

**AIR TRAFFIC PROCEDURES ADVISORY COMMITTEE  
(ATPAC)**

**SUBJECT:** Minutes of the ATPAC 134th Meeting

**SUMMARY:** The 134th meeting of ATPAC was held on January 13, 2009 at the International Air Transport Association (IATA) Headquarters, 703 Waterford Way, Suite 600, Miami, FL 33126. Representatives were present from ADF, NBAA, SUPCOM, USA, FAA, COA, NATCA, NPA, ATCA and ASRS and a representative dialed in from ALPA.

The meeting was called to order by Ms. Danny Aguerre-Bennett, Chairperson, at 9:07 a.m. on Tuesday, January 13, 2009.

Mr. Rich Jehlen, the Executive Director, presented his report. ATPAC meeting #133 minutes were approved with one editorial change. Recurring Agenda Items, IOUs and applicable AOCs were reviewed and discussed; and future meeting dates and sites were established. All business finished, the meeting was adjourned at 5:00PM on January 13, 2009.

**AGENDA:**

- Call to Order/Roll Call
- Recognition of attendees
- Executive Director's Report
- Chair Report
- Review/Approval of Minutes of the 133rd ATPAC Meeting
- Call for Safety Items
- Review of Agenda Items: Recurring Agenda Items, AOCs/IOUs
- Introduction of New Areas of Concern (AOC)
- Locations/Dates for Future Meetings
- Adjournment

**CALL TO ORDER/ROLL CALL:** The Chairperson, Ms. Danny Aguerre-Bennett called the meeting to order at 9:07 a.m. at the International Air Transport Association (IATA) Headquarters, 703 Waterford Way, Suite 600, Miami, FL 33126. Member representatives were present from ADF, NBAA, SUPCOM, USA, FAA, COA, NATCA, NPA, ATCA and ASRS and a representative dialed in from ALPA. Ms. Aguerre-Bennett introduced herself as the Chairperson and conducted introductions around the room.

**RECOGNITION OF ATTENDEES:** The following persons were in attendance during the one-day meeting:

Rich Jehlen, Executive Director  
Danny Aguerre-Bennett, NATCA, Chairperson  
Harvey Hartmann, ASRS/NASA  
Tim Swope, FAA  
Scott Casoni, FAA  
Joe Miceli, ADF  
David Rivers, NBAA  
Mark Cato, ALPA (Call-in)  
Sabra Morgan, ATCA  
Mike Hilbert, FAA  
Sydney Tutein, USA  
Andy Brand, NPA  
Norm Joseph, ADF  
Jeff Miller, IATA  
Heather Mathieson, Contract Support, FAA/AJR-53

**EXECUTIVE DIRECTOR'S REPORT:** The Executive Director's report was presented by Mr. Rich Jehlen, who thanked IATA for permitting the use of their meeting room.

Mr. Jehlen discussed the AOCs. Starting at the next meeting, there will be a matrix for suggested actions of deferred AOCs. The rest of the AOCs will be moved from the deferred list to the agenda for meeting #135.

He pointed out some recent FAA personnel changes. Lynn Osmus will be the acting FAA Administrator. Rick Day is the ATO, Senior Vice President for Operations.

He talked about budget issues: There is a reinvestment package looking for \$2B for equipage and a lot of activity on Capitol Hill, but funding probably won't reach that amount. Runway pavings, taxiway pavings, etc may not come to fruition. He was concerned about which investments will make NEXTGEN a reality. He is not optimistic that funding will become available. Mr. Jehlen anticipates going through a continuing resolution for an entire year. There will be no new starts. Cash flow will be problematic until May. Obtaining reauthorization is high on the FAA's priority list.

He discussed Planning and Procedures and Kerry Rose's organization (Procedures Development Group (PDG)). He spoke of the growth of the PDG, filling the last positions and of minor problems with HR that may take several more weeks to resolve. He stated that despite this roadblock, the current PDG staff is continuing to take on responsibilities and moving forward.

