

**GOVERNMENT / INDUSTRY AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES GROUP
Meeting 98-01 May 4-5, 1998
NOS Headquarters/Washington, DC
(Transcribed/Reformatted)**

1. **Opening Remarks:** Paul Best, AFS-400 and Dick Powell, ATA-100 Co-chairs of the ACF, Instrument Procedures Subgroup, opened the forum at 0900 May 4, 1998. The meeting was held at the National Ocean Survey (NOS) Headquarters, with Terry Laydon hosting and providing opening remarks. A listing of attendees is attached.

2. **Briefings:** None

3. **Review of Minutes of Last Meeting:** Minutes of the last meeting, which was held on October 27-28, 1997, were mailed on March 19, 1998. No comments were received and the minutes were accepted as distributed.

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

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

Howard Swaney, AFS-420 briefed that Order 8260.46, Instrument Departure Procedure (DP) Program has been signed effective 12/29/97; however, the Order has not been implemented. The program is on track, but several issues still need to be resolved. Paul Best, AFS-400 indicated some concerns have been raised in the international community reference the re-designation of SIDs to DP's. The U.S. launched a strong international effort to implement the term SID, and this change is apart from the previous position. Bill Mosley, ATO-120 has taken a number of preparatory actions to facilitate changing the designation to DP. The FAA is re-visiting the naming convention and a meeting of concerned parties is scheduled for the week of June 8th. There was much discussion on the subject of pilot training and education material needed. A recommendation to draft an FDC NOTAM was adopted during the 97-1 meeting; however, the NOTAM is being held for resolution of the naming issue. Development and coordination of AIM/AIP changes for August 98 publication must also be accomplished. Coordination of required cartographic changes must be staffed through IACC- Commander Eric Secretan, NOAA. Wally Roberts, ALPA re-addressed the least onerous route issue. Mike Werner, AVN-160 took the IOU to re-emphasizes this issue with procedure developers in AVN-100. Item remains open to be tracked till fully implemented. AFS-420 and ATO 120 will coordinate to resolve the naming issue. (2) NOAA will staff IACC changes. (3) AVN-160 will emphasize the 'least onerous route' issue to procedure developers in AVN-100. **Action: Item Open (AFS-420).**

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

Status remains unchanged with no significant action taken since 97-2 report. ALPA, with support from a number of other users, is very much concerned about a possible lack of obstacle protection for aircraft having been cleared on a published SID, issued an ATC off route vector, and then re-cleared onto the published SID. In instances where the SID specifies a specific climb gradient, are controllers aware and able to determine the aircraft's ability to comply with all altitude restrictions (climb gradient) at the point of re-joining the SID? The AFS intent is to publish both ATC and obstruction clearance restrictions. Eric Secretan, NOAA indicated that charting would not be a problem. Tom Young, ALPA researched the NASA ASRS data base and discovered 16 filings on departures, 5 of which related to the subject, and is concerned there may be more. Jim Terpstra, Jeppesen is concerned that the FMS limitations may not allow a vector off the procedure and then back on. Discussion indicates that there is still no consensus on this issue. Howard Swaney, AFS-420 and L'Tanya Talley, AT0-110 will jointly develop a brief on the issue and present at the next meeting. Mike Warner, AVN-160 took an IOU, working with ALPA, to look at specific locations to determine where immediate actions would be required. (1) ATA-130 and AT0-120 will research the IACC specifications to determine charting applicability for MOCAs on SIDs. (2) AFS 420 and AT0 110 will prepare a briefing on controller responsibilities for the next forum. **Action: Item Open (ATA-130, AT0-120, and AFS-420).**

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

Jack Corman, AFS-420 provided an update briefing. AFS-420 is continuing work with the contractor (National Center for Atmospheric Research (NCAR)) in the development of an analytically based geographic definition of precipitous terrain and associated formulas for use by procedure developers to identify and make appropriate adjustments for precipitous terrain. AFS-420 will work closely with NCAR to ensure that the terms of the contract are adequately addressed to accomplish these goals. NCAR will develop a simple empirical model for determining the required increases in obstacle clearance near precipitous terrain. Plans are to present adjustments at the next forum. **Action: Item Open: (AFS-420)**

