

# GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM 01-01

April 26-27, 2001

## Recommendation Document

**Subject:** Tabular Information for Descent (non-precision approaches)

**Background/Discussion:** Mr. Dave Eckles, FAA AFS- 420, presented this new issue, which is based on an NTSB recommendation accident investigation. The recommendation provides for the support of constant angle of descent approaches by using a cross-reference table with altitude/distance information. Eckles stated that the NTSB desires to have the tabular form of the data on the bottom line of the plan view for various airspeeds and recommended altitudes from the FAF. It was stated that if implemented this recommendation would reduce the size of the plan view and that the added information might cause confusion. Mr. Kevin Comstock, ALP& stated that VOLPE had looked at this and had briefed the ACF 4-5 years ago. He pointed out that there was a problem with non-collocated DMEs. It was pointed out that the JSIT had recommended the DME ribbon. However, what should be done with RNAV procedures when the MAP is not the threshold? Mr. Terpstra stated that it would be desirable to chart distances that a pilot sees on his/her instrument display Jeppesen representatives stated that they had considered the NTSB recommendation but that they only wanted to put the information (DME-ribbon) on selected charts due to a limitation in their computer and data support. In the future, Jeppesen will upgrade their computer support and plan to chart the information where supporting data is available. If adopted, it was recommended that the new requirement be implemented as follows:

1. Part 139 airports first
2. Non-Part 139 airports-5000' or greater runways
3. All other runways

**ACTION:** Mr. Dave Eckles will develop a requirement and forward it to the IACC to address. This requirement will cover non-precision DME procedures only, not RNAV, with the altitude based on FAF to threshold distance using the ICAO specification.

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**01-01 MEETING:** Mr. Dave Eckles, FAA AFS-420, presented this new issue, which is based on an NTSB recommendation related to an accident investigation. The recommendation provides for the support of constant angle of descent approaches by using a cross-reference table with altitude/distance information.

Mr. Eckles stated that the NTSB desires to have the tabular form of the data on the bottom line of the plan view for various airspeeds and recommended altitudes from the FAF. It was stated that if implemented this recommendation would reduce the size of the plan view and that the added information might cause confusion. Mr. Kevin Comstock, ALPA, stated that VOLPE had looked at this and had briefed the ACF 4-5 years ago. He pointed out that there was a problem with non-collocated DMEs.

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If adopted, it was recommended that the new requirement be implemented as follows:

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2. Non-Part 139 airports--5000' or greater runways
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**ACTION:** ASF-420.

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**01-02 MEETING:** Mr. Dave Eckles, FAA AFS-420, initially presented issue, which is based on an NTSB recommendation related to an accident investigation. The recommendation provides for the support of constant angle of descent approaches by using a cross-reference table with altitude/distance information.

Previously, Mr. Eckles stated that the NTSB desires to have the tabular form of the data on the bottom line of the plan view for various airspeeds and recommended altitudes from the FAF. It was stated earlier that if implemented this recommendation would reduce the size of the plan view and that the added information might cause confusion. When this issue was introduced Mr. Kevin Comstock, ALPA, stated that VOLPE had looked at this and had briefed the ACF 4-5 years ago. He pointed out that there was a problem with non-collocated DMEs.

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When the issue was introduced Jeppesen representatives stated that they had considered the NTSB recommendation but that they only wanted to put the information (DME-ribbon) on selected charts due to a limitation in their computer and data support. In the future, Jeppesen will upgrade their computer support and plan to chart the information where supporting data is available.

Previously the ACF consensus was that if the recommendation was adopted, the new requirement be implemented as follows:

1. Part 139 airports first
2. Non-Part 139 airports--5000' or greater runways
3. All other runways

Mr. Dick Powell reported that through the CAST process an agreement was reached to install 107 new DMEs. Mr. Powell stated that this will be a significant expenditure and that the ACF should work charting issue to support the new DMEs to improve safety.

Mr. Dick Powell and Mr. Norm LeFevre reported that they could not find Mr. Eckles letter (refer to action item below). **ACTION:** Mr. Dave Eckles will develop a requirement and forward it to the IACC to address. This requirement will cover non-precision DME procedures only, not RNAV, with the altitude based on FAF to threshold distance using the ICAO specification.

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**02-01 MEETING:** Mr. Bill Hammett reported that Mr. LeFevre has drafted a requirement document and that it is being staffed. Mr. Terpstra reported that ATA has endorsed the DME ribbon (recommended altitudes). **ACTION:** Mr. LeFevre will report the contents of the draft requirement letter to the ACF. Mr. LeFevre will provide Mr. Laydon with a copy of the draft requirement.

**02-02 MEETING:** Mr. Powell reported that ATA-100 has received a letter from AFS and that an RD be been prepared by the MPOC and is being staffed. He said that the RD is receiving mixed comments.

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**03-01 MEETING:** Mr. Val Watson reported that ATA expects non-concurs from DoD. In addition, Mr. John Moore reported that AVN had formally non-concurred to RD538. Mr. Ted Thompson stated that Jeppesen won't create these "ribbons" on their own and that they must be supplied by a State or be done as a special request for an Airline. Mr. Thompson also stated that the ATA rejected terrain in the profile view. It was stated that ICAO has a recommended practice the portrayal of terrain and that when DME is required the distance/altitude should be depicted. Mr. Ted Thompson stated that the NTSB recommendation was before VNAV. **ACTION:** ATA will forward the rational for the non-concurs to Mr. Tom Schneider, AFS-420.

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**04-01 MEETING:** Ms. Val Watson, ATA-130 reported that RD538 was submitted to the MPOC on September 4, 2002. Non-concurs were received from AVN-100, AVN-500, and NGA. Mr. Ted Thompson stated that Jeppesen wouldn't create these "ribbons" and that they must be State supplied. Recommendation was made to close this issue. ACF consensus. **CLOSED**

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