

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

FAA Control # 95-01-141

SUBJECT: Multiple DME ARC IAFs

BACKGROUND/DISCUSSION: The FAA's Chief Counsel's letter of legal interpretation, dated November 28, 1994, interprets that intercepting a DME ARC anywhere along its published length is not in accordance with procedural requirements.

RECOMMENDATION: TERPS implementation criteria should be revised to require evaluation of all the published airways that intersect an arc along its published segment. This evaluation should be for both descent gradient compliance and minimum ARC segment length for maneuvering and transitioning from the airway to the ARC, then onto the intermediate segment. Related AIM information should be revised to inform pilots that only these published points may be used to enter the ARC initial approach segment.

COMMENT: This recommendation affects Handbook 8260.19C, "Flight Procedures and Airspace" and relevant directive information in the Airman's Information Manual

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

INITIAL DISCUSSION (MEETING 95-01): Tom Young, ALPA discussed the FAA's Chief Counsel's letter of legal interpretation, dated Nov 28, 1994, interprets that intercepting a DME ARC anywhere along its published length is not in accordance with procedural requirements. Also many states in the international aviation community publish along a DME ARC all courses that are authorized to intercept and continue inbound on the ARC. ALPA recommends that TERPS criteria should be revised to require evaluation of all published airways that intersect an ARC along its published segment. This evaluation should be for both descent gradient compliance and minimum ARC segment length for maneuvering and transitioning from the airway to the ARC, then onto the intermediate segment. Related AIM information should be revised to inform pilots that only these published points may be used to enter the ARC initial approach segment. This recommendation affects handbook 8260.19C and relevant directive information in the Airman's Information Manual. ATP-100 and AFS-420 will research and report at the next meeting. **Action:** Item Open (ATP-100 and AFS-420)

MEETING 95-02: There was a further discussion of the FAA's Chief Counsel's letter dated November 28, 1994, interpreting that intercepting a DME arc anywhere along its published

length is not in accordance with procedural requirements. As there was no representative from ATP-100, the issue is deferred to the next meeting. A report from ATP-100/AFS-420 is deferred until the next meeting. **Action:** Item Open (ATP-100 and AFS-420).

MEETING 96-01: Discussion centered around those instances where airways intersect initial approach arc segments. ALPA is willing to accept these points as "pseudo IAFs" providing descent gradient requirements are met. They request that those airway arc interceptions that violate descent gradient criteria be flagged as not allowed. AFS-440 will review this issue recommend a solution at the next meeting. **Action:** Item Open (AFS-440)

MEETING 96-02: Jim Nixon, AFS-440 briefed that criteria is approximately 40% completed. When finalized, it will be circulated to all interested parties for comment. Tom Young, ALPA requested the issue be worked more vigorously. AFS-440 will continue working the issue and provide an update at the next meeting. **Action:** Item Open (AFS-440).

MEETING 97-01: Jim Nixon, AFS-440 briefed that this subject is still in work, and draft criteria is now approximately 90% complete. Charting specifications need to be reviewed to ensure there is no conflict. AFS-440 will continue to work the issue and provide periodic updates. **Action:** Item Open (AFS-440).

MEETING 97-02: Paul Best, AFS-420 briefed (during the 97-1 meeting) the following 3 options: (1) Establish an IAF in all requested segments which cross arc initials in a non-radar environment. The fixes should be named for air traffic purposes. (2) Remove the current IAF at the beginning of each arc segment and established a single named IAF where the arc joins the intermediate segment. Use feeder segment criteria for all arcs. CNFs would have to be assigned to all arc/airway which meet criteria. (3) Review all arc/airway intersections to determine compliance with TERPS criteria. Publish an annotation on the plate for the intersections that do not comply. AFS-440 will coordinate with legal to review possibility of a change in policy. AFS-440 will continue working the issue and provide update at the next meeting. **Action:** Item Open (AFS-440).

MEETING 98-01: Howard Swaney, AFS-420 briefed that the FAA legal office has lost specialists and was unable to provide policy for this issue. They have agreed to work with AFS to prioritize a list of action items requiring their guidance. Paul Best, AFS-400 is now the National Resource Specialist for the NAS and will work with legal to resolve this issue.

Howard Swaney, AFS-420 will remain in the coordination loop and provide a briefing for the next meeting. Paul Best, AFS-400 will continue working with AGC for policy of this issue. Howard will provide briefing at the next meeting. **Action:** Item Open (AFS-400)

MEETING 98-02: Howard Swaney, AFS-420, briefed that he coordinated with legal and they have determined that current guidance is satisfactory and they are reluctant to re-open this issue. Their basic position is that non-radar clearances should be to IAF's only. Wally Roberts, ALPA, stated that ALPA desires that all airway intersections with procedure DME arcs should be evaluated for publication as an IAF. Failing this, he noted that proponents should request this procedure design service where it would be operationally advantageous. Mike Werner, AVN-160, noted that AVN has added IAF's to some high use procedures. Tom Young, ALPA, stated this was not a high priority issue for them. Mike Werner suggested it could be addressed in the forthcoming change to Chapter 8 of Order 8260.19. ALPA and Jeppesen will re-approach legal for further definition. Bill Mosley, AT0-120, briefed a change to controller procedures that may clarify and enhance operations regarding this issue. However, the change is still being worked. The group agreed that this issue could be closed, pending further initiatives. **Status:** Item Closed