

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

FAA Control # 97-01-179

SUBJECT: Operational Problems with Charted Visual Flight Procedures (CVFP)

BACKGROUND/DISCUSSION: The charted visual approach for Runways 24 at Los Angeles is currently undergoing extensive discussions and proposals for redesign. Pilots have been violated for not flying this charted visual procedure precisely as depicted. The complexities of this charted procedure make it, in effect, a quasi-SIAP without either the standards or the safeguards of a SIAP. The proposed modified procedure will require pilots to sight difficult to distinguish urban freeways which are located well east of LAX, and which are in areas of high smog levels much of the year.

RECOMMENDATION: A better national standard is needed for charted visual approaches. At a location, such as LAX, where consistent weather patterns often produce visibility conditions along the far reaches of the visual approach path that are far worse than those at the airport, requirements should include certified weather reporting and limitations at the far point of the charted visual flight track.

COMMENT: This recommendation affects charting specifications and operational standards for use of charted visual approaches.

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

INITIAL DISCUSSION (MEETING 97-01): Issue paper presented by Tom Young, ALPA relating to design problems with CVFP at LAX. Bill Hammett, AFS-420 noted that the CVFP program was under the prevue of Air Traffic Order 7100.79C. He suggested this issue be addressed through ATPAC first, then if no success, bring before the ACF. ALPA agreed to pursue this process. **Status: Item Closed.**