

June 11, 2014

Dear Forum Participant

Attached are the minutes of the Aeronautical Charting Forum, Instrument Procedures Group (ACF-IPG) meeting held on April 29, 2014. The meeting was hosted by The MITRE Corporation, 7515 Colshire Ave, McLean, VA. An office of primary responsibility (OPR) action listing (Atch 1) and an attendance listing (Atch 2) are appended to the minutes.

Please note there are briefing slides inserted in the minutes as PDF files shown as stickpins. All are asked to 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

Copy to: Mr. Steve VanCamp
FAA/AFS-420 (ISI/Pragmatics)
P.O. Box 25082
Oklahoma City, OK 73125

Phone: 405-954-5852
FAX: 405-954-5270
E-mail: thomas.e.schneider@faa.gov

Phone: 405-954-5237
FAX: 405-954-5270
E-mail: steve.ctr.vancamp@faa.gov

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 minutes of the past several meeting 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. There is also a link to the ACF Charting Group web site. We encourage participants to use these sites for reference in preparation for future meetings.

ACF Meeting **14-02** is scheduled for **October 28-30, 2014** with ISI/Pragmatics, Inc., 1761 Business Center Drive Reston, VA 20190, as host. ACF meeting **15-01** is scheduled for **April 28-30, 2015** with ALPA, Inc., Herndon, VA as host. ACF **15-02** is scheduled for **October 27-29, 2015** with Lockheed Martin as host.

Please note that **meetings begin promptly at 8:30 AM**. Dress is business casual. Forward new agenda items for the 14-02 ACF-IPG meeting to the above addressees not later than October 10, 2014. 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

**GOVERNMENT / INDUSTRY AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES GROUP**

Meeting 14-01

The MITRE Corporation

April 29, 2014

- 1. Opening Remarks:** 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 8:30 AM on October 29. The MITRE Corporation hosted the meeting at their McLean, VA facility. Mr. Al Herndon made welcoming and administrative comments on behalf of MITRE. A listing of attendees is included as attachment 2.
- 2. Briefings:** Tom Schneider, AFS-420, discussed enhancements to the ACF-IPG web site, including functionality of the site, the ongoing effort to expand the history data base to include all issues from inception to present, the new format (mirroring the charting portion of the site) and the prototype new “flip book” design for the conference folders.
- 3. Review of Minutes of Last Meeting:** Steve VanCamp, AFS-420, (ISI/Pragmatics Contract Support), briefed that the minutes of ACF-IPG 13-02, which was held on October 29, 2013 were electronically distributed to all attendees as well as the ACF Master Mailing List on November 28, 2013. There were no changes submitted, and the minutes are accepted as distributed.
- 4. Old Business (Open Issues):**
 - a. 92-02-110:** Cold Station Altimeter Settings (*Includes Issue 04-01-251*).

Kel Christianson, AFS-470, provided a brief history on the issue. He reviewed previous ACF discussions and subsequent activities. A Safety Risk Management Panel (SRMP), including Flight Standards operations and Air Traffic (AT), met and discussed the development of a Safety Risk Management Document (SRMD). This document will determine what needs to be done, specifically pilot/controller education. Once the controller education is close to completion, the FAA will place this guidance in the Notices to Airmen Publication (NTAP), and try to get out as much information thru as many organizations as possible. The goal is to be ready for this coming winter. Ted Thompson, Jeppesen, inquired about usage of a “snowflake” on the approach chart. Kel discussed this would have pilots look to front of book to determine if this is a cold temperature restricted airport, and will provide a link to the NTAP for the airport. This icon will be on every approach to the applicable airport. Val Watson, AJV-3, advised that the source for information will be the National Flight Data Digest (NFDD). The plan is to publish an airport remark for each affected facility, advising that cold temperature adjustment may need to be applied below a listed temperature. Publication of this airport remark would prompt the “snowflake” and a numerical temperature value to be charted on all procedures at a given airport. Ted inquired if data will be sourced via NFDD, but not on the 8260 form? Val responded that this is correct and will avoid the necessity of formally amending all affected procedures. Lynette Jamison, AJR-B1, asked about the number of affected airports. Kel responded that the runway length criteria change from 4000 down to 2500 feet increased the numbers and they are still working on the final list. Ted asked if the current temperature notes [such as “For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15 C (5 F) or above 43 C (109 F).”] on the 8260 form will still be there. Tom Schneider, AFS-420, said yes and that the note only applies to LNAV/VNAV approaches. Ted envisioned two pieces of source for one aspect of charting and suggested this may be confusing. Tom said the LNAV/VNAV cold temp limitation

note is different than the note Kel is referring to, which applies to altitudes on all procedures. Ted said he understands that, but that implementation will be complex because of the two different source streams of procedural temperature information. He restated his concerns with data capture. Bob Lamond, NBAA, will endorse the AOPA Letter to Airman plan and Kel stated this would be welcome. Gary Fiske, AJV-8, asked who will validate/approve this letter. Group discussion followed, touching on scope, format, dissemination, and charting issues. Tom stated that the issue will remain open, with a lot of work continuing. Rick Dunham, AFS-420, stated that this issue is progressing and the hope is to close (mostly) by end of year.

