

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

FAA Control # 95-01-139

SUBJECT: The Use of the FMS VNAV Function as Sole Means of Executing Non Precision Approaches

BACKGROUND/DISCUSSION: Recommendation Document unavailable

RECOMMENDATION:

COMMENT:

Submitted by:

INITIAL DISCUSSION (MEETING 95-01): Mr. Tom Young, ALPA has concerns if the FAA plans on allowing FMS VNAV to be used as the sole means of executing non-precision approaches. They believe that the use of this equipment must be subject to the TERPS process to ensure adequate obstacle clearance. ALPA recommends: Apply the TERPS process to the use of FMS VNAV prior to allowing it to be used for non-precision approaches in IMC conditions. This recommendation affects the FAA Order 8260.19B. **Action:** Item Open (to be researched for next meeting).

MEETING 95-02: Tom Young, ALPA has concerns that if the FAA plans on allowing FMS VNAV to be used as the sole means of executing Non-Precision Approaches. They believe that the use if this equipment must be subject to the TERPS process to ensure adequate obstacle clearance. AFS-400 is continuing research. **Action:** Item Open (AFS-400)

MEETING 96-01: ALPA still has concerns that if the FAA plans on allowing FMS VNAV to be used as the sole means of executing Non-Precision Approaches. They believe that the use if this equipment must be subject to the TERPS process to ensure adequate obstacle clearance. Don Pate, AFS-450, briefed the group that the FAA does not intend to approve VNAV without full evaluation and testing. Don also briefed a multi-phase project the FAA plans to follow in developing VNAV criteria. The tentative date for VNAV criteria is late 1986. Bill Thomas, ATA, stated that they support the effort and under American Airlines lead, they are also studying the VNAV issues. Tom Young, ALPA, also supports the effort and offered ALPA concerns. The discussion expanded to include visual descent point (VDP) criteria. Wally Roberts, ALPA, emphasized that pilots are not aware of visual segment obstacle clearances, noting that this information should be available. ALPA expressed satisfaction with the way the VNAV issue is being handled and agreed to close the item. **Status:** Item closed.