

# GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM 05-02

October 26 – 27, 2005

## Recommendation Document

**Subject:** Attention All-users Page for Simultaneous, Parallel RNAV Departures

**Background/Discussion:** Pilot recognition of simultaneous operations is important to safe operations by increasing pilot awareness. Currently, such all users pages are only in use by a non-government developer of charts. These pages are in use for Atlanta-Hartsfield and Dallas-Fort Worth airports. The pages would be limited in use to multiple complex airports with simultaneous, parallel RNAV departures, and therefore the total number would be somewhat limited.

**Recommendations:** Develop a standard template for such pages that may tailored for each location with respect local operations and procedures.

**Comments:** This recommendation affects IACC specifications.

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**Date:** October 7, 2005

**MEETING 05-02:** Mr. Mark Steinbicker, AFS-410, submitted this issue. Mr. Steinbicker briefed pilot recognition of simultaneous operations as important to safe operations by increasing pilot awareness. Currently, All-users Pages are only in use at Atlanta-Hartsfield and Dallas-Fort Worth airports by a non-government developer of charts. The pages would be limited in use to multiple complex airports with simultaneous parallel RNAV departures and; therefore, the total number would be somewhat limited. Recommendation is to develop a standard template for such pages that maybe tailored for each location with respect to local operations and procedures. Mr. Steinbicker's briefing led to extensive discussion by the ACF participants. There are approximately seven facilities that would be affected by this issue. Jeppesen has published notices as text pages published with the procedure. Mr. John Moore, NACO, stated that adding the notice to the TPPs is not an issue. The issue will be coordinating the notice with each facility to assure consistent data is published for each facility. Mr. Brad Rush, NFPO, expressed his concerns for using the TPP as an education tool. Mr. Eric Secretan, NACO, recommended that the information be published in the AIM. Mr. Steinbicker explained that the requirements are different for each procedure. Mr. James Spencer, NAVIF, recommended the information be added to the airport remarks section of the A/FD. Mr. Bill Hammett, AFS-420, recommended that only the generic data or boilerplate information be added to the A/FD. Mr. Mark Ingram, ALPA, stated that the A/FD is not an acceptable location for this type of information. Mr. Secretan stated this type of information is an airport remark and should be published in the airport remark section of the A/FD. NACO could publish a caution note on the procedure to 'See the A/FD for additional information'. Mr. Vinnie Chirasello, AFS-410, stated that all notices (PRM, Simultaneous Parallel, etc.) should be published in the same publication. Mr. Steve Bergner, NBAA, stated from an industry prospective, the All-user Pages belong in the TPPs. ALPA concurred with the NBAA recommendation. Mr. Secretan commented that NACO is being forced to a Jeppesen solution because that's what pilots are familiar with. Mr. Tom Schneider, AFS-420, stated that the information could be condensed into one or two notes that could be added to the charts and all common data could be added to the A/FD. Mr. Secretan questioned the source data for adding the information to the A/FD. Mr. Rush recommended that the information be published in the NFDD. Mr. Bergner reminded the group that this is new ground for pilots, controllers, and procedure designers and that we need to be proactive in providing the data to the users. The 'Attention All-users Page' has considerable value. In a year or two we could revisit the issue and possibly delete the pages from the TPPs. Mr. Secretan stated removing the pages from the government produced products once they are published is a liability issue. Mr. Steinbicker stated that the RNAV group would identify the requirements. The Jeppesen All-users Page is attached to these minutes.

**ACTION:** FAA/AFS-420, FAA/AFS-410, NFPO and NACO.

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**MEETING 06-01:** Mr. Mark Steinbicker, AFS-410, was unable to attend the forum. Mr. Eric Secretan, NACG, provided a brief recap of the issue. The attention all users pages contain generic data or boilerplate information that is repeated at each facility that has simultaneous operations. The recommendation was to take this boilerplate information

and publish it as a standardized text page in the A/FD or TPP Legend. Local operational notes for a particular facility could be added to the charts. Mr. Vincent Chirasello, AFS-410, recommended that the issue be tabled until the next forum.