Status: AFS-470 will continue developing an implementation plan. [Item Open \(AFS-470\)](#).

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

Eric Fredricks, AJE-31, reported that one of the reasons for the recent FAA reorganization was related to problems with promulgation of Document Change Proposals (DCPs). Unfortunately the DCP to resolve this issue is “caught in the middle”, and he is rewriting it. No specific progress to report, issue remains open pending publication.


Status: AJV-8 to continue to track the change, and will advise on progress of the DCP. [Item Open \(AJV-8\)](#).

c. 07-01-270: Course Change Limitation Notes on SIAPs.

Tom Schneider, AFS-420, advised TERPs criteria portion has been revised in Change 26, which has been published. The only item remaining now is the Order 8260.19 guidance change needed to incorporate feeder routes. This will be incorporated into the next revision.

Status: AFS-420 to track Order 8260.19 update. [Item Open \(AFS-420\)](#).

d. 07-02-278: Advanced RNAV (FMS/GPS) Performance of Holding Patterns Defined by Leg Length

Tom Schneider, AFS-420, presented a slide provided by Steve Jackson, AFS-420, () on the issue. John Moore, Jeppesen, inquired about the implementation references on the slides. Ted Thompson, Jeppesen, inquired if still a work in progress. Tom said yes, this is being worked to incorporate into TERPs. Tom pointed out Steve’s question on the slides about what is the objective and asked for group input for Steve. John expressed concern with the bullet that stated not all aircraft can hold in these patterns and that additional waypoints (or even dual points) may be required on a single procedure. Ted pointed out that this issue has become convoluted with the combining of several issues, making it hard to define a single objective. Gary Fiske, AJV-8, commented AT has aircraft holding on all the present fixes with no issues. ATC expects a pilot to hit the fix and hold as instructed, which they successfully do now. Ted said it would be regrettable if more holding patterns were developed, since it would introduce more complexity into the cockpit. Kevin Bridges, AIR-130, pointed out that equipment-wise, RNAV holding is an advanced RNP function, meaning it is a special qualification and not every aircraft can accomplish it. Gary said that ATC will assign holding and does not expect to ever ask aircraft for specific capabilities. Kevin added this will be part of RNP airspace (dependent function) limiting where some aircraft can operate. Tom added that this is becoming more complicated, and will include the NavSpec issue. Bob Lamond, NBAA, stated they would be against any LOA requirements. A group discussion followed about functionality, PBN specific examples, aircraft limitations for certain airspace uses, original issue as presented by NBAA,

etc. Tom restated that AFS-420 is just taking the old document and converting into an 8260 series Order, updating for the conventional aspect without changing pattern sizes. NBAA (original submitter) was asked how they would like this ACF issue to proceed; i.e., do we keep open to provide updates to the order? (Which will not include specific requirements from original submission). Bob requested that the issue remain open, and said he will take back and regroup, with some FAA off-line conversations on direction. Mark Steinbicker, AFS-470, stated he was not sure of the accuracy of all facts submitted and that the issue is becoming very convoluted. He is not aware of any strategy document or implementation for NextGen or RNP holding. Holding will be like it is today, whether associated with conventional or RNAV fixes, and he would be hesitant to say patterns will be expanded to account for RNAV. On the OPS side, we allow pilots to use RNAV to hold and they do quite well under most conditions, with the underlying assumption the pilot will be complying with restrictions. Mark is concerned that we are trying to tackle something with criteria that should be worked somewhere else. His recommendation is to leave criteria, pattern size and ops policy "as-is" and work other aspects of the issue. It was agreed to keep this issue open for one more ACF cycle and discuss off line.

Status: Bob Lamond (NBAA) will take back and discuss issue, to include off line discussions with FAA. **Item Open (NBAA).**


e. 09-02-286: Initial "Climb & Maintain" Altitude on Standard Instrument Departure Procedures

Jim Arrighi, AJV-14, reported that after a 12 year effort, we have implemented climb via procedures, speed adjustment and termination phraseology. This effort has been in the works for over a decade. Results are being monitored and follow-up will be done with AJV-8 and AFS for any adjustments or clarifications as needed. He gave some examples of clarifications, such as Climb Via established two principal criteria, coded restriction with crossing and/or maintain restriction, and how it applies to conventional and RNAV. Jim discussed some pilot confusion on altitudes and phraseology and ATC facility questions. He thanked Bob Lamond, NBAA, and Rich Boll, NBAA, for their development help in the FAA industry workgroup. He mentioned chart change specification and movement of the STAR Order to AFS. Tom Schneider, AFS-420, said top altitude requirement will be in Order 8260.46E, out next month. Jim mentioned some charting issues, which will be addressed in charting portion of forum. Bob agreed issue should be closed. Group discussion on specifics/numbers if tracked on pilot compliance and understanding of issue, along with vector SIDs. Tom showed an example of expect vs. except. Discussion of human factors issues. Discussion of phraseology compliance by pilots and ATC.

