

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

FAA Control # 92-02-112

SUBJECT: Procedure Turn Maneuvering Area and FAA Directive Information

BACKGROUND/DISCUSSION: The TERPS procedure turn criteria made a significant addition to its predecessor criteria: procedure turns could be predicated on intersection fixes as well as over heading a navigation facility. These criteria presuppose that aircraft will remain on course outbound until actually performing a reversal maneuver, which maneuver is left to the pilot's discretion (excepting in established tear drop procedure turns). Unfortunately, with the passage of time, FAA operations has since issued directive material which permits pilots to make tear drop and "race track" course reversals where not specifically authorized in the procedure. (Tear drop procedure turns can only be authorized at facilities in any case). These types of maneuvers could result in loss of lateral obstacle protection, especially for turbojet operations where procedure turns are predicated on intersection fixes. (ALPA has corresponded with the FAA on this subject.)

RECOMMENDATION: The directive material in the Airman's Information Manual (AIM) should be revised to admonish pilots that, although the reversal maneuver is at their discretion, outbound flight should be on-course except for the actual reversal maneuver.

COMMENT: This recommendation affects the United States Standards for Terminal Instrument Procedures (TERPS), FAA Handbook 8260.3B, and the directive information contained in the AIM.

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

INITIAL DISCUSSION (MEETING 92-02): Current TERPS criteria allow procedure turns to be predicated on intersection fixes as well as over heading a navigational facility. These criteria assume that an aircraft will remain on the outbound course until executing a reversal maneuver. FAA directives now permit pilots to execute, at their own discretion, tear drop and race track course reversals not actually authorized or specified in the procedure. When executing such a maneuver, a pilot could get out of the 30 nautical mile protected area of the trapezoid especially when the procedure is predicated on a fix. This could result in the loss of lateral obstacle protection. ALPA believes that the AIM should be changed to direct out bound pilots to stay on course except for the actual reversal maneuver. **Action: Item Open (ALPA)**

MEETING 93-01: Unavailable

MEETING 94-01: (From Frank Parr AVN-210 notes). There are problems with the PT maneuvering when INT PT is utilized. ALPA is going to put together some better comments on the issue. **Action:** Item Open (ALPA)

MEETING 94-02: Group agreed to leave upon pending receipt of proposed draft change to the AIM from ALPA. **Action:** Item Open (ALPA)

MEETING 95-01: Group agreed this is an ATPAC issue. **Status:** Item Closed (submitted to ATPAC)