

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

FAA Control # 92-02-100

SUBJECT: TERPS Visual Descent Point (VDP)

BACKGROUND/DISCUSSION: The criteria for the VDP have been contained in the TERPS handbook for over 15 years yet very few non-precision procedures have VDPs. The VDP provides a significant increase in the level of safety for the operation of air carrier turbojet aircraft.

RECOMMENDATION: All non-precision procedures that have straight-in minimums and which have collocated DME should be provided with VDPs on a priority basis. Other non-precision procedures with straight-in minimums should be reviewed to determine the feasibility of establishing VDPs formed by cross radials.

COMMENT: This recommendation affects US TERPS, FAA Handbook 8260.3B.

Submitted by: Charles K. Guy
May 13, 1992
AIR LINE PILOTS ASSOCIATION

INITIAL DISCUSSION (MEETING 92-02): VDP's are not being published on a routine basis on civilian instrument approach procedures (IAPs). ALPA inquired about the possibility of having a stabilized approach during the final phase of the IAP. This stabilized portion would be just prior to landing when the aircraft is leaving the minimum descent altitude or at 500' above ground level. ALPA was asked to develop a recommended TERPS change and present at next forum.

Action: Item Open (ALPA)

MEETING 93-01: Unavailable

MEETING 94-01: (From Frank Parr AVN-210 notes) ALPA would like VDP established wherever there are straight-in minima for a non-precision approach. After discussion, ALPA agreed to rewrite the proposal with recommendations. **Action:** Item Open (ALPA)

MEETING 94-02: The group and ALPA agreed to close this item. **Status:** Item Closed