

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

FAA Control # 92-02-108

SUBJECT: Application of Holding Pattern Criteria in Instrument Flight Procedures

BACKGROUND/DISCUSSION: Recommendation Document Unavailable

RECOMMENDATION:

COMMENT:

INITIAL DISCUSSION (MEETING 92-02): ALPA contends that the FAA is disregarding basic holding pattern criteria by reducing their size in some flight procedures designed for turbojet aircraft. The Medford, Oregon holding pattern was used to illustrate where the design was inadequate and did not meet the established criteria. ALPA requested that the FAA review the criteria and consider the difference in holding pattern airspace with respect to aircraft speed, flight level and whether the aircraft is climbing or descending in the holding pattern. The FAA should review the instrument approach and departure holding pattern sizes associated with type aircraft and whether its operation is level, climbing or descending. Holding pattern criteria are described in FAA Handbook 7130.3. AVN-200 will look into the application of holding pattern criteria for instrument flight procedures. **Action:** Item Open (AVN-200)

MEETING 93-01: Unavailable

MEETING 94-01: (From Frank Parr AVN-210 notes) Initial comments were on the item submission. Difficulty is with increasing speed without increasing holding pattern template sizes. AVN-210 is working on this. Present holdup is ATP and comments by other AFS employees. See also item 93-01-123. ALPA problems with holding, procedure turns and circling areas are more of a 'global' problem. With the Band-Aid fix in place, AVN-210 will proceed to address the bigger issue of holding and will continue to address the issue. **Action:** Item Open (AVN-210)

MEETING 94-02: The group agreed that this agenda item, along with 92-02-109, have both been superseded by agenda item 93-01-123, and should be closed.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