

**GOVERNMENT / INDUSTRY AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES GROUP
Meeting 99-02 November 1-3, 1999
NOS Headquarters/Silver Spring, MD
(Transcribed/Reformatted)**

1. **Opening Remarks:** Howard Swaney, AFS-420 and Dick Powell, ATA-100 Co-chairs of the ACF, Instrument Procedures Subgroup, opened the forum at 1300 November 1, 1999. The forum was held at National Ocean Survey (NOS) Headquarters, Silver Spring, MD. Welcoming and administrative comments were made by Fred Anderson on behalf of NOS. A listing of attendees is attached.

2. **Review of Minutes of Last Meeting:** Minutes of the last meeting, which was held on April 27-28, 1999, were electronically distributed in May, 1999. No comments were received and the minutes were accepted as distributed.

3. **Briefing:** SPECIAL BRIEFING: Dave Eckles, AFS-420 presented a brief synopsis of FAA efforts to implement RNP. The FAA has worked extensively with government, industry and international agencies and the process is moving well. Kevin Comstock, ALPA inquired whether or not a point warning system to alert when the desired RNP is not achieved or lost will be available. Dave then provided an overview of the RNAV approach chart (an in depth briefing is scheduled for the charting portion). Mike Riley, NIMA inquired as to the FAA's plan to address the difference between US and ICAO charting of fly-by and fly-over waypoints. Pat Fair, ATA-130 advised this would be discussed at length during the charting portion of the forum.

4. **Old Business (Open Issues):**

a. **92-02-102** IFR Departure Procedures and Standard Instrument Departures (SIDs)

Dave Eckles, AFS-420 briefed that Order 8260.46, *Instrument Departure Procedure (DP) Program*, has been re-written and is undergoing internal review. It should be released for formal coordination by the end of November. He noted that there was no input from the Aeronautical Information Service Work Group (AISWG) as indicated in the previous minutes; however, the circulation for formal comment will provide all a final opportunity to provide input. The re-write clarifies and resolves several issues including: 1) a definition of "least onerous route" which was developed in concert with ALPA and AVN-160; 2) policy that there be only one default obstacle avoidance DP per runway; 3) criteria for textual vs. graphic publication. Bill Hammett, AFS-420 (ISI) added that interim policy guidance has also been included in Change 2 to Order 8260.19 which has been coordinated and is awaiting AFS-1 signature. Howard Swaney, AFS-420 recommended the issue be closed. Wally Roberts, ALPA responded that these initiatives satisfy their concerns and concurred with the recommendation to close the issue. **Status: Item Closed**

b. 92-02-103 Minimum Crossing Altitude (MCA) on Obstacle Clearance SIDs.

Dave Eckles, AFS-420, briefed that the issue has been addressed in Change 2 of Order 8260.19, which has been finalized and forwarded for AFS-1 signature. The change provides policy for charting dual (obstacle and ATC) altitudes climb gradients. Identical policy will also be incorporated into Order 8260.46. Wally Roberts, ALPA raised concern over the proposal to combine ATC and obstacle altitudes when they are within 500'. The group consensus was to always publish the obstruction altitude, regardless of difference. There was some further discussion over the chart depiction of the obstacle altitude. Bill Hammett, AFS-420 (ISI) recommended it be charted identically to MOCA charting on en route charts. Consensus was to chart per IACC specifications; if this presents problems, the issue would be referred to the ACF Charting Group. AFS-420 will continue working the issue and report at the next meeting. **Action: Item Open (AFS-420)**

c. 92-02-104 TERPS Paragraph 323a, Precipitous Terrain Additives

Bill Hammett, AFS-420 (ISI) presented a status update paper prepared by Alan Jones, AFS-420. A software model that will assess weighted indicators of terrain using DTED to both identify precipitous terrain and provide a specified amount of ROC adjustment has been developed and is being refined jointly by AFS-420 and NCAR. These two agencies are also providing necessary flow charts and algorithms to AVN-22A, and are working cooperatively to develop and install trial software for precipitous terrain evaluation and ROC adjustment on the IAPA system. It is expected that the initial software will be ready for testing by March 31, 2000. Field trials and refinements are expected to take an additional six months, with full implementation of new software planned for October, 2000. Wally Roberts, ALPA, asked if any knowledge had been gained thus far to provide AVN-100 interim policy for precipitous terrain adjustments. Paul Best, AFS-400, responded that opinions are being tested, but there are no solid results thus far. AFS-420 will track and report at next meeting. **Action: Item Open: (AFS-420)**

d. 92-02-105 Review of Adequacy of TERPS Circling Approach Maneuvering Areas and Circling at Airports With High Heights Above Airports (HAA's)

