

AREA OF CONCERN 123-6

4/19/06

SAFETY: Yes

SUBJECT: Precision Obstacle Free Zone (FAA Order 7110.65, Paragraph 3-7-6)

DISCUSSION: The procedure is not realistic and is a definite safety hazard. The only realistic control instruction is: "Go around." You can't expect the pilot to adjust his minima this late in the approach.

SUGGESTED ATPAC ACTION: That ATPAC recommend that the FAA rescind this paragraph immediately through a GENOT and direct controllers to issue go-around instructions if the POFZ is not clear.

123 - The committee expressed concern that the dimensions and activity in this "zone" may change on short final and change the actual minimums for the approach that may be contrary to the operator's.

ATO-T will work the issue through a GENOT and report to the committee in July.

124 - The paragraph in question was rescinded by GENOT at the committee's request. ATPAC will investigate status with NCAR.

125 - Due to insufficient time for the appropriate discussions this AOC will be further deferred until 126.

126 - Subsequent to the meeting this item was published by ATO-T despite objections by ATPAC whose members recommended a controller initiated go around when conditions warranted and traffic was in the POFZ.

127 - This item was not addressed due to time constraints.

128 - This item was tabled and not re-addressed.

129 - The committee agrees that this issue needs to be addressed as it might place the aircraft in dangerous proximity to hazards without sufficient time for prudent reaction.

130 - Wilson maintains the IOU to complete a proposal for an MBI.

RECOMMENDATION: Controller initiated Go Around. *The FAA has identified an area near the runway which must be kept clear of ground traffic in low IFR conditions (300-3/4) in order to maintain the Target Level of Safety (TLS) with respect to the approaching aircraft. This area is defined as the Precision Obstacle Free Zone (POFZ). The subject of this AOC is to address the issue of what the controller and pilot actions should be in the unlikely event of a POFZ transgression. The ATPAC held extensive discussions on this issue, including briefings from Flight Standards risk analysis personnel and input from various airline, pilot, and controller groups, as well as Air Traffic Terminal and Systems Operations representatives. The distance of approximately 3/4 mile out on final was identified as the longitudinal location at which the approaching aircraft's collision risk with the encroaching ground traffic has increased beyond the TLS. If the approaching aircraft goes around prior to that point, it never enters the dangerous zone and thus its risk never*

exceeds that limit. Alternatively, once passing that point, going around creates the very risk we seek to avoid due to the potential for lateral drift and drift-down during the go-around procedure.

ATPAC believes the recommended actions below will provide pilots and controllers with an effective and easily understood mitigation to a POFZ violation and ensures maximum protection of the POFZ up to but not beyond the point where the Target Level of Safety becomes negatively impacted by the execution of a “go around.”

ATPAC recommends that the FAA take the following actions:

- *Identify the point on the approach beyond which the TLS is no longer supported if the aircraft goes around due to an object infringing on the POFZ.*
- *The identification of this point on approach must consider human factors data so as to allow for the communication of a “go around” instruction and the pilot’s reaction time for initiating the procedure. From our discussions with Flight Standards, we believe that point will be approximately one mile out on final.*
- *Once this point is identified, the FAA should develop procedures which will ensure that one of the following two actions occur:*
 - *If an aircraft is outside the identified point on approach and an object (aircraft, vehicle, etc.) violates the POFZ, the controller issues “go around” instructions to the aircraft on approach.*
 - *Or, if an aircraft on approach has passed that point and an object violates the POFZ, the controller does not issue “go around” instructions, but reverts to existing ILS Critical Area / Runway Incursion procedures.*
- *As this procedure may appear counter-intuitive, include a “note” to the procedure In JO 7110.65S explaining the purpose of this change.*

131 - Wilson presented a draft of the ATPAC recommendation for submission to ATO-T for their action.

132 - Change in manpower within ATO Terminal halted further research and forced reassignment. Mr. Jehlen suggested that this AOC should be removed from the minutes and tracked separately to be returned when a resolution is available. This and other items will be removed from the minutes and returned on action dates submitted by the responding office.

133 - Change in manpower within ATO Terminal halted further research and forced reassignment. Kerry Rose talked about the future members coming to the PDG that would resolve this issue. Remains in “side template.”

134 - Not discussed at this meeting.

CURRENT STATUS: DEFERRED TO MEETING #135

IOU REMAINS OPEN (ATO-T)