

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

FAA Control # 94-01-124

SUBJECT: SIAP Segments – Use of Initial Approach Fix

BACKGROUND/DISCUSSION: FAA 8260 series forms define the segments of every SIAP; they are Initial, Intermediate Final, Missed Approach, and Feeder Route (If required). The Initial Approach Fix is the starting point of the initial segment and normally where each SIAP starts if the approach contains all four segments. In correspondence with the FAA, we were advised that a SIAP does not have to be initiated at an IAF. Since the 8260 series forms define the segments of the approach and the approach plate shows each segment and fix, we wonder if the pilot would be violated if he/she proceeded to the IF instead of the IAF (as an example) even if at a safe altitude. It appears that this would be a failure to comply with a clearance. Additionally, if a pilot proceeds to an Initial Approach Fix designed to be used in conjunction with a course reversal (procedure turn or holding pattern in lieu of a procedure turn) and does not perform the course reversal, the pilot may fly out of protected airspace. In the same letter from the FAA, we were advised if a SIAP had a published course reversal, it must be accomplished regardless of the limitations of FAR 91.175 (J) (in the case of Windsor Locks/Bradley International (BDL) two NoPT segments). Clarification of these points is needed. A copy of the pertinent paragraphs of the letter and FAR 91.175 (J) is attached.

The FAA 8260-3 form documents an ILS approach, and the 8260-9 form is the procedure data record used for any approach to provide detailed information. A NOAA approach chart and 8260-3 and 8260-9 for Windsor Locks/Bradley Intl. (BDL) ILS RWY 6 are attached for clarity. Pilots approaching PENNA intersection from Hartford (HFD) VOR see "IAF" at the intersection. Looking at the first page of the 8260-3 in the terminal routes section, under the "FROM" column, we see PENNA INT listed with no (IAF) after it to identify it as an IAF. On the first page of the 8260-9, in the obstruction data block, under the column entitled "FROM", we see that PENNA is listed as starting the intermediate segment. The only reference to PENNA intersection as being an IAF is when it is used as holding in lieu of PT (IAF) as shown on the first page of the 8260-3, line 2 under the Terminal Routes block. NOAA prints "IAF" on the chart at that fix based only on the use of that intersection as a holding fix in lieu of a procedure turn.

RECOMMENDATION: The Office of Aviation System Standards should review the method of identifying IAFs at locations where the use of the fix as an IAF is based only upon a course reversal. The identification of such a fix as an IAF is ambiguous when other NoPT routes are available for the same approach. Coordination with FAA Flight Standards, Air Traffic, plus NOAA and IACC will be necessary to clarify the identification and function of such an IAF.

COMMENT: FAA letter excerpt: Section 97.3(P) defines a procedure turn, in part, as a maneuver prescribed when it is necessary to reverse direction to establish the aircraft on an intermediate or final approach course. A SIAP may or may not prescribe a procedure turn based on the application of certain criteria contained in TERPS. However, if a SIAP does

contain a procedure turn and ATC has cleared the pilot to execute the SIAP, the pilot must make the procedure turn regardless of the limitations set forth in Section 97.175(j).

Submitted by: Captain Tom Young
Charting and Instrument Procedures Committee
AIR LINE PILOTS ASSOCIATION

INITIAL DISCUSSION (MEETING 94-01): (From Frank Parr AVN-210 notes) a question arose that the IAF is part of a SIAP, yet it is understood in general that a pilot may begin an approach at a point other than the IAF. If the IAF is a part of a SIAP then can a pilot be violated if he/she does not use the IAF? After some discussion this item was regulated to the ATPAC for further discussion. **Action:** Item Open (Refer to ATPAC)

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