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

Steve Jackson, AFS-420 is continuing analysis and computer modeling. Jack Corman, AFS-420 briefed the on-going study and presented examples to the group. Preliminary results and ASAT results indicate that the current criterion requires improvement. New criteria are under development and should be incorporated in the next issuance of TERPS. Jim Terpstra, Jeppesen recommended that test results be presented to ICAO through the OCP. Paul Best, AFS-400 agreed and stated that the criteria would be presented when finalized. **Action: Item Open: (AFS-420)**

e. 92-02-110 Cold Station Altimeter Settings

Jack Corman, AFS-420 briefed that criteria development is progressing, and presented a developmental conversion table for group review. Initial reaction from the group is that the table shows steps are being taken in the right direction. Jack noted that the recommendation to: "Publish a temperature adjustment chart in the front of the approach booklets; publish instructions in the AIM specifying how and when to use the chart; have air carriers identify locations exhibiting significant indicated altitude error; and make the following annotation on approach charts at these locations: "USE TRUE ALTITUDE WHEN AIRPORT TEMPERATURE IS BELOW ISA" is still on the table. Wally Roberts, ALPA recommended implementation prior to next Winter. Jack briefed that several air traffic issues as well as pilot education issues have to be addressed. The AFS-420 recommendation for a subgroup on this issue was adopted. AFS-420 will continue criteria development, as well as establish a working group to address implementation, and provide an updated report at the next meeting. **Action: Item Open: (AFS-420)**

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

Howard Swancy, AFS-420 briefed that AC90-XX is being held for funding. This is an additional opportunity to coordinate and review the publication for additional changes. All comments received from the circulation with members of the charting forum have been considered in this final version. Funds from the GPS office will not be available for the update to include the TAA and FMS procedures. Hopefully, funds may be available from an existing contract in Flight Standards to include these items. After this final coordination, the AC will go to printing. Howard briefed that the Manager of AFS-800 agreed to place more emphasis on AC-61-27. Paul Best, the NAS NRS, will continue the publication process for AC90-XX. AFS-420 will continue to track the status of AC-61-27. **Action: Item Open (AFS-400 & AFS-420)**

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

Jack Corman, AFS-420 briefed that implementation of Change 17 to TERPS which revised descent angle/gradient guidance to read 3°/318 Ft/NM was implemented on April 20th. Jim Terpstra, Jeppesen has forwarded a list of shallow descent gradient IAP's to Paul Best, AFS-400. The group agreed that this issue is closed. **Status: Item Closed.**

h. 95-01-140 Sector Arrival Zones for GPS SIAPs and Turning Protection Over Such Fixes

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.**

i. 95-01-141 Multiple DME ARC IAFs

Howard Swaney, AFS-420 briefed that the FAA legal office has lost specialists and was unable to provide policy for this issue. They have agreed to work with AFS to prioritize a list of action items requiring their guidance. Paul Best, AFS-400 is now the National Resource Specialist for the NAS and will work with legal to resolve this issue. Howard Swaney, AFS-420 will remain in the coordination loop and provide a briefing for the next meeting. Paul Best, AFS-400 will continue working with AGC for policy of this issue. Howard will provide briefing at the next meeting. **Action:** Item Open (AFS-400)

j. 95-01-143 Establish and Publish Procedural Maximum Speeds for Terminal Instrument Procedures

Howard Swaney, AFS-420 briefed that the AIM change recommended at the previous meeting has been published. The change specifies a 200 KIAS maximum for PT entry maneuvers as an interim safety measure pending new criteria development. New criteria are under development within AFS-420. The group agreed that this issue could be closed. **Status:** Item Closed.

k. 96-01-155 Operational Status for OROCs and Implementation of GPS TAAs.

An Air traffic (ATO-120) representative was not available for the meeting; therefore, no report was provided. Paul Best, AFS-400 (NAS NRS) did provide a briefing on new GPS use in the Gulf of Mexico. **Action:** Item Open (ATO-120)

l. 96-01-159 Specified Ceiling Requirement for High HAA/HAT MDAs

Paul Best, AFS-400 briefed there was not enough interest from other user groups to pursue this change, and recommended the issue be closed. The group, except ALPA, concurred. ALPA will re-address the issue internally and resubmit a position paper if they feel warranted. **Status:** Item Closed.

