

**GOVERNMENT / INDUSTRY AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES GROUP
Meeting 94-02 September 27, 1994
ATA Offices/Washington, DC
(Transcribed/Reformatted)**

1. **Opening Remarks:** Paul Best, AFS-420 opened the meeting at 0900. The one day meeting was held at the ATA offices in Washington, DC. and hosted by Bill Thomas, ATA. A list of attendees is attached. Paul acknowledged the need for administrative assistance and introduced Ray Nicklaus, AFS-400 to the group. Ray will assist Paul with the publication of the minutes and in tracking action items. Paul opened a discussion of the time/place of next meeting. It will be held at the NBAA headquarters in Washington, DC, on Monday November 21, 1994.

Editor's note: no record found for a Nov 21, 1994 scheduled meeting. All documentation of agenda items indicates meeting not held or had no IPG impact.

2. **Briefings:** None

3. **Review of Minutes of Last Meeting:**

4. **Old Business (Open Issues):**

a. **92-02-100** TERPS Visual Descent Point (VDP)

The group and ALPA agreed to close this item. **Status:** Item Closed

b. **92-02-101** Turbojet Straight in Maneuvering Considerations in Non-Precision Standard Instrument Approach Procedures (SIAPs)

The group and ALPA agreed to close this item pending a rewrite by ALPA. **Status:** Item Closed

c. **92-02-102** IFR Departure Procedures and Standard Instrument Departures (SIDs)

The group agreed that this item remains open pending working group's rewrite of the criteria for SIDs (Ch. 12). The next meeting of this working group is the last week in October, 1994, in Oklahoma City. Rudy Ruana, Jeppesen stated that the general requirement is to make SIDs compatible with IFR departures and that he would review the guidance provided to the pilots. Rudy will report his findings at the next meeting November 21, 1994.

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d. 92-02-103 Minimum Crossing Altitude (MCA) on Obstacle Clearance SIDs.

Tom Quinlan, ASA-108 reported that the SID Order had been updated in part, but there was a requirement for a minimum crossing flag for SIDs. Dan Hanlon, ATP-126 volunteered to check on the requirement with ATP-130, and if necessary, establish the requirement in the SID Order. Dick Powell, ATP-220 could then place a flag on the appropriate charts. **Action: Item Open.**

e. 92-02-104 TERPS Paragraph 323a, Precipitous Terrain Additives

Paul Best, AFS-420 stated that this was an AVN-210 action and that he would task AVN-210 formally to provide proposals. Wally Roberts, ALPA, agreed to provide information to AVN-210 on this item. **Action: Item Open (AVN-210 and ALPA).**

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

The group agreed to combine this item with Agenda Item 92-02-106, Circling Approach Maneuvers at Airports with Very High Heights Above Airports (HAAs). Paul Best, AFS-420 reported that AVN has reviewed the agenda items and will be tasked to provide proposals to the group. The agenda items will be combined and remain open. AVN-210 will provide proposals at the Nov 21, 1994 meeting.

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g. 92-02-106 Circling Approach Maneuvers at Airports with Very High Heights Above Airports (HAAs)

Item combined with 92-02-105 and will remain open. **Action: Item Open (See 92-02-105 notes (above) from same meeting).**

h. 92-02-108 Application of Holding Pattern Criteria in Instrument Flight Procedures

The group agreed that this agenda item, along with 92-02-109, have both been superseded by agenda item 93-01-123, and should be closed. **Status: Item Closed**

i. 92-02-109 Holding Pattern Wind Assumptions

The group agreed that this agenda item, along with 92-02-108, have both been superseded by agenda item 93-01-123, and should be closed. **Status: Item Closed**

j. 92-02-110 Cold Station Altimeter Settings

Rudy Ruana, Jeppesen observed that this is a problem with a long history, and the group agreed to leave open. **Action:** Item Open (Non-specific)

k. 92-02-112 Procedure Turn Maneuvering Area and FAA Directive Information

Group agreed to leave upon pending receipt of proposed draft change to the AIM from ALPA. **Action:** Item Open (ALPA)

l. 93-01-117 Inadequacy of Lateral Obstacle Clearance at Turning Facility FAFs

Group agreed to leave open pending future input from ALPA. **Action:** Item Open (ALPA)

m. 93-01-119 Obstacle Collision Risk Definition for GPS Terminal Instrument Procedures

ALPA withdrew this item subject to future interest. **Status:** Item Closed (withdrawn)

n. 93-01-120 Portrayal of Final Approach Segment descent Gradients on High Descent Gradient SIAPs

Group agreed to leave item open pending a proposal from ALPA. **Action:** Item Open (ALPA).

