

May 23, 2001

Dear Forum Participant

Attached are the minutes of the Aeronautical Charting Forum (ACF), Instrument Procedures Subgroup, held November April 24-25, 2001 at Advanced Management Technology, Incorporated (AMTI), Arlington, VA. Also attached are an office of primary interest (OPI)/action listing, and an attendance listing.

Please review the minutes and attachments for accuracy and forward any comments to the following:

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We are in the process of developing an ACF page for the AFS-420 web site that will provide a chronological history of open issues to include the original submission, a brief synopsis of the discussion at each meeting, the current status, and OPI. The site will also include the minutes of the last two meetings and should be complete in mid June. The site may be accessed directly at the following address: <http://terps.faa.gov/acf-web/index.htm> or through the AFS-420 home page.

Meeting 01-02 is scheduled for October 23-26 and will be hosted by the Air Line Pilots Association (ALPA) Headquarters in Washington, DC. Meeting 02-01 is scheduled for April 30-May 3 and will be hosted by the National Aeronautical Charting Organization (NACO), AVN-500, in Silver Spring, MD. Please forward status update papers and new issue items for the October Instrument Procedures Subgroup meeting to the above addressees not later than September 26. A reminder notice will be sent.

We look forward to your continued participation.

David W. Eckles, AFS-420
Co-chair, ACF, Instrument Procedures Subgroup

Attachment: ACF minutes w/atch.

**GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES SUBGROUP
MEETING 01-01 Washington, DC
April 24-25, 2001**

1. Opening Remarks:

Mr. David Eckles, AFS-420, Flight Standards co-chair of the Aeronautical Charting Forum (ACF) and chair of the Instrument Procedures (IP) Subgroup opened the meeting at 9:00 AM on April 24, 2001. The meeting was held at Advanced Management Technology Corporation (AMTI) Headquarters, Arlington, VA. Mr. Clark McMakin made welcoming and administrative comments on behalf of AMTI. A listing of attendees is included as attachment 2.

2. Review of Minutes of Last Meeting:

Minutes of the last meeting (ACF 00-02), which was held on November 28-29, 2000, were electronically distributed on December 19, 2000. Several comments were received and the minutes were revised accordingly. Revised copies with changes indicated in ***bold italic type*** were provided all attendees and the corrected minutes were accepted.

3. Briefings:

a. Status Report on ACF SID Letter.

Bill Hammett, AFS-420 (ISI), briefed that no action has been taken thus far on this project. There is still government and industry concern among the subgroup that there has been no official AAT-1 and AFS-1 response to the ACF letter on the issue dated May 24, 2000. To revise the DP program to an Obstacle Departure and Standard Instrument Departure (SID) concept must be a joint AFS/AAT/AVN effort. Bill once again proposed a small ad-hoc subgroup as the best medium to work the issue. Several FAA Orders and Handbooks, the AIM and AIP, as well as charting specifications will be impacted. The group recommended that the chair pursue an official response to the May 24 letter and formation of the aforementioned ad-hoc subgroup.

b. Instrument Procedures Subgroup Participation.

Bill Hammett, AFS-420 (ISI), provided a briefing on efforts since the last meeting to increase participation by several FAA offices and industry groups. A memorandum was sent from the chair of the IP Subgroup to AFS-4 requesting he address this lack of participation within FAA Headquarters. As a result, AFS-410, ATP-120 and ATP-104 were in attendance; however, there was still no representation by AFS-200 or NATCA. Bill also briefed that a letter, signed by AFS-400, was sent to ATA, NBAA, HAI, EAA and APA requesting that they renew attendance at the IP Subgroup meetings. As a result, NBAA and HAI have renewed their participation.

c. Revised Order 7910.5A, Aeronautical Charting Forum.

Bill Hammett, AFS-420 (ISI), briefed the group that Order 7910.5 which is the charter that established the ACF has been revised and is currently in formal coordination. The revised order reflects current FAA organizational changes and formally establishes the Instrument Procedure Group and the Charting Group as separate, but equal parts of the ACF. A copy of the revised order was provided to all attendees for review. Comments and/or recommendations should be forwarded via e-mail to Bill at isiconn@snet.net with an information copy to Fran Chaffin, AFS-420 (ISI), at frances_b-ctr_chaffin@mmacmail.jccbi.gov. Comments were requested NLT May 11th.

d. Precision Runway Monitor (PRM) Procedure Identification.

