

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

FAA Control # 97-02-187

SUBJECT: Simultaneous Reception Requirements for ALL Fixes from Intermediate Fix to MAP.

BACKGROUND/DISCUSSION: TERPS criteria presume positive course guidance (PCG) in all circumstances from the intermediate fix to the missed approach point. This is a critical phase of flight where tuning of navigation radios and loss of PCG should not be tolerated during normal operations. Lacking FAA guidance to the contrary, many pilots interpret that critical fix crossing radials or facilities can be managed by tuning back-and-forth between the primary navaid and the navaid providing stepdown fix information. Although this normally involves crossing VOR radials, it could be a VOR stepdown fix/facility along a LOC final approach course, or a DME fix on a LOC procedure, where the flight crew cannot separately tune the DME from the LOC.

RECOMMENDATION: Appropriate directive information is provided to pilots and all flight operations departments, that all fixes from the IF to the MAP must be simultaneously received with the facility that provides final approach course guidance. Where two facilities comprise the fix for the FAF and any final segment stepdown fix, the SIAP should be annotated with a "simultaneous reception required" procedural data note.

COMMENT: This proposal affects FAA directives to instrument pilots and flight operations departments, Order 8260.19C and the AIM.

Submitted by: Captain Tom Young, Chairman
Charting and Instrument Procedures Committee
AIR LINE PILOTS ASSOCIATION
October 1, 1997

INITIAL DISCUSSION (MEETING 97-02): Tom Young, ALPA led discussion pertaining to the TERPS presumption that positive course guidance (PCG) is maintained from the intermediate fix to the missed approach point (critical phase of flight). ALPA believes many pilots manage critical fix crossing radials by tuning back-and-forth between the primary navaid and the navaid providing step down fix information. ALPA contends pilot actions result from lacking FAA guidance. ALPA's recommendation is: Amend all appropriate directives requiring simultaneous reception of the facility providing final approach guidance, and when two facilities are required, annotate the SIAP with a procedural note "simultaneous reception required". Paul Best, AFS-420 recommends coordination with AFS-200/800. AFS-420 will study the issue, coordinate with AFS-200/800, and report at the next meeting. **Action: Item Open (AFS-420)**

MEETING 98-01: Issue combined with Issue 97-02-188. **Status:** Item Closed