

AERONAUTICAL CHARTING FORUM
Instrument Procedures Group
April 23, 2013

HISTORY RECORD

FAA Control # 13-01-310

Subject: Option “...must have at least the textual description of a SID/STAR in possession...” to fly a SID or STAR.

Background/Discussion: The FAA Instrument Flying Handbook (IFH)- 2012 (FAA-H-8083-15B) on page 10-5 and the FAA Instrument Procedures Handbook (IPH) 2007 (FAA-H-8261-1A) on pages 2-19, 2-26, and 4-19 contain statements that a pilot must have in his/her possession, at a minimum, the textual description of a Standard Instrument Departure (SID) or a Standard Instrument Arrival (STAR) before they are allowed to accept a clearance for these procedures. The Aeronautical Information Manual (AIM) used to contain similar statements; however, these have been removed.

This guidance contained in the IFH and IPH is product of a by-gone era when these procedures were predominantly simple textual instructions for departing or arriving aircraft. Today, SIDs and STARs are graphically depicted with complex lateral (track & distance), vertical (altitude restrictions), and longitudinal (speed restrictions) path requirements that present as much information as is often found on an IFR enroute chart. It is impossible for a pilot to complete the familiarization, procedure verification, and monitoring requirements for RNAV/RNP operations using only a textual description of the procedure, especially for RNAV & RNP procedures since the textual description often encompasses only the initial departure route.

Recommendations: Amend the FAA Instrument Flying Handbook, Instrument Procedures Handbook, and any other documentation to remove all references to the requirement to possess at least the textual description of the SID or STAR as the minimum prerequisite to accept a clearance for these procedures. In the AIM, specifically state that the pilot must have in their possession the published SID or STAR procedure plate in order to accept that procedure. Since SIDs and STARs are now included in the US Government Terminal Procedures Publication, this recommendation will not impose any further financial burden on the flying public.

Comments: This recommendation affects the FAA Instrument Flying Handbook, FAA Instrument Procedures Handbook and the Aeronautical Information Manual.

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Initial Discussion - MEETING 13-01: New issue presented by Bob Lamond on behalf of NBAA. The FAA Instrument Flying Handbook (IFH), FAA-H-8083-15B, and the FAA Instrument Procedures Handbook (IPH), FAA-H-8261-1A, contain statements that a pilot must have in his/her possession, at a minimum, the textual description of a Standard Instrument Departure (SID) or a Standard Instrument Arrival (STAR) before they are allowed to accept a clearance for these procedures. The Aeronautical Information Manual (AIM) used to contain similar statements; however, these have been removed. NBAA asserts that in today's environment, SIDs and STARs are graphically depicted with such complex lateral (track & distance), vertical (altitude restrictions), and longitudinal (speed restrictions) path requirements that it is impossible for a pilot to complete the familiarization, procedure verification, and monitoring requirements for RNAV/RNP operations using only a textual description of the procedure. NBAA is requesting the IPH and IFH be revised to require the pilot have the charted procedure in his/her possession in order to accept clearance to fly it. There was no pushback or discussion on the issue. Tom Schneider, AFS-420, commented that the recommendation makes sense and he would take it to his Branch for action. Since the AIM verbiage has already been changed, it only makes sense to have the IPH and IFH in agreement. **ACTION: AFS-420.**

MEETING 13-02: Tom Schneider, AFS-420, briefed the following update from Gil Baker, contract support to the AFS-420 OPR for the IPH: "Draft IPH wording has been changed to reflect current AIM guidance. Targeted publication date is February 2014". **ACTION: AFS-420.**

MEETING 14-01: Tom Schneider, AFS-420, said this is just awaiting IPH release. Rick Dunham, AFS-420, advised the IPH is out for AFS-1 signature (two weeks). The group agreed this issue be closed.

Status: Issue CLOSED