

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

**FAA Control # 98-01-205**

**SUBJECT:** SIAP Equipment Requirement Notes

**BACKGROUND/DISCUSSION:** Pilots are often confused about the reason for equipment requirement notes on SIAPs. ALPA believes this subject needs to be covered in the AIM. Further, ALPA has recently learned that missed approach procedure equipment requirements are relaxed by AVN-100 when the SIAP has an alternate missed approach which doesn't require the additional equipment. That is not the intended purpose of alternate missed approach procedures. First, the pilot has no knowledge of alternate missed approach procedures (which ALPA attempted, unsuccessfully, to rectify before this forum in recent years) and, in any case, flight planning cannot be predicated on an alternative missed approach procedure which may never be assigned by ATC, or may not be assignable because of lost comm.

Alternate missed approach procedures are supposed to be an ATC tool to provide an alternate, below MIA non-radar missed approach procedure, to be used for flexibility of non-radar traffic separation, and to be assigned only when the aircraft is at, or near, approach clearance assignment.

**RECOMMENDATION:** A working subgroup be formed to draft language for the AIM, which explains to pilots the FAA's philosophy behind equipment-required notes, which will point out the presumption about VOR equipment, when the FAA expects simultaneous reception of two required nav facilities for stepdown, and when equipment becomes a part of the title of a SIAP as opposed to being a equipment-required note. Further, Handbook 8260.19C (and 8260.3B if necessary) will be amended to prevent AVN-100 from relaxing equipment requirements for the published missed approach, based on an alternate missed approach procedure for a given SIAP.

**COMMENT:** This affects Handbook 8260.19C, Flight Procedures and Airspace, Handbook 8260.3B, TERPS, and the AIM.

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

**AIR LINE PILOTS ASSOCIATION**

PH:(703) 689-4176 FAX: (703) 689-4370

April 22, 1998

---

**INITIAL DISCUSSION (MEETING 98-01):** ALPA believes pilots are confused about the reason for equipment requirement notes on SIAPs, and that pilot education is needed (i.e.

AIM). ALPA requests a review of AVN procedures as they relate to missed approach (and alternate missed approach) procedure equipment requirements. The recommendation is for a working group to be formed to draft language for the AIM; explaining to pilots what the philosophy is behind equipment-required notes, and changes to 8260.19C & .3B to ensure AVN does not relax requirements for the published missed approach. AVN, AFS and AAT work to resolve these issues and report at the next meeting. **Action: Item Open (AFS, AVN and AAT)**

---

**MEETING 98-02:** Howard Swaney, AFS-420, briefed that no action has been taken on this issue. Jim Terpstra, Jeppesen, stated that they receive many question on this issue and that Jeppesen strongly supports ALPA's request for clarification. Wally Roberts, ALPA, accepted the tasking to draft an AIM change for coordination. Once the change has been agreed to by the group, AFS-420 will coordinate publication. ALPA will draft and coordinate an AIM for presentation at the next meeting. **Action: Item Open (ALPA).**

---

**MEETING 99-01:** Bill Hammett, AFS-420, briefed that this issue will be addressed in Change 3 to FAA Order 8260.19. Change 2 should be in formal coordination by the end of May with Change 3 to follow in approximately 4 months. AFS-420 will resolve the issue in Change 3. **Item Open: (AFS-420).**

---

**MEETING 99-02:** Dave Eckles, AFS-420, presented a status update paper on the issue. The subgroup had previously recommended that an ad hoc committee be formed to draft language for the AIM to cover pilot education on this issue. No such group was formed; however, AFS-420 took the initiative to revise and update the AIM, paragraph 5-4-5-a-3 to explain the equipment requirement notes. Additionally, Change 2 to Order 8260.19, paragraph 815g has also been amended to ensure AVN-100 provides a valid missed approach procedure when the primary missed approach NAVAID is inoperative. Bill Hammett, AFS-420, recommended that these actions, coupled with the increased AVN-100 quality control, satisfy the issue and it may be closed, with group concurring. **Status: Item Closed.**