Mr. Jehlen talked about the PDG automation tool (JPAMS). New personnel have been brought on board to press forward with development.

The PDG safety management team is almost staffed. He also spoke of the Process team to let members know about the structure of the PDG.

It will be 2 to 3 years until the PDG is fully functional with the automation tool. He spoke of the present system of coordinating with facilities. Safety is much more structured now that AOV is regulator of ATO. SMS process is also part of procedures.

He mentioned MAPCOG and status with ICAO. For the most part, our requirements are stricter. Interpretations are now under the PDG's purview. PDG is vetting through the massive amounts of interpretations and waivers. Mr. Jehlen's goal is to have no interpretations in the system. Interpretations needed standardization and one outlet. Archiving is one of the keys to future success. "SMS will force the issue."

Mr. Jehlen spoke of DCPs and distribution. He confirmed that he could not accept recommendations/comments from the ATPAC members due to conflict with our system.

**CHAIR REPORT:** Ms. Aguerre-Bennett discussed the status of communications with the PARC group. No response has been received. She will continue to contact them for info flow between the groups.

**REVIEW/APPROVAL OF MINUTES OF THE 133rd ATPAC MEETING:** ATPAC 133rd minutes were discussed and approved as presented with one minor editorial change. International Air Transport Association (IATA) was added to membership of 4 separate Safety Risk Management Panels (SRMP) referred to by Ms. LaGretta Bowser.

**CALL FOR SAFETY ITEMS:** None presented

**REVIEW OF AGENDA ITEMS:** (See Discussion Items (Expanded) for details)

#### **RECURRING AGENDA ITEMS**

- Wake Turbulence Program (ATO-R/Steve Lang)
- NAVAID Naming Protocol (AJR-53/Kerry Rose)
- Runway Safety (LaGretta Bowser)

### **IOUs:**

- PARC issue (ATPAC Chair) For coordination with other advisory groups. Note: This is not an AOC. Danny Aguerre-Bennett will continue to try to call Chairman of PARC to resolve.
- AOC 116-3: (Terminal) ILS GS Critical Area Approaches. Scott Casoni (Terminal)
- AOC 123-7: (PDG/MAPCOG/NASA) Four Digit Express Carrier Call Signs. Harvey Hartmann (NASA) to send soft copy: Similar Sounding Call Signs Report. Kerry Rose (PDG) to find out from Human Factors on cognitive similarity.
- AOC 125-2 (AOPA) Gear down Advisory. Pete Lehman (AOPA) to bring IOU to Meeting #135.
- AOC 125-4 (Terminal/NASA) Confusion on Descent During Non-Precision Approaches. Scott Casoni to readdress “maintain altitude” issue with Terminal. Harvey Hartmann (NASA) and Scott Casoni (Terminal) to draft problem package to redefine this issue.
- AOC 126-2 (PDG) Procedures for “Time to Meet Restrictions”. Kerry Rose (PDG) to provide completed DCP or update.
- AOC 131-1 (AOPA) AFSS Pre-flight Briefing on SUA. Pete Lehman (AOPA) needs to put together a problem definition.

### **ITEMS for DISCUSSION:**

- ATSAP is in 27 facilities. 70% of incidents would never have been reported (as reported by Danny Bennett). Danny Aguerre-Bennett to provide more information on this topic.
- Mark Cato & wind farms. He was directed by ALPA to look at wind farms and provide comments. Facilities experiencing problems with wind farms (radar targets lost, secondary targets lost for two or more sweeps up to 2,000 to 3,000 feet above). Mr. Cato wanted to know if anyone else was looking into this? His analysis was done at Great falls. Ms. Morgan says that every turbine less than 200 feet is allowed. Mr. Cato states that procedures are in place but the propagation of windmills are becoming problematic.
- Mark Cato and new ICAO procedures for SIDS. If a SID gives the route and top altitude of 10000, a pilot can climb. All restrictions must be adhered to until completion of the SID (4444 requirement). Mark Cato to send copy of these procedures to Tim Swope to e-mail to members. Copies were disseminated the next day.