Dave Eckles, AFS-420, brought the procedure identification of proposed PRM approaches for St. Louis Int'l before the group as an off-agenda discussion item. The few of these procedures that are currently published have "PRM" in the title, e.g., ILS PRM RWY 12L. Dave stated that the FAA is generally committed to the proposal before the OCP with regard to procedure naming, which is to reduce the procedure to basic essentials relating to final approach guidance. Clarifying information would be annotated in the planview using large (14 pt) text - in the St Louis case the title would be LDA RWY 30L, with "PRM" in large letters appropriately located in the planview. Where there is more than one procedure of the same type to a runway an alphabetical suffix would be added to the title as provided for in TERPS, paragraph 161. This will result in an ILS Z RWY XX and an ILS Y RWY XX, each with different requirements or ground tracks. Wally Roberts, ALPA, stated that he believes that controllers must say "PRM" in the approach clearance to ensure pilot/controller agreement on the procedure to be flown. Brad Alberts, FedEx Pilots Association (FPA), agreed stating that "PRM" must be included in the procedure title also to ensure that all PRM requirements are met; pilots want to hear "PRM" in the approach clearance. Jim Terpstra, Jeppesen, added that the ICAO OCP proposal, coupled with the TERPS alphabetical suffix naming requirements, will preclude any database problems and should also preclude any pilot/controller miscommunication. He added that current procedure titling is not compatible with ARINC 424 database or cockpit display capabilities. Jim also recommended that the FAA quit using "LDA" in favor of "LOC". Marty Walker, ATP-120, stated that he was not aware of his office's position on the issue and needs time to coordinate a position. He stated that the current air traffic requirement is that the controller must issue the procedure clearance as specified on the chart. **(Editor's note: subsequent to the meeting Marty advised that the ATP-120 position is in support of the AFS-420 position. Additionally, controllers at St. Louis support this position).** Brad Alberts, FPA, also requested that if the alphabetical suffix methodology was adopted, that the same letter be used to identify all PRM procedures. Dave responded that this is not feasible. Simon Lawrence, ALPA, asked if CAT II/III minimums are applicable if flying an ILS PRM approach when there is also a ILS CAT II/III approach published for the runway **(Editor's note: See KMSP ILS RWY 30L, ILS RWY 30L (CAT II), and ILS PRM RWY 30L.** If so, then the CAT II/III procedure should be annotated "PRM authorized". Dave agreed to research this and determine an AFS-420 position. Due to the strong industry pushback on eliminating "PRM" from the procedure title and the need to coordinate a firm ATP-120 position on the AFS proposal, the recommendation of the group is to name the St. Louis procedure under the current provisions of Order 8260.39 (LDA PRM RWY 30L). In the meantime, AFS will pursue resolution of this matter. Dave Eckles will inform the group of the FAA resolution at the next meeting.

4. Old Business (Open Issues):

a. 92-02-104: TERPS paragraph 323a, Precipitous Terrain Additives.

An update report from Alan Jones, AFS-420, was not provided. Brad Rush, AVN-160, provided an update on AVN-100 operational testing and evaluation (OTE). The software evaluation of Medford, OR specified a precipitous terrain adjustment of 368'. Now that it has been determined that the software will analyze terrain and provide a recommended adjustment, implementation issues must be addressed; e.g., to what segments should the adjustment apply, should the adjustment apply to precision approaches, should the software adjustment always be applied or manual override allowed, how will the impact of higher minima be received by the user community, etc. AFS-420 has a meeting scheduled for May 11 to discuss these issues.

Status: AFS-420 will continue tracking the program and report at the next meeting. AVN-160 will continue OTE. Item Open (AFS-420 and AVN-160).

b. 92-02-105: Review Adequacy of TERPS Circling Approach Maneuvering Areas and Circling at Airports with High Heights Above Airports (HAA's).

Dave Eckles, AFS-420, presented a status update paper prepared by Steve Jackson, AFS-420. In the paper, Steve, on behalf of AFS-420, has addressed the concerns forwarded by AOPA. The new circling criteria will be included in TERPS change 20. As is the norm, this change will be coordinated with industry and other government agencies.

Status: AFS-420 to track publication of the new criteria. Item Open (AFS-420).

c. 92-02-110: Cold Station Altimeter Settings.

