GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM
06-01

April 18-20, 2006

Recommendation Document

Subject: Declared Distance Information on Airport Charts

Background/Discussion: Declared distances are frequently used by Airport Authorities to comply with FAA requirements for Runway Safety Areas specified in AC 150/5300-13, Appendix 14.

A runway's declared Accelerate-Stop Distance Available (**ASDA**), Takeoff Run Available (**TORA**) and/or Takeoff Distance Available (**TODA**) may each be shorter than the runway length depicted on an Airport Diagram.

A runway's declared Landing Distance Available (**LDA**) may be shorter than the length of the surface beyond the Landing Threshold Point.

In order to realize the intended safety benefits of declared distances, the information must be readily available to pilots on airport diagrams and in databases used by FMS.

Currently, neither airport charts nor ARINC 424 databases consistently make available declared runway distance information. Because pilots rely on distances presented on airport diagrams and in FMS databases to calculate takeoff and landing performances, an absence of declared distance information may cause pilots to inadvertently exceed the maximum permitted takeoff and/or landing weight, thus nullifying the potential safety benefit of the declared distance.

Recommendations:

- Airport Diagrams should provide all declared distance information – TODA, TORA, ASDA, and LDA – whenever these differ from the total runway length.

- When ARINC 424 data are used to calculate takeoff and landing performance, those data should include declared ASDA, TODA, TORA and LDA. Until pertinent 424 data can be provided by industry, flight crew operating guidance for FMS should require manual insertion of the most restrictive distance in accordance with the aircraft certification basis and operating rules.

Comments: This recommendation affects IACC Charting specifications as well as ARINC 424.

Submitted by: Richard Boll
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Date: March 13, 2006

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 01/21/2006
AFD EFF 12/22/2005
Form Approved OMB 2120-0015

>1 ASSOC CITY:	NAPLES	4 STATE: FL	LOC ID: APF	FAA SITE NR: 03379.*A	
>2 AIRPORT NAME:	NAPLES MUNI		5 COUNTY: COLLIER FL		
3 CBD TO AIRPORT (NM):	02 NE	6 REGION/ADO: ASO/ORL	7 SECT AERO CHT: MIAMI		

GENERAL

10 OWNERSHIP:	PU
>11 OWNER:	CITY OF NAPLES APT AUTH
>12 ADDRESS:	160 AVIATION DR NORTH NAPLES, FL 34104
>13 PHONE NR:	239-643-0733
>14 MANAGER:	THEODORE D. SOLIDAY
>15 ADDRESS:	160 AVIATION DR NORTH NAPLES, FL 34104
>16 PHONE NR:	239-643-0733

>17 ATTENDANCE SCHEDULE:

MONTHS	DAYS	HOURS
ALL	ALL	0600-2200

18 AIRPORT USE:	PUBLIC
19 ARPT LAT:	26-09-09.4330N ESTIMATED
20 ARPT LONG:	081-46-31.0620W
21 ARPT ELEV:	8 SURVEYED
22 ACREAGE:	732
>23 RIGHT TRAFFIC:	05, 14
>24 NON-COMM LANDING:	NO
25 NPIAS/FED AGREEMENTS:	NGY3
>26 FAR 139 INDEX:	I AS 01/1983

SERVICES

>70 FUEL:	100LL A
>71 AIRFRAME RPRS:	MAJOR
>72 PWR PLANT RPRS:	MAJOR
>73 BOTTLE OXYGEN:	HIGH/LOW
>74 BULK OXYGEN:	NONE
75 TSNT STORAGE:	HGR
76 OTHER SERVICES:	AGRI AMB CHTR RNTL SALES

FACILITIES

>80 ARPT BCN:	CG
>81 ARPT LGT SKED:	DUSK-DAWN
>82 UNICOM:	
>83 WIND INDICATOR:	Y-L
84 SEGMENTED CIRCLE:	YES
85 CONTROL TWR:	YES
86 FSS:	MIAMI
87 FSS ON ARPT:	NO
88 FSS PHONE NR:	305-233-2600
89 TOLL FREE NR:	1-800-WX-BRIEF

BASED AIRCRAFT

90 SINGLE ENG:	297
91 MULTI ENG:	91
92 JET:	36
TOTAL:	424
93 HELICOPTERS:	15
94 GLIDERS:	
95 MILITARY:	
96 ULTRA-LIGHT:	

OPERATIONS

100 AIR CARRIER:	
102 AIR TAXI:	8,748
103 G A LOCAL:	36,941
104 G A ITNRNT:	88,466
105 MILITARY:	249
TOTAL:	134,404
OPERATIONS FOR 12 MONTHS ENDING	09/30/2004

RUNWAY DATA

>30 RUNWAY IDENT:	05/23	14/32	SW/NE	
>31 LENGTH:	5,290	5,000	1,850	
>32 WIDTH:	150	100	100	
>33 SURF TYPE-COND:	ASPH-G	ASPH-G	TURF	
>34 SURF TREATMENT:	GRVD			
35 GROSS WT: SW				
36 (IN THSDS) DW	75	75		
37 DTW				
38 DDTW				
>39 PCN:				

