

GOVERNMENT/INDUSTRY CHARTING FORUM
Procedures Subgroup
April 23-24, 2001
HISTORY RECORD

FAA Control # 01-01-233

SUBJECT: Requiring Reported Ceiling on Mountain Area SIAPs with High HAT/HAA's.

BACKGROUND/DISCUSSION: Prior to the implementation of TERPs in November 1967, both reported ceiling and visibility were required for a commercial operator to begin an instrument approach procedure. When TERPs was adopted, Chapter 3 contained a provision for requiring a reported ceiling value equal to, or greater than, the HAA/HAT of the SIAP. The FAA has never used these safety criteria, though. Many countries throughout the world use this more conservative application of weather minima. 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.

RECOMMENDATION: AFS-420 should establish objective policies and guidance to AVN-100 about implementing the reported ceiling criteria of TERPs, Chapter 3, at terrain-laden mountain area airports.

COMMENTS: This affects FAA Handbook 8260.19 and AFS-420 policy directives.

Submitted by Captain Simon Lawrence, Chairman
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INITIAL DISCUSSION (Meeting 01-01): 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. 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. **ACTION: ALPA.**

MEETING 01-02: Kevin Comstock, ALPA, reported that ALPA has no input other than that the FAA should address the issue from a safety standpoint. Bill Hammett, AFS-420 (ISI) reiterated that this issue was before the subgroup several years ago and there was no support for ALPA's position. Simon Lawrence, ALPA, requested the issue remain open for further input at the next meeting. **ACTION: ALPA.**

MEETING 02-01: There was no further input from ALPA. Bill Hammett, AFS-420 (ISI), reiterated that this issue was before the subgroup several years ago and there was no support for ALPA's position at that time and the issue eventually removed from the agenda. Jim Terpstra, Jeppesen, requested the rationale for the recommendation. Wally Roberts, ALPA, provided background regarding an aircraft accident in Alaska. Jim responded that it did not seem necessary to penalize all operators for one incident. There was no further support for the recommendation; therefore ALPA withdrew it from further discussion. **ISSUE CLOSED.**