**ACTION:** AFS-410.

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**MEETING 06-02:** Mr. Mark Steinbicker, AFS-410, was unable to attend the forum. Mr. Bill Hammett, AFS-420 ISI, reported that RD 631, Indexing of Procedures and Attention All Users Page (AAUP) were submitted to the IACC on 8/22/06. The RD revises the index listing of approach procedures to allow all PRM procedures to be published together. The AAUP will be published at the beginning of the PRM approaches. Ms. Valerie Watson, Cartographic Standards reported that RD 631 was signed by the IACC. Mr. Ted Thompson, Jeppesen, reported that the AAUP is not being monitored. He provided an example of a recent problem at LAX where the AAUP was not updated when the departure procedures was revised. Mr. Hammett commented that there was a disconnect with the PRM procedures in the past. AFS-410 maintains the AAUP while the Procedures office amends the procedures. The National Flight Data Center (NFDC) is the clearing point, they insure that the -10 is part of the procedure, you can't amend the -10 without amending the procedure, they both must go together. The format change for the AAUP will eliminate the problem; procedures can now be revised without revising the AAUP. The same holds true in reverse. The AAUP can now be revised without revising the procedure itself. The AAUP will be disseminated via the NFDD. Mr. Tom Schneider, AFS-420 stated that he was unaware of AAUP being published for departure procedures. Mr. Thompson responded that Jeppesen has AAUP for departures at LAX, Atlanta and Dallas. Mr. Mitch Scott, ATA, responded that departures are not generic to AAUP procedures. The AFS-410 representative will take the departure issue back to Mr. Steinbicker for action.

**ACTION:** AFS-410.

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**MEETING 07-01:** Mr. Mark Steinbicker, AFS-410, (via email to John Moore) stated that he was going to address the AAUP for Simultaneous Departures but he didn't have enough information to submit –the details such as who provides or maintains the information. Mr. Moore asked Mr. Ernie Skiver AFS-410, to touch base with Mark Steinbicker AFS-410 to see if any updates were available.

Mr. Tom Schneider, AFS-420, commented that the only AAUP page is for PRM procedures and that we are moving toward a single AAUP for those PRM operations to reduce the number of procedures having multiple AAUP pages.

Ms. Valerie Watson, NFDC, stated that the Requirement Document has been signed but we are still coordinating on a generic description for each airport. We will need amendments to remove individual AAUPs and then a replacement page can be added from a NFDD item. The indexing issue has been implemented by NACO.

How would the information be disseminated for use by commercial charting entities?  
One option discussed was how the FAA would publish the information – in the Airport/Facility Directory (A/FD) or as a text page in the relevant TPP? ALPA and NBAA prefer to have the advisory notices published with the procedures. The underlying issue is who is responsible for the content, and how would the information be disseminated.

**ACTION:** Mr. Mark Steinbicker will provide an update at the next ACF.

**ACTION:** Mr. Frank Flood, Air Canada, and Ted Thompson, Jeppesen, to provide a published series to Mark Steinbicker.

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**MEETING 07-02:** Mr. Mark Steinbicker, AFS-410 briefed pilot recognition of simultaneous operations as important to safe operations by increasing pilot awareness. Currently, All-users Pages are only in use at Atlanta-Hartsfield and Dallas-Fort Worth airports by a non-government developer of charts. The pages would be limited in use to multiple complex airports with simultaneous parallel RNAV departures and therefore the total number would be somewhat limited. It is estimated that there may be 10 -12 airports in the USA with parallel runway complexes where RNAV SIDs will be implemented.

How would the information be disseminated for use by commercial charting entities?

One option previously discussed was how the FAA would publish the information – in the Airport/Facility Directory (A/FD) or as a text page in the relevant TPP?

ALPA and NBAA prefer to have the advisory notices published with the procedures.

The underlying issue is who is responsible for the content, and how would the information be disseminated?

