

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

FAA Control # 92-02-101

SUBJECT: Turbojet Straight in Maneuvering Considerations in Non-Precision Standard Instrument Approach Procedures (SIAPs)

BACKGROUND/DISCUSSION: The TERPS criteria which enable straight-in minimums in non-precision SIAPs are so generic that some procedures have been developed which make it impossible for turbojet aircraft to properly maneuver for descent and straight-in landing during minimum visibility conditions. This is especially true for procedures where the primary facility is located on-airport. A case in point is the VOR RWY 31 SIAP at Nashville, TN.

RECOMMENDATION: Whenever possible, VDPs should be established on such procedures. New, more restrictive straight-in criteria should be developed for CAT C and D non-precision procedures that do not meet the criteria to establish a VDP

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

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

INITIAL DISCUSSION (MEETING 92-02): ALPA presented the Nashville, TN VOR RWY 31 approach as an example to illustrate this agenda item. As presented was the difficulty Category C and D aircraft have intercepting the missed approach point (MAP) on runways where missed approach procedures call for large intercept angles of up to 30 degrees. It was recommended that the MAP be moved back to the point at which the final approach course (FAC) intercepts the runway centerline extended for procedures where the VOR is collocated at the airport. A VDP is highly desirable. Order 8400.10, page 4-164 describes stabilized approaches and was cited as a reference supporting this proposal. This issue is closely related to agenda item # 92-02-100. ALPA will draw up a straw man proposal that ties this agenda item with the VDP/stabilized approach described in 92-02-100, and will present at the next ACF. **Action:** Item Open (ALPA)

MEETING 93-01: Unavailable

MEETING 94-01: (From Frank Parr AVN-210 notes) straight in minimums on non-precision SIAPs are not always usable. Need VDP. Need more restrictions on category C & D aircraft. ALPA agreed to rewrite this item because it was not completely explanatory. They feel it should go to a working group. **Action:** Item Open (ALPA)

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