LIGHTING/APCH AIDS

>40 EDGE INTENSITY:	MED	MED		
>42 RWY MARK TYPE-COND:	NPI - F / NPI - F	BSC - G / BSC - G	- / -	- / -
>43 VGSI:	P4R / P4L	P4L / P4L	/	/
44 THR CROSSING HGT:	30 / 43	40 / 38	/	/
45 VISUAL GLIDE ANGLE:	3.50 / 3.00	3.50 / 3.00	/	/
>46 CNTRLN-TDZ:	- / -	- / -	- / -	- / -
>47 RVR-RVV:	- / -	- / -	- / -	- / -
>48 REIL:	Y /	Y / Y	/	/
>49 APCH LIGHTS:	/ ODALS	/	/	/

OBSTRUCTION DATA

50 FAR 77 CATEGORY:	C / C	B(V) / B(V)	A(V) / A(V)	/
>51 DISPLACED THR:	290 /	130 / 450	/	/
>52 CTLG OBSTN:	BLDG / TREE	/	/	/
>53 OBSTN MARKED/LGTD:	M /	/	/	/
>54 HGT ABOVE RWY END:	77 / 45	44 / 45	/	/
>55 DIST FROM RWY END:	3,100 / 1,754	1,300 / 1,500	/	/
>56 CNTRLN OFFSET:	475L / 200R	100R / 100L	/	/
57 OBSTN CLNC SLOPE:	41:1 / 36:1	30:1 / 33:1	/	/
58 CLOSE-IN OBSTN:	N / N	N / N	N / N	/

DECLARED DISTANCES

>60 TAKE OFF RUN AVBL (TORA):	5,000 / 5,000	5,000 / 5,000	/	/
>61 TAKE OFF DIST AVBL (TODA):	5,290 / 5,000	5,000 / 5,000	/	/
>62 ACLT STOP DIST AVBL (ASDA):	5,000 / 5,000	4,550 / 4,870	/	/
>63 LNDG DIST AVBL (LDA):	5,000 / 5,000	4,420 / 4,420	/	/

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

>110 REMARKS:

A 057 RWY 05 APCH SLOPE 40:1 DUE TO 77 FT BLDG 2810 FT FROM THE DSPLCD THLD.
A 081 WHEN ATCT CLSD ACTVT MIRL RYS 05/23, 14/32, PAPI RYS 14, 32, REIL RYS 05, 14, 32 & ODALS RY 23 - CTAF.
A 082 PILOTS MAY CTC NAPLES AIRPORT AUTHORITY FOR UNICOM SVCS ON 128.825.
A 110-01 EXTREMELY NOISE SENSITIVE AREAS ALL QUADRANTS. ALL TURBOJETS USE CLOSE-IN NOISE ABATEMENT PROCEDURES.
A 110-03 CLSD TO ALL ACFT EXCEEDING 75000 LBS MAXIMUM GROSS WEIGHT DUAL GEAR AS INDICATED ON ACFT OPERATING CERT ISSUED BY THE MANUFACTURER.
A 110-04 ANTENNA TOWER LCTD 1/2 MILE E OF 152 FT AGL.
A 110-05 USE CARE WHEN EXITING RY 05 ONTO TWY G. DO NOT TURN ONTO RY 14/32 UNLESS INSTRUCTED BY ATC.

111 INSPECTOR: (F) 112 LAST INSP: 05/11/2005 113 LAST INFO REQ:

FAA Form 5010-1 (5-91) SUPERSEDES PREVIOUS EDITION

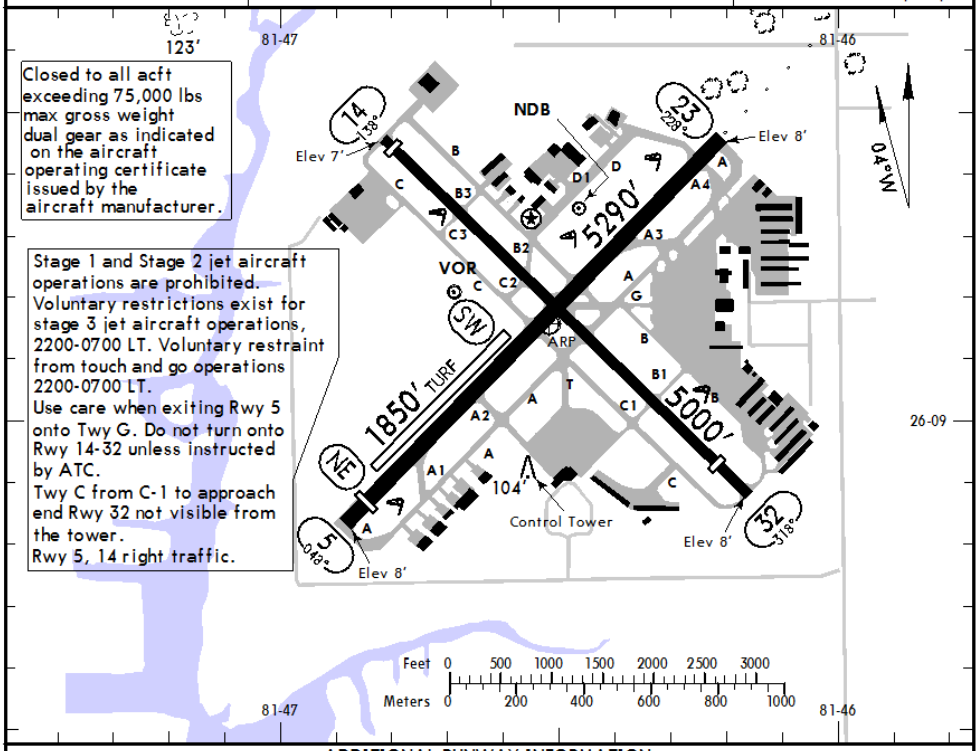
KAPF/APF — *Apt Elev* 8′ — N26 09.2 W081 46.5