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

It is the FAA position that the current guidance provided in the AIM is sufficient. However, all agreed that guidance should also be published in the Instrument Flying Handbook (AC 61-27). Once published, the issue may be closed (See Issue 93-01-121). AFS-420 to monitor progress and report. **Action:** Item Open (AFS-420 & AFS-600).

n. 96-01-163 Purpose of ILS Fix Inside the Precision FAF

Paul Best, AFS-400 stated that this issue is still in AGC. During discussion Wally Roberts, ALPA emphasized the importance of cross checking altitude. ALPA also desires progress fixes on all

precision IAP's. Paul will continue to track the status of the CFR change and brief at the next meeting. **Action: Item Open (AFS-400).**

- o. 96-01-166** Determining Descent Point of Flyby Waypoints (Originally Submitted as Definition of "On Course" – title changed at ACF 97-01)

Jack Corman, AFS-420 briefed that work is not complete on this issue. Report deferred to the next meeting. **Action: Item Open (AFS-420)**

- p. 96-02-171** Temporary vs. Permanent FDC NOTAMs

Discussion led by Wally Roberts, ALPA indicated that aircrews are not receiving all T-NOTAM's during pre-flight briefings. General discussion is that the NOTAM system is not responsive to user needs. Jim Terpstra, Jeppesen and Art Dodds, NOAA discussed charting T-NOTAM's. Bill Hammett, ISI briefed that the proposed revision to Order 8260.19 will allow T-NOTAM's for 4 charting cycles (224 days) vice 120 days prior to requiring a procedure amendment. He also briefed that a policy change for P-NOTAM's should make publication of IAP changes easier for AVN and chart agents to process. Howard Swaney, AFS-420 briefed that NOTAM issues would be addressed during a scheduled 15 May meeting between AFS, AVN and ATO. Dick Powell, ATA-100 briefed a proposed NOTAM system review by the year 2000. Paul Smith, NBAA reminded the group that a comprehensive SSER of the NOTAM system, conducted several years ago, should be re-addressed prior to 'reinventing the wheel' with a totally new study. Hopefully an ATO-300 representative can attend the next meeting to provide input. AFS-420 will report on progress at the next meeting. **Action: Item Open (AFS-420).**

- q. 97-01-174** AVN-100 Letter re: FPO/Pilot Interface

Mike Werner, AVN-160 briefed that AVN-100 is currently creating a web site (should be available within three weeks) with all AVN contacts. The site will also provide a forum for users to provide feedback electronically. All liked the idea. Jim Terpstra, Jeppesen volunteered to provide a Jeppesen briefing guide advertising the site and a possible interface/link to the site. The group agreed and this issue is closed. **Status: Item Closed.**

- r. 97-01-175** Pilot Duties to Confirm GPS Data Base.

No action taken since last meeting. AFS-410 was not available to provide a briefing. **Action: Item Open (AFS-410)**

- s. 97-01-177** Non Collocated DME use at/inside FAF

Jim Terpstra, Jeppesen was unable to provide a database of un-collocated DME sources. Paul Best, AFS-400 (NAS NRS) agreed to work with Mike Werner, AVN-160 on this issue and report at

the next meeting. Tom Young, ALPA emphasized the criticality of this issue. **Action: Item Open (AVN-160 and AFS-400).**

t. 97-01-178 JFK VOR RWY 13L/R Waivers/LDIN Lights

Howard Swaney, AFS-420 briefed that AFS-400 elected to keep this issue open. Wally Roberts, ALPA briefed that there needs to be a standard definition of what constitutes LDIN Lights. The FAA Tech Center has never studied LDIN Lights. AFS-400 will initiate another study to assess lighting requirements. AFS-420 will initiate a study to define LDIN Lights requirements and provide a briefing at the next meeting. **Action: Item Open (AFS-420)**

u. 97-01-181 Non-Precision Missed Approach Turns

Tom Schneider, AFFSA presented an updated position paper with proposed criteria. A draft was provided to AFS-420 for action as the OPI for TERPS changes. AFS-420 will evaluate the AFFSA proposal and report back at the next meeting. **Action: Item Open (AFS-420)**

v. 97-01-182 Charted Fixes on SIAPs that Have No Apparent Purpose (originally ACF-CG issue 97-01-093)

