

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

FAA Control # 95-01-142

SUBJECT: Basic IFR Departure Procedures Should Follow the Least Onerous Route

BACKGROUND/DISCUSSION: IFR departure procedures are typically established where TERPS, Chapter 12 diverse zones are not 40:1 clear. At many mountain airports, these procedures are quite complex. As ALPA understands the intent of Chapter 12 criteria, IFR departure procedures should always be established to follow the least demanding climb-gradient route from take-off to the MEA. The only consideration other than obstacle clearance should be navigation facility siting and reception (which should not be an issue with GPS). ATC traffic flow requirements should not enter into the equation, except where climb gradients will not be increased as a result of a specific ATC request. SIDs are the departure vehicle that meet air traffic requirements at busy airports for those aircraft that can comply with a SIDs climb gradient requirements.

RECOMMENDATION: Handbook 8260.19C be revised to instruct procedure specialists to make minimum possible climb gradient the primary consideration in the design and publishing of the basic IFR departure procedure for an airport. Further, the procedure specialist should not establish the basic IFR departure procedure along a route simply to satisfy air traffic requirements if that will result in a higher climb gradient. SIDs can be established, in addition to the basic IFR departure procedure, where necessary for routine ATC operations.

COMMENT: This recommendation affects Handbook 8260.19C, "Flight Procedures and Airspace."

Submitted by: Tom Young, Chairman
Charting and Instrument Procedures Committee
Air Line Pilots Association
March 6, 1995

INITIAL DISCUSSION (MEETING 95-01): Mr. Tom Young, ALPA discussed how IFR departure procedures are typically established where TERPS, Chapter 12 diverse zones are not 40:1 clear. At many mountain airports, these procedures are quite complex. As ALPA understands the intent of Chapter 12 criteria, IFR departure procedures should always be established to follow the least demanding climb gradient route from take-off to the MEA. The only consideration other than obstacle clearance should be navigational facility siting and reception (which should not be an issue with GPS). ATC traffic flow requirements should not enter into the equation, except where climb gradients will not be increased as a result of specific ATC request. SIDs are the departure vehicle that meet ATC requirements at busy airports for those aircraft that can comply with a SID's climb gradient requirements. ALPA recommended that HB 8260.19C be revised to instruct procedure specialists to make minimum possible climb gradient the primary

consideration in the design and publishing of the basic IFR departure procedure along a route simply to satisfy air traffic requirements if that will result in higher climb gradients. SIDs can be established, in addition the basic IFR departure procedure, where necessary for routine ATC operations. This recommendation affects handbook 8260.19C, "Flight procedures and Airspace". The group agreed that several issues need to be looked into such as SID and Departure procedure compatibility, ie: Obstructions, SIDs, normal, Engine out, OpSpecs, -10A and separate cases by airport. Lyle Wink FAA/AVN-210 will examine the present policy. **Action:** Item Open (AVN-210)

MEETING 95-02: Item combined with ACF item 92-02-102. **Status:** Item Closed