

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

FAA Control # 94-02-130

SUBJECT: Charting Stand-Alone GPS SIAPs to Ensure Compliance with IAF Requirements

BACKGROUND/DISCUSSION: The FAA has charted each of the first three stand-alone GPS SIAPs with three different concepts of initial approach segments. The OSH SIAP has the IAF "T" configuration which will ensure compliance by non-radar-vectored aircraft with the requirement to begin an approach at a designated IAF. The other two SIAPs (FDK and DTO) encourage abuse of the SIAP procedural requirements by encouraging (i.e., "driving the system") straight-in flight from either the IF (FDK) or FAF (DTO). Further, even with the preferable "T" system, there exists the increased potential for low-altitude off-route flying without the pilot possessing the necessary information to insure safe and required en route vertical and lateral minimum operating altitudes. (OSH, FDK, and DTO Jeppesen charts attached.)

RECOMMENDATION: The "T" IAF concept, as set forth in the OSH SIAP, should be required for all stand-alone GPS SIAPs, excepting those where radar vectoring is mandatory, and the procedure is annotated "radar vectoring to final approach required." (The present note for such circumstances "radar required" is too obtuse and subject to misinterpretation by pilots and controllers.) Further, a sector arrival concept should be evaluated and developed which would provide acceptable arrival angles, segment lengths, and operating sector minimum altitudes.

COMMENT: This recommendation affects FAA Orders 8260.38, 8260.19C, and relevant Air Traffic procedures publications. Further, it should affect the AIM where GPS SIAP directive information is included therein.

Submitted by: Captain Tom Young, Chairman
Charting and Instrument Procedures Committee
AIR LINE PILOTS ASSOCIATION
September 2, 1994

INITIAL DISCUSSION (MEETING 94-02): Tom Young, ALPA, led a discussion of the three stand-alone GPS approaches at Oshkosh, Fredrick, and Denton. He stated that while the Oshkosh GPS SIAP ensures compliance by non-radar vectored aircraft with the requirement to begin an approach at a designated IAF, the GPS approaches at Fredrick and Denton encourage abuse of the SIAP procedural requirements. Tom also noted that the FAA's Chief Counsel, in a response to an ALPA query, improperly negated the requirement to begin an approach at a designated IAF. Paul Best, AFS-420 observed that the Council's reply was the subject of agenda item 94-2-135, FAA Chief Counsel Legal Interpretation of Section 91.175- Dated 11-3-1993, and asked the group to consider combining the two issues. The group agreed. Paul further noted that the Council needed to rescind or correct the 11-3-1993 letter of interpretation. Paul volunteered to work with Dan Hanlon, FAA/ATP-126, and the Office of Chief Counsel to better define the issue for discussion, and will report their findings to the subgroup

at the next meeting on Nov 21, 1994. **Action:** Item Open (AFS-420 and ATP-26) Agenda item 94-2-130 will be combined with Agenda item 94-2-135.

MEETING 95-01: ATP-130 provided change to the AIM and .38A so that in a non-radar environment, pilots will go to the IAF. Group agreed to close item. **Status:** Item Closed.