Mike Werner, AVN-160 briefed that the issue has arisen once or twice in the past year. AVN will QC alternate missed approach procedures and only publish those fixes specified by ATC. Jim Terpstra, Jeppesen and Wally Roberts, ALPA jointly noted that most of these fixes are to satisfy air traffic control requirements, when in many cases, ATC could easily use a fix that is already charted. Hal Becker, AOPA emphasized that from a human factors standpoint, seeing the fix depicted on a chart was preferable to having it described verbally. And, as noted at a previous meeting, having the fix and holding pattern charted precludes the controller having to issue detailed instructions thereby reducing pilot/controller workload. Jim Terpstra again emphasized not charting fixes solely used as alternate missed approach fixes; the better solution was to design alternate missed approach instructions to terminate at a currently published en route fix. The overall group consensus was to chart alternate missed approach fixes and holding patterns. Bill Hammett, AFS-420 (ISI) recommended closing the issue and letting the Charting Group decide charting methodology. The group agreed. **Status: Item Closed**

Editor's Note: Review of the ACF, Charting Portion minutes indicates no subsequent activity on the issue

w. 97-01-183 VDPs on SIAPs w/Part Time Altimeter

There is not a consensus within the group on this issue. Paul Best, AFS-400 stated that despite two proposals, change 17 to TERPS is explicit in not authorizing VDP's at locations being serviced by part-time or full time remote altimeter settings. The ALPA issue paper presented by Wally Roberts, ALPA explains ALPA's position is that a VDP should be on every IAP that meets obstruction clearance criteria. Paul noted that on part-time altimeter IAPs, requiring two VDPs could present a human factors issue. A second proposal is to add a note to procedures at locations with remote altimeters indicating "VDP Inop" or "NA". Jim Terpstra, Jeppesen expressed concern about differences in defining VDP's on IAPs with stepdown

fixes. Bill Hammett, ISI stated that change 17 of TERPS address this and other concerns of the group. The final consensus of the group is that VDP's should not be authorized with remote altimeter settings as noted in change 17. **Status: Item Closed.**

x. 97-01-184 Clarity of Missed Approach Procedure Verbiage

Brief discussion. Mike Warner, AVN-160 stated that AVN-100 and AFS-420 have completed a joint review. The results indicated there were some minor problems, and that corrections are being made where errors are found. Training is being provided to procedure specialists to increase standardization. Subsequent meetings between AVN-100 and AFS-420 resulted in an agreement to conduct joint reviews of missed approach and/or departure instructions for standardization and minimize pilot confusion. **Status: Item Closed.**

y. 97-02-185 Charting of DME Fix for Precision MAP in ILS/DME SIAP's.

The ATO-120 representative was not present at the meeting. Discussion deferred to the next meeting. **Action: Item Open (ATO-120)**

z. 97-02-186 Circling-only SIAPs. Chart Descent Gradient to Touch down on Straight in Aligned

This issue is resolved in TERPS change 17. **Status: Item Closed.**

aa. 97-02-187 Simultaneous Reception Requirements for ALL Fixes from Intermediate Fix to MAP.

Issue combined with Issue 97-02-188. **Status: Item Closed**

bb. 97-02-188 Mandatory Requirement to Chart Minima with and Without Step-down Fix.

The recommendation to combine items 97-02-187 & 97-02-188 was adopted. These items will be tracked under 97-02-188. Paul Best, AFS-400 agreed to facilitate a meeting with AFS-200/400/800 and provide a consensus at the next meeting. AFS-400 will report at the next meeting. **Action: Item Open (AFS-400).**

cc. 97-02-189 IFR Departure Minimum Turning Altitude Requirement

There is consternation on this matter. It is believed this is an Op Spec rather than a TERPS restriction. Coordination continues with further update planned for the next forum. Background is that ALPA has requested clarification of ATC directives pertaining to the 400' minimum turning altitude (above DER) elevation during departure operations IMC. ALPA believes, based on recent incidents, that ATC personnel issue instructions that require air carrier operators to turn prior to reaching an altitude 400' or greater above DER, and that these turns are unsafe. ALPA, AFS-420, ATO-120, AFS-800, and AFS 200 representatives under the co-leadership of AFS-420 and ALPA are to coordinate and develop a joint response on this issue for presentation at the next meeting.

