

AERONAUTICAL CHARTING FORUM
Charting Group
Meeting 08-01 – April 23-24, 2008

RECOMMENDATION DOCUMENT

FAA Control # 08-01-209

Subject: Missed Approach Icon Altitudes

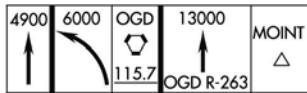
Background/Discussion:

NACO has discovered that an altitude in the first Missed Approach Icon box could have two meanings – climb straight ahead to a final procedure altitude or climb straight ahead to an initial altitude. In an effort to resolve any confusion that may exist, NACO is offering the following proposition.

Recommendations:

Where two or more altitudes are listed, NACO proposes using a heavy line to distinguish between altitude sections. When the words “then climb” or “then climbing” are in the missed approach text, a heavy line weight is used in the graphical representation. See example shown below.

MISSED APPROACH: Climb to 4900, then climbing left turn to 6000 direct OGD VORTAC, then climb to 13000 via OGD R-263 to MOINT INT/OGD 15.1 DME and hold, continue climb-in-hold to 13000.



This proposal does not change the depiction of altitudes within the icon boxes; it only adds a heavy line weight between altitude changes.

When only one procedure altitude is listed, it is placed in the first icon box. No increase in line weight is necessary. This is the current practice.

MISSED APPROACH: Climb to 2100 direct CAGMU and via 078° track to JAKRO and via 003° track to CAPAM WP and hold.



Comments: This recommendation affects IAPs

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MEETING 08-01: Mr. John Moore, FAA/NACO briefed the issue to the forum stating that an altitude in the first Missed Approach Icon box could have two meanings – climb straight ahead to a final procedure altitude or climb straight ahead to an initial altitude. In an effort to resolve confusion that may exist, NACO is offering the following:

Where two or more altitudes are listed, NACO proposes using a heavy line to distinguish between altitude sections. When the words “then climb” or “then climbing” are used in the missed approach text, a heavy line weight is used in the graphical representation. See examples shown in the submitted RD. Mr. Moore opened the floor for discussion.

Major James Taylor, USAF, stated that military pilots are trained to read the entire text of the missed approach and that the icons are simply there as a memory jogger. Richard Boll, NBAA agreed, adding that icons are to provide a quick reference only at a time during the flight when the workload is heavy. Referencing an example at Teterboro where a mandatory altitude is listed he preferred to see an overline/underline with the altitude if it was a minimum, maximum or mandatory altitude.

Mr. Ted Thompson, Jeppesen, stated that he was involved with the committee when Missed Approach Icons were being developed and added that missed approach icons were designed to provide up-and-out instructions only. Mr. Thompson suggested that NACO is trying to fix something that is not broken.

Ms. Francie Hope, FAA/Western Service Center liked the heavy line examples NACO provided, stating that it was an improvement. However, the general consensus of the forum was to leave the icons as they are and close the issue.

CLOSED.