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

The group agreed to leave this item open pending publication of AC 90-1A by a contractor. **Action:** Item Open (AFS-420)

p. 93-01-122 Use of Mandatory Altitudes on SIAPs

The group agreed to leave this item open. ALPA agreed to take item up with ATPAC. **Action:** Item Open (ALPA).

q. 93-01-123 Symbolic Depiction of Holding Pattern Authorization and Limitations in a Common Manner; Update of Holding Pattern Criteria

Chuck Everest, AVN-210 briefed the group that the holding pattern simulator is working and promises some useful information, but AVN is short of manpower at the time. Chuck added that the change to the holding pattern Order will be effective in April, and field personnel are designing to the new numbers. The group agreed that the AIM must be changed by April and

that AVN-210 should submit the change to ATP-210. After a discussion of pilots not using the proper bank angles in holding patterns, Paul Best, AFS-420 agreed to approach Jim Enias, AFS-410 about an Air Carrier Ops Bulletin reminding the pilots to use the proper bank angle. **Action:** Item Open (AFS-420).

r. 94-01-124 SIAP Segments – Use of Initial Approach Fix

The group and ALPA agreed to close this item. **Status:** Item Closed

s. 94-01-125 Holding Airspeeds

The group and ALPA agreed to close this item. **Status:** Item Closed.

t. 94-01-126 Widths of Feeder and Initial Approach segments in New Criteria

The group agreed to leave this item open. **Action:** Item Open

u. 94-01-127 Step Down Fixes Displayed in Whole Mile Increments

The group and ALPA agreed to close this item. **Status:** Item Closed

v. 94-01-128 Reduce ROC for NDB Approaches by 50 Feet

The group agreed to close this item. **Status:** Item Closed

5. New Business:

a. 94-02-129 Joint Aviation Authorities (JAA) Will Publish JAR OPS-1 Subpart E by Mid 1995

Rudy Ruana, Jeppesen reported that JAA will publish the JAR-OPS-1 by mid-1995 with minimums generally lower but sometimes higher than TERPS. Rudy strongly recommended harmonization between the JAR OPS-1 and TERPS minima. The group unanimously agreed with Rudy and Paul Best, AFS-420 volunteered to work closely with Jim Enias, AFS-410 in this effort. Paul added that an ARAC working group has accepted this as an issue. Tom Young, ALPA stated that ALPA would raise this issue with IFALPA. Rudy concluded by stating that getting the issue on the table was the most important aspect of the problem. Paul will coordinate activities with Jim. Tom will raise the issue with IFALPA. Both will report progress at the next sub-group meeting on Nov 21, 1994.

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b. 94-02-130 Charting Stand-Alone GPS SIAPs to Ensure Compliance with IAF Requirements

Tom Young, ALPA, led a discussion of the three stand-alone GPS approaches at Oshkosh, Fredrick, and Denton. He stated that while the Oshkosh GPS SIAP ensures compliance by non-radar vectored aircraft with the requirement to begin an approach at a designated IAF, the

GPS approaches at Fredrick and Denton encourage abuse of the SIAP procedural requirements. Tom also noted that the FAA's Chief Counsel, in a response to an ALPA query, improperly negated the requirement to begin an approach at a designated IAF. Paul Best, AFS-420 observed that the Council's reply was the subject of agenda item 94-2-135, FAA Chief Counsel Legal Interpretation of Section 91.175-Dated 11-3-1993, and asked the group to consider combining the two issues. The group agreed. Paul further noted that the Council needed to rescind or correct the 11-3-1993 letter of interpretation. Paul volunteered to work with Dan Hanlon, ATP-126, and the Office of Chief Counsel to better define the issue for discussion, and will report their findings to the subgroup at the next meeting on Nov 21, 1994. *Editor's note: no record found for a Nov 21 scheduled meeting. All documentation of agenda items indicates meeting not held or had no IPG impact.* **Action:** Item Open (AFS-420 and ATP-26) Agenda item 94-2-130 will be combined with Agenda item 94-2-135.

c. 94-02-131 Approved Radar Vectors to the So Called "Final Approach Course" and Compatibility With the SIAP

Tom Young, ALPA led the group in a discussion of the ILS RWY 13 Allentown-Bethlehem-Easton (ABE) SIAP. The discussion centered about whether a pilot given radar vectors to EGYPT IAF at 2800 feet had to, or was allowed to, enter the holding in order to descend to 2500 feet prior to starting the approach. Dan Hanlon, ATP-126, stated he was not aware of any operational problems with that particular approach, but that he would check within the ATC community and with the region to see how they handle the situation, and will report his findings back to the sub group at the next meeting Nov 21, 1994.

