR-37 to re-draft AIM paragraph 5-4-9. [Item Open \(AJR-37\)](#).

c. 06-02-267: Pilot Option to Use Standard Timing for RNAV IAP Holding Patterns

New issue introduced by Rich Boll, NBAA. NBAA is concerned that many RNAV holding patterns specify short distance legs (also see issue 06-01-263) and requests that pilots be given the option to use standard timing in lieu of the specified ATD legs for RNAV holding (1:00 minute inbound 14,000 ft and below, or 1:30 minutes above 14,000 ft). Ted Thompson, Jeppesen, noted that specified leg lengths may have been established to accommodate Flight Management Systems as FMS-equipped airplanes fly the length as coded in the database. Lance Christian, NGA, asked whether the change would affect ATC; i.e., controllers expecting NM legs and a pilot using timing. Tom Schneider, AFS-420, agreed to have a specialist in AFS-420 review the criteria to ensure protection is provided to allow timing substitution. The issue may also be added to the AFS-440 holding pattern analysis if deemed necessary.

Status: AFS-420 to study the issue and report. [Item Open \(AFS-420\)](#).

d. 06-02-268: Lack of Graphic Obstacle Departure Procedures (ODPs).




New issue introduced by Rich Boll, NBAA. FAA Order 8260.46C “Departure Procedure (DP) Program” states in part: “Textual ODP instructions must not exceed a maximum of one turn, one altitude change, and one climb gradient.” If the criteria are not met, it must be charted as a graphical procedure. NBAA believes there has been sufficient time since the order was first written for the NFPG to have converted complex ODPs from textual to graphic depiction. However, a cursory review of mountainous airports shows many complex departure procedures still depicted textually; e.g., Price, UT, Carbon County Airport (KPUC). Danny Hamilton, NFPG, responded that new policy and criteria changes require resources to implement. The NFPG does not have the resources to update current procedures while developing new procedures to meet the Administrator’s goal of a performance-based NAS. He requested that user agencies forward specific concerns to the RAPT who will establish priority for corrective action. Mitch Scott, Continental Airlines, noted that graphic DPs are coded; however, textual DPs are not. He asked to whom concerns should be sent. Danny responded, the ATO Service Area Flight Procedures Office. Both Mitch and Rich Boll, NBAA, agreed to send a list of their top 10 locations to the NFPG for attention and accelerated conversion. Bill Hammett, AFS-420 (ISI), stated that an AFS-400 memorandum had been sent to AVN on September 15th highlighting DP charting/development discrepancies and recommending a 3-step QA process to help eliminate errors. The memorandum also noted many complex ODPs should be charted graphically and

included a simple checklist to help adhere to the requirements of Order 8260.46. No response has been received.

Status: Continental Airlines and NBAA to forward airports of high concern to the NFPG for updating. **Item Open (Continental Airlines and NBAA).**

6. Next Meeting: ACF Meeting 07-01 is scheduled for **May 1-3, 2007**. The National Geospatial-Intelligence Agency (NGA) will host the meeting at the US Geological Survey facility at 12201 Sunrise Valley Drive, Reston, VA 20192. Meeting 07-02 is scheduled for **October 23-25, 2007** with ALPA tentatively scheduled as host.

Please note the attached Office of Primary Responsibility (OPR) listing (attachment 1) for action items. It is requested that all OPRs provide the Chair, Tom Schneider, (with an information copy to Bill Hammett) a written status update on open issues not later than April 6, 2007 - a reminder notice will be provided.

- 7. Attachments (5):**
1. OPR/Action Listing.
 2. Attendance Listing.
 3. Circling Criteria Briefing Slides 
 4. SDAT MVA Automation Briefing Slides 
 5. NBAA IF Briefing Slides 

**AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES GROUP
OPEN AGENDA ITEMS FROM MEETING 06-02**

OPR	AGENDA ITEM (ISSUE)	REQUIRED ACTION
AFS-420	92-02-105 (Circling Areas)	Provide update on draft criteria coordination.
AFS-410	92-02-110 (Cold Weather Altimetry)	Track issue and report contract study progress.
AFS-410	96-01-166 (Descent Point on Flyby Waypoints. Originally "on course")	Develop AIM material. Assess ICAO definition of "on course".
ALPA	98-01-197 (Air Carrier Compliance W/Climb Gradients)	Determine whether to seek rulemaking. Write AGC for additional response to original letter. Address through PARC.
AJR-116 (USNOF)	02-01-238 (Departure Minimums and DP NOTAMs)	Revise Order 7930.2 to include SID/STAR NOTAMs under the FDC process.
AFS-420 AJW-321	02-01-239 (MVA Obstacle Accountability and Lack of DVA Criteria)	Continue involvement in the MVA/MIA automation project and report progress.
AJT-2300	02-01-241 (Non-radar Level and Climbing Holding Patterns)	Develop controller education material on the issue for the ATC Bulletin.
AFS-440	03-01-247 (Holding Pattern Selection Criteria)	Continue research/evaluation on the issue and report.
AFS-420	04-01-250 (RNAV and Climb Gradient Missed Approach procedures)	Track processing/publication of Order 8260.19D.7
AFS-410	04-02-258 (VNAV IAPs using DA(H) and OpSpec C073)	Re-write HBAT 99-08 and lead ad hoc working group on the issue.
AFS-420	05-01-259 (Visual Climb Over Airport)	Continue working the issue and report.
AFS-410	05-02-261 (RNAV Substitution within the NAS)	Track publication of new guidance in AIM and updated AC 90-100A.
AFS-420	06-01-262 (HIL Alignment Options for Public RNAV Approaches)	Awaiting PARC decision prior to initiating criteria change.
AFS-420	06-01-263 (NAV Holding Pattern Leg Lengths)	Publish interim policy memorandum pending revision of Order 7130.3.
AJW-321 AFS-420	06-01-264 (Uniform Standard for Climb Gradients on Public SIAPs)	AJW-321: Standardize existing IAPs. AFS-420: Track new policy revision in Order 8260.19D.
AJW-321 AFS-420	06-02-265 (Lowest Possible LNAV or LNAV/VNAV minimums)	AJW-321: Provide rationale for recent LNAV increases. AFS-420: Consider policy requirements.
AJR-37	06-02-266 (Controller Guidance on use of IAF/IF as IF)	Develop AIM and controller guidance.
AFS-420/440	06-02-267 (Use of Standard Timing in Lieu of ATD for RNAV Holding)	Study issue and report.
AJW-32	06-02-268 (Lack of Graphic Depiction of Complex ODPs)	Respond to AFS-400 memo dated 9/15/06.

**AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES GROUP
ATTENDANCE LISTING - MEETING 06-02**

Baney	James	FAA/AJR-32 (CNAC)	202-267-9367	jim.ctr.baney@faa.gov
Behrns	Ann	NACO	301-713-2832, EXT 140	ann.m.behrns@faa.gov
Boll	Richard	NBAA	316-655-8856	richjb@onemain.com
Brunk	Brett	FAA/AJR-32	202-267-9136	brett.brunk@faa.gov
Canter	Ron	FAA/AJW-3532	301-713-2958 Ext 124	ronald.l.canter@faa.gov
Carty	Robert	FAA/AFS-410	202-385-4587	robert.carty@faa.gov
Christian	Lance	NGA/OMS	703-735-2862	lance.d.christian@nga.mil
Clayton	Michael	AFFSA	240-857-6701 FAX: 7676	michael.clayton@andrews.af.mil
Coopwood	Pamela	FAA/AJT-2300	202-385-8607	pamela.coopwood@faa.gov
Crowe	JD	NAV/CANADA	613-248-3939	crowej@navcanada.ca
Ewing	Paul	AJR-37 (AMTI)	850-678-1060	pewing4@cox.net
Foster	Mike	USAASA	703-806-4869	fosterja@belvoir.army.mil
Funk	Adrienne	FAA/AJW-3531	301-713-2832 Ext 144	adrienne.l.funk@faa.gov
Goodrich	Dale	MITRE	703-983-1629	dgoodrich@mitre.org
Green	Larry	FAA/AJW-35	301-713-2935	larry.r.green@faa.gov
Hamilton	Danny	FAA/AJW-321	405-954-9977	danny.e.hamilton@faa.gov
Hammett	Bill	FAA/AFS-420 (ISI)	860-399-9407 FAX: 1834	isiconn@comcast.net
Ingram	Mark	ALPA	417-442-7231	markt@mo-net.com
Kenagy	Randy	AOPA	301-695-2211	randy.kenagy@aopa.org
Laroche	Pierre	NAV/CANADA	613-563-7223	larocpi@navcanada.ca
Myers	Janet	FAA/AJW-3532	301-713-2961	janet.m.myers@faa.gov
Prock	Gary	FAA/ATO-R	703-925-3007	gary.prock@faa.gov
Reese	Dan	FAA/ATO-R (OST)	703-904-4578	dan.ctr.reese@faa.gov
Rubiera	Antonio	FAA/AJR-32 (CNA)	571-213-9868	tony.ctr.rubiera@faa.gov
Schneider	Tom	FAA/AFS-420	405-954-5852 FAX: 2528	thomas.e.schneider@faa.gov
Scott	Mitch	Continental Airlines	713-324-1786 FAX: 8540	mitch.scott@coair.com
Shelton	Danny	NGA/PVAG	314-263-8021	danny.l.shelton@nga.mil
Smet	Michael	NAVFIG	202-433-3541 FAX: 3458	michael.smet@navy.mil
Thompson	Ted	Jeppesen	303-328-4456 FAX: 4123	ted.thompson@jeppesen.com
Yates	Monique	NGA/OMS	703-735-2865 FAX: 3133	monique.m.yates@nga.mil