Status: **Issue CLOSED**



Editor's Note: At the Charting Group meeting there was some misunderstanding regarding the publication of "Top Altitudes" which resulted in removing the guidance in Order 8260.46E. See ACF Charting Group Agenda item 13-01-266 for rationale and all future discussions to resolve this issue.

f. 09-02-288: VNAV Minimums vs. Circle to Land

Kel Christianson, AFS-470, discussed that pilots are confused when they review an approach plate and see an LNAV MDA & Circling MDA lower than the LNAV/VNAV DA. () A slide was presented which showed the guidance information that will be included in the AIM to help resolve this confusion. The slide was sent to NBAA, who reviewed and approved it. The new

guidance will be included in the July AIM revision. Bob Lamond, NBAA, stated we can close this issue.

Status: Issue CLOSED

g. 09-02-291: Straight-in Minimums NA at Night
Tom Schneider, AFS-420, briefed on a slide provided by John Bordy, AFS-420. () Bob Lamond, NBAA, then briefed on an NBAA slide () example (Ft. Dodge, IA.) where a 3 foot furrow of dirt in the adjacent farmer's field penetrates the 20:1 surface and has rendered night operations NA. Jay Jackson, AJV-22, discussed 20:1 mitigations (about 2500 of them in system), and stated that for an obstacle, from a data base perspective, the solution seems simple for airports to advise the FAA when one of these minor obstacles is removed so that it can be mitigated. Bob re-emphasized that a plow furrow in a farm field should not constitute a 20:1 penetration, stressing that this is not logical and questioned if criteria could take situations like this into account. AFS-420 will continue to monitor progress on this issue.

Status: AFS-420 will continue to work the issue through the US-IFPP. **Item Open AFS-420 (US-IFPP).**

h. 10-01-292: Removal of the Visual Climb Over Airport Option on Mountain Airport Obstacle Departure Procedures

Eric Fredricks, AJE-31, reported that one of the reasons for the recent FAA reorganization were problems with Document Change Proposals (DCPs). Unfortunately the DCP to resolve this issue is "caught in the middle", and he is rewriting it. No specific progress to report, but it is still an issue and he has all required information.

Status: AJV-8 to continue to track the change, and will advise on progress of DCP's. **Item Open (AJV-8).**

i. 10-01-294: RNP SAAAR Intermediate Segment Length and ATC Intervention.

Mark Steinbicker, AFS-470, briefed this is an extension of some work being done with Order JO 7110.65, para 4-8-1. There are some concerns about a couple of aspects and the PARC is working to allow 90 degree turn-ons to an IF & IAF. The PARC formed an action team and is making progress on identifying Authorization Required (AR) procedures that need to be scrubbed using a harmonized method to allow the turns (i.e., which procedures are OK and which need application of a speed constraint). The general change of strategy is that most, if not all, of these procedures will have a speed constraint associated with those fixes. If a speed change is required, expect a NOTAM of some type. He is also encouraging outreach from the data base providers to ensure higher confidence. Gary Fiske, AJV-8, is working the DCP which is ready for the coordination process. Mark said procedure design criteria will be in Order 8260.58, around summer of 2015.

Status: AFS-470 to monitor PARC actions and report back next ACF. **Item Open (AFS-470).**

j. 11-01-296: Magnetic Variation Differences and FMSs

Kel Christianson, AFS-470, advised the AIM guidance was published on April 3. This item can be closed.

Status: Issue CLOSED

k. 11-02-297: Airway "NoPT" Notes on Instrument Approach Procedures

Tom Schneider, AFS-420, advised that Order 8260.19F has been published. This item can be closed.



Status: Issue CLOSED

l. 11-02-298: Converging ILS Coding and Chart Naming Convention.