Dave Eckles, AFS-420, briefed that Carl Moore, AFS-420, has been assigned to work this issue. Brad Alberts, FPA, asked when the FAA would have something in writing. Kevin Comstock, ALPA, briefed that this issue must be worked with input outside of AFS-400. He noted that ALPA has repeatedly requested that an ad-hoc FAA/industry group be formed to work the issue. Dave agreed to carry this message back to Carl.

Status: AFS-420 will continue tracking the issue and consider establishing a formal FAA/industry group to work the issue. Item Open (AFS-420).

d. 93-01-121: Provision of Current IAP Procedural Directive Guidance to the Aviation Community (AC90-XX).

Howard Swancy, AFS-4, briefed that contract funding will be available to develop the Advisory Circular (AC). He estimates that a contract will be let within the next 30-45 days and he hopes to have a product for review in Sept.

Status: AFS-4 will follow up on contractual funding and report at the next meeting. Item Open (AFS-4).

e. 96-01-155: Operational Status for OROCA Use.

Gary Powell, ATP-104, briefed that there has been little progress on this issue. A contractor is working the rulemaking process. There was a general discussion over the OROCA, its original intent, and applicability for off-route, non-radar, RNAV IFR flight. Gary requested a copy of the original issue paper. Bill Hammett, AFS-420 (ISI) agreed to provide a copy.

Status: ATP-104 will work the issue and report at the next meeting. **Item Open (ATP-104).**

f. 96-01-162: GPS NoPT Terminal Routes and PT Required Terminal Routes.

No change. This issue has been resolved; however, closure is dependent on re-write of the Instrument Flying Handbook. Dave Eckles, AFS-420, briefed that coordination with the Regulatory Support Division, AFS-600, in Oklahoma City, reveals that AC 61-27 has been re-designated as FAAH 8083.15, *Instrument Flying Handbook*. Howard Swancy, AFS-4, briefed that the publication is designed for use as a source for testing requirements only and has gone to press. It is now on an official change cycle and input for revisions is welcome.

Status: AFS-420 will monitor/report the status of the new handbook. **Item Open (AFS-420).**

g. 96-01-166: Determining Descent Point on Flyby Waypoints (Originally: Definition of "On Course").

Dave Eckles, AFS-420, briefed that there are still some open issues and the matter is not fully resolved within AFS-420. When resolved, pilot education material for the AIM will be developed.

Status: AFS-420 will continue to work and report on the issue. **Item Open (AFS-420).**

h. 97-01-175: Pilot Duties to Confirm GPS Database.

Hooper Harris, AFS-410, briefed that the FAA goal is to set a standard for satellite navigation similar to that required for ground based NAVAID's. The reasonableness check is that the waypoint name in the approach string or airway is the same as that published on the appropriate chart. It was never intended that the pilots verify coordinates. He noted that this issue should also be coordinated with AFS-200/800. Bill Hammett, AFS-420 (ISI), advised the group that there has been an extensive re-write of AIM paragraphs 1-1-21b regarding VFR use of GPS and 5-4-5d regarding TAA procedures in the January 25 AIM change. Simon Lawrence, ALPA, commented that there was no AIM educational material regarding the IFR SIAP waypoint string, nor was there policy not to use VFR GPS databases for IFR flight. Hooper agreed to develop AIM material for IFR GPS use.

Status: AFS-410 to develop AIM material regarding IFR GPS use. **Item Open (AFS-410).**

i. 97-01-177: Non-collocated DME Use at/inside FAF.

Paul Best, NAS NRS, was unavailable for the meeting. Brad Rush, AVN-160, briefed that AAF has agreed to study DME requirements. A priority list has been developed and taken to the Commercial Aviation Safety Team (CAST) for consideration. The group consensus is to

continue to carry this issue on the agenda as “Open – Inactive” as it is being assessed by CAST. Kevin Comstock, ALPA, is a member of the CAST team and will monitor progress and report back to the ACF as deemed necessary.

Status: Item Open – Inactive (ALPA).

j. 97-02-189: IFR Departure Minimum Turning Altitude Requirement.

Bill Hammett, Afs-420 (ISI), briefed that all action items required of the original issue paper have been addressed and recommended closure. The group concurred.