Howard Swancy, AFS-420, presented a status update paper prepared by Norm LeFevre, AFS-420. A draft copy of new circling criteria was provided to all participants during meeting 99-1. Comments were requested not later than May 30th; however, none were received. The new criteria has been finalized and is planned to be incorporated in TERPS, Change 19, in early 2000. Erik Eliel, USAF/AIS, asked if the FAA has considered an implementation plan for the new criteria that would let pilots know whether or not procedural minima was based on new or old criteria. Howard agreed that the FAA would need an implementation plan that considered both AVN-100 workload and pilot education; however, one has not been developed to date. Randy Kenagy, AOPA, added that AIM information must be updated to reflect the new criterion. The group agreed. AFS-420 is to track publication of TERPS, Change 19 and development of a FAA implementation plan. **Action: Item Open: (AFS-420)**

e. 92-02-110 Cold Station Altimeter Settings

Howard Swancy, AFS-420 briefed efforts thus far. There is a draft Advisory Circular (AC) currently in FAA internal coordination. Air Traffic still has some issues to resolve; however, a representative was not available for discussion. Flight Standards is still working with ATA-130 for charts in the TPP booklets. The FAA is still targeting implementation by the end of November. **Action: Item Open: (AFS-420)**

f. 93-01-121 Provision of Current IAP Procedural Directive Guidance to the Aviation Community (AC90-XX)

Howard Swancy, AFS-420, briefed that all attendees of meeting 99-1 were tasked to review the latest draft of AC 90-XX and provide comments to AFS-420 by June 30th. No comments were received. Wally Roberts, ALPA, emphasized the importance of the publication and noted that the project has been stagnating due to lack of FAA in-house staffing and/or contractual moneys. He recommended that the FAA again pursue contracting the project and seeing through to publication. He also added that the final product encompass both US government and Jeppesen charts. There was discussion on the appropriateness of a US government publication addressing interpretation of a non-government publication. Howard agreed to take the issue back to FAA to discuss priority and OPI. **Action: Item Open (AFS-420)**

g. 96-01-155 Operational Status for OROCAs and Implementation of GPS TAAs.

Bill Hammett, AFS-420, suggested that due to inactivity on this issue, (3.5 years with no change in status) it should be dropped from the Instrument Procedures Subgroup. He further recommended that, since resolution lies within Air Traffic (ATO-100 and ATA-400), the issue be worked through ATPAC. Bill also noted that the AFS approval to use the OROCA for obstruction clearance was dependent on incorporating the OROCA into the OE program. Informal coordination indicates that this was not included in the draft re-write of Order 7400.2. Tom Meyer, ATP-402 (AMTI), stated that ATP-402 and ATA-400 are actively working the issue through the SOIT and internally through the FAA ATSOIT. ATA-400 is addressing rulemaking changes to address controlled airspace issues and ATP-100 is working radar requirements relating to OROCA use. The group recommended that a representative of Air Traffic brief the next meeting of the ACF Instrument Procedures Subgroup on the status of the issue thus far. Tom agreed to take the message to the ATSOIT. **Action: Item Open (ATP-402).**

h. 96-01-162 GPS NoPT Terminal Routes and PT Required Terminal Routes

No change. This issue has been resolved; however, closure is dependent on re-write of the Instrument Flying Handbook by AFS-600. AFS-420 will monitor progress and report. **Action: Item Open (AFS-420 & AFS-600).**

i. 96-01-163 Purpose of ILS Fix Inside the Precision FAF

Paul Best, AFS-400 stated that FAA will continue providing a fix inside glide slope intercept to allow a gross error glide slope check. The status of revision of Part 91.175k is unknown. Wally Roberts, ALPA stated that as long as a fix would continue to be published, the issue could be closed. The group concurred. **Status: Item Closed.**

j. 96-01-166 Determining Descent Point of Flyby Waypoints (Originally Submitted as Definition of "On Course" – title changed at ACF 97-01)

