

AERONAUTICAL CHARTING FORUM
Charting Group
Meeting 09-01 – April 29-30, 2009

RECOMMENDATION DOCUMENT

FAA Control # 09-01-211

Subject: Chart Notes on Instrument Approach Procedures for Navigational Facility Restrictions.

Background/Discussion: There have been some incidents recently in which the type of notes and the reason for the notes on instrument approach procedure charts are coming under scrutiny. One incident relates to the Buffalo, NY (BUF) ILS or LOC RWY 23 approach. Recently there was an accident near the airport when a Continental flight was about to start the ILS approach. Later, it was discovered that a month earlier, Southwest airlines had issued an alert bulletin to their crews concerning pitch up indications caused by terrain on this ILS's glideslope. A review of the facts indicates there is a restriction published for the glideslope. The restriction states: "**Glideslope unusable 5 degrees right of course**". This restriction is caused by a signal interference of the glideslope; however, that portion of the glideslope is outside the coverage of the localizer and has no impact on the instrument approach procedure. This instrument approach has been flight inspected satisfactorily. The note is printed in the government charts in the Airports/Facility Directory (AFD). Jeppesen charts the restriction on the approach plate. There are many types of restrictions to navigation facilities. When a restriction is of a nature that it impacts the instrument procedure, either the procedure is restricted or not allowed and would not be charted. FAA Order 8260.19 paragraph 855a states, in part: "**Data entered in this section of Forms 8260-3/4/5/7 are items that should appear on the published procedure chart as a note; e.g., notes pertaining to conditional use of a procedure, notes restricting the use of a procedure, and other notes required for procedure clarification.**" This indicates that only notes pertaining to this procedure or issues pertaining to the operational usage of the procedure should be charted on the approach chart.

Recommendations: Recommend that all facility restrictions pertaining to NavAids used to conduct the approach be defined in a chart note, even if they do not directly impact the lateral or vertical flight track to be flown when using the procedure.

Comments: This recommendation affects all instrument approach charts and FAA Order 8260.19, *Flight Procedures and Airspace*.

Submitted by: Bradley W. Rush

Organization: AJW-321

Phone: 405-954-0188

FAX: 405-954-4236

E-mail: brad.w.rush@faa.gov

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MEETING 09-01: Mr. Brad Rush, FAA/NFPO, briefed the issue concerning the Buffalo ILS or LOC RWY 23 approach in Buffalo, NY. Recently there was an accident near the airport when a Continental flight was about to start the ILS approach. Later, it was discovered that Southwest Airlines had issued an alert bulletin to their crews concerning pitch-up indications caused by terrain on this ILS's glideslope. A review indicated there is a restriction published, which states: "Glideslope unusable 5 degrees right of course". This restriction is caused by a signal interference of the glideslope.

However, that portion of the glideslope is outside the coverage of the localizer and has no impact on the instrument approach procedure itself. The instrument approach has been flight inspected satisfactorily. The note is printed in the Airport/Facility Directory (A/FD). Jeppesen charts the restriction on their approach plate. Mr. Ted Thompson, Jeppesen, explained that it was not their policy to publish such notes and that he would investigate how the note wound up on their chart.

Mr. Rush stated that there are many types of restrictions to navigation facilities. When a restriction is of a nature that it impacts the instrument procedure, either the procedure is restricted or not allowed and would not be charted. FAA Order 8260.19 paragraph 855a states, in part: "Data entered in this section of Forms 8260-3/4/5/7 are items that should appear on the published procedure chart as a note; e.g., notes pertaining to conditional use of a procedure, notes restricting the use of a procedure, and other notes required for procedure clarification." This indicates that only notes pertaining to this procedure or issues pertaining to the operational usage of the procedure should be charted on the approach chart.

The recommendation was that all facility restrictions pertaining to NAVAIDs used to conduct the approach be defined in a chart note, even if they do not directly impact the lateral or vertical flight track to be flown when using the procedure. This recommendation affects all instrument approach charts and FAA Order 8260.19, Flight Procedures and Airspace. Mr. Rush reiterated that NAVAIDs can have many restrictions.

The consensus was that navaid restriction notes should NOT be charted unless determined by the procedure designer to have a direct affect on the procedure. It is not advisable or appropriate to chart navaid restriction notes on the procedure unless it affects the procedure.

CLOSED