GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM
Instrument Procedures Group
May 1, 2007
HISTORY RECORD

FAA Control # 07-01-271

Subject: ADF or DME Required on Alternate Missed Approach

Background/Discussion: With the advent of charting of the alternate missed approach fix and holding pattern, in conjunction with an unprecedented proliferation of alternate missed approaches, pilots are being confused by this dangling holding pattern insert. Further, some have now appeared that have an equipment requirement, such as ADF or DME, that is not required for either the IAP or the charted primary missed approach procedure.

The NFPO has advised NBAA that pilots can always refuse the alternate missed approach except when it is NOTAMed as the temporary primary missed approach because of a navaid outage. There is no instructive material that makes this clear to the aviation community.

Recommendations: The AIM should make it clear that pilots are free to reject an ATC clearance for an alternate missed approach that requires equipment not required for the IAP or its primary missed approach. Pilots should be further advised that this option is not available when a NOTAM is active that makes the alternate missed approach primary because of a navaid outage. (The NOTAM will carry the equipment requirement according to information provided by the NFPO.)

Consideration should also be given to charting the alternate missed approach text in the alternate missed approach holding pattern graphical insert.

Comments: This recommendation affects the Aeronautical Information Manual, related directives to ATC personnel, IACC Charting Specifications, and 8260.19C, Flight Procedures and Airspace.

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Initial Discussion Meeting 07-01: New Issue presented by Rich Boll, NBAA, expressing concern over additional equipment requirements when an alternate missed approach is necessary. It is NBAA's position that pilots may become confused when the alternate missed approach has an equipment requirement, such as ADF or DME that is not required for either the IAP or the charted primary missed approach procedure. The NFPO has advised NBAA that pilots can always refuse the alternate missed approach except when it is NOTAMed as the temporary primary missed approach because of a NAVAID outage; however, there is no instructive material that makes this clear to the aviation community.

NBAA also recommends consideration be given to charting the alternate missed approach text in the alternate missed approach holding pattern graphical insert. Bill Hammett, AFS-420 (ISI) provided ACF background on alternate missed approach charting. It has been policy for some time to place the alternate missed approach holding pattern on the approach chart as was discussed and agreed to at the ACF-IPG under closed issue 97-01-182. The bottom line is that the group believed it is beneficial to depict the alternate missed approach holding pattern to facilitate ATC operations and provide instant pilot situational awareness; however, the group was opposed to publishing the actual instructional text, deferring that portion of the issue to the Charting Group. John Moore, AJW-352, suggested that equipment requirements could possibly be added to the alternate missed approach fix holding pattern. Mitch Scott, Continental Airlines, stated that sometimes when databases are coded, NDBs are eliminated. Frank Flood, ACPA, recommend that another term, e.g., "secondary", be used when describing the alternate missed approach fix. Rich Boll, NBAA, reiterated that the primary thrust of the issue is to get pilot educational material updated in the AIM and Instrument Procedures Handbook. Tom Schneider, AFS-420 stated that he was against publishing alternate missed approach equipment requirements and would take the AIM guidance issue to AFS-420 for action. He also noted that a related issue regarding alternate missed approach fix and holding pattern charting is on the Charting Group agenda for discussion. ACTION: AFS-420.

NEETING 07-02: Tom Schneider, AFS-420, briefed that new AIM language was developed in concert with AFS-410 and NBAA and has been submitted for publication in the February, 2008 AIM. The change adds new paragraph h 5-4-21-e as follows (in red):

"e. Some locations may have a preplanned alternate missed approach procedure for use in the event the primary NAVAID used for the missed approach procedure is unavailable. To avoid confusion, the alternate missed approach instructions are not published on the chart. However, the alternate missed approach holding pattern will be depicted on the instrument approach chart for pilot situational awareness and to assist ATC by not having to issue detailed holding instructions. The alternate missed approach may be based on NAVAIDs not used in the approach procedure or the primary missed approach. When the alternate missed approach procedure is implemented by NOTAM, it becomes a mandatory part of the procedure. The NOTAM will specify both the textual instructions and any additional equipment requirements necessary to complete the procedure. Air traffic may also issue instructions for the alternate missed approach when necessary, such as when the primary missed approach NAVAID fails during the approach. Pilots may reject an ATC clearance for an alternate missed approach that requires equipment not necessary for the published approach procedure when the alternate missed approach is issued after beginning the approach. However, when the alternate missed approach is issued prior to beginning the approach the pilot must either, accept the entire procedure (including the alternate missed approach), request a different approach procedure, or coordinate with ATC for alternative action to be taken, i.e. proceed to an alternate airport, etc."

Tom recommended the issue be closed and the group concurred. Item Closed.