

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

FAA Control # 97-01-176

SUBJECT: NoPT Considerations in GPS IAPs with Course Reversal

BACKGROUND/DISCUSSION: There has been a tendency for AVN-100 to design standalone GPS IAPs with course reversals and with feeder routes that lead to the course-reversal IAF/IF that meet alignment for "NoPT," but where "NoPT" is not designated by AVN-100. This serves to provide endless confusion to pilots, and is contrary to the TERPS concept of NoPT wherever possible. With the flexibility afforded by GPS, AVN-100 should use the criteria to provide the best flyability for the pilot.

RECOMMENDATION: Any feeder route that leads to a course-reversal IAF/IF should be designated as a NoPT initial approach segment wherever alignment meets NoPT criteria. If descent or segment length is a problem, flexible use of either ATD fixes or waypoints should be used to manage descent gradient so as to comply with descent gradient limitations for NoPT operations.

COMMENT: This recommendation requires that AFS-440 provide specific direction to AVN-100

Submitted by: Captain Tom Young, Chairman
Charting and Instrument Procedures Committee
AIR LINE PILOTS ASSOCIATION
March 6, 1997

INITIAL DISCUSSION (MEETING 97-01): Wally Roberts, ALPA presented the issue paper noting ALPA concerns AVN-100 procedure designers were not taking full advantage of the capabilities of GPS in designing NoPT routes. Terry Deplois, AVN-160 expressed agreement and stated that internal QC initiatives should resolve the problem. **Status: Item Closed.**