Brad Rush, AJV-3, briefed on the first location the FAA is changing procedure titles to resolve the converging ILS issues is at Philadelphia (PHL) and they are on schedule for July charting. Procedures are up on the gateway coordination website for viewing. The new naming convention eliminates the word "CONVERGING" prior to ILS in the title, adds "V" and places "(CONVERGING)" at the end of the procedure title. Example "ILS V RWY 27 (CONVERGING)". If the change at PHL is successful, 5 more locations will be scheduled. Tom Schneider, AFS-420, noted the word "converging" will still be in the title in parentheses, indicating a converging procedure, but NOT necessitating ATC to verbalize it as part of a clearance for the approach. This requirement will be in the next revision to Order 8260.19. All procedure title revisions will be promulgated via the formal amendment process. An inquiry was made as to whether FMS databases will have this "V"? Brad said "yes", if the specific system has the ability to display procedure suffixes. Mark Steinbicker, AFS-470, inquired about aircraft capabilities. Bob Lamond, NBAA, advised that 50% of business aircraft can currently accommodate more than one suffix. Under the current convention in many cases, the box will default to the lowest minimums and not show the actual suffix (the pilot may not know which approach is displayed). This will require a long term fix between the new software on many aircraft, new hardware on some, and may be a problem with new procedure development. Brad pointed out, with regard to the suffix issue, that right now zero aircraft have converging ILS procedures in their data base. With the "V" suffix convention, at least 50% will have it. General group discussion ensued. Martin Zillig, Lufthansa (LIDO), inquired about the use of "V" vs. a "C" suffix for converging approaches. Group discussion followed on how that was vetted and how the runway L/C/R designators at some airports affected the decision NOT to use "C".

Status: AJV-3 will continue to monitor US-IFPP activities as well as on-going AJV internal actions, and keep the ACF apprised of the issue status. [Item Open AJV-3](#)


m. 12-01-299: Loss of CAT D Line of Minima in Support of Circle-to-Land Operations.

Tom Schneider, AFS-420, briefed a slide provided by John Bordy, AFS-420, () on Change 26 to FAA Order 8260.3B (TERPS), which was published in Feb and clarified the language related to the publication of approach minima. Bob Lamond, NBAA, feels the situation is getting worse, not better, with the "poster child" example of West Point, VA, LOC RWY 10. NBAA asked for Cat C minimums to be added to existing and proposed new procedures. NBAA was told "no" with seven reasons. (Bob requested this be entered into record). () None of the seven reasons pertained to approach categories. NBAA says correct, rational application of policy was not being applied in the decision process for designed Cat C operations, and requesting expedited help to resolve the problem. Currently, pilots can do Cat C on circling approaches at this location. NBAA is fighting these situations one at a time, which has proven extremely time consuming. Bruce McGray, AFS-410, agreed that there

are too many disconnected efforts without proper coordination. Bob said there is a TERPs instruction letter from Sept 2000 they would like reissued with guidance to the three service areas and FPTs. Tom explained that two separate FAA policies exist: AFS has established policy addressing construction of procedures for Cat A-E aircraft; Airports has established policy regarding design standards to support various types of aircraft. Bob believes the ATO is incorrectly using ATO standards and has effectively built a brick wall between the two. NBAA is not looking for policy changes to criteria or standards, but is looking at the correct application of existing standards. He believes AOV should look at this. Gary Fiske, AJV-8, stated to be careful, since AOV is an Air traffic safety organization. Tom said Service Areas are part of the ATO, and AOV provides oversight in their areas. Rick Dunham, AFS-420, said there appears to be a disconnect and that AFS-420 will look at it. Bob said the issue is to correctly apply existing standards, which was clearly not done in the example he provided.

Status: AFS-420 will continue leading the workgroup to develop a recommended position at the US-IFPP. **Item Open (AFS-420).**

n. 12-01-301: Publishing a Vertical Descent Angle (VDA) with 34:1 Surface Penetrations in the Visual Segment (*Includes Issue 13-01-309 LP Procedure Cancelled Because of VDA Not Being Charted*)

Tom Schneider, AFS-420, briefed that the working group has had several meetings and brought Flight Inspection onboard. The slide shows the results of the VDA Working Group meeting and the US-IFPP recommendations. The first slide shows design criteria in Order 8260.3 & policy in Order 8260.19. () Joshua Fenwick, Aero Nav Data, inquired if a flight inspection failed, would a redesign to increase the descent angle occur? Tom said that would be one option. John Collins, GA Pilot, inquired about the 0 degree angle in VDA. There was discussion on one manufacturer who had coding issues with using the zero, and this has been fixed. Brad Rush, AJV-3, added that this only affects approximately 120 procedures (out of well over 10,000) in the US NAS. A discussion followed with previous points restated from other meetings: i.e. VDA advisory only; ARINC 424 coding; data base suppliers coding "0" for the angle; publishing note "VDA N/A below MDA"; TPP changes; pilot guidance in AIM and IPH; coded value; etc. It was recommended these coding issues be brought up in the scheduled Database Manufacturers Forum scheduled for Thursday afternoon (5-1-2014).

Status: AFS-420 will continue to work this agenda item through the US-IFPP. **Item Open [AFS-420 (US-IFPP)].**

o. 12-02-303: Charting Computer Navigation Fixes (CNFs)
Kel Christianson, AFS-470, briefed the applicable AIM guidance has been published. The group agreed to close this issue.

