

GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM 06-02

October 18 – 19, 2006

Recommendation Document

Subject: Amending U.S. Terminal Procedures Airport Sketch Areas to Include Some Type of Notation for Right Traffic Patterns

Background/Discussion: Basically, a pilot using U.S. Government charts can and should derive airport traffic pattern information from the Airport/Facility Directory. However, when IFR en route (especially single-pilot and operating in IFR weather conditions) and a destination change becomes necessary, its not practical or safe to get the A/FD out to check the airport details. As I recently discovered, you can end up on an IFR approach to an unfamiliar, uncontrolled (non-tower) airport that has basic VFR weather conditions and need to circle to land due to instrument approach alignment or wind conditions. This is where the problem comes in. If the airport has right traffic on certain runways the pilot has no way of knowing.

Recommendation: There should be some type of symbol or note shown in the airport sketch area on the instrument approach chart to alert the pilot of right traffic situations. This inclusion would be helpful to pilots and improve safety.

Comments: This affects IACC Specifications 4, and IACC 17.

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MEETING 06-02: Mr. Eric Secretan submitted the issue and provided the following briefing. A pilot using U.S. Government charts can and should derive airport traffic pattern information from the Airport/Facility Directory. However, when IFR en route (especially single-pilot and operating in IFR weather conditions) it may be difficult to get the A/FD out to check the airport details. Recommendation is made to add some type of symbol or note shown in the airport sketch area on the instrument approach chart to alert the pilot of right traffic situations. This inclusion would be helpful to pilots and improve safety. Mr. Secretan commented that NACG presented the issue to the forum because it was submitted from a user. However, from a resource standpoint NACG may not be able to support the issue given the number of charts that will be affected. Mr. Richard Boll, NBAA, concurred with the recommendation. Mr. Ted Thompson, Jeppesen, commented that Jeppesen currently publishes right hand traffic pattern information on its airport diagrams in note form. Mr. Ian Twombly, AOPA, endorsed the recommendation stating it is a great tool for the single engine IFR pilot. The consensus of the ACF is to support the recommendation. The NACG will report on the impact and possible implementation plan at the next forum. **ACTION:** NACG.

MEETING 07-01: Mr. John Moore, NACO, recapped the issue and provided the following briefing. A pilot using U.S. Government charts can and should derive airport traffic pattern information from the Airport/Facility Directory. However, when IFR en route (especially single-pilot and operating in IFR weather conditions) it may be difficult to get the A/FD out to check the airport details. A pilot made a recommendation to add some type of symbol or note shown in the airport sketch on the instrument approach chart to alert the pilot of right traffic pattern situations. The pilot believed this inclusion might be helpful to pilots and improve safety.

Mr. Eric Secretan, NACO, presented the issue to the forum because it was submitted from a user. An action was taken by NACO to see what this issue would entail. This effort will affect about 1400 charts/sketches, 2100 personnel hours and \$80,000 in cost. Mr. Secretan added that this project would not be able to be completed in a rapid manner. It would need to be implemented over time. Mr. Hal Becker, AOPA, commented that there could be confusion from a pilot's perspective if this is implement over time.

Ms. Janet Myers, Manager IAP Sub-Team, commented that since there were several jobs in the works at present, she would need to know what projects were highest in priority if a new RD were to implemented. Mr. Secretan asked the group how big of a priority this issue was.

Mr. Secretan commented that we currently put RP (RP = right pattern) information on Visual Charts and some pilots were confused when they saw an RP*. They assume it means something it doesn't. The same confusion would result if the RP* was included on an airport sketch on an IAP. It may be a safety issue if pilots start to rely on it rather than consult the A/FD or Supplement.

Mr. Lance Christian, NGA, commented that they don't really care since their pilots are required to consult the A/FD or Supplements anyway.

There was continued discussion that conversion of the charts over time might result in confusion. The question posed to the ACF is would the response possibly make the situation better or worse?

ACTION: AOPA will review the recommendation given the latest information from NACO and consider the recommendation based on pros and cons.

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traffic pattern information from the Airport/Facility Directory. However, when IFR en route (especially single-pilot and operating in IFR weather conditions) it may be difficult to get the A/FD out to check the airport details. A pilot made a recommendation to add some type of symbol or note shown in the airport sketch on the instrument approach chart to alert the pilot of right traffic pattern situations. The pilot believed this inclusion might be helpful to pilots and improve safety.

Mr. Eric Secretan, NACO, noted that this effort would affect about 1400 charts/sketches, 2100 personnel hours and \$80,000 in cost. Mr. Secretan added that this project would not be able to be completed in a rapid manner. It would need to be implemented over time.

AOPA endorses the recommendation to modify NACO airport sketches. NACO has concerns about resource impact and implementation given the number of charts affected.

There was discussion that conversion of charts over time might result in confusion. The question posed is "would the response possibly make the situation better or worse?"

At ACF 07-01 AOPA took an action item to review the recommendation, given the response from NACO, and reconsider the recommendation based on pros and cons.

AOPA reported in this meeting that they want to pursue the recommendation. At issue is how the right traffic indication or note should be portrayed. Based on AOPA's recommendation, Requirement Document 651, Non-Standard Traffic Pattern Notation on IAP Sketches, was proposed. Both NGA members (representing OMS & PV) have non-concurred with the proposed change.

Jim Spencer, NGA/DoD supported non-concurrence with the recommendation because military flight crews are required to check the A/FD.

Pamela Coopwood, FAA Air Traffic, does not concur with the recommendation either.

Eric Secretan, NACO, stated that any change should consider compatibility with US Sectional charts that already include a right traffic pattern notation. He further indicated that there appears to be some confusion among pilots on what RP* means. OPEN.

ACTION: AOPA will report back at the next meeting as to how well the US Sectional depiction for right traffic pattern, specifically RP*, is understood by its constituents.

MEETING 08-01: Mr. John Moore, FAA/NACO, recapped the issue. NACO noted it would affect 1400 charts. RD 861 was non-concurred by DoD. The IACC did not endorse the recommendation. AOPA had no information from its members. NACO recommended closing. The consensus of the ACF was to close the issue.

CLOSED.