

AERONAUTICAL CHARTING FORUM
Instrument Procedures Group
October 29, 2013

HISTORY RECORD

FAA Control # 13-02-313

Subject: Chart Notes for Simultaneous Approaches.

Background/Discussion: FAA Order 8260.19E, Change 3, paragraph 8-54m(7), establishes the chart notes that are required in the briefing strip when an IAP is used for simultaneous operations. Current policy is stated as follows:

“(a) When the operation is authorized with all GLS and/or ILS and/or RNAV procedures to a given runway, identify the runway(s) for which simultaneous operations are authorized.”

“(b) When the operation is NOT authorized with all GLS and/or ILS and/or RNAV procedures to a given runway, identify each procedure by name (as printed on the chart) for which the operation is authorized to the affected runway.”

At many airports, there may be only one approach not authorized for simultaneous operations, while there may be multiple approaches authorized for simultaneous operations, especially when three or more runways are authorized for simultaneous operations.

As a result, the briefing strip may be cluttered with a sizable list of approaches which occupy space that could be reduced in size, thus emphasizing the more critical notes depicted in the briefing strip. The following example of the Atlanta (ATL) ILS or LOC RWY 26R briefing strip serves to illustrate this point. First, the notes in the briefing strip do not presently comply with the 8260.19E, paragraph 8-54m(7)(b), guidance because the approach is not authorized to be conducted with the ILS PRM 27R, ILS PRM 27L, or ILS PRM 28 approaches and hence all approaches authorized for simultaneous operations must be listed. That being the case, the chart note should read, “Simultaneous approach authorized with ILS or LOC RWY 27R, ILS or LOC RWY 27L, ILS or LOC RWY 28, ILS (SA CAT I) RWY 28, ILS (CAT II) RWY 28, ILS or LOC RWY 27R, ILS or LOC RWY 28, ILS (SA CAT I) RWY 28, ILS (SA CAT II), RNAV (GPS) RWY 27R, RNAV (GPS) RWY 27L, RNAV (GPS) RWY 28, RNAV (GPS) RWY 27R, RNAV (GPS) RWY 28, RNAV (RNP) RWY 27R, RNAV (RNP) RWY 27L, RNAV (RNP) RWY 28, RNAV (RNP) RWY 27R, RNAV (RNP) RWY 28.”

Recommendations: Recommend that Order 8260.19, paragraph 8-54m(7), be modified as follows (*change in red italics*):

“(b) When the operation is NOT authorized with all GLS and/or ILS and/or RNAV procedures to a given runway, identify each procedure by name (as printed on the chart) for which the operation is authorized to the affected runway. *When the number of unauthorized simultaneous approaches is less than those authorized, publish the following note: ‘Simultaneous approach authorized with RWY XX, except for (list IAP names).’*”

If this process were used for RWY 26R at ATL, the briefing strip would be as follows:
“Simultaneous approach authorized with RWY 27R and RWY 28 except ILS PRM 27R, ILS PRM 28, ILS PRM (SA CAT I) RWY 28, ILS PRM (CAT II) RWY 28.”

While this suggestion has merit to make the present requirement better, we would also hope that the Charting Forum might consider the bigger issue of whether anything more than the runway name of the simultaneous runway(s) is needed. A pilot would certainly like to know if simultaneous approaches can be conducted, but knowing what type of approach may be being conducted on the other runway(s) is of little value. Instead, annotate only which runways are authorized for simultaneous operations. In the past, there was effectively only one type of approach that could be done simultaneously, that was an ILS. Today, the number of approach types has grown to where any number can be used simultaneously (ILS, [LOC-temporarily], RNAV GPS, RNAV RNP, GLS, PRM iterations) as examples. Furthermore, simultaneous briefing strip notes now must also include simultaneous dependent operations as well as independent notations of the applicable runways, which raises the possibility of more approach notations when all approaches are not approved for dependent operations (Order JO 7110.308 operations as an example).

Even though the ATIS may advertise simultaneous ILS approaches in progress, a flight crew may request to conduct, for example, an RNAV approach in lieu of the ILS. If this occurs, pilots conducting other simultaneous approaches to other runways do not know, nor do they need to know, that a substitute for the ILS approach is being conducted. We suggest that the language in the Order 8260.19E, Paragraph 8-54m(7), be revised to read, “*When a simultaneous operation is authorized to a given runway, identify all of the runway(s) for which simultaneous operations are authorized.*” This would eliminate the need for subparagraph (b) entirely, which presently reads: “When the operation is NOT authorized with all GLS and/or ILS and/or RNAV procedures to a given runway, identify each procedure by name (as printed on the chart) for which the operation is authorized to the affected runway.”

Adopting this suggestion would reduce chart clutter in the briefing strip, especially at those airports where multiple approach types exist that can be used simultaneously, but where one or more approach to that runway cannot be used for simultaneous operations.

Comments: This change affects FAA Order 8260.19.

