

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

FAA Control # 97-01-184

SUBJECT: Clarity of Missed Approach Procedure Verbiage

BACKGROUND/DISCUSSION: Some complex missed approach procedures at mountain-area airports have less-than-clear missed approach instructions on the source document. Cases in point are the IAPs for Battle Mountain, Nevada. For example, the VOR/DME or GPS Rwy 3 has its missed approach procedure make a greater-than-180-degree turn and proceed outbound along the radial that defines the intermediate segment. The instruction reads, *"MISSED APPROACH: Climbing left turn direct BAM VOR continue climb to 9000' outbound via BAM VOR R-200 within 15 NM then return to BAM VOR and hold."*

ALPA interprets this instruction to require achievement of 9,000 feet before turning at the 15 mile point. If this were correct, a climb gradient well in excess of a 40:1 would be required. However, the procedures staff states that the intent is for the pilot to turn at 15 miles on the R-200 but that the aircraft can be as low as the criteria-specified 40:1 slope, which is well below 9,000 feet at the 15 mile turn-around point.

RECOMMENDATION: The guidance issued to procedures specialists for construction of the language of such vital instructions should be without ambiguity. In this business of flight safety, redundancy is a lesser sin than ambiguity. ALPA understands this instruction to mean climb outbound on the BAM VOR R-200 within 15 miles, then return to BAM VOR while continuing climb to 9,000 feet. Then, hold at BAM as depicted." Precise, unambiguous language guidance must be provided to procedures specialists.

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. ALPA believes that the language used for the missed approach text used by some AVN-100 procedure specialists is sometimes ambiguous. It was felt by FAA that the example quoted was an anomaly; however, AFS-440 and AVN-160 will jointly review current guidance to ensure that it is adequate. Terry Deplois, AVN-160 stated that he will emphasize quality control in this area. AFS-440 and AVN-160 will jointly review current the guidance in Order 8260.19C. **Action:** Item Open (AFS-440/AVN-160)

MEETING 97-02: Issue paper presented by Wally Roberts, ALPA. ALPA believes that the language used for the missed approach text used by some AVN-100 procedure specialists is sometimes ambiguous. It was felt by FAA that the example quoted was an anomaly; however, AFS-440 and AVN-160 will jointly review current guidance to ensure that it is adequate. AFS-400 provided an Action memo to AVN-100 which addresses the issues involved with providing absolutely clear, concise, and accurate missed approach and/or departure instructions. Subsequent meetings between AVN-100 and AFS-400 resulted in an agreement to conduct joint reviews of missed approach and/or departure instructions for standardization and minimize pilot confusion. Terry Deplois, AVN-160 stated a report is being prepared for the next meeting. AVN-160 will report at next meeting. **Action:** Item Open (AVN-160)

MEETING 98-01: Brief discussion. Mike Warner, AVN-160 stated that AVN-100 and AFS-420 have completed a joint review. The results indicated there were some minor problems, and that corrections are being made where errors are found. Training is being provided to procedure specialists to increase standardization. Subsequent meetings between AVN-100 and AFS-420 resulted in an agreement to conduct joint reviews of missed approach and/or departure instructions for standardization and minimize pilot confusion. **Status:** Item Closed.