

GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM
Instrument Procedures Subgroup
History Record

FAA Control # 99-02-218

SUBJECT: Termination Point on Missed Approach Procedures

BACKGROUND: *Electronic version of the original issue paper not available.* ALPA expressed concern that the missed approach altitude must be sufficient to permit holding or en route flight (reference made to TERPS paragraphs 270 and 278). They are also concerned that some missed approaches terminate at a fix without a charted holding pattern or terminate at a fix not in the en route structure.

RECOMMENDATION: All missed approach procedures terminate at a fix with a charted holding pattern, where such fix is on a victor airway.

COMMENTS: This affects Order 8260.19, "Flight Procedures and Airspace".

Submitted by Captain Simon Lawrence, Chairman
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INITIAL DISCUSSION (Meeting 99-02): Wally Roberts presented this issue on behalf of ALPA. ALPA is concerned over missed approach (MAPCH) procedures that do not have a holding pattern charted at the MAPCH fix. He also expressed concern over MAPCH fixes that are not a part of the en route structure using DFW as an example. Dave Eckles, AFS-420, agreed to take the issue for study and possible inclusion in Order 8260.19. Brad Rush, AVN-160, stated that he will have AVN-100 review DFW SIAP's. **ACTION: AFS-420 and AVN-160.**

MEETING 00-01: Brad Rush, AVN-160, presented a status update paper on the issue jointly prepared by he and Dave Eckles, AFS-420. Brad stated that AVN-100 evaluates all missed approach (MAPCH) fixes for holding. If a specific holding pattern is not published, the fix/NAVAID is evaluated for 360° holding. He further stated that AVN-160 (QC) will monitor MAPCH instructions to ensure that all MAPCH termination fixes and altitudes are in the en route structure. The DFW procedures in question at the last meeting have been reviewed and all DFW MAPCH fixes are on en route charts with the exception of runway 35, which are currently being revised. Brad emphasized that normally MAPCH holding patterns are charted; however, the final decision on charting is in the hands of air traffic. Kevin Comstock, ALPA, stated that his organization would like

to see language in Order 8260.19, paragraph 815a, revised to clearly specify that MAPCH instructions terminate at an en route charted fix/NAVAID. Brad Alberts, FEDEX, stated that pilots should also have the holding patterns published to provide guidance on proper holding procedures. Bill Hammett, AFS-420 (ISI), responded that he believed that AIM (paragraph 5-3-7) provides detailed guidance on holding procedures for both pilots and controllers. The guidance and procedures to follow are explicit whether or not the holding pattern is charted. Bill additionally noted that, from his experience over the past several years, there has been an increasing trend by user groups, through the ACF, to add more and more information to procedure charts to overcome pilot training deficiencies. Dave Eckles, AFS-420, agreed to re-study the issue jointly with AVN-160 and report at the next meeting. **ACTION: AFS-420 and AVN-160.**

MEETING 00-02: Dave Eckles, AFS-420, and Brad Rush, AVN-160, presented a jointly prepared status update paper. They reported that their offices have discussed this issue at great length, and have determined that the ALPA request is not feasible for all applications. NAS infrastructure and ATC airspace management requirements dictate a need for operational discretion regarding the establishment or placement of missed approach holding. Whenever possible, location of missed approach holding should be at en route airway fixes. Where holding is established at an en route fix/facility, the holding altitude should normally be at airway MEA. If not feasible, a climb-in-hold evaluation to en route altitude will be accomplished. In the case of off-airway holding, the method of transition from holding to en route flight, or from holding to an additional approach, should be clearly depicted and understandable to the pilot. Missed approach holding will be depicted in all cases on the approach chart, and on en route charts at the managerial discretion of ATC. Wally Roberts, ALPA, added that since the stated FAA position agrees with ALPA's request to always chart MAPCH holding on the SIAP, the issue may be closed. **Issue Closed.**