In a previous ACF meeting Mark Steinbicker agreed AFS-410 would be responsible for these notices. It remains to be seen how they'll be sourced and/or published by the FAA. Mr. Steinbicker will coordinate. The same concept applies to both Simultaneous Parallel RNAV SIDs as well as PRM approaches.

As far as the PRM approaches are concerned, it was reported that AAUPs have been created for all IAPs. They will be published via NFDD concurrent with the part 97 procedure amendments that will delete the currently published regulatory pages. When asked when the procedures were to be revised, Brad Rush reported that the updates for the deletion of the regulatory AAUPs are “on the schedule”.

Discussion between Mark Steinbicker and Tom Schneider indicated that the informal “all user” pages would be reviewed and integrated into some new form of FAA-all users text page covering both PRM approach and PRM departure (SID) operations. These would

be re-evaluated and produced when affected locations come up for FAA / AVN evaluation. Additional coordination will follow.

**ACTION:** Mr. Mark Steinbicker will provide an update at the next ACF.

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**MEETING 08-01:** Mr. Mark Steinbicker, FAA/AFS-470, was not available to report. Mr. John Swigart, AFS-470, asked to keep this issue open for the next ACF.

**ACTION:** Mr. John Swigart will provide an update at the next ACF.

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**MEETING 08-02:** Mr. Mark Steinbicker, FAA/AFS-470, reported that no progress had been made toward publishing advisory notices in an "All Users Page" in the front of each relevant TPP or publishing the information in the A/FD.

Mr. Steinbicker agreed that AFS-410 would be responsible for these notices. However, the source data shouldn't be disseminated through the 8260-10, it should be coming through the NFDD.

Mr. Tom Schneider, FAA/AFS-420, suggested that the notices should be published for each procedure, which is what ALPA and NBAA prefer.

**ACTION:** Mr. Ernie Skiver, FAA/AFS-410 was asked to take this issue back to Mr. Coby Johnson at AFS-410 and Spyder Thomas, FAA/AFS-400 for Approaches.

**ACTION:** Mr. Mark Steinbicker will provide an update at the next ACF.

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**MEETING 09-01:** Mr. John Swigart, FAA/AFS-470, reported that the FAA is developing the content for an "Attention All-Users Page" intended to be published at locations where RNAV SIDs are in use. This relates to activity underway by Mr. James Arrighi, FAA Flight Standards.

It was acknowledged that some of the content is "generic" and some which is specific to a particular airport. Mr. Swigart also commented that a cross reference to the applicable AAUP will be added to affected charts. This concept follows what the FAA has provided in the past for ILS PRM approaches.

The content of the Attention All-Users Page will be promulgated through the AVN source processes, and cross references will be provided on applicable 8260 procedure source documents. The effort needs to involve several other affected groups within the FAA.

Mr. Swigart, referring to the Simultaneous approaches at DFW, said a note would be added to the procedure referring to the AAUP. No draft AAUP is available yet. Concerns about Atlanta and Dallas AAUP prompted Mr. Swigart to delay publishing and he said he could work with them directly.

**ACTION:** Mr. John Swigart will provide an update at the next ACF.

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**MEETING 09-02:** Mr. John Swigart, FAA/AFS-470, reported that no significant progress had been made. The issue is also being addressed within the RNAV/RNP program office by Mr. Jim Arrighi, FAA/AJR-37.

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**MEETING 01-01:** Ms. Catherine Majauskas, FAA/AFS-470, reported some generic and some specific airport information and content is being drafted but that work continues on developing guidance and the creation of 'Attention All Users' pages. No other significant progress.

**ACTION:** Ms. Catherine Majauskas will report back at the next ACF.

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**MEETING 10-02:** Ms. Suzette Rash, FAA/AFS-470, stated that a DRAFT document has been created and she is soliciting feedback from any interested parties.