JEPPESEN — 23 SEP 05 (10-9)

NAPLES, FLA — NAPLES MUN

ATIS (ASOS when Twr inop)	*NAPLES Clearance	*Ground
134.22	118.0	121.6

*Tower	UNICOM 128.82	*FT MYERS Departure (R)	MIAMI Center (R)
CTAF 128.5		119.75	134.75 when Dep inop.



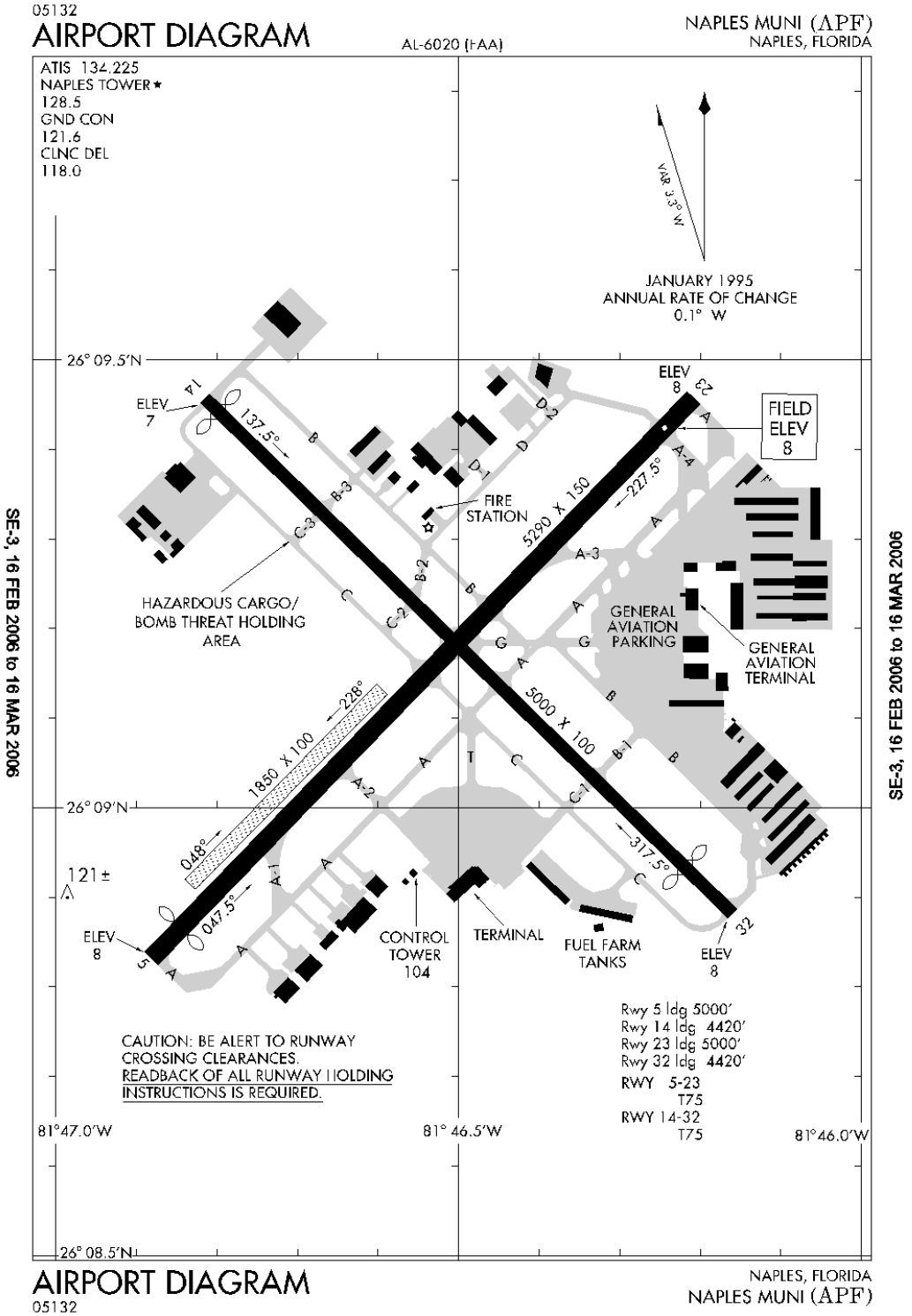
ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5	❶MIRL ❶REIL PAPI-R (angle 3.5°) grooved	5000′		5000′	150′
23	❶MIRL ❶ODALS PAPI-L (angle 3.0°) grooved				
14	❶MIRL ❶REIL ❶PAPI-L (angle 3.5°)	❷4420′			100′
32	❶MIRL ❶REIL ❶PAPI-L (angle 3.0°)	❸4420′			
SW					100′
NE					

❶ Activate on 128.5 when Twr inop.
❷ Last 450′ of Rwy 14 not available for landing.
❸ Last 130′ of Rwy 32 not available for landing.

