

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

FAA Control # 94-02-131

SUBJECT: Approved radar Vectors to the So Called "Final Approach Course" and Compatibility With the SIAP

BACKGROUND/DISCUSSION: Whenever ATC provides a radar vector to a segment of a SIAP, this triggers the "NoPT" requirements of FAR 91.175(j). Both the cited regulation and the AIM refer to such a vector as being to the "final approach course" although it is typically to the intermediate segment (which may or may not be the same as the final approach course, particularly with GPS.) Further, at some locations ATC provides radar vectors to either feeder routes or to within an initial approach segment and then expects the pilot to proceed straight-in in accordance with 91.175(j). In other situations, the vector is provided to a position which is an extension of the "final approach course" but which is prior to the point where the course is within a published segment of the SIAP. ABE ILS 13 is a case in point (NOS Chart attached). Radar vectors are provided to the localizer beyond the limits of the published course-reversal holding pattern, and the pilot is advised to maintain 3,000 feet until "established." The pilot has no way of determining when he is within the published segment (Holding Pattern Template No. 4) for purposes of descending to 2,800 (ILS) or 2500 (LOC).

RECOMMENDATION: Where ATC has the capability to provide radar vectors to the "final approach course" the SIAP charted profile altitude should be no lower than the MVA for that area. All affected SIAPs should be constructed with this limitation in mind. Further, ATC should be provided with the necessary data to insure that vectors are within the distance limits of the published profile: where radar vectors are provided to published segments prior to the profiled segment, such vectors should be limited to published "NoPT" feeder routes or initial approach segments. The AIM should be revised to explain these situations in a comprehensible manner.

COMMENT: This recommendation affects 7110.65, 8260.19C, and the AIM.

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

INITIAL DISCUSSION (MEETING 94-02): Tom Young, ALPA led the group in a discussion of the ILS RWY 13 Allentown-Bethlehem-Easton (ABE) SIAP. The discussion centered about whether a pilot given radar vectors to EGYPT IAF at 2800 feet had to, or was allowed to, enter the holding in order to descend to 2500 feet prior to starting the approach. Dan Hanlon, ATP-126, stated he was not aware of any operational problems with that particular approach, but that he would check within the ATC community and with the region to see how they handle the

situation, and will report his findings back to the sub group at the next meeting Nov 21, 1994. **Action: Item Open (ATP-126)**

MEETING 95-01: ALPA agreed they owe a letter addressing this item. Wally Roberts previously stated that Wilkesbury, PA, was an example where terminal instrument procedures could be constructed to allow the approach altitude to be compatible with the minimum vectoring altitude (MVA). Mr. Jerry Dudley read a prepared letter addressing the issue from ATP-120 stating that it was not feasible to design all instrument approach procedures to always be compatible with the MVA. ALPA commented on the complete correctness of the letter. ALPA requested that the letter be re accomplished to ensure correctness of the data presented. **Action: Item Open (ALPA)**

MEETING 95-02: At the last meeting, Jerry Dudley, ATP-120 read a prepared letter addressing the issue. ALPA commented on the complete correctness of the letter and requested the letter be re-accomplished to ensure correctness of the data presented. At the last meeting, ALPA agreed that they owed a letter to ATP-120 addressing this item. Tom Young, ALPA stated that they wrote the letter; however, ATP-120 has not responded. An ATP-120 representative was not available to discuss the issue. Dick Powell, ATP-220 will coordinate with ATP-120 and advise them they owe a response to ALPA's letter which should be presented at the next meeting. **Action: Item Open (ATP-220)**

MEETING 96-01: Air Traffic, AT0-120 has put much effort in resolving this issue. However, during discussion, it was noted that the problem still exists when aircraft are being vectored to an IAP that specifies holding-in-lieu of a procedure turn. When controllers provide a position relative to the holding fix and clear the aircraft for the approach from an altitude higher than the altitude specified for the fix, the pilot has no way of knowing when he/she is in the within the holding pattern airspace area protected for obstacle clearance and can begin descent. It was recommended by Paul Best, AFS-420 that AT0-120, AFS-820 and AFS-420 meet to jointly resolve the issue. After the discussion, ALPA expressed satisfaction that the FAA now fully understands the issue and that the issue may be closed. AFS-420, AFS-820 and AT0-120 will meet and resolve the issue. **Status: Item Closed.**