

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

FAA Control # 97-01-180

SUBJECT: Charting Complex IFR Departure Procedures

BACKGROUND/DISCUSSION: A reasonable argument can be made that the August, 1996 crash of an Air Force C-130 at Jackson Hole, Wyoming would not have occurred had the flight crew had charted IFR departure procedures of the graphic quality enjoyed by SIDs. The textual description of the IFR departure procedures at airports like Jackson hole are complex, easy to miss or misinterpret, and defy common sense application of human factors considerations.

RECOMMENDATION: All IRF departure procedures that involve a full-route description to either a holding fix or the en route structure should be graphically charted in a manner similar to SIDs.

COMMENT: This recommendation affects Orders 8260.3B and 8260.19C, and various FAA directives. NOTE: ALPA will distribute Wally Roberts's article on this subject at the forum.

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

INITIAL DISCUSSION (MEETING 97-01): Tom Young, ALPA stated they would defer the issue, pending results of draft Order 8260.PID. **Status:** Item Closed.