

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

FAA Control # 98-01-200

SUBJECT: Step-down Fix Within the Maneuvering Area

BACKGROUND/DISCUSSION: In Change 17 to TERPS, the FAA formally adopted an impromptu practice of several years' standing, in which procedures specialists are permitted to apply a stepdown fix along the intermediate course that is within the procedure turn maneuvering area. There are limitations to the placement of the fix, which the FAA believes will eliminate the possibility of a pilot completing the course reversal maneuver inside the stepdown fix. Yet, the AIM information on course reversals makes it clear that a pilot can make the course reversal as short as that which will fit his operation.

ALPA believes that the inevitable result of a stepdown fix within the procedure turn maneuvering area is a set up for a human factors problem.

RECOMMENDATION: Where there is a genuine need for a stepdown fix at the location where such fix would normally be within the procedure turn maneuvering area, this fix should become the fix upon which the procedure turn is predicated. ALPA sees no legitimate procedural-construction requirement for a stepdown fix within a procedure turn maneuvering area.

COMMENT: This affects the TERPS Handbook, 8260.3B.

Submitted by: Captain Tom Young, Chairman
Charting and Instrument Procedures Committee
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April 22, 1998

INITIAL DISCUSSION (MEETING 98-01): Wally Roberts, ALPA presented the issue that, with the implementation of Change 17 to TERPS, the FAA formally adopted the practice of allowing procedure specialists to apply a stepdown fix along the intermediate course that is within the procedure turn maneuvering area. ALPA believes that having a stepdown fix in the procedure turn maneuvering area to be a human factors issue. If a stepdown fix is required, it should then become the PT fix. AFS-420 will review and comment at next meeting. **Action:** Item Open (AFS-420).

MEETING 98-02: Wally Roberts, ALPA, again briefed that establishing a stepdown fix within a procedure turn is a human factors issue. He briefed that UAL complaints indicate that the ILS RWY 15R at KBWI presents a classic example of the confusion factor. Howard Swaney, AFS-

420, will forward the issue to AFS-420 criteria writers for study and report at the next meeting. AFS-420 will study criteria and report at next meeting. **Action:** Item Open (AFS-420)

MEETING 99-01: Bill Hammett, AFS-420, briefed that a review within AFS-420 indicated that current criteria is satisfactory and provides the flexibility necessary to develop IAP's to conform with traffic flows and airspace constraints. It was recommended that specific problem IAP's be referred to the Regional FPO for action. **Status:** Item Closed