Status: Item Closed.

k. 98-01-197: Air Carrier Compliance with FAA-specified Climb Gradients.

An AFS-200 representative was not present to discuss the issue. Discussion is continued to the next meeting. Howard Swancy, AFS-4, has been requested to make another effort to get AFS-200 attendance at the ACF and response to this issue.

Status: AFS-200 to work the issue and report at the next meeting. Item Open (AFS-200).

l. 98-01-199: RVR Accuracy and Conflict With Flight Visibility.

Hooper Harris, AFS-410, commented that he was just getting ‘spooled up’ on the issue. Wally Roberts, ALPA, re-briefed the issue that RVR should not be the basis for straight-in minimums except for precision and RNAV (with VANV) approaches. Wally also expressed concern over the assumption that Part 91.175 allows the pilot to assess the visibility at DA (precision) or the MAP (non-precision). It was recommended that Hooper also coordinate with AFS-430 to determine if any rulemaking is in progress or planned on this subject. Additionally, coordination should be accomplished with the AFS specialist involved with the JAA harmonization effort. Bill Hammett, AFS-420 (ISI), agreed to provide Hooper a copy of the original ALPA issue paper and associated background material.

Status: AFS-410 to work issue and report at the next meeting. Item Open (AFS-410).

m. 98-01-203: Alignment of Approach Procedures With Runway.

Dave Eckles, AFS-420, presented a status update paper prepared by Jack Corman, AFS-420. AFS-420 has studied the issue and believes that the criterion to be included in TERPS change 19 sufficiently addresses the issue. Maximum precision offset will remain at 3°. Specific runway centerline crossing limits, commensurate with the degree of offset are specified for non-precision approaches. Proposed criterion that reflects FAA/JAA harmonized visibility minimums will be proposed for TERPS Change 20. AFS-420 plans to issue policy to add a procedure note, on ILS procedures only, to advise the pilot of the degree of offset (in hundredths of a degree) of the LOC with the runway centerline extended. The policy will also provide the methodology to compute the degree of offset. AFS-420 will work with ATA-100 to determine whether new charting specifications/icons are required. Dave recommended the issue be closed. Wally Roberts, ALPA, stated that the ALPA all weather operations staff believes that the issue needs to be elevated to determine if the FAA has the science to support the concept

of a 3° offset precision approach with 2400' RVR. He agreed to ACF closure, noting that ALPA will refer the issue to their Aircraft Design and Operations (ADO) group for further consideration.

Status: [Item Closed](#).

n. 98-01-206: Washington DC P-56 Airspace and KDCA IFR Departures.

The AFS-200 specialist was unable to attend the meeting. Brad Rush, AVN-160, briefed that the DP's have been developed and that AVN-100 is working with AFS-420 to ensure the wording is correct for the associated waivers. He estimates that the procedures should be published on the 6 Sept chart date.

Status: AVN-160 will continue to track DP processing and publication. [Item Open \(AVN-160\)](#).

o. 98-01-209: Consolidated STAR Items Transferred from Charting Portion.

Gary Powell, ATP-104, briefed that the new STAR order is in final draft. The proposed order should address this issue. No target date for publication was offered.

Status: ATP-104 will continue to work the STAR issue and report. [Item Open \(ATP-104\)](#).

p. 99-01-215: Radar Required SIAP's.

Brad Rush, AVN-160, briefed that AVN-100 had completed about 60% of the procedure revisions. Brad suggested that the issue be closed and that he would continue to provide ALPA periodic spreadsheets indicating progress. Kevin Comstock, ALPA, recommended the issue be carried as open until all work was complete. Brad agreed.

Status: AVN-160 will continue to provide progress updates at each meeting until work is complete. [Item Open \(AVN-160\)](#).

q. 99-02-216: Elimination of Verbiage on DP's and STAR's.

Dave Eckles, AFS-420, briefed that his office has not completed staffing this issue relative to DP's. There is a draft change to Order 8260.46A under development that will indicate on the Form 8260-15B what text "must" be charted. Chart producers may then interpret whether to chart other text graphically or textually. Jim Terpstra, Jeppesen, questioned whether the AIM required that pilots have a textual description of the procedure. Kevin Jones, USAF 12 OG/AIS, provided the current AIM language: paragraph 5-2-6e8 states in part "...requires pilot possession of the textual description or graphic depiction of the approved DP..."; whereas, paragraph 5-4-1c states "Use of STAR's requires pilot possession of at least the approved textual description." Marty Walker, ATP-120, agreed to have the AIM changed to read that "textual or graphic" is acceptable for both DP's and STAR's.