Action: Item Open (AFS-420 and ALPA)

dd. 97-02-191 RNAV Approach Procedure Charting

It was believed that this item was closed during the 97-02 meeting and will be addressed in conjunction with issue 97-02-193. There was no further discussion. **Status:** Item Closed

ee. 97-02-193 New Landing Minima Format

Jim Terpstra, Jeppesen briefed FMS capabilities- basically all FMS equipped aircraft have all approaches in their data base except GPS approaches. This issue is being addressed in the charting portion. **Status:** Item Closed.

ff. 97-02-194 Introduction of Term "DA"

Jack Corman, AFS-420 briefed that the proposed change has been distributed for comment. It is expected that the term "DH" will be dropped. Don Pate, AFS-420 is waiting the results of the comment period. Tom Schneider, AFFSA expressed concern about the change considering that the term DH is still in ICAO usage. AFS-420 will provide an update brief at next meeting. **Action:** Item Open (AFS-420)

gg. 97-02-195 ACF Charter

Tom Roberts, ALPA expressed concern over the activities of the forum, its charter, and requested clarification of process associated with handling issues raised during meetings. Howard Swaney, AFS-420, provided an outline for proposed changes to the ACF. It is the FAA's intention to develop partnerships with users for working the issues. The group was asked to consider participating, and in some cases chairing, sub-groups with the specific purpose of working key issues. These groups will work together on problem areas, gather information, and formulate solutions for consideration of the ACF group at large. Items worked and agreed on will then be reviewed by the FAA for possible implementation. All issues not acted upon by the FAA will be returned to the group with explanation for record. **Status:** Item Closed.

5. New Business:

a. 98-01-196 Effect of Loss of AWOS Altimeter

Tom Young, ALPA expressed ALPA's concern that AWOS airports do not have part-time remote altimeter settings. He stated that in the case of Greeley, CO, where the AWOS altimeter failed, pilots believing that FAR 91.121 permits the use of any altimeter setting within 100 miles is an unsafe situation. ALPA recommends AWOS approach charts that do not have an alternative remote altimeter source should be annotated "procedure not authorized if AWOS altimeter not received". AFS-420 and ATA-110 took an IOU to review ALPA's comments and report at next meeting. **Action:** Item Open (AFS-420 and ATA-110)

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

This issue was presented by Tom Young on behalf of ALPA. They expressed concern that air carriers are not required by the FAA to provide flight crews with performance data to determine whether a normally operating aircraft can make good a climb gradient specified on an instrument departure procedure. ALPA had previously requested a legal interpretation of this issue and provided a copy of their request to the group. ALPA believes this affects the standard operations and specifications and directive/training material provided to flight crews. ALPA also believes this to be a potential CFTI issue and cited examples of situations at Minneapolis. Paul Smith, NBAA stated that this should not be an ACF issue. Bob Wright, AFS-400 suggested the issue be brought before a FAA safety commission. Item to be held over pending assignment of an OPI. Howard Swancy, AFS-420 has initially taken the issue to AFS-200 (Dave Cady) as a possible FSIB item. **Action: Item Open (AFS-420).**

c. 98-01-198 Minimums With or Without Last Step-down Fix.

(Agreed item to be worked with 97-02-187) **Status: Item closed**

d. 98-01-199 RVR Accuracy and Conflict With Flight Visibility (Issue 99-02-220, *Use of RVR Minima*, submitted at ACF 99-02 also included)

Wally Roberts, ALPA, presented this issue on behalf of ALPA. Two areas of concern relating to RVR and air carrier flight operations were presented for discussion: 1) ALPA believes an increasing use of non-precision, or quasi-precision instrument approach procedures by air carrier aircraft to runways on which RVR is the controlling minimum, and 2) The requirement under FAR 91.17c (2) and 91.175(d) that, from MDA or DH to landing, pilot's find the visibility to be not less than the visibility prescribed in the standard IAP being used. ALPA takes the position that the pilots cannot assess visibility and therefore are placed into a legal dilemma. Additionally, there is concern about use of MALSR systems for RVR, and that pilot's education must be increased. ALPA made the recommendation that the Instrument Procedures Subgroup members take the lead in initiating a review of flight visibility vs. RVR regulatory and operational concepts. AFS-420 was tasked to coordinate with AFS-220 for an initial response to the group at next meeting. **Action: Item Open (AFS-410).**

e. 98-01-200 Step-down Fix Within the Maneuvering Area

Wally Roberts, ALPA presented the issue that, with the implementation of Change 17 to TERPS, the FAA formally adopted the practice of allowing procedure specialists to apply a stepdown fix along the intermediate course that is within the procedure turn maneuvering area. ALPA believes that having a stepdown fix in the procedure turn maneuvering area to be a human factors issue. If a stepdown fix is required, it should then become the PT fix. AFS-420 will review and comment at next meeting. **Action: Item Open (AFS-420).**

f. 98-01-201 Significant Penetrations of Visual Segment Surface below MDA.

