

**AERONAUTICAL CHARTING FORUM
Instrument Procedures Group
Meeting 13-02 April 23, 2013**

RECOMMENDATION DOCUMENT

FAA Control # 13-01-268

Subject: Making Alternate Missed Approach Text Accessible to ATC

Background/Discussion:

It used to be that alternate missed approach procedures were evaluated and published on IAP source only upon the request of an ATC facility that needed them for traffic flow or separation. Several years ago alternate missed approach procedures proliferated when a policy change was made to evaluate and publish them wherever the primary missed approach procedure used a NAVAID different from the NAVAID for final approach guidance.

FAAO 7110.65U, Air Traffic Procedures, states:

4-8-9. MISSED APPROACH Except in the case of a VFR aircraft practicing an instrument approach, an approach clearance automatically authorizes the aircraft to execute the missed approach procedure depicted for the instrument approach being flown. An alternate missed approach procedure as published on the appropriate FAA Form 8260 or appropriate military form may be assigned when necessary. Once an aircraft commences a missed approach, it may be radar vectored.

NOTE-

1. *Alternate missed approach procedures are published on the appropriate FAA Form 8260 or appropriate military form and require a detailed clearance when they are issued to the pilot.*

Several years of experience has shown that the appropriate Forms 8260 seldom, if ever, reach air traffic facilities. In the unusual event when they do reach the facility they do not make it to controllers' position. Controllers rely solely on the information and terminal procedures charts contained in the published Terminal Procedures Publications (TPPs.) It is impractical (if not effectively impossible) for ATC families to ferret out pertinent Forms 8260 from Transmittal Letters. Sometimes an alternate missed approach procedure may change by permanent NOTAM, which are even more difficult to ferret out of the Transmittal Letters except for those FAA personnel who are trained and work with Transmittal Letters on a regular basis.

[Reference: ACF-CG [RD 06-01-182 – Alternate Missed Approach Holding Pattern](#) and ACF-IGP [RD 97-01-182 – Chart Fixes on SIAPs that Have No Apparent Purpose.](#)]

Recommendations: That alternate missed approach procedure text is included in the front material of the pertinent TPP in textual format, with the preface, "These alternate missed approach procedures cannot be used for flight planning purposes nor can they be used in actual flight operations unless assigned by ATC."

The implementation of the publication of existing alternate missed approach procedures should be accomplished as soon as the details are worked out and should include all alternate missed approach procedures on initial publication.

Comments:

This recommendation affects:

1. FAA Order 8260.19E
2. Aeronautical Information Manual
3. Front material of the TPPs
4. FAAO 7110.65U

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Date: March 30, 2013

MEETING 13-01:

Bob Lamond, NBAA, briefed the topic on behalf of Rich Boll, NBAA, who was unable to attend. Bob stated that because alternate missed approach procedures can be issued to pilots, NBAA supports publication of these procedures in text form in the front of the Terminal Procedures Publications (TPPs) where they will be easily accessible to both controllers and pilots. NBAA spoke to NATCA about the issue prior to the ACF and they were in agreement with NBAA in support of this request.

Bill Hammett, Contract Support, AFS-420, inquired why air traffic controllers do not already have ready access to alternate missed approach information in the required position binders maintained by the facilities. A general discussion ensued regarding the apparent lack of maintenance of certain information within ATC facilities and the difficulties of information dissemination to the controller. It was confirmed that the information is sent to ATC facilities, but does not consistently end up in the hands of the controller.

Tom Schneider, AFS-420, commented that the initial establishment of the alternate missed approach procedures is coordinated with ATC, but it appears that the final publication of them is not transmitted to the controller. He suggested that FAA Order JO 7210.3 needs additional detailed guidance to insure that the published procedures are available to the controllers.

Bob concurred with Tom's comment, emphasizing that this information needs to be in easy reach of line air traffic controllers.

STATUS: OPEN

ACTION: Paul Eure, AJE-31, and Michael Poisson, AJT-2A3, will develop revisions to FAA Order JO 7210.3 to ensure that alternate missed approach procedures, as specified on the applicable FAA 8260-series forms, are accessible to controllers. They will report progress at next ACF.

MEETING 13-02:

Valerie Watson, AJV-3, [reviewed the topic](#). Michael Poisson, AJV-8, stated that he had no update and was as yet unable to confirm that necessary revisions to FAA Order JO 7210.3 had been initiated to ensure that Alternate Missed Approach directions are in the hands of the controllers who require them. He will report on progress at next ACF.

Valerie polled the room to determine whether “or as directed by ATC” text was necessary in the Missed Approach text of an approach procedure. She showed an example of a chart with an alternate missed and pointed out that the boxed, clearly marked “Alternate Missed Approach Fix”, should serve as ample means for a pilot to be aware that an alternate exists.

