

ATPAC UPDATE

AREA OF CONCERN 125-4

4/19/06

SAFETY: No

SUBJECT: Confusion on Descent during Non-Precision Approaches

DISCUSSION: Discussion was primarily concerning possible misunderstandings when the pilot was not given definitive altitude guidance in relation to a published segment of a non-precision approach.

SUGGESTED ATPAC ACTION: Obtain clarification of the question and collect data regarding this issue. Tom Barclay, NASA ASRS, will provide data for dissemination and further discussion at 126.

126 - Discussion with visitor Jeff Williams concluded that a fix on the published approach must be utilized and in the aircraft database. Steve Alogna will obtain data on recurrent training for controllers regarding IAP and report at 127.

127 - This item was not discussed due to insufficient time.

128 - This item was not discussed due to insufficient time.

129 - ATPAC discussion highlighted the incomplete information available to pilots on charts for IFR approaches when a defined point for descent is unclear and not fully understood by the pilot/controller communities.

130 - Discussions with ATO-T found that recurrent training is available for terminal controllers regarding approaches and that according to the .65 the controller in the Naples incident complied with the requirements regarding instructions to maintain a safe altitude until "established." Therefore, further discussion will be needed to determine if this AOC meets the charter's criteria for continued efforts or does not rise to the level of being a pilot education issue or having implications in the entire NAS.

131 - Discussion concluded that this item did in fact rise to a systemic issue that deserved to be addressed in an MBI for controllers and pilot education regarding approaches to airports with non-precision approaches.

RECOMMENDATION: ATPAC recommends an MBI designed to clarify controller responsibility when issuing approach clearances at airports with non-precision approaches and the importance of accurate altitude information.

132 - ATB to be conducted and SO if possible. Mr. McGray will check special emphasis items for next cycle and get data related to this issue. Mr. Casoni will obtain copy of ATB for committee's review.

133 - ATB to be conducted and SO, MBI if possible. Scott Casoni says it is still being reviewed by the manager but will be finalized by next meeting. Mr. McGray recommends better wording in the AIM and Instrument Procedures Handbook (emphasis on pilot responsibilities). *Scott Casoni will obtain copy of ATB for committee's review.* After everyone reads by next meeting then this item can close.

CURRENT STATUS: DEFERRED TO MEETING #134

IOU REMAINS OPEN (ATO-T)