Paul Best, AFS-400 (NAS NRS), briefed that FAA General Council (AGC) is still working on a FAA definition of "on course"; however, he has no timetable indicating when it will be ready for release. Wally Roberts, ALPA, agreed to prepare a definition for consideration working through Paul as the FAA Flight Standards point of contact. Once a definition is developed, AFS-420 will present it for AIM publication. Subsequent to the meeting, Wally advised that ALPA would like to further address the 'bisector concept' to ensure that proposed RNP protected airspace issues are addressed in the "established on course" definition. He indicated that he requests to work this issue jointly with AFS-420. **Action: Item Open (AFS-400, AFS-420 and ALPA)**

k. 97-01-175 Pilot Duties to Confirm GPS Data Base.

AFS-200 is to prepare a FSIB on input from AFS-410; however, a representative of AFS-410 was not available to address this issue. Howard Swancy, AFS-420, agreed to request that AFS-410 prepare a status update for inclusion with the minutes; however, the update was never received. Issue deferred to the next meeting. **Action: Item Open (AFS-410)**

l. 97-01-177 Non Collocated DME use at/inside FAF

Paul Best, AFS-400 (NAS NRS), briefed that FAA should not add any more non-collocated DME fixes to civil procedures and recommended that this policy be included in a future change to Order 8260.19. AFS-420 agreed to take this recommendation for consideration. Paul also agreed to prepare a formal request from AFS to AAF to consider installing collocated DME's on all ILS systems at Part 139 airports. **Action: Item Open (AFS-400 (NAS NRS) and AFS-420)**

m. 97-01-181 Non-Precision Missed Approach Turns

Bill Hammett, AFS-420, presented a status update paper prepared by Jack Corman, AFS-420. The FAA position is that, when published on the same chart, precision and non-precision procedures (ILS & LOC) must share the same missed approach instructions. When a turn at the MAP will gain significantly lower minimums for the non-precision approach, then it should be published separately. AFS-420 will study the second part of the recommendation to require all non-precision missed approach procedures to climb straight ahead to 400' above airport elevation prior to any turns. AFS-420 will work issue and report back at next meeting. **Action: Item Open (AFS-420)**

n. 97-02-185 Charting of DME Fix for Precision MAP in ILS/DME SIAP's.

Bill Hammett, AFS-420 (ISI) presented a status update paper prepared by Frank Hasman, AFS-420. It is the Flight Standards position that the testing to validate eliminating the MM penalty in 1992 negates the requirement for a fix at DH. The testing was accomplished using both commercial (Part 121 and 135) and general aviation (Part 91) operators. The results, published in Report DOT/FAA/AVN-500-61, indicate that pilot reliance on the barometric altimeter for determining DA was virtually absolute. Pilots placed little importance on the MM range indication in completing ILS approaches. Based on the aforementioned study, AFS-420 does not support adding DME fixes to replace decommissioned MM's and recommended this issue be closed. Wally Roberts, ALPA, disagreed and emphasized that his constituency believes that a running fix is important on all approaches. Eric Eliel, USAF/AIS concurred with this position. A large portion of the group concur that, when there is a frequency paired, collocated DME available, ILS SIAP's should have a DME fix to mark the DA point. AFS-420 was requested to consider this position for a future change to Order 8260.19. **Action: Item Open (AFS-420)**

o. 97-02-188 Mandatory Requirement to Chart Minima with and Without Step-down Fix.