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d. 94-02-132 Public Access to US FAA Terminal Radar Area ATC Minimum Vectoring Altitude (MVA) Charts

Dan Hanlon, ATP-126 and Tom Young, ALPA led a discussion of public access to MVA charts. Tom stated that the advent of GPS and moving map displays make the use of MVA data even more practical. The availability of this data would allow pilots to cross check the Air Traffic Controllers altitude assignments while being vectored. Dan responded that limited resources must be carefully allocated and questioned whether this would be a justifiable expenditure of FAA resources. In any case, someone in the FAA's upper management would have to make that decision. Rudy Ruana, Jeppesen stated that his company was working on terrain data and that they believed any expenditure to prevent controlled flight into terrain would be worth the effort.

The group then discussed the availability of MVA data and what would be required to make it available. Dick Powell, ATP-220 stated the data is available but it might take some degree of effort to extract it. Dick further stated that the other options are in work and may make this issue moot. He noted that the ACF would receive a briefing September 28, 1994 on the Off Route Obstruction Clearance Altitude (OROCA) which would be published on the approach charts.

Dan agreed to research what changes are made to MVA data and how often they are made. Dick stated that this is an AAT-100 problem and He too would do research in an effort to scope the problem. Both will report their findings at the next ACF. **Action:** Item Open (ATP-220 and AAT-100)

e. 94-02-133 SIAP Optimum Final Approach Segment Descent Gradient for Categories C and D Aircraft

Tom Young, ALPA stated the problem was TERPS is written to say that 300 feet per mile is the optimum descent gradient in the approach segment. This has allowed the FAA to publish procedures with a descent gradient of less than 300 ft./mile. These shallow gradient approaches are causing the Ground Proximity Warning systems to activate during the approach. Paul Best, AFS-420 speculated there are not that many approaches with a shallow gradient but will check the numbers. Dave Eckles, AVN-220, argued that TERPS is written as it is to provide the design specialists with some degree of flexibility. Paul added he and Dave would check on the extent of the problem and report back to the group at the next ACF. **Action:** Item Open (AFS-420 and AVN-220)

f. 94-02-134 Commercial Operations (Parts 121/135) Compliance with FAR 97 Takeoff Minima Climb Gradients

Tom Young, ALPA agreed to withdraw this agenda item pending discussion with Wes TeWinkle, AFS-430. **Status:** Item Closed (Withdrawn by ALPA)

g. 94-02-135 FAA Chief Counsel's Erroneous Letter of Legal Interpretation, RE: SIAPs, Dated November 3, 1993

Issue discussed in conjunction with ACF 94-02-130. **Status:** Item Closed

h. 94-02-136 Publish True vs. Magnetic on GPS Procedures

Dave Eckles, AVN-220 distributed a draft document on true vs. magnetic heading and led a discussion on the pros and cons of both. Dave stated that his objective was to receive feedback from the group on the paper. The group generally agreed that the concept was attractive but could raise some sticky issues involving the transition from the present magnetic heading system to the true system. The group agreed that feedback on the paper from the certification experts on the Satellite Operational Implementation Team (SOIT) would be useful. Ray Nicklaus volunteered to distribute the paper at the next SOIT meeting in early November, 1994. **Action:** None – Discussion item only.

6. Attachment:

**ACF 94-02
Attendance Roster**

Attendees	Organization
Paul Best	AFS-420
Dick Powell	ATP-220
Steve Lucchesi	ATP-220
Bill Thomas	ATA
Carol Beaver	NOAA
John Brennan	NOAA
Linda Cushing	NOAA
Ron Bolton	NOAA/ACB
Charles Branch	NOS/ACB
Tom Young	ALPA
Wally Roberts	ALPA
Tony Ragazzo	NOAA
Charles Guy	ALPA
Claude Richards	DMA (PRA)
Erine Tangren	American Airlines
Cecil Teets	Compuflight
Willima Roust	ATP-20
Stephen Hunley	DOT/VOLPE
Robert Beatty	AFFSA IFC/AI
Rudy Ruana	Jeppesen
Wes TeWinkle	AFS-430
Carl Lyon	AMT-612
George Lutz	EAA
Tom Quinlan	ASA-100
Bill Hammett	AMT-613
David Osborne	DOT/VOLPE
Marv Harvey	NAVFIC
David Eckles	AVN-220
Chuck Everst	AVN-540
David Carter	HAI
John Moore	NOAA/ACD
Steve Solbeck	NOS
Melissa Bailey	AOPA
John Steuernagle	AOPA
Migdaila Mario	NOS
Tesh Seyoum	American Int'l Air
Jim Enias	AFS-410
Ray Nicklaus	AFS-400