GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM
Instrument Procedures Group
(Transcribed/Re-Formatted)
HISTORY RECORD

FAA Control # 92-02-106

SUBJECT: Circling Approach Maneuvers at Airports with Very High Heights Above Airports (HAAs)

BACKGROUND/DISCUUSSION: Since TERPS criteria were implemented in 1967 operations in precipitous mountainous airports such as Aspen and eagle have increased. Instrument operations are now common at such airports. The framers on TERPS criteria could not envision the proliferation of instrument approach procedures with circling MDAs on the order of several thousand feet HAA resulting because of numerous obstacles within the circling maneuvering area that are hundreds, if not thousands, of feet HAA. The "traditional" circling maneuver was envisioned being accomplished at an MDA less than one thousand HAA to a runway that had a final approach area free of significant obstacles, and where the MDA could be maintained until turning to the final leg for the landing runway. Now, the circling maneuvering areas at some of these precipitous mountainous airports are literally death traps to the unwary. At some of these airports the circling MDA must be departed on downwind leg in order to remain within the circling maneuvering area and also make a normal descent for landing. At night, or during daytime poor visibility conditions, the pilot is unable to see the significant, high obstacles which are located within the circling maneuvering area. Several accidents have resulted because of the aforementioned conditions.

RECOMMENDATION: The TERPS circling criteria should be revised to prohibit or restrict from consideration circling maneuvering sectors which contain terrain that drives MDAs to an HAA that requires descent on downwind or base leg without any regard for the nature of the terrain below the circling obstacle clearance area. Consideration should be given to the establishment of mandatory, detailed topographical charts for such circling maneuvering areas. Such a topographical chart would be of sufficient scale and resolution to accurately depict all significant obstacles within the circling maneuvering area and this chart would be a mandatory part of the SIAP charting.

COMMENT: This recommendation affects the United States Standard for Terminal Instrument Procedures (TERPS) FAA Handbook 8260.32, FAA Handbook 8260.19B, and various cartography directives.

Submitted by: Charles K. Guy
May 13, 1992
AIR LINE PILOTS ASSOCIATION

INITIAL DISCUSSION (MEETING 92-02): Circling maneuvers for operations at places such as Aspen and Eagle, Colorado, are increasingly stressful because there are numerous obstacles in the circling area. ALPA believes that circling maneuvers at high elevation; mountainous airports are very hazardous and warrant special charting consideration. At Mountainous airports, ALPA would like to see topographic information displayed on instrument approach

procedure charts that contain circling maneuvering areas at high elevation airports. Further, procedurally, it may be necessary to develop criteria that would restrict or prohibit circling maneuvers in sectors which contain high terrain. ALPA will develop a proposal and possibly a chart prototype to be presented at the next forum. **Action:** Item Open (ALPA)

MEETING 93-01: unavailable

MEETING 94-01: (From Frank Parr AVN-210 notes) ALPA suggested problems in mountainous areas in use of circling minimums and asked they be curtailed. They suggested use of more detailed charts if circling is established so pilots would know of obstacles. This issue will be addressed in the new SID/STAR working group. **Action:** Item Open (SID/STAR working group)

MEETING 94-02: Item combined with 92-02-105 and will remain open.

ACTION: See 92-02-105 notes from same meeting.