Status: **Issue CLOSED**

p. 13-01-307: TDZE is Required by 91.175, THREE is Not
Kel Christianson, AFS-470, provided background on the issue, including a Bruce DeCleene, AFS-400, memo to address situation. A list of affected airports is posted on the AeroNav Products web site with associated TDZE. This list will be continually updated until all procedures are amended to restore TDZE values to the chart. Ted Thompson, Jeppesen, asked how this is progressing. Brad Rush, AJV-3, advised there is an implemented day forward-day back process. In the day back process, we are making the changes via P-NOTAM (200 to 500 per chart cycle). This is a very time consuming process and will take about a year

to complete. All day forward procedure development utilizes TDZE. Brad stated we are changing HATs & DAs, but not MDAs or visibility as previously agreed. Tom Schneider, AFS-420, said the policy criteria in Order's 8260.3B and 8260.19F has changed back to TDZE, and recommend closing this issue. Ted agreed.

Status: Issue CLOSED

q. 13-01-308: RNAV (GPS) Approach Procedures That Do Not Have an LNAV Minimum Line Should Indicate "Alternate NA".

Kel Christianson, AFS-470, provided background on the issue. Information changed in the AIM, and John Collins, GA pilot and submitter of this recommendation, is satisfied with the change and agreed this recommendation can be closed.

Status: Issue CLOSED

r. 13-01-310: Option "Pilot Must Have at Least the Textual Description of a SID/STAR in Possession" to Fly a SID or STAR

Tom Schneider, AFS-420, said this is just awaiting IPH release. Rick Dunham, AFS-420, advised the IPH is out for AFS-1 signature (two weeks). The group agreed this issue be closed.

Status: Issue CLOSED


s. 13-01-311: Terminal Arrival Areas

Kel Christianson, AFS-470, briefed that he worked closely with Rich Boll, NBAA, and they recreated AIM section 5-4-5 (text and figures), which will be published in July, 2014. This info will be provided to AFS-420 for the IPH. () John Collins, GA Pilot, inquired if any thought was given to relocating the section within the AIM so as to not be associated only with RNAV. Kel responded not yet. The AFS-420 part (Order 8260.58) is still being reworked by TJ Nichols, AFS-420, and remains open.

Status: AFS-420 will continue to work the Order 8260.58 and IPH revisions. **Item Open (AFS-420)**


t. 13-02-312: Equipment Requirement Notes on Instrument Approach Procedures

Kel Christianson, AFS-470, discussed the possibility of an equipment requirements box on PBN approach charts. Once this happens, consideration will be given to apply this to conventional procedures for consistency, to show the most restrictive requirements needed to fly a given approach. Val Watson, AJV-3, remarked that the PBN Requirements box standard is years in the future, and that today we alert users to equipment requirements via the position (planview or briefing strip) of an equipment note; one position for equipment required for joining the approach and one for that required to fly the approach itself. Tom Schneider, AFS-420, stated "yes" and that is the confusing convention utilized for years. The charting convention is explained in the AIM, but most pilots do not carry an AIM to readily access when faced with this confusion. Ted Thompson, Jeppesen, said the location on the chart was intended to infer the meaning, but because the notes were sometimes repetitive, it became confusing. Kel said this is a work in progress on the PBN side, as a separate block will be used below title line and above notes section, telling exactly what is needed to fly the approach. The question is can it then be

brought over to the conventional side. Ted said this is mixing apples and oranges, taking PBN efforts over to conventional. Tom's concern is making PBN changes now, and then later making similar changes to conventional (same concept). Ted is all in favor of that idea if we do not make it more confusing. Mark Steinbicker, AFS-470, said we are trying (ongoing effort) to make charts more specific and consistent. A question for ACF is since there is an active group (i.e. PARC) in PBN charting how is this issue to be worked? Is it FAA internal (US-IFPP) or for a working group/action team to collaborate? Tom would not envision the US-IFPP working this issue. The ACF is currently working the agenda item, so once the charting aspect is established, AFS-420 would put requirements in Order 8260.19 to advise developer what to put on 8260-series Forms. Mark does not want the PBN work group distracted by this endeavor. Tom said the IOU on this item is AFS-410/470 from an OPS perspective and with reference to what pilots want to see. Tom asked how the group should approach this? Mark suggested that as there are folks interested in this issue in attendance at the ACF, a workgroup be formed. Tom provided a sign-up sheet for an Equipment Requirements Notes sub-group. 

