

**AERONAUTICAL CHARTING MEETING
Instrument Procedures Group
Meeting 20-02 – October 27, 2020**

RECOMMENDATION DOCUMENT

FAA Control # 20-02-350

Subject: Inconsistent Missed Approach Reference in 8260s for GLS Approaches

Background/Discussion:

The 8260s for each of these approaches is inconsistent with regards to Missed Approach block of 8260. See Table 1. This may cause confusion in the charting process.

KIAH GLS 9		KEWR GLS 4L	
MISSED APPF			
RW09		<small>Bearings, headings, courses, and radials are magnetic. Elev except HAT, HAA, TCH, and RA. Altitudes are minimum altit are in feet above airport elevation. Distances are in nautical n visibilities which are in statute miles or in feet RVR.</small>	
CLIMB TO 580 THEN CLIMBING RIGHT JEBOX AND HOLD.		<small>PROCEDURE</small> .33	<small>MISF</small>
		<small>COURSE AND DISTANCE</small> .43 .29 .38	<small>ALTITUDE</small> 2500 1500 ---
		<small>GLS: DA</small> CLIMB TO 600 THEN CLIMB IN KILMA AND HOLD.	

On 9/15/2020 sent this ticket:

"Missed Approach" of 8260 form says missed is "RW27". This doesn't seem to make sense as this is a precision approach with no faildown minima. It is inconsistent with other GLS approaches, such as KEWR GLS 4L.

The FAA responded the same day confirming the published chart is correct and the inconsistency is only at the 8260 level.

Recommendations:

Provide consistent guidance as to what defines the MAP on GLS approaches.

Comments:

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Date: 10/1/2020

Initial Meeting 20-02: Bill Tuccio, Garmin, briefed from the [slide](#), and wondered if the difference in missed approach point identification between the two GLS procedures was a criteria issue. Jeff Rawdon, FAA Flight Procedures and Airspace Group, said he investigated this and it appeared to be a documentation error. Johnnie Baker, Aeronautical Information Services, said this would not be corrected as a P-NOTAM or chart NOTAM issue since the chart was correct. Jeff took an action to forward this specific issue RD with an explanation e-mail to Johnnie, who agreed to look into it and fix as necessary, however does not see the need for ACM involvement. The group agreed to not accept the issue, with the noted actions.

Action Items:

- Flight procedure and Airspace Group will forward the RD and an explanatory email to Aeronautical Information Services for possible correction of the

forms. **Status:** Item not accepted.