TAKE-OFF	Rwy 5		Rwys 14, 32	Rwy 23	FOR FILING AS ALTERNATE	
	Adequate Vis Ref	STD			VOR Rwy 5 VOR Rwy 23	Other
1 & 2 Eng	1/4	1	300-1	300-1 or use Naples DPs	A B C D 800-2	NA
3 & 4 Eng		1/2				

CHANGES: Alternate minimums, usable lengths.


05132
AIRPORT DIAGRAM
AL-6020 (FAA)
NAPLES MUNI (APF)
NAPLES, FLORIDA
ATIS 134.225
NAPLES TOWER★
128.5
GND CON
121.6
CLNC DEL
118.0
VAR 3.3° W
JANUARY 1995
ANNUAL RATE OF CHANGE
0.1° W
26° 09.5'N
ELEV 7
137.5°
ELEV 8
23
FIELD ELEV 8
227.5°
FIRE STATION
5290 X 150
HAZARDOUS CARGO/ BOMB THREAT HOLDING AREA
GENERAL AVIATION PARKING
GENERAL AVIATION TERMINAL
5000 X 100
1850 X 100
228°
048°
047.5°
317.5°
26° 09'N
121±
ELEV 8
5
32
ELEV 8
CONTROL TOWER 104
TERMINAL
FUEL FARM TANKS
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Rwy 5 ldg 5000'
Rwy 14 ldg 4420'
Rwy 23 ldg 5000'
Rwy 32 ldg 4420'
RWY 5-23
T75
RWY 14-32
T75
81°47.0'W
81° 46.5'W
81°46.0'W
26° 08.5'N
SE-3, 16 FEB 2006 to 16 MAR 2006
SE-3, 16 FEB 2006 to 16 MAR 2006
AIRPORT DIAGRAM
05132
NAPLES, FLORIDA
NAPLES MUNI (APF)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 03/12/2006
AFD EFF 02/16/2006
Form Approved OMB 2120-0015

> 1 ASSOC CITY: OXFORD
> 2 AIRPORT NAME: WATERBURY-OXFORD
3 CBD TO AIRPORT (NM): 03 N
4 STATE: CT
6 REGION/ADO: ANE/NONE
LOC ID: OXC
5 COUNTY: NEW HAVEN CT
7 SECT AERO CHT: NEW YORK
FAA SITE NR: 02870.3*A

GENERAL

10 OWNERSHIP: PU
> 11 OWNER: STATE OF CONN
> 12 ADDRESS: 2800 BERLIN TURNPIKE NEWINGTON, CT 06111
> 13 PHONE NR: 860-594-2537
> 14 MANAGER: MICHAEL J. O'DONNELL
> 15 ADDRESS: 300 CHRISTIAN ST OXFORD, CT 06478
> 16 PHONE NR: 203-264-8010
> 17 ATTENDANCE SCHEDULE:

MONTHS	DAYS	HOURS
ALL	ALL	0700-2300

18 AIRPORT USE: PUBLIC
19 ARPT LAT: 41-28-42.8000N ESTIMATED
20 ARPT LONG: 073-08-06.9000W
21 ARPT ELEV: 726 SURVEYED
22 ACREAGE: 424
> 23 RIGHT TRAFFIC: NO
> 24 NON-COMM LANDING: NO
25 NPIAS/FED AGREEMENTS: NGY
> 26 FAR 139 INDEX:

SERVICES

> 70 FUEL: 100LL A
> 71 AIRFRAME RPRS: MAJOR
> 72 PWR PLANT RPRS: MAJOR
> 73 BOTTLE OXYGEN: NONE
> 74 BULK OXYGEN: NONE
75 TSNT STORAGE: HGR TIE
76 OTHER SERVICES:
CHTR INSTR RNTL SALES

FACILITIES

> 80 ARPT BCN: CG
> 81 ARPT LGT SKED: DUSK-DAWN
> 82 UNICOM: 122.700
> 83 WIND INDICATOR: Y-L
84 SEGMENTED CIRCLE: YES
85 CONTROL TWR: YES
86 FSS: BRIDGEPORT
87 FSS ON ARPT: NO
88 FSS PHONE NR: 866-293-5149
89 TOLL FREE NR: 1-800-WX-BRIEF

BASED AIRCRAFT

90 SINGLE ENG:	180
91 MULTI ENG:	29
92 JET:	29
TOTAL:	238
93 HELICOPTERS:	1
94 GLIDERS:	
95 MILITARY:	
96 ULTRA-LIGHT:	

OPERATIONS

100 AIR CARRIER:	
102 AIR TAXI:	2,255
103 G A LOCAL:	102,500
104 G A ITNRNT:	45,870
105 MILITARY:	470
TOTAL:	151,095

OPERATIONS FOR 12 MONTHS ENDING 10/02/2001

RUNWAY DATA

> 30 RUNWAY IDENT:	**18/36**			
> 31 LENGTH:	5,800			
> 32 WIDTH:	100			
> 33 SURF TYPE-COND:	ASPH-G			
> 34 SURF TREATMENT:	GRVD			
35 GROSS WT: SW	50			
36 (IN THSDS) DW	85			
37 DTW	145			
38 DDTW				
> 39 PCN:				