Status: Equipment Requirements sub-group chaired by AFS-410/470 will report results of meeting at the next ACF. [Item Open \(AFS-410/470\)](#).

u. 13-02-313: Chart Notes for Simultaneous Approaches


Bruce McGray, AFS-410, discussed Order JO 7110.65 requirement that simultaneous approaches can only be conducted where IAP's specifically authorize them to adjacent runways. () The implementation of this requirement has resulted in extremely lengthy notes of questionable value to the user. The full ramifications of this can be seen in the chart note Atlanta as shown on slide 3. The group discussed various different ways to simplify note. Gary Fiske, AJV-8, said the current chart notes are too unwieldy. Several attendees voiced that they would like to eliminate this information from chart altogether, because in these locations there is always an operating ATC tower, information is transmitted over ATIS, and ATC informs pilots on initial contact. Though a consensus of the room was in favor of elimination of the notes, Gary advised caution, because when AT made changes to include RNAV approaches in parallel ops, there was a Safety Risk Management (SRM) panel formed to discuss necessary conditions. One requirement that came from the SRM panel was AT include in their directives that simultaneous operations are authorized where specifically stated on the approach plate. Since the SRM requires the note, he suggested it only be stated as "simultaneous approaches authorized", without the specific runway information listed. Gary is awaiting feedback to determine if this would undermine the intent of the SRM. At this time, he cannot allow the note to be removed from policy until he hears back. Tom Schneider, AFS-420, asked if there was any objection to reopening the SRMD and revisiting that option, and none were voiced by group. Do pilots really need to know this information from the approach plate, since they receive it from other sources? Gary said he was not against that, but wants to hear if a new panel will be required first. If a new panel is required, about 15 paragraphs need to be changed between the Order JO 7110.65, AIM, AIP, etc. from when first changed due to the notes. Gary voiced that he would prefer the path of least resistance, which would be the revised short note as he suggested. He offered to take an IOU to inform John Blair of outcome. Tom said the SRM was probably based on the fact that we were already placing these notes on the chart. Tom said our standpoint is if the pilot does not need it, we do not want to put it on the chart. Second option is to shorten up the note. Gary agrees, but is hamstrung with SRM. Group generally agreed, with follow-on discussion. Jim Arrighi, AJV-14, noted since this is a fairly current SRMD the change would have to go back to them. Tom agreed, but thought it would not be that difficult. Gary will find out what latitude the SRMD allows, including DCPs. John Blair will work issue for Flight Standards. Rick Dunham, AFS-420, discussed original purpose

of the notes, when these procedures were first developed. Mark Steinbicker, AFS-470, added notes are there for real operational use and also the legal/liability issue.

Status: AFS-410 and AJV-8 will continue to work issue. **Item Open (AFS-410/AJV-8)**


5. New Business:

a. 14-01-315 90 Degree Airway-to-RNAV-IAP Course Change Limitation; Arrival Holds

New issue presented by NBAA. John Kernaghan, NBAA, asked for justification as to why conventional arrivals can use a 120 degree turn for intercept and RNAV are limited to only 90 degree, despite the fact that RNAV systems are approved for and are used successfully to navigate the feeder segment of conventional approaches. He also voiced, with aid of the example shown, that often a holding pattern over the intersection course reversal seems to create more problems than solutions. NBAA would like it evaluated. Mark Steinbicker, AFS-470, () discussed the last decade of operational experience/variability of path for wide angle of turn. Due to evidence of path repeatability, the angle was cut from 120 to 90 degrees. Mark is hesitant for a few specific instances to change the NAS standard. He feels there has been sufficient analysis done, that no more is needed, and suggests looking for other mitigations or techniques to alleviate concerns. There is also a waiver process that can be used in limited circumstances. Rick Dunham, AFS-420, advised this is an open agenda item at US-IFPP.

Status: AFS-420 (US-IFPP) will continue to work issue and advise ACF of decision. **Item Open (AFS-420-US-IFPP)**

b. 14-01-316 RNAV Fixes on Victor Airways Used for RNAV SIAPs.

New issue presented by NBAA. John Kernaghan, NBAA, discussed discontinuity of fixes, specifically the addition of a fix that appears to be (or perhaps should be) part of a conventional airway provided for ingress to an RNAV approach. Tom Schneider, AFS-420, () demonstrated that Form 8260-2 does show it as part of the en route structure, though not part of that specific airway (not route make-up). Brad Rush, AJV-3, stated that the fix is not part of the legal description of the airway (discussion followed on airway fix requirements). Tom asked if something needs to be stipulated in Order JO 7400.2 to clarify which fixes are to be officially part of an airway. Brad thought maybe a clarification from the Airspace Regulations and ATC Procedures Group, AJV-11, on what constitutes a fix on an airway was needed. Tom said the problem is that the fix is on airway, but is not part of the legal description of the airway. The data base chooses from airway make-up fixes. Discussion followed on airways/fixes/make-up/coding/Federal Register. Gary Fiske, AJV-8, has agreed to take an IOU to present this issue to AJV-1. Tom inquired if guidance needs to be in Order JO 7400.2. John Moore, Jeppesen, said it appears this issue is being expanded beyond the bounds of the initial concern. Tom said we need guidance/clarity on the issue, and without representation from the Airspace Regulations and ATC Procedures Group in the room, we do not want to make changes to Order 8260.19.