Bill Hammett, AFS-420, briefed that the current guidance in Order 8260.19 sufficiently covered the issue. Brad Rush, AVN-110, briefed that AVN-100 has prepared a listing of priority issues, including this and other issues prompted by recent changes to TERPS criteria and policy changes at Part 139 airports. The list will be used to allocate resources for corrective actions. Anyone who believes that a particular IAP is charted incorrectly is encouraged to bring it to the attention of the servicing FPO for correction. Wally Roberts, ALPA, stated that the issue has been satisfactorily addressed and recommended closure. The group agreed. **Status: Item Closed**

p. 97-02-189 IFR Departure Minimum Turning Altitude Requirement

Dave Eckles, AFS-420, presented a status update paper prepared by Chuck Everest, AFS-420. TERPS Chapter 12 is under re-write and is currently undergoing FAA internal technical review. The final draft is expected to be circulated for formal comment in December, 1999. The 400' minimum turning altitude will remain as the standard in the new criteria. The new criterion also addresses diverse vector areas for departures to reach the minimum vectoring altitude and criteria when a turn is necessary below 400'. The issue of radar display of obstructions was to be addressed by ATP-120; however a representative was not available for the meeting. AFS-420 also processed an AIM change on the subject for pilot clarification that was published last July. **Action: Item Open (AFS-420 and ATO-120)**

q. 97-02-194 Introduction of Term "DA"

Dave Eckles, AFS-420, presented a status update paper on the issue. With the introduction of the new RNAV approach and depiction, and as presented in a Special Notice in the NTAP, the U.S. is adopting the term "DA" vs. "DH". "DA" will now be used on all IAP's with vertical guidance. Order 8260.48, RNAV Criteria, incorporates this terminology; TERPS is being revised accordingly; and an initiative is underway to amend 14CFR, Part 1. He recommends the issue be closed, with group concurrence. **Status: Item Closed.**

r. **98-01-196** Effect of Loss of AWOS Altimeter

Bill Hammett, AFS-420, presented a status update paper on the issue. Subsequent to the last meeting, AFS-400 forwarded a memorandum to ATO-100 reaffirming the importance of using the correct altimeter settings in conjunction with approach clearances. This memorandum was to provide the basis for ATP-120 to address the issue as a controller training item in the Air Traffic Bulletin. Although an ATP-120 representative was not available, Dave Eckles, AFS-420, reported that the issue is being actively worked by Air Traffic. He has received a draft of the AT Bulletin article for review and it incorporates the AFS guidance. AFS-420 has also prepared an AIM change which will be published in the next available issue (August 2000). Bill recommended that, based on these initiatives, the issue be closed. The group agreed. **Status: Item Closed.**

s. **98-01-197** Air Carrier Compliance with FAA-specified Climb Gradients

An AFS-200 representative was not available to address this issue. Will Swank, AFS-200, was in attendance for the P-56 airspace issue and was tasked to request the AFS-200 representative assigned this issue to forward a status update on initiatives thus far for inclusion in the minutes. He agreed to convey the message. Wally Roberts, ALPA, briefed that his organization has sent a letter to a higher level expressing concern that the issue is not being actively pursued. **Action: Item Open (AFS-200).**

t. **98-01-199** RVR Accuracy and Conflict With Flight Visibility (Issue 99-02-220, *Use of RVR Minima*, submitted at ACF 99-02 also included)

An AFS-410 representative was not available to brief this issue. Howard Swancy, AFS-420, agreed to request that AFS-410 prepare a status update for inclusion with the minutes; however, the update was not received at the time the minutes were disseminated. Issue deferred to the next meeting. **Action: Item Open (AFS-410).**

Editor's note: At this meeting, Wally Roberts, ALPA, also presented RVR-related issue 99-02-220. The forum recommended that the new issue be addressed by AFS-410 concurrently with issue 98-01-199. ALPA agreed. Howard Swancy, AFS-4, was requested to provide a copy of ALPA's original issue papers to AFS-410 and request that they respond to both issues under 98-01-199

u. **98-01-201** Significant Penetrations of Visual Segment Surface below MDA.

Bill Hammett, AFS-420, presented a status update paper prepared by Norm LeFevre, AFS-420. Closure of this issue was dependent on an AFS-AVN policy letter for a phased implementation of TERPS, Change 17, Paragraph 251. The letter was forwarded from AFS-1 to AAS-1 and AAF-1 on July 26, 1999. The policy spreads application of the criteria over a three year period; prioritizes airports for application; and provides airport operators time to alleviate adverse operational impact. A copy of the policy was attached to the status paper, and he recommends the issue be closed. The group agreed. **Status: Item Closed.**

