

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

FAA Control # 98-02-212

SUBJECT: Radar Fixes on SIAPs

BACKGROUND/DISCUSSION: The term "radar fix" on SIAPs is confusing and inconsistent. There appears to be no legitimate purpose for the annotation except when that is the only method by which the fix can be determined. For example, there are some locations where "radar fix" is shown at the OM on an ILS procedure, yet a radar approach control can call a radar fix at almost all OMs. (see two attached letters)

RECOMMENDATION: The term "radar fix" should be removed from all SIAPs, except where radar is the sole means of identifying the fix. The AIM should include language to explain to pilots that ATC may, or may not be able to call out fixes on SIAP charts, depending upon terminal radar capability. Further, pilots should be advised to not request radar callout of critical fixes when under radar approach control services provided by a Center as opposed to an approach control.

COMMENT: This affects SIAP design policies and the AIM.

Submitted by: Captain Tom Young, Chairman
Charting and Instrument Procedures group
October 9, 1998

INITIAL DISCUSSION (MEETING 98-02): Position paper presented by ALPA; however, due to time constraints, there was no discussion of the issue. All attendees were requested to review the issue paper for discussion at the next meeting. ATO-120 and AFS-420 will jointly study and have a preliminary FAA position for the next meeting. **Action:** Item Open (AFS-420 and ATO-120)

MEETING 99-01: Lack of meeting time precludes discussion of this issue. ATO-120 and AFS-420 will jointly provide a FAA position at the next meeting. **Action:** Item Open (AFS-420 and ATO-120)

MEETING 99-02: Dave Eckles, AFS-420, presented a status update paper prepared by Norm LeFevre, AFS-420. AFS-420 believes that Change 2 to Order 8260.19, paragraph 404, ensures that all radar fixes are coordinated with air traffic prior to inclusion in SIAP design. Additionally, an AIM change to be published February, 2000 provides pilot education on

'radar fixes' on SIAPs. He recommends that these actions warrant closure of the item. Wally Roberts, ALPA, agreed that the AFS action was satisfactory; however, he still has some reservations over AAT procedures. Howard Swaney, AFS-420 agreed to present these concerns to ATPAC by letter from the Instrument Procedures Subgroup Chair. The group concurred with the closure. **Status: Item Closed**