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Date: Sept. 10, 2013

ATLANTA, GEORGIA

AL-26 (FAA)

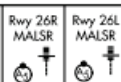
13234

LOC/DME I-GXZ	APP CRS	Rwy Idg	26R	26L
110.1	275°	THRE	8800	10000
Chan 38		Aprt Elev	990	995
			1026	1026

ILS or LOC RWY 26R

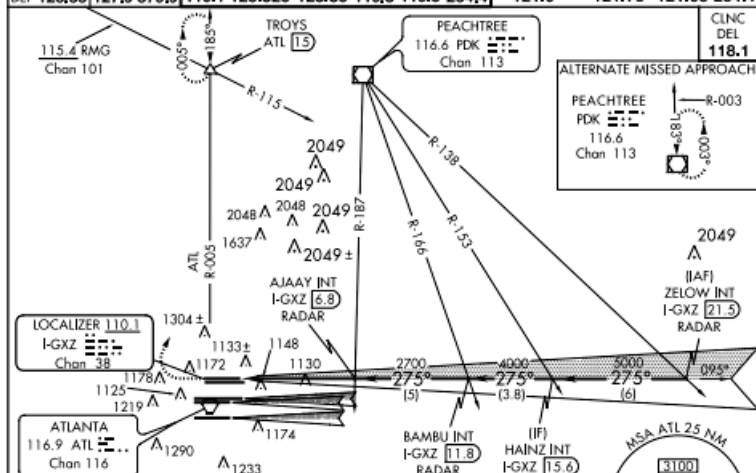
ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

For inop MALSR, increase Sidestep Rwy 26L Cats A and B visibility to RVR 6000. Simultaneous approach authorized with Rwy 27L or 27R or 28, or Rwy 27R and 28.



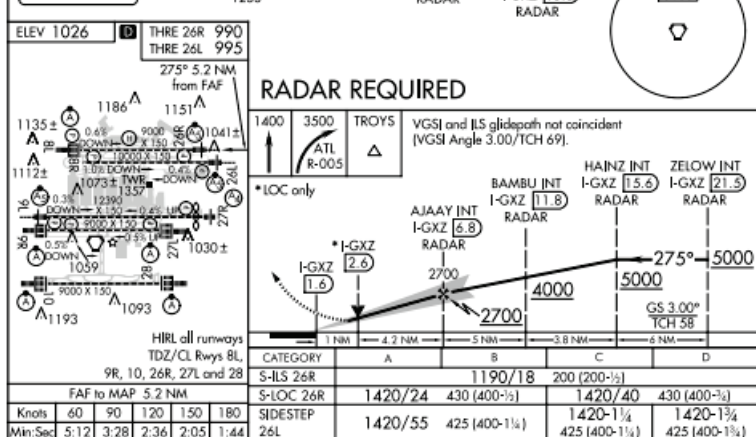
MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 on ATL VORTAC R-005 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER	ALL RWYS	GND CON	ALL RWYS
ARR 119.65	127.9	379.9	119.1 125.325 123.85 119.3 119.5 254.4	121.9	121.75 121.65 254.4
DEF 125.55					



SE-4, 22 AUG 2013 to 19 SEP 2013

SE-4, 22 AUG 2013 to 19 SEP 2013

ATLANTA, GEORGIA
Amdt 6 02MAY13ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)
33°38'N-84°26'W
ILS or LOC RWY 26R

Initial Discussion – MEETING 13-02: New issue presented by John Blair, AFS-410, expressing concern over the increasingly lengthy note requirements for simultaneous approaches. Current requirements are to note all simultaneous approaches on the chart being used by the pilot. In the case of locations like Atlanta, Los Angeles, etc., this can include up to 19 other approach titles, thus requiring a very lengthy note. AFS-410 is recommending the note be shortened to simply state that simultaneous operations are in effect to runways xx/xx/and xx. Vince Massimini, MITRE, stated that with the change from ILS/MLS being the only simultaneous operations authorized, he believed that pilots only need to know the applicable runways. Brad Rush, AJV-3B, stated that the IAP doesn't change whether there is a note on it or not, the ATIS also provides the information. Brad emphasized that when notes change on regulatory procedures, the procedure has to be amended. John Frazier, Advanced Aircrew Academy, asked why notes are required in the first place. Jim Arrighi, AJV-14, stated that before we decide to get rid of any notes that were added as a result of a SRMD, another SMRP would probably be necessary, before removing them. The group discussion and consensus is to only note the runways to which simultaneous approaches are authorized. It should also be considered whether the note can be eliminated and this information promulgated via the ATIS. Gary Fiske, AJV-8, added that Order JO 7110.65, paragraph 5-9-8 doesn't require specific IAPs only runways. AFS-410 will pursue these options through AT and the SRMD process.

ACTION: AFS-410.

MEETING 14-01: 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. (I) 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)

MEETING 14-02: Gary Fiske, AJV-8, briefed that the chart note will now read “simultaneous approach authorized” (specific runway numbers will be removed) and that FAA Order JO 7110.65 is in update process. Rick Dunham, AFS-420, advised that charts will be revised, with the notes simplified and extraneous language removed. John Blair, AFS-410, stated that explanatory language is in the AIM. Gary recommended this item be closed. The group agreed.

Status: Item Closed