v. 98-01-203 Alignment of Approach Procedures With Runway

Bill Hammett, AFS-420 (ISI), presented a status update paper on the issue prepared by Jack Corman, AFS-420. AFS-420 has determined that the U.S. standards for offset approaches with vertical guidance are well within ICAO standards and are satisfactory. ALPA's concerns over the maximum offset for non-precision IAP's for CAT C&D aircraft will require ASAT testing. This approach will have to be evaluated to determine if resources are available for the testing process. AFS-420 believes that the issue will be mitigated with the emphasis on RNAV procedure development. Additionally, the visibility issue is being addressed internationally through the JARS/FARS harmonization effort. Criteria changes, if required, will be addressed in Change 20 to TERPS. The charting note issue will be addressed in Change 3 to Order 8260.19, which is currently under development. Wally Roberts, ALPA, expressed concern that political implications may drive offset approaches, even when RNAV criteria will allow a more straight-in alignment. **Action: Item Open (AFS-420).**

w. 98-01-204 Climb Gradients on Public Missed Approach Procedures

Dave Eckles, AFS-420, presented a status update paper prepared by Norm LeFevre, AFS-420. The concept of allowing increased use of climb gradients on missed approach procedures has only been circulated within the FAA and not fully developed to date. ALPA's concerns on this issue are duly noted; however, it is premature to debate this issue when no formal proposal is on the table. If and when the FAA proposes new criteria, it will be promulgated as a TERPS change, and all agencies will be provided an opportunity to comment. He recommended the issue be closed, and the group concurred. **Status: Item Closed**

x. 98-01-205 SIAP Equipment Requirement Notes

Dave Eckles, AFS-420, presented a status update paper on the issue. The subgroup had previously recommended that an ad hoc committee be formed to draft language for the AIM to cover pilot education on this issue. No such group was formed; however, AFS-420 took the initiative to revise and update the AIM, paragraph 5-4-5-a-3 to explain the equipment requirement notes. Additionally, Change 2 to Order 8260.19, paragraph 815g has also been amended to ensure AVN-100 provides a valid missed approach procedure when the primary missed approach NAVAID is inoperative. Bill Hammett, AFS-420, recommended that these actions, coupled with the increased AVN-100 quality control, satisfy the issue and it may be closed, with group concurring. **Status: Item Closed.**

y. 98-01-206 Washington DC P-56 Airspace and KDCA IFR Departures

Will Swank, AFS-200, briefed results of the ad-hoc committee thus far. He handed out a prototype DP chart for KDCA RWY 1 and a draft copy of the proposed entry for the AFD. The procedure and text were discussed at length with minor textual and graphic changes suggested. It was noted by Wally Roberts, ALPA, that this type DP is not expected to proliferate; this DP is expected to be a one-time procedure for an airport with unique operational constraints. John Moore questioned if the "IMC/VMC" designation in the procedure title is necessary. The group consensus was that it is not required. The forum unanimously agreed that pre-design and coordination efforts are mature enough to forward the procedure to AVN-100 for development and publication. **Action: Item Open (AFS-200)**

z. 98-01-208 Two Procedures on the same IAP Chart (ILS & Localizer)

Dave Eckles, AFS-420, presented a status update paper on the issue. It is the FAA's position that the current policy of publishing ILS and LOC procedures on the same chart is acceptable. Current procedure development policy and charting guidelines permit separate publication when deemed necessary by the procedure developer/user. Additionally, any user can request specific procedures be split to alleviate complexity through the appropriate FPO. He recommended the issue be closed. Wally Roberts, ALPA, requested all procedure notes be scrutinized for complexity. He also suggested that ILS IAPs with LOC minima be identified as "ILS or LOC RWY XX". Dave stated that AFS-420 will take the issue for further study and international harmonization. He noted that any change in procedure identification would require a change to TERPS, paragraph 161. Bill Hammett, AFS-420 (ISI) recommended the issue be brought before the TERPS Working Group (TWG), which consists of representatives of all signatories to TERPS, during their February meeting. Dave agreed. The issue will remain open. **Action: Item Open (AFS-420)**

aa. 98-01-209 Consolidated STAR Items Transferred from the Charting Portion

Howard Swancy, AFS-420, briefed the status of transferring OPI for STAR policy from AAT to AFS and STAR development responsibility from AAT to AVN. The transference has been on a slow track so as not to create confusion as was done when DP's were transferred. Tom Meyer, ATP-402 (AMTI), briefed that Air Traffic has developed a revised draft of Order 7110.9 and suggested that AAT, AFS and AVN work jointly to push this effort along. Bill Hammett, AFS-420 (ISI), requested that a copy of the ATP draft be forwarded to AFS-420 and AVN-100 for review.