**INTRODUCTION OF NEW AREAS OF CONCERN:** None

**PROPOSED AOCs:**

- Reduction of VHF Communications/Change in VHF Policy: Presented by Norm Joseph (ADF).
- Lost communications (RNAV) arrivals need to be updated in the AIM (reference FARs). Proposed by Danny Aguerre-Bennett

## Discussion Items (Expanded)

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## **Recurring Agenda Item: Wake Turbulence Program**

### **BACKGROUND:**

First time referred to in this particular Minutes format

### **ATPAC UPDATE:**

**134** - Rich mentioned two items, configuration-dependant as well as site-dependant. A response to this item was included in the pre-read package, so it was not discussed at length during this meeting. As reported by Steve Lang:

The Wake Turbulence Program's focus is safely improving capacity in the NAS. The program is built around three solution sets. The first set is procedural changes only. These changes would be allowed where measured data could be used to build the safety case to simply change air traffic operational procedures, without the need of new meteorological sensors or other technology based solutions. Second will be procedural changes built upon the data that continues to be collected and adding in specific meteorological conditions and simple technology solutions. Third will be the most complex solutions requiring significant meteorological and or technology inputs to achieve the additional capacity.

The Wake Turbulence Program along with the Terminal Services Unit developed and, received regulatory approval of a rule change, to allow simultaneous dependent staggered 1.5nm ILS approaches to runways separated by less than 2500 feet. This rule change was issued to the Air Traffic Organization on November 4th as FAA Order 7110.308. There were 5 airports initially approved for the procedure: SEA, CLE, STL, PHL, and BOS. This is an example of the simple changes to ATC procedures that are being developed to enhance airport capacity. There are three additional airport runway pairs projected to be added to the current 5 airports in FY09. They are EWR, MEM and SEA

The first project being developed in the Second Solution Set is WTMD (Wake Turbulence Mitigation for Departures), another CSPR solution that now incorporates existing meteorological data and a simple technology solution to achieve additional departure capacity at 10 OEP airports. The WTMD project has been transitioned to the organization responsible for implementation. This is the first project to include technology and meteorology in its solution, a more complex solution than solely procedural changes.

The second project being developed in the Second Solution Set is Wake Turbulence Mitigation for Arrivals (WTMA). The Wake Turbulence Program is collecting data and developing the concept definition for WTMA, which is a more general technology based capacity enabling wake solution for CSPR approaches. This effort expands on the procedures-only solutions to include more types of aircraft and the number of CSPRs that can realize increased arrival capacity in less than visual conditions. Additionally this project expands on the technology and meteorological data used by WTMD to address the longer planning horizons and larger airspace with reduced separation that is necessary for the arrival solution.

Additionally the Wake Turbulence program is supporting a R&D project for single runway departures called CREDOS with the European community. CREDOS are a part of the Third Solution Set and involves longer term research and development activities. Also included in this third set is a single runway arrival solution.

The Wake Turbulence Program is also involved in an international effort undertaking a re-categorization of current wake categories. This is a multi-phased effort which is seeking capacity gains in each phase and has application in all three solution sets.

Finally, another component of the program is involved in the evaluation of new aircraft and determination of the wake separation required prior to entry into service. These are examples of the more progressively complex solutions the program will be developing, leading towards a future system that utilizes capacity efficient dynamic pair wise aircraft wake separation. "On September 30th approval was granted from the Safety Oversight Organization to allow Dependent 1.5nm ILS approaches to Closely Spaced Parallel Runways less than 2500' for Large and Small aircraft at 5 specific airports. The airports were BOS, CLE, PHL, SEA, and STL. This will allow these airports to operate the parallel runways in IMC weather where previously they would have to cease operations to one of the runways. This will allow these airports to realize a capacity gain in IMC. The final coordination allowing the operation is currently being accomplished through all lines of business at the FAA and is expected to be signed out within 30 days.