Ms. Valerie Watson, FAA/AJV-3B, expressed concerns about the AAUP for Instrument Approaches and noted that a previous effort to create similar one-per-airport pages never happened. She asked Mr. Tom Schneider, FAA/AFS-420 the status. Mr. Schneider remarked that the task had been assigned to AFS-410. Mr. Mike Hambrick, AFS-410 (CTR), agreed to take the issue back to Mr. Coby Johnson, FAA/AFS-410, and to follow up with Ms. Watson who will provide him with background information.

**ACTION:** Ms. Suzette Rash will report back at the next ACF.

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**MEETING 11-01:** Ms. Suzette Rash, FAA/AFS-470, briefed that an "Attention All-Users Page" (AAUP) would be drafted by AFS-470 in support of AJV-14 for airports with Simultaneous Parallel RNAV Departures with the page make up consisting of a generic first page followed by an airport specific second page. This would impact charts published for four specific airports: ATL, CLT, DFW and LAX. The AAUP pages would appear before the departure pages. Ms Rash stated that the pages would be maintained by AJV-14 and that the insertion of AAUPs would be by memorandum into the NFDD. The AAUP would not be published until both pages are in the NFDD.

Representatives from several airlines express concern that the publishing of such pages would supersede established Part 121 and airline specific procedures at the four airports identified above. Airline representatives expressed a desire to have an opportunity to review the content within the AAUPs prior to publishing. It was suggested that a work group be formed to address the airlines concerned and that interested parties coordinate with Ms. Rash.

Brad Rush, FAA/AJV-3, raised a concern on the proliferation of AAUPs for other approach and departure procedures.

**ACTION:** Ms. Suzette Rash, FAA/AFS-470, and AJV-14 to coordinate the establishment of an SOP for the insertion and updating of AAUPs.

**ACTION:** Ms. Valerie Watson, FAA/AJV-3B, to coordinate the generation of a prototype for the next ACF.

**ACTION:** Ms. Suzette Rash, FAA/AFS-470, to Chair a newly established Working Group to address industry concerns with the FAA publishing of Attention All User Pages for Simultaneous Parallel RNAV Departures and PRM Approaches.

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**MEETING 11-02:** Mr. Kel Christianson, FAA/AFS-470, reviewed the action items from the last ACF. Mr. Christianson [presented to the Group the AAU Concept pages](#) created by AeroNav Products; the first page would be a boiler plate and the second page would be airport specific.

Ms. Valerie Watson, FAA/AJV-3B, asked whether these AAU pages would have an amendment number. Mr. Tom Schneider, FAA/AFS-420, commented that such a numbering system could be added within the FAA Form 8260 and expresses his support for an amendment number.

Ms. Watson asked if the TPP location following the Airport Diagram and prior to the Departure Procedures was where the group believed the AAU pages should be published. The group concurred.

Discussion shifted to the naming convention of the AAU Pages. Ms. Watson asked if the chart title “RNAV Departure AAUP” was appropriate, or if the word(s) “Simultaneous” and/or “Parallel” should be included. It was decided that “RNAV Departure AAUP” was sufficient.

Mr. Bill Hammett, FAA/AFS-420, asked if all AAU pages for Simultaneous Parallel RNAV Departures and PRM Approaches must be 2 pages when all the information could fit on one. Ms. Valerie Watson, FAA/AJV-3B, replied that it depended upon the amount of information that is airport specific – the boilerplate portion occupies one page, the airport-specific is variable.

Mr. Brad Rush, FAA/AJV-3B, commented that he was concerned over the length and wording of the title for each AAU page.

Mr. Gary McMullin, Southwest Airlines, worked with Ms. Suzette Rash, FAA/AFS-470, on getting the wording down with the air carrier pilots. The text has gone through several iterations and wording in the concept reflects those tests.

The issue came up of whether it was really appropriate to have such pages in the TPPs as some members of the Group felt that this was more of a training issue and that the

information might be better located in the AIM. Ms. Watson voiced that Mr. Mark Steinbicker, FAA/AFS-470, had indicated that the boilerplate guidance might, at a later date when users were more familiar with these types of procedures, be removed from the TPPs.