Action: Item Open (AFS-420 and ATP-402)

bb. 98-02-210 Use of Distance Limits for GPS Holding Patterns

Dave Eckles, AFS-420, presented a status update paper prepared by Jack Corman, AFS-420. Flight Standards concurs with ALPA's suggestion that all GPS holding be specified in NM leg lengths vice time. Policy has been forwarded to AVN-100 to specify NM leg lengths when completing FAA Form 8260-2. This policy will be included in Change3 to Order 8260.19. Wally Roberts, ALPA, requested that a standard 4 NM leg length be charted on all currently published GPS holding patterns. Dave countered that this would require formal amendment to the SIAPs and poses an unacceptable workload on AVN. He stated that all future GPS holding patterns will contain NM leg lengths. Currently published patterns will be amended by attrition during the AVN periodic review process. He recommended the issue be closed. The group agreed. **Status: Item Closed**

cc. 98-02-211 IACC Mandatory Profile View Specifications

Wally Roberts, ALPA, reviewed the issue stating that IACC specifications require a profile depiction of all portions of a SIAP with less than en route obstruction clearance. Art Dodds, NOS, noted that Order 8260.19 states that the profile view shall include the intermediate fix on IAPs that do not authorize a PT or holding pattern. He added that NOS will check this on future IAP forms. It was recommended that AFS-420 research the issue and make appropriate changes, if required, to Order 8260.19. AFS-420 will work the issue and report at next meeting. **Action: Item Open (AFS-420)**

dd. 98-02-212 Radar Fixes on SIAPs

Dave Eckles, AFS-420, presented a status update paper prepared by Norm LeFevre, AFS-420. AFS-420 believes that Change 2 to Order 8260.19, paragraph 404, ensures that all radar fixes are coordinated with air traffic prior to inclusion in SIAP design. Additionally, an AIM change to be published February, 2000 provides pilot education on 'radar fixes' on SIAPs. He recommends that these actions warrant closure of the item. Wally Roberts, ALPA, agreed that the AFS action was satisfactory; however, he still has some reservations over AAT procedures. Howard Swaney, AFS-420 agreed to present these concerns to ATPAC by letter from the Instrument Procedures Subgroup Chair. The group concurred with the closure. **Status: Item Closed**

ee. 98-02-213 Publication of DME Required NoPt routes on non-DME SIAPs.

Dave Eckles, AFS-420 presented a status paper on the issue with an AIM change that explains more fully the procedure naming rules, with particular emphasis that, under TERPS, the procedure ID reflects the type equipment required for the final segment. Pilots are reminded of their responsibility to ensure that the aircraft is equipped to fly the entire procedure, including the missed approach. The AIM change will be published in February, 2000. This change, coupled with the pilot preflight requirements under Part 91 warrants closing the issue. Discussion ensued as to the feasibility of adding a "DME REQUIRED" note on the NoPT route. The group was split as to pilot benefit vs. chart clutter. Wally Roberts, ALPA stated that although they brought the issue before the forum, it was not an ALPA high priority issue and deferred to AOPA. Randy Kenagy, AOPA inquired how many non-DME IAP's were published with DME required NoPT routes. He also stated that naming all fixes at NoPT route origins would help. Wally stated he would review the western US TPP booklets to get an idea of the significance of the problem. Bill Hammett, AFS-420 suggested that, since AOPA raised the number issue, perhaps AOPA could review the eastern US TPP booklets. Randy stated they did not have the resources to do so. A preliminary listing of SIAP's that exemplify the issue was received from ALPA prior to publishing the minutes and is included. AFS-420 will review the FAA position again and report at next meeting. **Action: Item Open (ALPA and AFS-420).**