Tom Young, ALPA explained this is, in part, a training issue. Change 17 contains significant improvements in assessments of the visual segment from below MDA to landing. However,

more guidance is needed to protect flight operations during restricted visibility or nighttime conditions. ALPA put forward the recommendation; where obstacles penetrate a 20:1 surface in the visual segment area, night instrument flight operations should be prohibited. Also, for daytime instrument flight operations where there are penetrations to the 20:1, pilots should be provided with an accurate, expanded scale topographical type chart, usable in flight. Lastly, where there are penetrations to the 34:1 surface, and a VDP is published, the proposed expanded scale chart should be required. AFS-420 to coordinate, review, and report at next meeting. **Action: Item Open (AFS-420).**

g. 98-01-202 TERPS Para 330c (2), "Fly Visual to Airport."

Tom Young, ALPA presented a summary of their position and recommendation document. In this document ALPA explains the CFR reference to precision and non-precision Cat I approach and landing may be outdated (last revision 1981). It is ALPA's contention that changes associated with new technologies, aircraft, and pilot performance requires amendment to these CFR references, specifically Parts 91.175c & e, other references to include TERPS, paragraph 330c(2), the AIM, and the standard operations specification. ALPA believes that the actual MAP to threshold distance must be considered in computing the visibility minima for all approaches. Status: AFS-420 will staff internally and report next meeting. **Action: Item Open (AFS-420).**

h. 98-01-203 Alignment of Approach Procedures With Runway

Tom Young, ALPA presented this issue on behalf of ALPA stating that TERPS criteria permit ILS approach procedures to be offset as much as 3 degrees from the precise runway centerline and still be considered as precision instrument approach procedures. GPS non-precision approach procedures can be offset by as much as 30 degrees and still be considered straight-in approaches. ALPA contends that a properly flown (designed - author input) precision approach will require no maneuvering in either the vertical or lateral plan to effect landing in the touchdown zone. ALPA's recommendations are: to increase DH 50' and visibility ¼ mile for each degree offset to a maximum of 3 degrees for precision IAP's, and for non-precision IAP's, CAT C & D offsets should be limited to 15 degrees and visibility minimums not less than ¾ mile. AFS-420 will study the recommendations. **Action: Item Open (AFS-420).**

i. 98-01-204 Climb Gradients on Public Missed Approach Procedures

Tom Young, ALPA is concerned that proposed changes in missed approach criteria do not take fully into consideration aircraft engine out performance characteristics. In addition, ALPA believes the FAA should require air carriers to provide flight crews with all-engines-operating performance calculations for instrument departure procedures that have specified climb gradient requirements. AFS-200 comments (after reviewing ALPA's documentation) in part agree with this position. AFS-200 is developing a handbook bulletin to address this issue. AFS-200 will provide status update on the bulletin at the next meeting. **Action: Item Open (AFS-200).**

j. 98-01-205 SIAP Equipment Requirement Notes

ALPA believes pilots are confused about the reason for equipment requirement notes on SIAPs, and that pilot education is needed (i.e. AIM). ALPA requests a review of AVN procedures as

they relate to missed approach (and alternate missed approach) procedure equipment requirements. The recommendation is for a working group to be formed to draft language for the AIM; explaining to pilots what the philosophy is behind equipment-required notes, and changes to 8260.19C & .3B to ensure AVN does not relax requirements for the published missed approach. AVN, AFS and AAT work to resolve these issues and report at the next meeting. **Action:** Item Open (AFS, AVN and AAT).

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

Tom Young, ALPA presented this issue on behalf of ALPA. The Washington DC P-56 area is impacting development of IFR departure procedures for KDCA. ALPA is concerned the FAA has not effectively resolved this issue. Although there have been a number of proposed fixes for the problem of P-56 incursions, aircraft are still being reported by the secret service as violating the airspace boundary as identified. ALPA recommends AFS-420 do a complete study of the problem to identify ways and means to resolve the issue. Will Swank, AS-200, is involved in a working group studying the number of P-56 incursions still being registered. It was recommended that this group look at the issue with AFS-420 and AVN-100 input and report at the next meeting. **Action:** Item Open (AFS-200).