Mr. Roy Maxwell, Delta Air Lines, suggested that AAUPs might be published in the A/FD as individual Special Notices instead of in the TPP. Representatives from United Airlines and Southwest Airlines noted that they preferred the information be published in the TPP at affected locations. They stressed that the pilots need this information when reviewing arrival and departure charts in the cockpit as these procedures are infrequent for the airlines.

Mr. Bob Lamond, NBAA, expressed concerns that the AAUP procedures in question were airline driven. The airlines are going in and out of 500 airports versus business aviation/general aviation that goes in and out of 5,500 airports. The procedures being discussed only appear to take in to account the airports used by the airlines.

**STATUS: OPEN**

**ACTION:** Mr. Tom Schneider, FAA/AFS-420, and Mr. Kel Christianson, FAA/AFS-470, to coordinate the updating of criteria for FAA Form 8260.46 to include AAUP information.

**ACTION:** Ms. Valerie Watson, FAA/AJV-3B, to coordinate with Mr. Tom Schneider and Mr. Kel Christianson on defining internal FAA specifications. Mr. Schneider and Mr. Christianson will coordinate on dissemination of AAUP source via 8260 and subsequent publication in flight manuals.

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**MEETING 12-01:** Ms. Valerie Watson, FAA/AJV-3B, reviewed the action items from the last ACF. Ms Watson [presented the latest prototype](#) of the AAUP for Atlanta Hartsfield.

Mr. Tom Schneider, FAA/AFS-420, provided an update on the changes to the 8620.46D. Mr. Schneider commented that coordination of the revisions would be complete within the next two months. Ms. Watson asked if the source process for creation of the AAUP (AFS-470 to ATC to FPO in Service Area to NFDC for publication in the NFDD) was to be included in the .46 guidance. Mr. Schneider responded that, at least at this time, that detail was not planned to be a part of the revision. Ms. Watson expressed concern that the source process needs to be firmly established and documented.

Mr. Kel Christianson, FAA/AFS-470, commented that the maintenance issues related to all AAUPs was still being worked out within AFS-470. It is expected that RNAV Departure AAUPs will only be created for a very limited number of airports (5 or 6 estimated) with simultaneous parallel operations. Mr. Christianson stated that it was his understanding that AFS-470 is to share the RNAV Departure AAUP responsibility with ATC. However, as to the question of who/what office is to be responsible for original creation and maintenance of an AAUP was still not clear.

Mr. Brad Rush, FAA/AJV-3B, in response to Mr. Christianson's inquiry, stated that AAUPs would be initiated by the local ATC facility requesting it. The proposed AAUP would then proceed to the Service Area, Flight Inspection, then to AFS-470 for oversight and ultimately to NFDC for inclusion in the NFDD. Ms. Watson again expressed concern that NFDC needs to know from what specific office are they to accept AAUPs for publication.

**STATUS: OPEN**

**ACTION:** Mr. Kel Christianson, FAA/AFS-470, to formalize the process within AFS-470 as to who would be responsible for creating and maintenance of AAUP and their submission to NFDC.

**ACTION:** Mr. Tom Schneider, FAA/AFS-420, provide and update on the progress of the revisions and comment process for FAA Form 8260.46D and report back at next ACF.

**ACTION:** Mr. Brad Rush, FAA/AJV-3B, to coordinate with Mr. Tom Schneider, FAA/AFS-420 on the AAUP data/document flow for establishing a new AAUP to be entered into the FAA Form 8260.46D.

**Minutes from ACF 12-02:**

Kel Christianson, FAA/AFS-470, provided an update on progress made since the last ACF. He reported that within AFS, the details on who exactly is to be responsible for the creation, oversight and maintenance of the RNAV Departure AAUPs is still being discussed. Kel maintains that the entire AAUP, including both the [generalized guidance](#) and [airport-specific information](#), should be published in the TPPs.