ff. 99-01-214 Application of TERPS 1208 to RNAV DPs

Bill Hammett, AFS-420 presented a status update paper prepared by Chuck Everest, AFS-420. Order 8260.44A is in formal coordination and a publication date is expected in early 2000. The issue of visual climb over the airport (VCOA) is not included. However, VCOA procedures are being included in TERPS Chapter 12 and will be generic to all types of departures (conventional navigation and RNAV). It is expected that Chapter 12 will be circulated for formal comment in December. The status of TERPS chapter 12 will be tracked under issue 97-02-189. He proposed the issue be closed, with group concurrence. **Status: Item Closed.**

gg. 99-01-215 Radar Required SIAP's

Dave Eckles, AFS-420, presented a status update paper on the issue. It is a joint AFS and AAT position that radar vectoring has long been recognized method of providing procedure entry. Policy guidance in Order 8260.19 requires annotation of procedures where radar is the primary medium to transfer from the en route structure to the final approach course. Policy also requires a minimum of one non-radar transition route in the event of radar/communications failure. AFS-420 has also provided guidance to AVN-100 on April 2, 1999 to ensure that all 'Radar Required' SIAP's have an associated intermediate segment. Wally Roberts, ALPA, noted that there seems to be a proliferation of this type procedure and asked why. Brad Rush, AVN-110, responded that AVN serves several customers, including ATC. In some cases, ATC will hold up SIAP development and processing unless radar is the initial segment navigation source. He went on to note that AVN does ensure that there is at least one non-radar SIAP at each airport. Wally stated that all SIAP's should have a non-radar transition from the en route environment. AVN-110 took the IOU to further study the issue and report. **Action: Item Open (AVN-110).**

5. New Business:

a. 99-02-216 Elimination of Excess Verbiage on DP's and STAR's

Pat Fair, ATA-130 briefed that this issue was originally presented by ALPA and Jeppesen at the charting portion during ACF 92-2; however, it has received little attention. Her office has been approached by industry to resurrect the issue and resolve it. The consensus of the forum is that much verbiage could be eliminated from DP & STAR charts and agreed that it is a policy issue to be addressed by AFS-420. Dave Eckles, AFS-420, agreed to accept the issue indicating that it could be resolved during the re-write of Orders 8260.19, 8260.46, and 8260.STAR. Bill Hammett, AFS-420 (ISI), suggested the issue could also be staffed by the newly formed Aeronautical Information Service Working Group (AISWG), chaired by AFS-420. John Moore, NOS, will provide AFS-420 with a copy of the original submission paper. Dave agreed to take the issue for study and report at the next meeting. **Action: Item Open (AFS-420)**

b. 99-02-217 Departure Procedure (DP) Identification

Dave Eckles, AFS-420, presented this issue for consideration. During the re-write of Order 8260.46, *Instrument Departure procedures (DP) Program*, the issue of including equipment requirements in the DP title was discussed. Current naming convention requires "VECTOR" or "PILOT NAV" in parenthesis as a part of the DP title. Two options surfaced: 1) Delete these items from the title altogether. A review of the procedure by the aircrew prior to departure should make the type departure and navigation requirements obvious. Elimination would also eliminate some chart clutter. 2) If option 1 is not acceptable, the title should be expanded to include those procedures that are a combination of radar vectors and pilot navigation; e.g., "VECTOR/NAV" or NAV/VECTOR". It was agreed to present this issue to the Instrument Procedures Subgroup for consensus. Wally Roberts, ALPA, stated that he initially favored option 2; however, option 1 is acceptable as long as the text is clear relative to the radar vector issue. John Moore, NOS, stated that he believed option 1 is acceptable. Bill Hammett, AFS-420 (ISI), noted that military DP titles have never included equipment annotations. It was agreed to present the issue to the charting portion of the ACF for total ACF consensus. **Action: Item Open (AFS-420)**

c. 99-02-218 Termination Point on Missed Approach Procedures

Wally Roberts, ALPA presented this issue on behalf of ALPA. ALPA is concerned over missed approach (MAPCH) procedures that do not have a holding pattern charted at the MAPCH fix. He also expressed concern over MAPCH fixes that are not a part of the en route structure using DFW as an example. Dave Eckles, AFS-420 agreed to take the issue for study and possible inclusion in Order 8260.19. Brad Rush, AVN-160, stated that he will have AVN-100 review DFW SIAP's. **Action: Item Open (AFS-420 and AVN-160)**

