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

FAA Control # 95-01-140

SUBJECT: Sector Arrival Zones for GPS SIAPs and Turning Protection Over Such Fixes

BACKGROUND/DISCUSSION: The FAA has made limited use of "NoPT Arrival Sector" zones where a VOR facility is properly located so that it can be an appropriate IAF. This concept could be applied to all GPS SIAPs, and should include minimum sector operational altitudes for a prescribed uniform distance, as well as thorough evaluation of protection for expected turns over either the IAWP or IWP, as appropriate.

RECOMMENDATION: Order 8260.38A should be revised to provide for “NoPT” arrival zones to the intermediate waypoint (IWP) wherever possible. Where it is not possible to designate such arrival zones at the IWP, they should be established at the relevant IAWP wherever possible. Criteria should be established to evaluate and publish minimum operational altitudes for these zones to a reasonable distance. Further, any turn that will result at the zone end IWP or IAWP should be evaluated for lateral obstacle protection. Finally, directive information to pilots should indicate that diverse arrivals beyond the boundaries of the zone are not permitted.

COMMENT: This recommendation affects Order 8260.38A, "Civil Utilization of Global Positioning System (GPS)" and related directive information to pilots.

Submitted by: Submitted by Captain Tom Young, Chairman
Charting and Instrument Procedures Committee
AIR LINE PILOTS ASSOCIATION

INITIAL DISCUSSION (MEETING 95-01): Tom Young, ALPA, discussed the limited use of “NoPT arrival sector” zones where a VOR facility is properly located so that it can be an appropriate IAF. This concept could be applied to all GPS SIAPs, and should include minimum sector operational altitudes for a prescribed uniform distance, as well as thorough evaluation of protection expected turns over either the IAWP or IWP, as appropriate. ALPA recommended FAA Order 8260.38A should be revised to provide for “NoPT” arrival zones to the intermediate waypoint (IWP) whenever possible. Where it is not possible to designate such arrival zones at the IWP, it should be established at the relevant IAWP wherever possible. Criteria should be established to evaluate and publish minimum operational altitudes for these zones to a reasonable distance. Further, any turn that will result at the zone-end IWP/IAWP should be evaluated for lateral obstacle protection. Finally, directive information to pilots should indicate that diverse arrivals beyond the boundaries of the zones are not permitted. This recommendation affects Order 8260.38A, Civil Utilization of Global Positioning System (GPS)

and related directive information to pilots. **Action:** Item Open (The group agreed to research the item).

MEETING 95-02: This issue was addressed during the GPS approach design presentation given by Lyle Wink, AFS-440. Development is continuing. **Action:** Item Open (AFS-440)

MEETING 96-01: Lyle Wink, AFS-440, provided an update on the TAA concept. The concept and implementation strategy will be a discussion item at the next satellite Procedures Implementation Meeting, May 13-16. It is hoped that the TAA can be implemented next year. Doug Helton, AOPA expressed concern over the impact on uncontrolled airspace, especially in the Western U.S. Bill Mosley, ATR-110, briefed on airspace proposals to include the potential impact on "free flight", OROCA, etc. His bottom line was that the TAA is not designed to be a controlled airspace grab; however, there's no free lunch. Airports desiring a GPS or other IFR approach must understand that controlled airspace must be designated. AFS-440 will continue to track the TAA program and provide status reports until implemented. **Action:** Item Open (AFS-440).

MEETING 96-02: Lyle Wink, AFS-440, led a discussion on the TAA concept. Jim Nixon, AFS-440, stated that a timeline had been developed by the Satellite Procedures Implementation Team (SPIT) and that a draft of TAA procedures would soon be ready for coordination outside the FAA. Bill Mosley, ATO-120, stated that guidance will be published in the controller handbook, FAA Order 7110.65, in January 1997. He noted that 1200' class E airspace is being considered for 15 western states at the suggestion of AOPA's Safety Foundation. The intent of the airspace action is to reduce Sectional Chart clutter by not having to publish MSL values for the floor of controlled airspace. Doug Helton, AOPA, suggested that airspace changes should be addressed on a case by case basis. Tom Young, ALPA, suggested that Doug canvas the Safety Foundation and solidify AOPS's position. Hopefully, this will expedite TAA implementation. Bill noted that if the local community is not in agreement with a standard "T" approach design with an associated TAA, then a standard "I" approach design with conventional transitions from the en route structure would be the order of the day. Doug requested some approaches with the "T" design in the AOPA headquarters area for the use and feedback by AOPA users. Terry Deplois, AVN-160 agreed to attempt to accommodate this request if Doug would identify specific airports. Terry also noted that they could possibly develop "VFR Only" procedures for testing. AFS-440 will continue to track the TAA program and provide status reports until implemented. Doug will provide a consolidated AOPA position on the TAA controlled airspace issues. **Action:** Item Open (AFS-440/AOPA).

MEETING 97-01: Jack Corman, AFS-420 briefed that the basic "T" IAP design and the TAA concept is continuing to develop. He stated that a draft order (8260.TAA) specifying TAA design criteria will be circulated for formal comments soon. TAA guidance is now published in the AIM. There is still discussion on controlled airspace issues, especially in the western 15 states. As there was no AOPA representative at the meeting, the consolidated AOPA position on the TAA and controlled airspace was not available. Hopefully, this will be provided at the next meeting.

Bill Mosley, ATO-120, again noted that if the local community is not in agreement with a standard "T" approach design with an associated TAA, then a standard "I" approach design with conventional transitions from the en route structure would be the order of the day.

(1) AFS-440 will continue to track the TAA program and provide status reports until implemented.

(2) Bill Hammett, AFS-420 will ensure that AOPA *is* reminded of their IOU for a consolidated AOPA position on the TAA and controlled airspace issues prior to the next meeting. **Action:** Item Open (AFS-440 & AFS-420/AOPA).

MEETING 97-02: Jack Corman, AFS-440 briefed that the basic "T" IAP (TAA) design concept is continuing to be developed. The draft Order (8260.TAA) specifying TAA design criteria has been coordinated within the FAA, with the military, and various user groups. The order is in final coordination; awaiting AFS-1 signature. TAA guidance is to be published in the February 1998 AIM, and should be fully implemented by the next ACF meeting. The item was recommended for closure, held open till publication of the order. AFS-440 will continue to track the TAA program and provide status reports until implemented. Item held open for implementation. **Action:** Item Open AFS-440).

MEETING 98-01: Jack Corman, AFS-420, briefed that the TAA Order has been signed and published; however only partially implemented. Charting specifications are still under development. Charting specifications are still under development. The group agreed that this issue could be closed. **Action:** Item Closed