

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

FAA Control # 97-01-181

SUBJECT: Non-Precision Missed Approach Turns

BACKGROUND/DISCUSSION: ALPA recently learned that the non-waivered LOC SIAP minimums at Burbank, California are higher than the NDB minimums to the same runway. This is because terrain east of the airport is picked up by application of the ILS missed approach straight-ahead Section 1.

RECOMMENDATION: Any *non-precision* SIAP that has minimums at, or above, 400 feet HAT (straight-in) or HAA (circling-only) should be designed without a straight-ahead missed approach section where an immediate turn would provide relief from terrain. On the other hand, all categories of non-precision IAPs that have minimums lower than 400 feet HAT/HAA should have a mandatory straight-ahead missed approach Section 1 prior to any required turn of greater than 15 degrees.

COMMENT: This recommendation affects Orders 8260.3B and 8260.19C, and various FAA Directives.

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 Wally Roberts, ALPA. It is ALPA's opinion that any non-precision IAP that has a HAT/HAA of 400' or greater need not have a straight ahead segment when an immediate turn could provide obstruction relief and lower minima. Additionally, all non-precision IAPs with a HAT/HAA of less than 400' should have a straight climb segment prior to any turns greater than 15dg. The consensus of the group is that this issue warrants consideration. AFS-440 will take the IOU for this issue and report back at next meeting. **Action:** Item Open (AFS-440)

MEETING 97-02: Issue paper presented by Wally Roberts, ALPA. It is ALPA's opinion that any non-precision IAP that has a HAT/HAA of 400' or greater need not have a straight ahead segment when an immediate turn could provide obstruction relief and lower minima. Additionally, all non-precision IAPs with a HAT/HAA of less than 400' should have a straight climb segment prior to any turns greater than 15dg. A suggested project study group was agreed upon: Wally; Tom Schneider, AFFSA; and Rudy Ruana, and they will prepare a

report for the next meeting. AFS 420/440, ALPA, Jeppesen, AFFSA took an IOU for this issue to report at the next meeting. **Action: Item Open (Group IOU)**

MEETING 98-01: Tom Schneider, AFFSA presented an updated position paper with proposed criteria. A draft was provided to AFS-420 for action as the OPI for TERPS changes. AFS-420 will evaluate the AFFSA proposal and report back at the next meeting. **Action: Item Open (AFS-420)**

MEETING 98-02: AFS-420 was unable to study and evaluate the USAF proposal. Tom Schneider, AFFSA, advised that their original paper did not address LDA/with GS. A separate paper will be generated to cover this type approach. Status unchanged. AFS-420 will evaluate the AFFSA proposal and report at the next meeting. **Action: Item Open (AFS-420).**

MEETING 99-01: Howard Swaney, AFS-420, briefed that this issue is being worked in conjunction with new departure criteria which should be ready for circulation around the end of the year. LOA with glideslope criteria will be addressed in Change 19 (precision criteria volume). The plan is for missed approaches to use an initial climb segment criteria, then transition to departure criteria (conventional or RNAV) as appropriate. AFS-420 will work the issue and report at the next meeting. **Action: Item Open (AFS-420).**

MEETING 99-02: Bill Hammett, AFS-420, presented a status update paper prepared by Jack Corman, AFS-420. The FAA position is that, when published on the same chart, precision and non-precision procedures (ILS & LOC) must share the same missed approach instructions. When a turn at the MAP will gain significantly lower minimums for the non-precision approach, then it should be published separately. AFS-420 will study the second part of the recommendation to require all non-precision missed approach procedures to climb straight ahead to 400' above airport elevation prior to any turns. AFS-420 will work issue and report back at next meeting. **Action: Item Open (AFS-420)**

MEETING 00-01: Bill Hammett, ISI, presented a status update paper prepared by Jack Corman, AFS-420. The FAA position is that, when published on the same chart, precision and non-precision procedures (ILS & LOC) must share the same missed approach instructions. When a turn at the MAP will gain significantly lower minimums for the non-precision approach, then it should be published separately. This policy will be included in Change 3 to Order 8260.19. Additionally, proposed new turning missed approach criteria will require all non-precision missed approach procedures to climb straight ahead to 400' above airport elevation prior to any turns. If the HAT value is greater than 400', then the straight ahead extension is not necessary. The revised criteria has been included in TERPS change 19 which is to be released for formal comment next month. Bill recommended that the issue be closed, and the group concurred. **Status: Item Closed**