

AERONAUTICAL CHARTING FORUM
Charting Group
Meeting 10-02 - October 27-28, 2010

RECOMMENDATION DOCUMENT

FAA Control # (RD 10-02-230)

Subject:

Note on Legend of IFR En-route High Altitude Chart, Air traffic services and airspace information section - -Q00- RNAV Route

Background/Discussion:

The note needs to be changed to align with current AC-90-100 and the Air Traffic Controllers Handbook to the following:

Recommendations:

Change note on Legend of IFR En-route High Altitude Chart to as follows:

“(Not including Q routes in the Gulf of Mexico). GNSS or DME/DME/IRU RNAV required, unless otherwise indicated. Radar monitoring required for DME/DME/IRU RNAV aircraft. Refer to Airport/Facility Directory for DME information. For operations in Alaska the entire portion of the intended route of flight shall be under Air Traffic Control radar surveillance.”

Comments:

This change will align the chart note with the current AC-90-100 and the Air Traffic Controllers Handbook.

Submitted by: Suzette Rash
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Date: 9/01/2010

MEETING 10-02: Ms. Suzette Rash, FAA/AFS-470, briefed the issue. Ms. Rash stated that the Legend note related to RNAV Q-Routes in Alaska needs to be changed to align with current AC-90-100 and the Air Traffic Controllers Handbook to the following:

“(Not including Q routes in the Gulf of Mexico). GNSS or DME/DME/IRU RNAV required, unless otherwise indicated. Radar monitoring required for DME/DME/IRU RNAV aircraft. Refer to Airport/Facility Directory for DME information. For operations in Alaska the entire portion of the intended route of flight shall be under Air Traffic Control radar surveillance.”

Current note reads:

“(Not including Q routes in the Gulf of Mexico). GNSS or DME/DME/IRU RNAV required, unless otherwise indicated. Radar monitoring required. DME/DME/IRU RNAV aircraft refer to Airport/Facility Directory for DME information.

Mr. John Moore, FAA/AJV-3B, asked if this proposed change had been vetted with pilot groups in Alaska. Ms. Rash commented that it had not but they did ask Alaska ATC and the response was positive. Ms. Kathy Majauskas, FAA/AFS-470, said the ACF was the first forum they have used to vet the terminology. Mr. Moore asked what “shall be” means: will, must – do we need to clarify the terminology? Mr. Brad Rush, FAA/AJV-3B, was concerned about the terminology of the last sentence which implies all routes not just “Q” routes. Mr. Ted Thompson, Jeppesen, asked if it was possible to reconsider the note(s) to be “regionalized” (Alaska, contiguous 48, Gulf of Mexico, etc.), or maybe sourced as individual airway restriction notes (i.e. FAA form 8260-16)? Mr. Thompson also asked what document or mechanism is to be used as the official source (i.e. AC 90-100).

ACTION: Ms. Suzette Rash, FAA/AFS-470, will take suggestions back to the pilot groups and coordinate FAA responses to the questions raised in the Forum, and report back at the next ACF.

MEETING 11-01: Ms. Suzette Rash, FAA/AFS-470, briefed the issue. Ms. Rash stated that the Legend note related to RNAV Q-Routes in Alaska needs to be changed to align with current AC-90-100 and the Air Traffic Controllers Handbook to the following:

1. RNAV Route (CONUS High Chart)

“(Not including Q routes in the Gulf of Mexico). GNSS or DME/DME/IRU RNAV required, unless otherwise indicated. DME/DME/IRU aircraft require radar surveillance. Refer to Airport/Facility Directory for DME information.”

2. RNAV Route (Alaska High Chart)

“(Not including Q routes in the Gulf of Mexico). Q Routes within the Conterminous U.S. - GNSS or DME/DME/IRU RNAV required, unless otherwise indicated. DME/DME/IRU aircraft require radar surveillance. Refer to Airport/Facility Directory for DME information. Q Routes within Alaska – GNSS and Radar Surveillance required.

ACTION: Ms. Suzette Rash, FAA/AFS-470, to generate internal Memo with new language to be sent to AJV-3 for implementation.

ACTION: Ms. Suzette Rash will insure that copies of the memo are to be distributed to Jeppesen and Lido.

MEETING 11-02: Ms. Valerie Watson, FAA/AJV-3B, reported that revision of legend note was implemented for the October 2011 chart cycle.

STATUS: CLOSED