## **Recurring Agenda Item: NAVAID Naming Protocol**

### **BACKGROUND:**

First time referred to in this particular Minutes format

### **ATPAC UPDATE:**

**134** - Some facilities still do not think this is a problem. Sabra Morgan (ATCA) mentioned there are about 70 sites that this applies to. Charting, flight checks and costs to change names of NAVAIDs are significant. The pilot organizations feel this should be pursued, but ATC looking at it differently. After discussion, the committee reached a consensus that there is still a problem. Ms. Aguerre-Bennett suggested submitting a separate AOC pertaining to naming conventions on same arrival routes. Mike Hilbert will look at and describe the process for naming conventions. IOU to be reported at Meeting #135. No formal AOC started.

### **IOU REMAINS OPEN (AOPA)**

**Recurring Agenda Item: Runway Safety**

**BACKGROUND:**

First time referred to in this particular Minutes format

**ATPAC UPDATE:**

**134** - No update submitted; item was not discussed.

**IOU REMAINS OPEN (LaGretta Bowser)**

## **AREA OF CONCERN 102-2**

**1/24/2001**

**SAFETY: No**

**SUBJECT: Instrument Approach Clearances to Other than IAF**

**DISCUSSION:** ALPA is still receiving reports that ATC is clearing aircraft direct to intermediate or final approach fixes, and then expecting aircraft to execute a straight-in instrument approach procedure (“IAP”). In fact, with the proliferation of RNAV/GPS IAPs this practice appears to be on the increase.

The instrument approach procedure design criteria do not account for descent gradient or course change factors that occur when aircraft begin an instrument approach procedure on an ad hoc basis. The only exception to beginning an IAP at an IAF is where vectors to the “final approach course” (in accordance with 7110.65, 5-9-1) place the aircraft in the proper position to do a straight-in approach.

When an aircraft is not vectored in accordance with 5-9-1, the aircraft must be cleared over an IAF (or simply “cleared approach” to leave the pilot free at remote locations to do the procedure as required by AIM directives, etc.). Controllers need to be reminded that arrival over an IAF that is not approved on the face of the procedure for “NoPT” requires the pilot to do a course reversal.

The requirements set for in 7110.65, 4-8-1, are intended to apply to all IAP clearances, except for those conducted specifically under the provisions of 5-9-1. In recent discussions with ATP-100 staff, ALPA has learned that some quarters within Air Traffic Services consider Chapter 4 of 7110.65 to apply only to non-radar operations, rather than being the chapter that is the foundation for all IFR operations. Either this needs to be cleared up, or the language of 4-8-1 needs to be restated in Chapter 5.

Further, the language in 4-8-1 that refers to the intermediate fix is confusing, ambiguous, leads to endless speculation, and serves no valid operational purpose.

As protected airspace areas are reduced in RNAV and emerging RNP IAPs, bypassing a designated IAF increases the risk of an aircraft leaving protected airspace and colliding with an obstacle, in addition to the risks of violating turning and descent gradient requirements.

Also, ALPA understands that some controllers believe that the intent of 5-9-1 is satisfied by a clearance direct to an intermediate or final approach fix, followed by a “radar monitor.” This is incorrect as it negates the requirement to intercept final at not more than a 20-30 degree angle, and at the appropriate minimum distance from the approach gate.

**SUGGESTED ATPAC ACTION:** A training bulletin should be issued to all controllers reviewing the intended requirements of 7110-65, 4-8-1. This would include a reminder that this paragraph applies to all IAP clearances except for vectors provided in accordance with 5-9-1. Further, a reminder that the “intent” of 5-9-1 is not satisfied by simply clearing an aircraft directly to an intermediate or final approach fix, then merely observing the aircraft on radar. Finally, a reminder that a clearance for an IAP over an

IAF that is not approved for “NoPT” on the face of the chart will require the pilot to execute the prescribed course reversal, thus ATC separation services should be provided with that expectation in mind.

