

**AERONAUTICAL CHARTING FORUM**  
**Charting Group**  
**ACF 11-01**  
**RECOMMENDATION DOCUMENT**

**FAA Control # (11-01-239)**

**Subject:**

Radius-to-Fix (RF) Turns in Planview & Profile

**Background/Discussion:**

Current FAA chart specifications do not address how to depict RF segments in either the planview or the profile view of an IAP chart. In the planview, often at least the curve nature of the an RF turns is visible and can be seen to either be arcs to the right or left, but in the profile, unless some indication is made, the profile appears to be straight. This could be potentially confusing to a pilot

**Recommendations:**

It is recommended that RF segments in the planview and the profile be annotated with either:

1. "RF" (for Radius to Fix) and either "RT" or "LT" (for Right or Left Turn)
2. "RT" or "LT" and "ARC"
3. Alternate recommended by the group

A sample profile view (with explanatory text) would also be added to the Legend, Profile View page in the front of the TPPs.

See attachments.

**Comments:** This recommendation if approved, would cause a revision to the IACC 4, Flight Information Publication Instrument Approach Procedures and Airport Diagrams, specification which would in turn cause revision of (currently) one RNP chart and revision to the TPP Legend.

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**MEETING 11-01:** Ms. Valerie Watson, FAA/AVJ-3B, submitted and briefed the issue. Ms. Watson reviewed current FAA charting practices concerning the depiction of RF turns in both the plan view and profile view of the approach plate and cited the DCA RNAV (RNP) RWY 19 approach. Currently, FAA charting practices do not include any

labeling of RF turns in either view. It was noted that Jeppesen, for the same approach, does label RF turns in the profile view.

Ms. Watson presented two prototypes for consideration. One prototype utilized RT and LT ARC labels and the other utilized RT and LT RF labels in both the plan and profile view.

During discussions, no consensus was found. Some thought providing RF turn direction information within the approach plate was useful, whereas most felt that adding such information was unnecessary and added more clutter to the chart.

Because there was no clear support for adding the turn direction information at this time, Ms. Watson withdrew the issue. When the use of RF turns is more prevalent, this detail may be warranted.

**STATUS: CLOSED**