LIGHTING/APCH AIDS

> 40 EDGE INTENSITY:	HIGH			
> 42 RWY MARK TYPE-COND:	PIR - G / PIR - G	- / -	- / -	- / -
> 43 VGSI:	V4L / P4L	/	/	/
44 THR CROSSING HGT:	56 / 56	/	/	/
45 VISUAL GLIDE ANGLE:	3.00 / 3.00	/	/	/
> 46 CNTRLN-TDZ:	- / -	- / -	- / -	- / -
> 47 RVR-RVV:	- / -	- / -	- / -	- / -
> 48 REIL:	N / Y	/	/	/
> 49 APCH LIGHTS:	/	/	/	/

OBSTRUCTION DATA

50 FAR 77 CATEGORY:	C / PIR	/	/	/
> 51 DISPLACED THR:	300 / 500	/	/	/
> 52 CTLG OBSTN:	TREE / PLINE	/	/	/
> 53 OBSTN MARKED/LGTD:	/ L	/	/	/
> 54 HGT ABOVE RWY END:	27 / 50	/	/	/
> 55 DIST FROM RWY END:	1,100 / 1,000	/	/	/
> 56 CNTRLN OFFSET:	0 / 0000	/	/	/
57 OBSTN CLNG SLOPE:	33:1 / 16:1	/	/	/
58 CLOSE-IN OBSTN:	Y / N			

DECLARED DISTANCES

> 60 TAKE OFF RUN AVBL (TORA):	5,800 / 5,800	/	/	/
> 61 TAKE OFF DIST AVBL (TODA):	5,800 / 5,800	/	/	/
> 62 ACLT STOP DIST AVBL (ASDA):	5,300 / 5,500	/	/	/
> 63 LNDG DIST AVBL (LDA):	5,000 / 5,000	/	/	/

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS:

A 024 LANDING FEE FOR BUSINESS/CORPORATE & REVENUE PRODUCING ACFT.
A 056 RWY 36 PLINE RUNS DIAGONALLY ACROSS THE APCH.
A 058 RWY 18 +10 FT MOUND 100 FT FM THLD 300 FT L.
A 081 ACTVT HIRL RY 18/36 - CTAF.
A 110 THIS AIRPORT HAS BEEN SURVEYED BY THE NATIONAL GEODETIC SURVEY.
A 110-01 TGL AND PRACTICE LOW APPROACHES PROHIBITED 2300-0700.
A 110-02 PLA RY 36 NA WHEN RY 18 ACTV

111 INSPECTOR: (F) 112 LAST INSP: 10/02/2001 113 LAST INFO REQ:

FAA Form 5010-1 (5-91) SUPERSEDES PREVIOUS EDITION

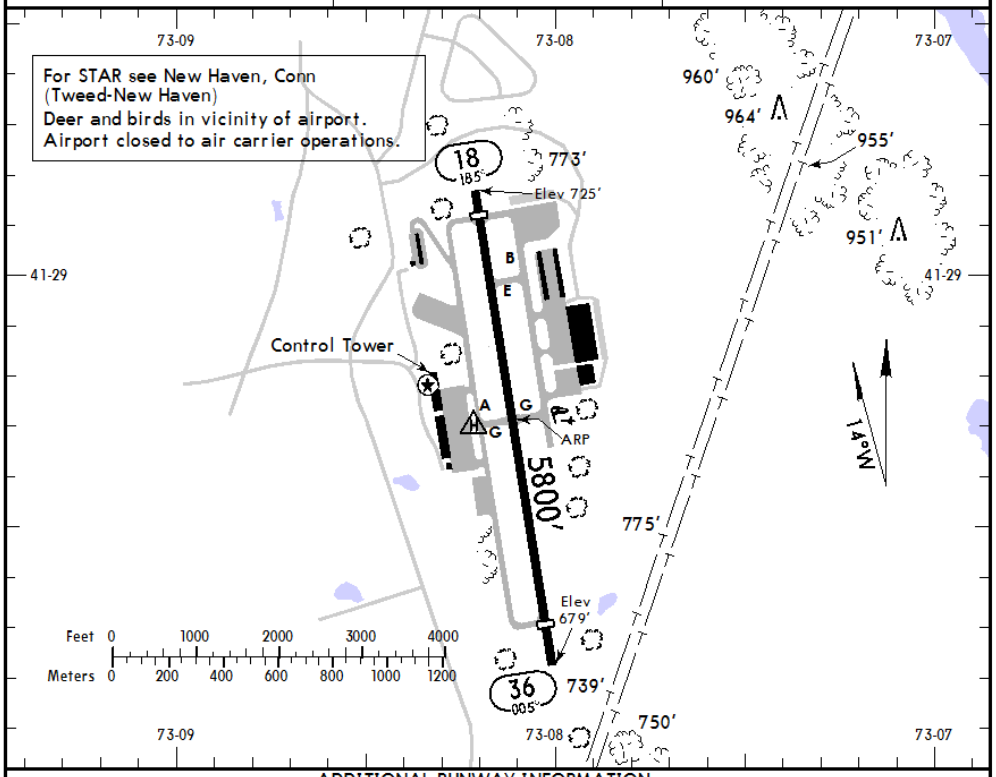
KOXC/OXC
Apt Elev **726′**
N41 28.7 W073 08.1