Valerie Watson, AJV-3B, reported that when the specification change proposal was submitted to the Interagency Air Cartographic Committee (IACC), supporting publication of an RNAV Departure AAUP containing both boiler-plate and airport-specific information, the National Geospatial-Intelligence Agency (NGA) non-concurred with the proposal. NGA's position is that the generalized guidance (that applies to all departures of this type) more appropriately belongs in the front matter general guidance pages of the TPP and only the airport-specific information should be associated with the procedures in the form of an AAUP.

Valerie suggested that only airport-specific information be included in the AAUP for a given airport. She proposed that in addition to adding comprehensive guidance to the AIM, the general RNAV Departure guidance could be added to the TPP front matter pages for a limited amount of time (say 2 years) and then removed when pilots are more familiar with these types of procedures. This would mean that the original AAUPs (containing only airport-specific info) could be retained unchanged.

Jeff Waterman, NGA, commented that the boiler plate information should either appear in Front Matter of the TPPs or not in the book at all, but in the AIM and other training materials. Jeff endorsed Valerie's idea to post the boiler plate information in the TPPs for a specified period of time.

Tom Loney, Canadian Air Force, stated that it is the responsibility of the operator to insure that pilots know how to fly such procedures.

A general discussion ensued, with the consensus among pilot users being that they believe the general guidance AND the airport-specific guidance should be included in each AAUP and be available in the cockpit along with the procedure.

Ron Renk, United Airlines, stated that the separation of materials is not end-user friendly. If the materials associated with the procedure are kept with the procedure, this would aid in pilots (end-users), being able to retain and easily access the information.

Gary McMullin, Southwest Airlines, echoed the comments regarding keeping materials related to such procedures together so that a pilot has everything he needs to fly the procedure in front of him, even general guidance that not all pilots use frequently. Gary added that with the transition from paper products to products like iPads and other EFB's, it is more imperative that such items are kept together.

Brad Rush, FAA/AJV-3B, inquired of Gary as to whether the pilot community really needed everything associated with these procedures bundled in the TPPs? Gary responded with a firm "Yes", adding that these procedures are still relatively new to the pilot community and the majority of the community is as yet not familiar with the processes necessary to fly them.

Tom Schneider, FAA/ AFS-420, agreed with Gary McMullin's statement that a pilot needs the information when they are accessing the procedure. The general information serves in part as a check list for a pilot preparing to depart from a certain location. Additionally, new pilots are constantly being introduced to the procedures.

Ted Thompson, Jeppesen, commented that the AAUPs are operational material, not reference material.

Ted asked how the AAUPs are intended to be published for use by charting entities. Ted emphasizes his concern with the oversight of all AAUPs, as there appears to be no single FAA oversight at present. Understanding that the content of AAUPs is generated locally (at the airport/facility level), Ted voiced that the sourcing of AAUPs remains of key concern to Jeppesen.

Kel responded that AAUPs were in the process of being incorporated into FAA Order 8260.46. Valerie asked Tom Schneider whether the source flow of the AAUPs would be a part of the .46 guidance – from local airport/facility to AFS-470 to NFDC for publication in the NFDD? Tom responded that the guidance will state that it is the responsibility of ATC to collaborate with AFS-470 to establish an AAUP. Valerie expressed her concern that if a specific FAA office is not given written AAUP responsibility and the source flow is not carefully documented, there is no guarantee that the AAUPs will be maintained/updated once published.

Gary asked how many airports have these procedures? Kel responded that there are only 5 airports at present. He voiced that he did not anticipate widespread use – that any participating airport would be Part 139, have parallel runways and a high density traffic environment.

ACF consensus supports publication of both airport-specific and more generalized RNAV Departure guidance together as a single AAUP to be published one per airport and to be included with the Departure procedures for subject airport.

**STATUS: OPEN**

**ACTION:** Valerie Watson, FAA/AJV-3B, will recommend to the MPOC/IACC, per ACF consensus, that the entire RNAV Departure information be retained in the AAUP and placed in the Departures section of the TPP. She will report results at the next ACF.

**ACTION:** Kel Christianson, FAA/AFS-470, to continue to work through the process on establishing the responsibility for creation/oversight & source flow for AAUPs and to report back at next ACF.