l. 98-01-207 Procedures Being Developed Outside the FAA

ALPA believes there is tendency, on the part of the FAA, to use "Special Approach" procedures as a routine method of providing instrument approach procedures to air carrier airports. They are under the impression that individuals not adequately TERPS qualified have some part in "Special Approach" procedure development. Howard Swaney, AFS-420 stated that he does not believe there is a sanctioned FAA program to allow development of instrument approach procedures by any unqualified person or agency. There has been some preliminary work to explore the possible development of a program allowing procedure development by non-government agents, in response to a congressional inquiry. To date, there is no approved program for non-government procedure development. AFS-420 will review current practices to ensure there is no validity to ALPA's claim. ALPA is requested to provide additional (more specific) information relating to this matter. **Status:** Item Closed.

m. 98-01-208 Two Procedures on the same IAP Chart (ILS & Localizer)

New issue introduced by Tom Young, ALPA regarding concerns over localizer procedures sharing the same IAP chart as the ILS procedure. The recommendation is to revise the procedure title to read "ILS RWY XX or LOC RWY XX" and revise the ATC phraseology so the controller can clear the aircraft for a localizer approach when the GS is inoperative vice clearing the pilot for an ILS approach with the caveat that the GS is unusable. Complicated IAPs should be charted separately. AFS-420 and AVN-100 will review the issue and report at the next meeting. **Action:** Item Open (AFS-420 and ATO-120)

n. 98-01-209 Consolidated STAR Items Transferred from the Charting Portion

During the Charting portion of ACF 97-2 it was agreed that the following charting agenda items: 94, 95, 96, 97, 98, 99, 100, and 101 would be transferred to the Instrument Procedures Subgroup. The 98-01 Procedures Subgroup co-chair agreed to accept these items under the common # 98-01-209. AFS-420 and ATO-120 will jointly work the issue. **Action: Item Open (AFS-420 and ATO-120)**

6. Next Meeting: The next meeting is tentatively scheduled for the month of October, 1998. Specific date/time/location will be forwarded by letter. Please note the attached OPI listing for action items.

7. Attachments:

**ACF 98-01
Attendance Roster**

Attendees	Organization
Dick Powell	ATA-100
Paul Best	AFS-420
Bill Hammett	AFS-420
Jack Corman	AFS-440
Don Pate	AFS-450
Tesh Seymour	American Int'l Air
Melissa Bailey	AOPA
Hal Becker	AOPA
Jim Terpstra	Jeppesen
Rudy Ruana	Jeppesen
Pat Fair	ATA-130
Roy Maxwell	American Airlines
Ben Rich	APA/AA
Bill Mosley	ATO-120
Tom Schneider	AFFSA
Tom Young	ALPA
Wally Roberts	ALPA
George Lutz	EAA
Carlene Grant-Williams	AMTI
Kevin Comstock	ALPA
Joe Belabona	ANE-520 AMTI
Glen Martin	ATA-6
Roger Dean	ATA-101
Alan Feldman	ATA-130
Dalia L. Marin	NOS
Steve Rosman	ATA-200
L'Tayna Talley	ATO-110

Attendees	Organization
Kieth Dutch	ATO-410
Bill Thomas	ATA-130
Mike Werner	AVN-160
Richard Wright	HAI
Larry Weisman	NAVFIG
Paul Smith	NBAA
David Lewtas	ICAO
Tim Duerson	NIMA
Brad Kearse	NOAA/NGS
Pat Banks	NOS/AC&C
Ronald Bolton	NOS/AC&C
Charles Branch	NOS/AC&C
John Brennan	NOS/AC&C
Christo Cambetes	NOS/AC&C
Linda Cushing	NOS/AC&C
Art Dodds	NOS/AC&C
Davis Dudish	NOS/AC&C
Donna Gallant	NOS/AC&C
Nancy Hwang	NOS/AC&C
Terry Laydon	NOS/AC&C
Bill Maynard	NOS/AC&C
John Moore	NOS/AC&C
Janet Myers	NOS/AC&C
Dan Rooks	NOS/AC&C
Eric Secretan	NOS/AC&C
Howard Stewart	NOS/AC&C
Hal Shevers	Sporty's Academy
Jack Lynch	Sporty's Academy
Erik Eliel	USAF/Adv Instrument
Jim Sackreiter	USAF/Adv Instrument
Ann Behrns	USAFFSA/XOIA
Dave Osborne	Volpe/NTSC