Status: 1) AFS-420 revise, as necessary, associated DP forms. 2) ATP-120 work STAR issues and AIM verbiage. [Item Open \(AFS-420 & ATP-120\)](#).

r. 99-02-219: Application of TERPS Paragraph 289.

Dave Eckles, AFS-420, briefed that AIM material on this issue is still under consideration by AFS-420. AFS-420 has also forwarded a chart change proposal to ATA-130 for consideration by the IACC. Pat Fair, ATA-130, briefed that the charting issue is still being addressed internally by ATA-100 and that there is initial resistance to developing a new charting specification for plan view obstacle depiction.

Status: AFS-420 to consider AIM material. ATA-130 to report IACC action. **Item Open (AFS-420 & ATA-130).**

s. 00-01-223: Designation of NoPT and Related AIM Material.

Dave Eckles, AFS-420, presented a status update paper on the issue. It is AFS-420's position that policy regarding publication of "PT Required" and "NoPT" is clear and no changes are under consideration. Charting specifications are in consonance with Part 91.175 and the AIM provides adequate guidance to the pilot and clarification of the provisions of Part 91, as interpreted by FAA General Council (AGC). The specific procedures that prompted ALPA's concern were anomalies and have been corrected. Dave also briefed that the current procedure design policy is adequate and that the change recommended by ALPA on this subject is not deemed necessary. Dave noted that the original and subsequent issues for discussion under this issue number have been addressed and recommend closure. The group concurred.

Status: **Item Closed.**

t. 00-02-225: TERPS Paragraph 251b(2)(c) – Visual Area Obstacle Clearance

Tom Schneider, AFFSA, presented a status update paper on the issue. Tom presented the consensus of the IP Subgroup meeting 00-02 to the TERPS Working Group (TWG). As a result, TERPS Change 19 will reflect the following revision to paragraph 251b(2) (c): "Do not publish a VDP, limit minimum visibility to 1 mile, *and publish a note denying the approach to the straight-in runway at night.*" Tom briefed that the TWG also noted that further clarification was necessary to address circling restrictions at night when there are 20:1 surface penetrations for the runway being circled to. A new paragraph 251b(3) will be included in TERPS Change 19, as follows: "(3) *If the 20:1 surface is penetrated on circling runways, mark and light the penetrating obstacles or publish a note denying night circling to the affected runway.*" It was recommended this issue be carried as open/inactive pending publication of TERPS Change 19. The group concurred.

Status: **Item Open – Inactive (AFS-420).**

u. 00-02-226: Precision FAF (PFAF) Location for RNAV SIAPs at ILS Runways

Dave Eckles, AFS-420, briefed that this issue is currently undergoing a re-evaluation within his office with the effort being led by Carl Moore. The concept under consideration is that when an RNAV approach is being designed to an ILS runway, to re-locate the LOC FAF (while still remaining within TERPS ILS design requirements) to the optimum RNAV PFAF location. The

concept will require the ILS GS angle and the RNAV VDA to coincide within approximately .1°, and should ensure a single FAF for the runway for ATC radar display. Gary Powell, ATP-104, and Marty Walker, ATP-120, recommended that the concept be briefed to the National ATSOIT at their next meeting. Pat Fair, ATA-130, briefed that the proposal should have minimum impact on the NFDC data base as long as AVN-100 does the required 8260-2 amendments.

Status: AFS-420 continue working the issue, brief the ATSOIT, and provide an update at the next meeting. **Item Open (AFS-420).**

v. 00-02-227: The User as the Customer

Dave Eckles, AFS-420, presented a status update paper on the issue. AFS-420 believes that the Regional Airspace and Procedures Team (RAPT) concept proposed under Order 8260.43A will resolve this concern. The RAPT will be composed of core RAPT members (regional AT, FS, and Airports Division Managers) with the FPO as chairperson. It will also be composed of other FAA and non-FAA participants. Air carrier and general aviation are part of the composition of the "non-FAA" participants. The RAPT embodies the process whereby requests for instrument procedures are considered and implemented according to established priorities and appropriate standards. The RAPT process considers safety, benefit, impact, urgency, customer input, and other factors so that the FAA can provide informed, timely responses to flight procedure requests. Better service to the users is a primary concern and goal of the RAPT. Due to the RAPT Order's recognition of the importance of user input, Dave recommended ALPA withdraw this issue item from further IP Subgroup consideration, and that the item be closed. Simon Lawrence, ALPA, concurred.