A clear consensus of ACF attendees supported deletion of the text. Tom Schneider, AFS-420, mentioned that FAA Order 8260.19 is currently out for comment and he suggested that Brad Rush, AJV-3, suggest removal of the “or as directed by ATC” text as an AJV comment. Brad agreed.

STAUS: OPEN

ACTION: Michael Poisson, AJV-8, will confirm that necessary revisions to FAA Order JO 7210.3 have been made.

ACTION: Brad Rush, AJV-3, to submit a comment to remove the “or as directed by ATC” text from the draft FAA Order 8260.19 currently in coordination.

MEETING 14-01:

Valerie Watson, AJV-3, reviewed the topic. Valerie pointed out that FAA Order 8260.19F was revised to remove the “or as directed by ATC” text from the primary missed approach instructions.

Gary Fiske, AJV-822, having only recently been tasked with this issue, stated that there has been no progress within ATC since the last ACF. Speaking as a controller, Gary questioned the need to publish and maintain the alternate missed approach information when the pilots and controllers already get the information from the NOTAMs. He suggested that the guidance in FAA Order JO 7110.65, Paragraph 4-8-9, be changed to remove references to the 8260 series Form and that the issue be closed.

Tom Schneider, AFS-420, expressed concern that the controller may not be aware of the alternate procedure if they don't have the 8260 series Form. He also noted that if the primary missed approach can't be used, there could be a lag in the time it takes to get the alternate missed approach NOTAM'd. Lynette Jamison, AJR-B1, commented that, in her experience, ATC only pulls NOTAMs every eight hours.

Bob Lamond, NBAA, representing the original proponent of this issue, is opposed to closing this item. He indicated that he would have Rich Boll, NBAA, contact Gary to discuss the matter offline.

Valerie stated that she believes there is value in having the alternate missed instructions in the hands of the controllers rather than relying totally on the NOTAMs. Brad Rush, AJV-3, stated that we need to ensure that the controllers are aware that the alternate instructions exist and that they are available.

STATUS: OPEN

ACTION: Gary Fiske, AJV-822, and Rich Boll, NBAA, will discuss the issue offline and report at the next ACF.

ACTION: Gary Fiske, AJV-822, will work to get a consolidated ATC response and report at the next ACF.

MEETING 14-02

Rich Boll, NBAA, reviewed the issue. Gary Fiske, AJV-82, proposed that the ACF revisit the original idea of publishing Alternative Missed Approach text in the front matter of the TPPs. Rich stated that it is his understanding that many new controllers don't know what an FAA Form 8260 is. Gary acknowledged this. Gary stated that he believes publishing them in the TPP is the best way to ensure the controllers have the information. There was a vigorous discussion among ACF participants on the pros and cons of publishing the alternative missed approach text either in the front of the TPPs or on the approach charts.

Ted Thompson, Jeppesen, stated that if this information is primarily for controllers, it should not be placed on the IAP charts.

Valerie Watson, AJV-344, emphasized that the TPPs are for pilots, not ATC. She commented that it is ATC's responsibility to maintain and have available this information in the facilities and that she feels it is not up to AeroNav Products to create and maintain a new section in the TPPs because ATC does not have a sufficient process in place.

Brad Rush, AJV-344, referenced Gary to the FAA website where there is public access to all 8260 forms. Brad Rush stated that this is more of an ATC training issue than a charting issue, and that ATC needs to insure that the 8260s (and thereby the Alternate Missed Approach instructions) are available to controllers.

Gary will investigate this issue further within ATC and report back at the next ACF.

STATUS: OPEN

ACTION: Gary Fiske, AJV-82, will take the comments raised in the ACF back to ATC and investigate the best way to insure that alternate missed approach information is available to controllers.

MEETING 15-01:

Gary Fiske, AJV-82, provided an update on actions taken since last ACF. Gray stated that after taking the suggestion of Brad Rush, AJV-54, at the last ACF, he tried to use the suggested website to look up procedure source documents. It was found that the website was difficult to navigate, the documents not easily accessible and therefore is not seen as a viable solution for ATC to access alternate missed approach information. Gary stated that either the ACF needs to go back to the original recommendation that the Alternate Missed Approach text be published in the front matter of the TPP or this issue should be closed.

Valerie Watson, AJV-553, stated that Aeronautical Information Services (AIS), will not publish the Alternate Missed Approach text in the front matter of the TPPs.

Tom Schneider, AFS-420, asked if the FAA Form 8260-3 is being distributed per the guidelines in FAA Order 8260.19F. It was not clear if the guidelines were being followed, and if they were being followed, who within the different ATC facilities was getting the information. Valerie agreed to investigate the whether the distribution process is being followed. It will then be up to the facility to ensure the controllers have that information readily available.

It was decided to close the item for now given that there is no charting solution. NBAA stated that they will likely revisit the topic after further consultation with ATC and other entities within the FAA.

STATUS: CLOSED