JEPPESEN
25 FEB 05 (11-1)

OXFORD, CONN
WATERBURY-OXFORD

AWOS-3	*OXFORD Clearance	NEW YORK Clearance	*Ground
132.97	121.65	135.1 when Twr inop.	121.65

*Tower	UNICOM 122.7	NEW YORK Departure (R)
CTAF 118.47		124.07



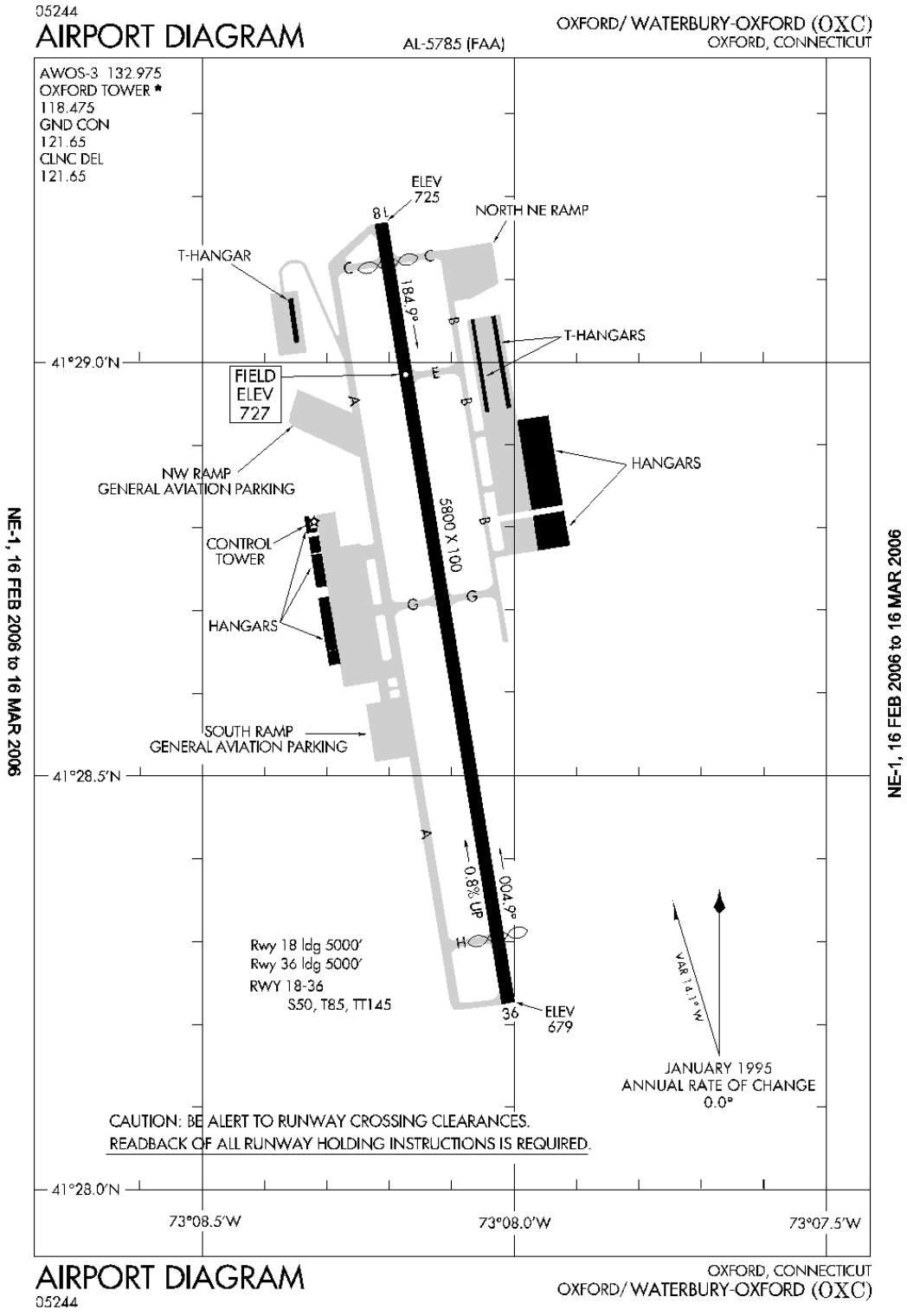
ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
18	❶ HIRL VASI-L grooved	5500′			100′
36	❶ HIRL REIL PAPI-L (angle 3.0) grooved	5300′	4433′		

❶ Activate on 118.47 when Tower inop.