Status: **Item Closed.**

w. 00-02-228: PT Required on TAA RNAV SIAPs

Bill Hammett, AFS-420 (ISI), briefed that there has been no work done on revising Order 8260.45A, *Terminal Arrival Area (TAA) Design Criteria*. The revision is currently on hold pending ATP-104 development of a TAA training program for controllers. Development of the training program thus far has identified several ATC desired design changes that are under consideration by AFS-420. Brad Alberts, FPA, initiated a discussion as to whether adding "PT required" on TAA's would cause confusion as it is not so annotated on other approach charts. Brad noted that several past ACF discussions repeatedly emphasized that the course reversal was a required maneuver unless one of the provisions of Part 91 was in place. (**Editors note:** *radar vectors to a final approach course or fix, timed approaches from a holding fix, or on a specified "NoPT" route.*) Bill Hammett, AFS-420 (ISI), agreed that the annotation should not be required stating that this was supported by a FAA AGC interpretation of Part 91.175j for ALPA years ago. Simon Lawrence, ALPA, was able to produce a copy of the AGC interpretation and, after review of the AGC position agreed to withdraw the recommendation.

Status: **Item Closed.**

x. 00-02-229: Turbine Powered Holding

Pat Fair, ATA-130, briefed that there are no more 175K holding patterns currently published on SIAP's. Wally Roberts, ALPA, stated that this satisfied ALPA's concern relative to SIAP's and

requested that 175K holding also be eliminated from en route charts. Pat agreed to research the NFDC database to determine where these patterns were charted. The search results will be forwarded to Marty Walker, ATP-120, for action. Marty will then coordinate with the affected facilities to determine where the patterns may be eliminated, revised to accommodate a higher airspeed, and where they must be retained. Changes, where possible, must be forwarded to AVN-100 for Form 8260-2 action. Dave Eckles, AFS-420, added that AIM material for climb-in-hold is under development.

Status: 1) AFS-420 to continue development of AIM material. 2) ATA-130 to determine location of 175K patterns on en route charts. 3) ATP-120 to coordinate necessity of 175K en route holding with applicable ATC facilities. **Item Open (AFS-420/ATA-130 & ATP-120).**

y. 00-02-230: SIAP Deceleration Segment and High Bypass Fan Engines

Bill Hammett, AFS-420 (ISI), presented a status update paper prepared by Jack Corman, AFS-420. AFS-420 is currently performing an Airspace Simulation Analysis for TERPS (ASAT) modeling of the problem in order to provide standards on which deceleration segment criteria can be based. Criteria will be written when the study is complete – no estimated completion date was provided. Brad Rush, AVN-160, stated that the FPO is staffing re-design of the KLAX procedures that prompted ALPA's concern.

Status: 1) AFS-420 to continue ASAT modeling and criteria development. 2) AVN-100 to continue re-design efforts at KLAX. **Item Open (AFS-420 & AVN-160).**

z. 00-02-231: Missed Approach Climb Rate.

Bill Hammett, AFS-420 (ISI), presented a status update paper prepared by Jack Corman, AFS-420 and briefed the results of the Feb 7-8 TWG discussion. At the last TWG meeting, there was extensive discussion on missed approach obstruction clearance. All TERPS signatories are now in agreement that a standard 200 ft/NM missed approach climb gradient is a basic premise of TERPS obstruction clearance for both departures and missed approaches. The TWG also noted that TERPs does not explain various ROC concepts. To satisfy this omission, the TWG unanimously voted to add a ROC explanation/clarification to Chapter 2 of TERPS to be included in TERPS Change 19. Bill provided an informational copy of the TERPS change to all attendees requesting that any comments be forwarded to Jack Corman at jack_e_corman@mmacmail.jccbi.gov. This explanation will also be modified/formatted for inclusion in the AIM/AIP. Bill recommended the issue be closed. Wally Roberts, ALPA, noted that aircraft are lighter and climb better on missed approach than departure. Simon Lawrence, ALPA, added that some aircraft do not climb at maximum performance on missed approach; however, 200 Ft/NM should present no problem. The group agreed to close the issue.