Status: AJV-8 will take IOU to present issue to AJV-1 to gain input from them on how this should proceed. **Item Open (AJV-8)**

6. Next Meeting: ACF Meeting **14-02** is scheduled for **October 28-30, 2014** with ISI/Pragmatics, Inc., 1761 Business Center Drive Reston, VA 20190, as host. ACF meeting **15-**

01 is scheduled for **April 28-30, 2015** with ALPA, Inc., Herndon, VA as host. ACF **15-02** is scheduled for **October 27-29, 2015** with Lockheed Martin 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, AFS-420, a written status update on open issues not later than October 10 - a reminder notice will be provided.

- 7. Attachments (2):**
1. OPR/Action Listing
 2. Attendance Listing

**AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES GROUP
OPEN AGENDA ITEMS FROM MEETING 14-01**

<u>OPR</u>	<u>AGENDA ITEM (ISSUE)</u>	<u>REQUIRED ACTION</u>
AFS-470	92-02-110: (Cold Weather Altimetry)	Continue to develop a cold temperature implementation plan and update the AIM.
AJV-8	02-01-241: (Non-Radar Level and Climb-in-hold (CIH) Patterns)	Track change to FAA Order JO 7210.3 DCP.
AFS-420	07-01-270: (Course Change Limitation Notes on IAPs)	Track Order 8260.19 update.
NBAA	07-02-278: (Advanced RNAV (FMS/GPS) Holding Patterns Defined by Leg Length)	NBAA will take back and discuss issue, to include off line discussions with FAA.
AFS-420 (US-IFPP)	09-02-291: (Straight-in Minimums NA at Night)	Continue to work issue through the US-IFPP and report.
AJV-8	10-01-292: (Removal of VCOA Option at Mountainous Airports)	Continue to track the change, and will advise on progress of DCP's.
AFS-470	10-01-294: (RNP SAAAR Intermediate Segment Length and ATC Intervention)	Monitor PARC actions and report.
AJV-3 (US-IFPP)	11-02-298: (Converging ILS Coding and Chart Naming Convention)	Continue to monitor US-IFPP activities as well as on-going AJV internal actions, and keep the ACF apprised of the issue status.
AFS-420 (US-IFPP)	12-01-299: (Loss of CAT D Line of Minima in Support of Circle-to-Land Operations)	Lead a working group and address the issue through the US-IFPP.
AFS-420 (US-IFPP)	12-01-301: (Publishing a Vertical Descent Angle (VDA) with 34:1 Surface Penetrations in the Visual Segment, <i>also includes issue 13-01-309</i>)	Facilitate US-IFPP work group to address both issues.
AFS-420 (US-IFPP)	13-01-311: (Terminal Arrival Areas)	Continue to work the Order 8260.58.
AFS-410 and AFS-470	13-02-312: (Equipment Requirement Notes on Instrument Approach Procedures)	Equipment Requirements sub-group chaired by AFS-410/470 will report results of meeting at the next ACF.
AFS-410 and AJV-8	13-02-313: (Chart Notes for Simultaneous Approaches)	Work issue using ACF recommendations as desired direction.
AFS-420 (US-IFPP)	14-01-315 90 Degree Airway-to-RNAV-IAP Course Change Limitation; Arrival Holds	AFS-420 (US-IFPP) will continue to work issue and advise ACF of decision.
AJV-8	14-01-316 RNAV Fixes on Victor Airways Used for RNAV SIAPs.	IOU to present issue to AJV-1 to gain input from them on how this should proceed.