	TAKE-OFF All Rwys		FOR FILING AS ALTERNATE	
	Adequate Vis Ref	STD		
1 & 2 Eng	1/4	1	A B	NA
3 & 4 Eng		1/2	C D	

CHANGES: Rwy length, displaced thresholds, usable lengths.


05244
AIRPORT DIAGRAM
AL-5785 (FAA)
OXFORD/ WATERBURY-OXFORD (OXC)
OXFORD, CONNECTICUT
AWOS-3 132.975
OXFORD TOWER *
118.475
GND CON
121.65
CLNC DEL
121.65
ELEV
725
18
NORTH NE RAMP
T-HANGAR
184.9°
T-HANGARS
41°29.0'N
FIELD
ELEV
727
NW RAMP
GENERAL AVIATION PARKING
HANGARS
5800 X 100
CONTROL
TOWER
HANGARS
SOUTH RAMP
GENERAL AVIATION PARKING
41°28.5'N
0.8% UP
004.9°
Rwy 18 ldg 5000'
Rwy 36 ldg 5000'
RWY 18-36
S50, T85, TT145
36
ELEV
679
VAR 14.1°W
JANUARY 1995
ANNUAL RATE OF CHANGE
0.0°
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
41°28.0'N
73°08.5'W
73°08.0'W
73°07.5'W
AIRPORT DIAGRAM
05244
OXFORD, CONNECTICUT
OXFORD/ WATERBURY-OXFORD (OXC)
NE-1, 16 FEB 2006 to 16 MAR 2006
NE-1, 16 FEB 2006 to 16 MAR 2006

MEETING 06-01: Mr. Richard Boll, NBAA, submitted this issue and provided the following briefing. Declared distances are frequently used by Airport Authorities to comply with FAA requirements for Runway Safety Areas specified in AC 150/5300-13, Appendix 14. A runway's declared Accelerate-Stop Distance Available (ASDA), Takeoff Run Available (TORA) and/or Takeoff Distance Available (TODA) may each be shorter than the runway length depicted on an Airport Diagram. A runway's declared Landing Distance Available (LDA) may be shorter than the length of the surface beyond the Landing Threshold Point. In order to realize the intended safety benefits of declared distances, the information must be readily available to pilots on airport diagrams and in databases used by FMS. Currently, neither airport charts nor ARINC 424 databases consistently make available declared runway distance information. Because pilots rely on distances presented on airport diagrams and in FMS databases to calculate takeoff and landing performances, an absence of declared distance information may cause pilots to inadvertently exceed the maximum permitted takeoff and/or landing weight, thus nullifying the potential safety benefit of the declared distance. The NBAA recommends that Airport Diagrams should provide all declared distance information – TODA, TORA, ASDA, and LDA – whenever these differ from the total runway length. Additionally, when ARINC 424 data are used to calculate takeoff and landing performance, those data should include declared ASDA, TODA, TORA and LDA. Until pertinent 424 data can be provided by industry, flight crew operating guidance for FMS should require manual insertion of the most restrictive distance in accordance with the aircraft certification basis and operating rules. Currently the FAA provides declared distance information in the A/FD. The airport diagrams depict any variance in runway length by a note; e.g., Rwy 13 ldg 5000'. Jeppesen provides TORA and LDA information on their 10-9 pages in the Additional Runway Information section. Mr. John Moore, NACG, inquired if there was a requirement to publish this information from any other group or organization. Mr. Ted Thompson, Jeppesen, commented the TORA, TODA, ASDA, and LDA information is provided by the FAA via the NFDD. Those declared distances represent the best the airport can offer. However, actual performance values of the aircraft can be significantly less. Several years ago the Air Transport Association made the same recommendation to Jeppesen. The consensus of the airlines was that each airline had their own dispatchers to compute and provide the distance information to flight crews. Their concern was the possibility of conflicting information. The distance provided by the dispatcher could be different from the information provided on the airport diagram. As a result the issue was dropped. Mr. Thompson stated that adding this information would have a significant impact on chart revisions. Jeppesen does not update their airport chart for physical runway length changes of less than 200'. If the declared distance information was added to the airport chart using 25' as an update trigger there will be numerous revisions. Mr. Thompson stated that approximately 65% of the airports worldwide have no distance information available or the distances are the same as the runway length. The remaining 35% have distance information. Mr. Boll expressed the importance of this information to commercial carriers. Mr. Eric Secretan, NACG, stated that the information is available in the A/FD. The A/FD is a flight supplement to be used for flight planning and in flight and supplemental information should be published in the A/FD. Lt. Col. Monique Yates, NGA/OMSF, concurred with Mr. Secretan stating that DoD would not publish the information on their airport diagrams. Mr. Secretan reiterated the primary intended use of airport diagram is to support ground movement of aircraft. The group discussed the value of runway slope information. The NACG currently charts runway slope on their airport diagrams when the slope is equal to or greater than 0.3%. However, Jeppesen does not chart slope

data. Mr. Boll stated that it would be of value to have the information charted on the Jeppesen charts. Mr. Boll provided alternative options for ACF consideration: 1) Provide complete landing distance information, don't show partial information; 2) Incomplete information currently depicted should be removed; 3) Add a note to the airport diagram to read: Declared distance information available for this airport; see A/FD. Mr. Boll also requested that the terminology currently used for landing distance information agree with the terminology in the Pilot Controller Glossary. Mr. Thompson stated that Jeppesen will pursue the issue and will explore the possibilities of a format change to their airport charts. Mr. Moore stated that we need general aviation input and additional input from the air carriers, DoD and AFS-200 for the next forum. The Runway Declared Distance Information briefing is attached to these minutes. **ACTION:** AOPA, Jeppesen, DoD, ALPA and AFS-200.

