

# GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM 04-02

October 27-28, 2004

## Recommendation Document

**Subject:** Location of PRM monitor frequency on NACO charts for ILS PRM and LDA PRM approaches

**Background/Discussion:** The present TERPS criteria in Change 19, Volume 3, Appendix 3, requires that the PRM monitor frequency for the approaches to both runways be published in a note on the planview of each PRM approach. A letter to AVN from AT has stated that only the monitor frequency applicable to the charted approach should be published. In addition, the PRM monitor frequency is directed to be published in a note on the planview that is in very small font that is hard to find and read. There are inconsistencies on current government charts: e.g., at PHL, the monitor frequency is in the text in the planview; at MSP it is in the Approach Control frequency box.

Jeppesen publishes the monitor frequency in readable font in the Tower Frequency box. That is a far superior position than locating it in the middle of a text message in small font in the middle of the planview. The Tower frequency box was also the recommended location of the original PRM work group for MSP. Moving the PRM frequency in readable font to the Tower Frequency box for NACO charts would standardize its location. PRM SOIA approaches at PHL, STL, CLE, MSP, ATL and SFO will be forced to comply with the present guidance until this change is implemented. Note: If room is an issue, the tower frequency associated with the other runway could be omitted on PRM charts since they are rarely, if ever, used.

**Recommendations:** Revise policy in TERPS, Volume 3, Appendix 3, to require that only the PRM frequency applicable to each charted approach be published. In addition, standardize the location of the PRM frequency by placing it in the Tower Frequency box on the approach plate, since the PRM frequency is monitored when the aircraft is in contact with the tower.

**Comments:** This recommendation affects FAA Order 8260.3, *US standard for Terminal Instrument procedures (TERPS)* and 8260.19, *Flight Procedures and Airspace*, as well as IACC IAP charting specifications.

**Submitted by:** Joe Lintzenich  
**Organization:** Airways and Airports Consultants Inc  
**Phone:** 314-994-1766  
**Fax:** 314-432-7214  
**E-mail:** [joe\\_LH@msn.com](mailto:joe_LH@msn.com)  
**Date:** July 27, 2004

**MEETING 04-02: ACTION:** Mr. Joe Lintzenich, Airways and Airports Consultants Inc., submitted this issue. Mr. Lintzenich was unable to attend the ACF; Mr. Dick Powell, Aeronautical Information Services, presented the issue on his behalf. Precision Runway Monitor (PRM) is a radar surveillance system that is certified to provide simultaneous independent approaches to closely spaced parallel runways. PRM has been operational at Minneapolis St Paul Intl (Wold-Chamberlain), MO, since 1997. PRM is available at Philadelphia Intl, PA, and San Francisco Intl, CA. PRM approaches are planned for Lambert-St. Louis Intl, MO, Cleveland-Hopkins Intl, OH, and Hartsfield-Jackson Atlanta Intl, GA. PRM provides air traffic controllers a more accurate picture of the aircraft's location on final approach. Airport Surveillance radar currently used at most busy terminal areas provides an update to the controller every 4.8 seconds, PRM updates every second. During PRM operations, there is a separate controller monitoring each final approach course. Current TERPS criteria require that the PRM monitor frequency for both runways be published in a note on the planview of each PRM approach. This note is published in a small font that is hard to find and read. Air Traffic has requested that only the monitor frequency applicable to the charted approach be published. There are inconsistencies on the depiction of this information on the NACO charts; e.g. at Philadelphia Intl, the monitor frequency is in the text in the planview; at Minneapolis St Paul Intl it is in the approach control frequency box. Jeppesen publishes the monitor frequency in the tower frequency box. Recommendation was made to revise the TERPS policy to require that only the PRM frequency applicable to each charted approach be published. In addition, standardize the location of the PRM frequency by placing the frequency in the tower frequency box. Mr. Mark Ingram, ALPA, concurred with this recommendation. Mr. Brad Rush, NFPO, stated that the current note is part of the Part 97 legal description; the note must remain in the planview of each PRM approach. Policy guidance for TERPS will need to be changed. Recommendation was made to duplicate the frequency in the bottom row of the pilot briefing information strip in a separate box. Due to space constraints Mr. Eric Secretan, NACO, recommended publishing the frequency in the tower frequency box. Discussion led to the determination that the PRM frequency data would require NFDD action. Mr. Powell stated that currently Air Traffic is not required to notify NFDC of PRM frequency changes; procedures must be established. Mr. Paul Ewing, ATP, stated that guidelines for Air Traffic could be established in the 7210.3. Mr. Secretan stated that each PRM procedure has an additional page published after the procedure, outlining the user requirements. The note on the face of the chart is a duplication of this information. He inquired as to the reasoning for the data duplication. AFS-410 and AFS-420 agreed to take a look at this issue. This recommendation will affect FAA Order 8260.3, US Standard for Terminal Instrument procedures and 8260.19, Flight Procedures and Airspace. Mr. Tom Schneider, AFS-420, will coordinate the updates to both publications. In addition, updates to IACC specifications will be required. **ACTION:** AFS-410, ATP, ATA-130 and AFS-420.

---

**MEETING 05-01:** Mr. Tom Schneider, AFS-420, stated that at the last ACF a recommendation was made to revise the TERPS policy to require that only the PRM frequency applicable to each charted approach be published. In addition, standardize the location of the PRM frequency by placing the frequency in the tower frequency box. Mr. Schneider stated that the policy guidance has been prepared. The PRM charting requirements from the TERPS manual have been added to FAAO 8260.19, Flight Procedures and Airspace. Frequency data will be deleted from the 8260 forms. This will allow for frequency changes without going through the regulatory process. Mr. Schneider stated that these changes would be incorporated into the next edition of FAAO 8260.19. **ACTION:** FAA/ NACO and IACC MPOCs.

---

**MEETING 05-02:** Ms. Val Watson, Cartographic Standards, briefed that RD 602, PRM Frequency, has been submitted and signed by the IACC MPOC and should be signed by the IACC within the next few weeks. Mr. Bill Hammett, AFS-420, stated that once the frequency is

moved to the tower frequency box the note and the frequency box could have different frequencies. He inquired how the frequency note would be deleted from the procedure and the 8260 forms. Mr. Brad Rush, NFPO, stated that the notes would be deleted via a P-NOTAM. Ms. Watson will notify Mr. Rush when the RD is implemented. **ACTION:** FAA/Cartographic Standards and NFPO.

---

**MEETING 06-01:** Mr. John Moore, NACG, provided a brief overview of the issue. RD 602, PRM Frequency, was signed by the IACC in January 2006. The RD will standardize the placement of the PRM frequency by placing the frequency in the tower frequency box. Jeppesen includes PRM frequency information in the communications section of the briefing strip. The NFPO has issued P-NOTAMs to cancel the PRM communications notes contained on the 8260s.

**CLOSED.**

---