Status: **Item Closed.**

aa. 00-02-232: Confusing Graphical or Textual Feeder Routes.

Dave Eckles, AFS-420, presented a status update paper on the issue. Review of the examples presented by ALPA at the last meeting reveals that there are several feeder routes published on each procedure. Current policy requires the establishment of at least one non-radar route to ensure transition from the en route structure in the event of radar/communication failure.

Where more than one such route is established, the circumstances of their establishment (ATC request, normal traffic flow, etc.) must be considered before "excessiveness" can be determined. These type issues are what the proposed RAPT concept under Order 8260.43A is intended to handle. Pending implementation of the order, recommend ALPA identify suspect procedures to AVN-100 for review and determination of need for amendment to comply with existing policy. Dave added that procedure development policy is not written solely to support Jeppesen charting specifications and recommended that ALPA approach Jeppesen with recommendations for a better method of depicting multiple feeder routes. He recommended the issue be closed. The group concurred.

Status: Item Closed.

5. New Business:

a. 01-01-233: Requiring Reported Ceiling on Mountain Area SIAP's With High HAT/HAA Values

Issue presented by Wally Roberts on behalf of ALPA. ALPA contends that at one time (pre 1967 version of TERPS) both reported ceiling and visibility were required for a commercial operator to begin an instrument approach. Since 1967, only reported visibility is required. Where HAAs or HATs are not excessively high, the TERPs concept of not requiring reported ceiling has tended to work adequately. But, it is questionable whether safety of flight is being adequately served by not requiring a reported ceiling value equal to, or greater than, where the HAA/HAT is on the order of 1,000 feet, or greater, at a mountainous airport. ALPA recommends that AFS-420 should establish policy to require "ceiling and visibility required" on approaches at terrain-laden mountain area airports for Part 121 and 135 operators. During discussion, there was no consensus on where or what HAA/HAT values should require this implementation. Kevin Jones, USAF 12 OG/AIS, stated that the USAF currently requires both ceiling and visibility for non-precision straight-in and all circling approaches. Bill Hammett, AFS-420 (ISI), noted that ALPA had previously presented this issue before the ACF at meeting 96-01 (Issue 96-01-159). After 2 years, there was no interest from other civil or military user groups to pursue the recommendation and it was closed without action at meeting 98-01. Dave Eckles, AFS-420, recommended that ALPA coordinate with other user groups and develop a consolidated recommendation for the IP Subgroup to forward to AFS-200.

Status: ALPA to coordinate recommendation for the IP Subgroup to forward to AFS-200.
Item Open (ALPA).

b. 01-01-234: Designation of Maximum Altitudes in the Final Approach Segment

Issue presented by Dave Sheehan on behalf of NBAA. The issue was prompted by the approach design for SIAP's to runway 7 at Orlando Executive Airport, FL (KORL). Two of the approaches (LOC and GPS) have an altitude restriction of 1160' maximum at ORL 3 DME/2.8 ATD to threshold. In the event of a go-around prior to reaching this point, aircraft may be required to descend during the missed approach maneuver. The restriction is apparently on the procedure for ATC separation considerations with Orlando International (KMCO) traffic. It should also be noted that there are inconsistencies between the approaches to RWY 7; e.g., the VOR/DME RWY 7 SIAP has a maximum altitude of 1100 at ORL 4DME (3.8 NM to threshold), and the NDB RWY 7 SIAP has no restriction. NBAA recommends that AFS-420

establish policy in FAA Order 8260.19 to prohibit maximum altitudes within the final approach segment. After discussion, the subgroup agreed that a maximum or hard altitude restriction in the final approach segment reflects poor procedure design. Marty Walker, ATP-120 agreed to coordinate with the Orlando air traffic facility to determine the need for the restrictions. Brad Rush, AVN-160, agreed to review the design anomalies and the reason for the variances in the fix location. Dave Eckles, AFS-420, will review whether a policy directive is warranted.