MEETING 06-02: Mr. John Moore, NACG, provided a brief history of the issue. NBAA recommended that airport diagram charts provide all declared distance information TORA, TODA, ASDA, and LDA whenever these distances differ from the total runway length. The information that is currently published on the airport diagrams is not standardized, nor did it constantly agree with the information published in the A/FD. Representatives from AOPA, Jeppesen, DoD, ALPA, and NACG agreed to state their position. Mr. Hal Becker, AOPA, stated the information needs to be standardized; it is a safety of flight issue. AOPA does not object to/with adding the information to the airport diagram as long as it does not distract from the chart. Mr. Eric Sectetan, NACG report the NACG position. Since the information is only partially charted on the airport diagram the NACG recommendation is to remove the partial runway landing distance information, and replace it with the following note if applicable: Runway declared information available; see Airport/Facility Directory. Add to the legend the following sentence: Runway declared distance information when available, is published in the Runway Data section of the A/FD. The LDA information will be deleted from the airport sketch. The runway length and width information will continue to be shown. Mr. Mark Ingram, ALPA asked if we would consider using an asterisk on the runway value to indicate the availability of declared distance information in the A/FD. Mr. Moore responded that the note covers it. Lt. Col. Monique Yates, NGA/OMSF, asked if pilots normally check the A/FD prior to flight. Mr. Richard Boll, NBAA, responded that commercial pilots generally do not check the A/FD. Mr. Ted Thompson, Jeppesen, reported the Jeppesen position. Jeppesen provides some, but not all, declared distance information in the Additional Runway Information section of its Airport charts. Currently, TODA and ASDA information is not shown. Air Carriers in Europe have requested this information and Jeppesen is considering the inclusion of all declared distances on the Airport chart. However, internal coordination needs to take place before a commitment can be made. Mr. Mark Ingram, ALPA, responded that ALPA wants to see the information published on a 10-9 page. Lt. Col. Yates provided the DoD position stating they concur with removing the information from the chart. The information is published in the A/FD and in the IFR Supplement. Military pilots are required to check the information as part of their mission planning. Mr. Boll stated that he has no problem with removing the information from the chart. However, he would like to see some type of annotation on the chart indication that declared distance information is available. Mr. Moore stated that from a government perspective, NACG will remove the landing distance information from the airport diagrams. Mr. Thompson agreed to provide prototypes and work directly with NBAA and ALPA. Ms. Valerie Watson, Cartographic Standards, inquired as to the value for adding the note to every airport diagram that has landing distance information stating, shouldn't

this be a pilot education issue. Mr. Secretan responded that the point is how many airports have declared distances. If the majority of airports do not have declared distance information then the note is of value. However, if the majority of the airports do have declared distance information the note is of less value. Lt. Col. Yates commented that the intended use of an airport diagram is for surface movement. Adding the note will only add to the chart clutter issue. DoD would nonconcur with the recommendation to add the note to military airport diagrams. Mr. Boll responded that pilots depend upon the airport diagram for their performance planning. Mr. Peter Laroche, NavCanada stated the Canada Air Pilot publications provide declared distance information in tabular form on the top of their aerodrome charts. The declared distance information is also published in the Canadian Flight Supplement. Mr. Boll commented that from an NBAA standpoint he would prefer that the information be added to the chart. However, he will accept the recommendation to delete the information from the airport diagram. The group discussed the displaced threshold issues and the proper use of LDA terminology. Every airport with a displaced threshold will have a published LDA. Mr. Boll will submit a new issue item at the next forum outlining the issue. Mr. Ingram reminded the group that the AIM guidance may need to be expanded. Mr. Secretan recommended that the issue be opened at the AISWG. **ACTION:** Jeppesen, NACG, and NBAA.

MEETING 07-01: Mr. John Moore, NACO, provided a brief history of the issue. From the last meeting, declared distances will not be shown on NACO airport charts, but instead will be provided in text form in the A/FD. The IACC was also working Requirement Document 649 to delete the publication of LDA and this was now in MPOC Staffing.

Mr. Ted Thompson, Jeppesen, reported that they are moving forward with putting the reported distances on the airport diagrams and that they will be working with NBAA, ALPA and the airlines to further develop the recommendation as it applies to the Jeppesen Airway Manual. Target date for the Working Group to meet at Jeppesen is June or July 2007. Mr. Richard Boll, NBAA, confirmed that he is in concurrence with the proposal. ALPA's opinion is that they just want the information readily available and will work with Jeppesen to make sure they are getting the information they need. Mr. Boll asked whether NACO was still planning on placing a note near the Airport Diagram saying check the A/FD for declared distances. The issue is still under discussion within the MPOC and at NACO. **CLOSED.**