

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

FAA Control # 92-02-114

SUBJECT: FDC NOTAMs and use of Inoperative Components Table by all Users

BACKGROUND/DISCUSSION: With the advent of TERPS, the government elected to only publish the lowest minimums for a given procedure. The various provisions of Chapter 3 of TERPS require higher minimums when certain ground components associated with the approach become inoperative. Provided with the NOS approach charts is the Inoperative Components and Visual Aids table. The NOS user is expected to refer to this table to adjust minimums whenever the ALS, RAILS, or MM are out of service. Jeppesen applies the provisions of Chapter 3 of TERPS directly to its minima format. The hooker occurs when a FDC (regulatory) NOTAM is issued for an approach procedure. These NOTAMs are directed towards pilots who use NOS charts. Those pilots have in their possession the aforementioned inoperative components table. With the application of that table to the combination of the latest NOS approach chart and the FDC NOTAM, the pilot can properly adjust the authorized minima in the event some required component becomes inoperative. However, the user of Jeppesen charts is left hanging in the wind until Jepp catches up with the FDC NOTAM, often a two of four week lag.

A related but separate issue is the matter of lack of quality control over the FDC NOTAMS themselves. It appears that the FAA routinely issues such NOTAMS that are not properly in compliance with all the requirements of Chapter 3 of TERPS. The ILS at Medford, OR has had five FDC NOTAMS issued in as many weeks because of ALPA's discovery of deficiencies which were not fully rectified until the fifth NOTAM. Similarly, LAX RWY 24L has gone through three issuances of FDC NOTAMS, mostly because of errors ALPA pointed out to the Western-Pacific Region or the Sacramento FIFO.

RECOMMENDATION: The inoperative components table should either be directive to all users or regulatory under part 91 as it used to be. The FAA should strengthen its internal procedures over the quality control procedures used to develop FDC NOTAMS, particularly when such NOTAMS affect SIAP minima.

COMMENT: This recommendation affects the United States Standards for Terminal Instrument Procedures (TERPS), FAA Handbook 8260.3B, FAA Handbook 8260.19B, FAA Handbook 8260.19B, and either the Airman's Information Manual or 14CFR91.

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

INITIAL DISCUSSION (MEETING 92-02): Withdrawn by ALPA Action: None Required

MEETING 93-01: Unavailable

MEETING 94-01: (From Frank Parr AVN-210 notes) Inoperative components in navigation systems require that minimums be increased for users at that time. If this occurs for NOS chart users, no problem. Tables are available. Not so for Jeppesen subscribers. Jeppesen stated they would be glad to print tables if asked by users. ALPA withdrew this item. They will take issue to charting meeting and have Jeppesen print the tables. **Status:** Item Closed. *Editor's note; this was closed (withdrawn) at meeting 92-02*