Status: 1) ATP-120 to coordinate the need for the restrictions. 2) AVN-160 to review KORL RWY 7 SIAP designs. 3) AFS-420 to review policy requirements. **Item Open (ATP-120/AVN-160 & AFS-420).**

6. Next Meeting: The next meeting is scheduled for October 23-26 in Washington, DC, with the Air Line Pilots Association (ALPA) as host. A letter of invitation will forward the specific date, time, and location. The spring 2002 meeting is scheduled for April 30-May 3 in Silver Spring, MD, with FAA's National Aeronautical Charting Organization (NACO), AVN-500, as host.

Please note the attached OPI listing for action items. It is requested that all OPI's provide the AFS-420 co-chair (with an information copy to Bill Hammett) a written status update on open issues not later than September 26 - a reminder notice will be provided.

7. Attachments (2):

1. OPI/Action Listing.
2. Attendance Listing.

**AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES SUBGROUP
OPEN AGENDA ITEMS FROM MEETING 01-01**

<u>OPI</u>	<u>AGENDA ITEM (ISSUE)</u>	<u>REQUIRED ACTION</u>
AFS-420 AVN-160	92-02-104 (Precipitous terrain adjustments)	AFS-420: Develop implementation plan. AVN-160: Continue OTE.
AFS-420	92-02-105 (Circling areas)	Track status of new criteria.
AFS-420	92-02-110 (Cold weather altimeter)	Lead effort & track issue. Consider forming a FAA/industry group to work issue
AFS-4	93-01-121 (AC 90-XX)	Follow up contractual funding and report.
ATP-104	96-01-155 (OROCA use)	Work issue and provide report.
AFS-420	96-01-162 (NoPT/PT required routes) (FAAH 8083.15 status)	Closed – pending AC61-27 publication. Monitor status of new Handbook & report.
AFS-420	96-01-166 (Descent point of flyby waypoints. Originally “on course”)	Consolidate position, develop AIM material and report.
AFS-410	97-01-175 (Pilot duties to confirm GPS database)	Develop AIM material for IFR GPS use.
ALPA	97-01-177 (Non-collocated DME use at/inside FAF)	Status is Open/Inactive. ALPA to report CAST initiatives as deemed necessary.
AFS-200	98-01-197 (Air carrier compliance w/climb grad's)	Work issue and report.
AFS-410	98-01-199 (RVR accuracy vs. flight visibility. Also use of RVR minima)	Work issues and report.
AVN-160	98-01-206 (P-56 airspace vs. KDCA IFR departures)	Track processing/publication & report.
ATP-104	98-01-209 (Consolidated STAR issues from charting portion) (94,95,96,97,98,99,100,101)	Track development of new STAR Order & report.
AVN-160	99-01-215 (Radar required SIAP's)	Provide status list & report.
AFS-420 ATP-104/120	99-02-216 (Excess verbiage on DP's & STAR's)	AFS-420: Revise DP forms. ATP-104/120: Report STAR status.
AFS-420 ATA-130	99-02-219 (TERPS paragraph 289 application & obstacle charting)	AFS-420: Explain criterion in AIM. ATA-130: Track IACC action and report.

AFS-420	00-02-225 (Visual area obstacle clearance – TERPS 251b(2)(c) & 251b(3))	Status is Open/Inactive pending publication in TERPS Change 19
AFS-420	00-02-226 (PFAF location for RNAV SIAPs at ILS runways)	Brief ATSOIT, work issue & report.
AFS-420 ATA-130 ATP-120	00-02-229 (Turbine powered holding)	AFS-420: Develop AIM “climb-in-hold” material. ATA-130: Determine number of en route 175K patterns. ATP-120: Assess need for 175K en route holding.
AFS-420 AVN-160	00-02-230 (SIAP deceleration segment and high-bypass fan engines)	AFS-420: Study interm. Segment DG policy. AVN-160: Assess LAX ILS RWY 25L
ALPA	01-01-233 (Requiring reported ceilings on high HAA/HAT values)	Coordinate consolidated industry position for IP Subgroup forwarding.
AFS-420 AVN-160 ATP-120	01-01-234 (Designation of maximum altitudes in the final approach segment)	AFS-420: Review policy requirements. AVN-160: Review KORL RWY 7 SIAP’s. ATP-120: Assess need for restrictions.

**AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES SUBGROUP
ATTENDANCE LISTING - MEETING 01-01**

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ATTENDANCE LISTING - MEETING 01-01**

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* = Tuesday only				
** = Wednesday only				