**ACF 14-01
INSTRUMENT PROCEDURES GROUP
ATTENDANCE LIST**

Allen	Kevin	American	480-693-4637	kevin.allen@aa.com
Arrighi	Jim	FAA/AJV-14	202-267-8837	james.arrighi@faa.gov
Bigler	Trent	FAA/AFS-470	202-267-8844	trent.bigler@faa.gov
Bland	George	AFFSA	405-582-5010	george.bland@us.af.mil
Bridges	Kevin	FAA/AIR-130	202-267-8526	kevin.bridges@faa.gov
Cato	Mark	ALPA	703-689-4189	mark.cato@alpa.org
Christianson	Kel	FAA/AFS-470	202-267-8838	kel.christianson@faa.gov
Collins	John	GA Pilot	704-576-3561	johncollins@carolina.rr.com
Collins	Christopher	Delta Airlines	313-574-2757	christopher.collins@delta.com
Connell	Robert	FAA/AJV-14	202-267-4642	robert.connell@faa.gov
DeAngelis	Randy	FAA/AFS-400 (Support)	202-267-8959	randy.ctr.deangelis@faa.gov
Dunham	Rick	FAA/AFS-420	405-954-4633	rick.dunham@faa.gov
Fenwick	Joshua	Aero Nav Data, Inc	618-281-8986 x107	josh@aeronavdata.com
Ference	Kevin	MITRE	703-983-9709	kference@mitre.org
Fiske	Gary	AJV-8	202-267-3156	gary.m.fiske@faa.gov
Foster	Mike	USAASA	703-806-4869	james.m.foster1.civ@mail.mil
Fredricks	Eric	FAA/AJV-823	202-385-8438	eric.fredricks@faa.gov
Frenz	Bill	MITRE	703-483-7607	wfrenz@mitre.org
Graham	Ron	Transport Canada	613-993-5522	ron.graham@tc.gc.ca
Hendi	Jennifer	FAA/AJV-3	301-427-4816	jennifer.l.hendi@faa.gov
Herndon	Al	MITRE/CAASD	703-983-6465 FAX: 6608	aherndon@mitre.org
Hill	Chris	Delta Air Lines	404-715-1164	christopher.w.hill@delta.com
Jackson	Joseph(Jay)	FAA/AJV-22	301-427-5121	joseph.a.jackson@faa.gov
Jamison	Lynette	FAA/AJR-B1	540-422-4761	lynette.m.jamison@faa.gov
Johnson	Coby	FAA/AFS-410	202-267-8734	coby.johnson@faa.gov
Jones	Chris	FAA/AFS-410 (Support)	202-267-8950	christopher.p-ctr.jones@faa.gov
Kernaghan	John	NBAA	610-996-2977	jkernagh@its.jnj.com

**ACF 14-01
INSTRUMENT PROCEDURES GROUP
ATTENDANCE LIST**

Kuhnhenh	Juergen	Lufthansa (LIDO)	41 44 828-6546	juergen.kuhnhenh@lhsystems.com
Lamond	Robert	NBAA	202-783-9255	rlamond@nbaa.org
Lombard	Kolie	AFS-400 (Digital Ibiz)	202-267-8495	kolie.ctr.lombard@faa.gov
Loney	Tom	Royal Canadian Air Force	204-833-2500 x5512	tom.loney@forces.gc.ca
McGinnis	Mike	APA	214-727-9310	msm1976@gmail.com
McGray	Bruce	FAA/AFS-410	202-267-9009	bruce.mcgray@faa.gov
Mclellan	Christopher	FAA/AFS-240	202-267-4363	christopher.mclellan@faa.gov
McMullin	Gary	Southwest Airlines	214-695-1685	gary.mcmullin@wnco.com
Moore	John	Jeppesen	703-505-0672	john.moore@jeppesen.com
Nahlik	Justin	NGA	571-557-8803	justin.m.nahlik@nga.mil
Orban	Howard	Delta Airlines	418-349-5846	howard.orban@delta.com
Reed	Jo Ida	FAA/WSA-OSG	425-203-4535	joida.reed@faa.gov
Richardson	Walter	FAA/AJV-354	301-427-5139	walter.richardson@faa.gov
Renk	Ron	United Airlines	281-553-6573	ron.renk@united.com
Rush	Brad	FAA/AJV-3	405-954-0188	brad.w.rush@faa.gov
Sabatini	Regina	FAA/AJV-21	847-294-7792	regina.h.sabatini@faa.gov
Schneider	Tom	FAA/AFS-420	405-954-5852 FAX: 2528	thomas.e.schneider@faa.gov
Smith	Tyler	MITRE	703-983-3023	tsmith@mitre.org
Steinbicker	Mark	FAA/AFS-470	202-267-8805	mark.steinbicker@faa.gov
Thompson	Ted	Jeppesen	303-328-4456 FAX: 4111	ted.thompson@jeppesen.com
Torzzone	Steve	FAA/AFS-410	202-267-4617	stephen.ctr.torzzone@faa.gov
VanCamp	Steve	FAA/AFS-420 (ISI)	405-954-5327	steve.ctr.vancamp@faa.gov
Wagner	Rich	Jeppesen	303-328-4447/618-6394	rich.wagner@jeppesen.com
Walsh	David	FAA/AJV-822	202-267-3128	david.walsh@faa.gov
Watson	Valerie	FAA/AJV-3	301-427-5155	valerie.s.watson@faa.gov
Webb	Mike	FAA/AFS-420	202-385-4603	mike.webb@faa.gov
Wood	Leah	Aero Nav Data	703-859-3073	lwood@aeronavdata.com

**ACF 14-01
INSTRUMENT PROCEDURES GROUP
ATTENDANCE LIST**

Yorke	Mike	FAA/AAL-208	907-271-5900	mike.yorke@faa.gov
Zillig	Martin	Lufthansa (LIDO)	41 44 828 6561	martin.zillig@lhsystems.com