d. 99-02-219 Application of TERPS Paragraph 289

Wally Roberts presented this issue on behalf of ALPA. ALPA is concerned that TERPS paragraph 289 is routinely applied thus providing less than full ROC over obstacles in the final approach segment. He used the LOC RWY 12 at Blacksburg, VA as an example where the MDA is 2460' and a 2919' obstruction is charted inside the FAF. ALPA is requesting that AFS-420 establish policy that application of paragraph 289 should be used as a "last option" in procedure design. He indicated that stepdown fixes could be used vice application of paragraph 289. Dave Eckles, AFS-420, responded that paragraph 289 is not a "last resort measure" but valid TERPS criteria that has been in place and used for many years. Neither the FAA nor the military TERPS courses teach restricted use of this criteria application. *[Editorial note: Paragraph 289 application begins at the charted FAF altitude, minus ROC (+ adjustments). On an approach with 250' of ROC, an aircraft would have to descend in excess of 1,118 Ft/NM for an obstruction to present problems].* Bill Hammett, AFS-420 (ISI), noted that the development of constant angle descent SIAP's will probably result in increased, rather than decreased, application of paragraph 289 criteria. Wally then presented an alternative position of charting these obstructions differently and explaining the criteria in the AIM. Dave Eckles accepted the issue for study. **Action: Item Open (AFS-420)**

e. 99-02-220 Use of RVR Minima

Wally Roberts presented this issue on behalf of ALPA. They are concerned that the use of RVR as the sole means for determining minimums for an approach when the prevailing visibility is less than the RVR equivalent could present safety problems. This is especially true when there are penetrations of the visual segment surfaces that require an upward adjustment of visibility minimums to allow pilots to see and avoid obstructions. ALPA's position is that that RVR be denied as the controlling minimum when there are penetrations of a runways visual surface. Dave Eckles, AFS-420 agreed to take the issue for study. **Action: Item Open (AFS-420).**

f. 99-02-221 FAA Coordination of Pending SIAPs

Wally Roberts presented this issue on behalf of ALPA, who is requesting policy that they are included in the coordination process for all Part 97 procedures. They believe they have a valid need for this coordination to support their commuter airline members. This request was originally made during formal coordination of Change 2 to Order 8260.19 earlier this year. At that time the request was denied on AVN-100's request based on the rationale that they provide ALPA coordination copies of all SIAP's at Part 139 airports. Brad Rush, AVN-110, stated that AVN-100 has reconsidered the ALPA position and it appears there will be no problem in accommodating the request. Once agreement is reached, AFS-420 will make the required change to Order 8260.19.

AFS-420 and AVN-110 agreed to take the issue under advisement and report at the next meeting. **Action:** Item Open (AFS-420 and AVN-110).

6. **Next Meeting:**

7. **Attachments:**

**ACF 99-02
Attendance Roster**

Attendees	Organization
Dick Powell	ATA-100
Roger Bishop	USAFR
Ann Behrns	USAFFSA/XOIA
Art Dodds	NOS/AC&C
Mark Brown	NAVFIG
Bill Hammett	AFS-420
Mike Cleary	Jeppesen
Bill Mosley	ATO-120
David Eckles	AFS-420
Kevin Jones	12 OG/AIS
Thomas Meyer	ATP (AMTI)
Dave Goehler	Jeppesen
Simon Lawrence	ALPA
John Moore	NOS AC&C
Randy Kenagy	AOPA
Al Palmer	ATAS-AI
Tom Pepper	NIMA
Mike Riley	NIMA/CO
Will Swank	AFS-200
Eric Secretan	NOS/AC&C
Erik Eliel	USAF/Adv Instrument School
Russ Wall	NIMA
Hal Becker	AOPA
Jim Sackreiter	USAF/Adv Instrument School
Brad Rush	AVN-110
Kevin Comstock	ALPA
Pat Fair	ATA-130
Paul Best	AFS-420
Carol Santelia	ATA-110
Wally Roberts	ALPA
Steve Stowe	Delta Airlines
Howard Swaney	AFS-420
Toni Tapscott	ATA-110
Mike Webb	AND-730
Larry Weisman	AFFSA