

ATPAC UPDATE

AREA OF CONCERN 112-1

7/28/03

SAFETY: No

SUBJECT: Clarification of “Direct” Clearance

DISCUSSION:

It has been pointed out that a clearance to fly “direct” to a city, for example, ELP, where the airport and the VOR share the same spoken name, yet are not co-located, leads to confusion as to whether or not the clearance was to the airport or to the VOR. The AIM and the 7110.65 do not specifically identify which location is intended. In light of the implementation and expansion of RNAV procedures nationwide, it might be time to specifically identify the desired destinations in both of these documents. When queried about this potential disparity many controllers presented opposite answers while pilots also responded on both sides of the issue. The pilots who believe they’ve been cleared to the airport are inserting runway extensions (to the runway of choice) into FMC databases and allowing LNAV/GPS to fly them to that point. The controllers are relying on the approach controller to redirect the a/c onto the arrival as needed for spacing. With the intent of RNAV/LNAV of reducing communication transmissions and consistency of track it is time to clarify this issue.

SUGGESTED ATPAC ACTION: That ATPAC discuss this issue and add a note and/or an example in both the 7110.65 and the AIM indicating that the controller will specify when the clearance limit is not to the airport of intended landing.

7110.65 Para. 4-2-5a1

AIM Para. 4-4-4 (new “d”???)

Note: In cases where the airport and VOR share the same name, it is intended that the airport is the clearance limit unless otherwise stated.

112—Committee advised to await FAA’s response prior to drafting a recommendation.

113—Discussion was held about different handbook changes that could be made concerning this issue. One member brought up that NAVAID names not on the airport should be changed to distinguish from the airport identifier. Changes to VORs would be easy with a maximum of 1033 needing to be changed.

ATP will find out if ATA-100 is currently working on this issue.

RECOMMENDATION #1: The FAA change the names of NAVAIDS, which are the same as the name of the airport, and not located on airport property.

114—Anything in the future will have different names and anything that is in existence has been grandfathered in. ATP has requested that ATA-100 look at section 3 of 7400.2E. An update is expected in April. The group would also like to see a copy of the memo from ATP to ATA.

115—ATA is just beginning work on the issue. No update available at this meeting.

116—ATA is working the issue and will provide a briefing to the committee at the October meeting.

117—Update provided by ATO-R representative. List of airports was produced and memo sent to field. Issues will be dealt with on a case by case basis.

Data provided to committee. A data rerun of 0-5 miles was done and showed over 1000 airports. Are we fixing the problem by changing the names? Is there another way?

Research needs to be done on the pilot/procedural side and the manuals before it can be decided if this is a big issue.

118—Searches indicate that there are hundreds of airport/NAVAID names that are the same. Discussion about whether this is a problem. At a long distance it may not, but closer in it may be a problem. It was noted that if pilots are not sure they have been cleared to the airport or the NAVAID, then they should ask the controller.

Question asked: what is the actual breakdown based on distances? FAA provided the following:

Total	~1400
Less than 1 mile	972
1-2 miles	72
2-3 miles	51
3-4 miles	77
4-5 miles	72
Greater than 5 miles	155

119—Based on information from meeting 118 should this issue be continued? Several members said yes. After discussion it was decided that the committee would amend Recommendation #1 as follows:

RECOMMENDATION #2: The FAA change the names of NAVAIDS, which are the same as the name of the airport, and are greater than 2 NM from the airport reference point.

120—ATO-R is working the issue. No update is available at this meeting.

121—Analysis shows approximately 350 NAVAIDs with the recommended requirement. Several are part of airways, etc., which leads to rulemaking and has to be done by service areas. This could be a burden. Also, local authorities are likely to raise issues.

122—ATO-R sent a memo to service areas asking for a list of non-collocated NAVAIDs and airports with the same name. No response has been received. This process will be time consuming to the service areas. Can we track what gets changed in the process of other charting work? Needs discussion to see who initiates the process and how it is done. Should we start with further out first, within 5 nm, etc?

RECOMMENDATION #2 (Modified): The FAA change the names of NAVAIDs non co-located NAVAIDs with the same name and greater than 5NM from the airport, prioritizing by distance and tied to review cycles.

123 – There has not been a lot of response from the service areas on the memo noted at meeting 122. ATO-R will be putting together a strategy to get more response. Some of the changes will require rulemaking. ASRS has been getting reports of confusion in this area. There may be some handbook changes (AIM, 7110.65) that will clarify the situation in the interim prior to name changes. ATO-R will look into this.

124 – ATO-R will re-visit with Service Areas. No input has been received to-date. Dick Powell is developing a process to solicit prompt action from the service areas.

125 – Nancy Kalinowski briefed that communications with the Service Areas has not been completed and that the initial queries were not conclusive. She advised her office will continue efforts to resolve this AOC.

126 – Steve Alogna will obtain the status of this AOC and report at 127.\

127 – ATO-R will send direction to Service Areas regarding this issue.

128 – Service Areas have directions to rectify this issue. It was acknowledged that this may be a long term fix because of the complexity and cost of moving/rename NAVAIDs.

129 – AIM will be asked to brief annually on status beginning at 130.

130 – Action Complete

CURRENT STATUS: ACTION COMPLETE._CONVERTED TO AN AGENDA ITEM

RECOMMENATION #2 (Modified): The FAA change the names of NAVAIDS non co-located NAVAIDS with the same name and greater than 5NM from the airport, prioritizing by distance and tied to review cycles.

IOU: ATO-R (AIM) will be tasked to present a written status report for each meeting.