In 4-8-1 the present language “Standard Instrument Approach Procedures shall commence at an Initial Approach Fix or an Intermediate Approach Fix if there is not an Initial Approach Fix...” should be amended to delete reference to the phrase “Intermediate Approach Fix.” The only time an approach should begin at an intermediate approach fix is where vectors in accordance with 5-9-1 have been onto the approach course outside of the intermediate fix on a “radar required” IAP that has no IAF’s.

(See related agenda item “Vectors to the IAP Course Prior to a Published Segment”). Finally, 4-8-1 should have language that makes it absolutely clear that the provisions of this paragraph apply in both a radar and non-radar environment, excepting only radar vectors provided in accordance with 5-9-1.

**102** - Wally Roberts, ALPA, presented the AOC including a November 2000 letter from ALPA to the FAA, which expressed the concern. Executive Director reported that the FAA has drafted a response to the letter and that it is currently in coordination. The committee opted to wait for the FAA’s response.

**103** - Deferred for discussion at next meeting.

**104** - Wally Roberts provided an update to the committee. Concerns were raised regarding the confusion of mixing procedural notes and system requirement (equipment) notes. Additional wording was suggested to distinguish equipment vs. procedure note. ATP and AFS need to jointly work the issue.

**RECOMMENDATION #1:** Form a FAA workgroup comprised of AFS, AVN, AAT, NATCA, and ALPA to work the issue and provide solutions to the problem.

Flight Standards will take the lead to make this happen.

The Flight Standards representative provided a brief overview of the issue. This is not a site-specific issue and controllers are doing the best with what they have. AVN and AFS will work together with the controllers to determine criteria for TERPS and the impact. A specific fix should not be targeted. Flight Standards takes the responsibility and commitment to work and explore the issue.

**105** - Meeting with Wally and AFS to discuss issues has not yet occurred. After the meeting occurs, there will be a decision as to whether or not a workgroup should be formed. Request to review list of attendees and ensure that the proper attendees are there to obtain the desired results/outcome. He will try to have meeting in conjunction with the charting forum.

**106**—This did not get discussed at the past charting forum. AFS will try to get the parties together before the April meeting.

**107** - The Flight Standards representative was unable to attend meeting 107. The AOC will be updated at the July meeting.

**108** - FAA has had some internal discussions, but has had some difficulty getting all parties on the phone. Don Porter and Bruce Tarbert, ATP-104, briefed the committee on this AOC. DCP and CBI training are being edited to address GPS equipment and T approach issues. CBI training is targeted for release in September. Product will be presented for review in January and possible implementation in June/July 2003 timeframe.

**109** - Bruce Tarbert, ATP-104, briefed the committee. DCPs have been finalized and signed. Training is expected to be out in April 2003, which will include TAA's. Consideration was given to distances from IAF and intercept angle. AVN is looking to see if additional guidance regarding speed is required.

**110** - A Draft DCP was submitted to committee for review. A question was raised regarding the "IF (IAF)" notation on the diagram. A briefing will be provided at the next meeting to clarify the concerns.

**111** - Some work has been done within Flight Standards, but there has not been a meeting of all the appropriate parties.

**112** - AFS-420 workgroup has been formed to write-up a plan and proposed guidance. Development of a controller and pilot training initiative will be addressed. Workgroup's progress will be reported at the next meeting.

**113** - AFS representative was unable to attend the meeting and provide an update. Question was raised whether the charting forum was working this issue.

**114** - AFS representative was unable to attend the meeting and provide an update.

**115** - AFS representative was unable to attend the meeting and provide an update.

**116** - AFS representative was unable to attend the meeting and provide an update.

**117** - New AFS representative at this meeting. Draft DCP for the AOC has been written. An update will be provided in January.

**118** - AFS was unable to attend the meeting, but indicated to the committee that a reenergized effort will be made on this AOC. The committee wanted to emphasize that there had been considerable work done on this AOC by AFS and that there should not be a need to start over again.

Committee wanted to reiterate its recommendations to AFS.

**119** - AFS brought up the issue before the Technical Review Board. A review of the ATO-W DCP for vectoring has been completed and was concurred with.

The committee requested for AFS to look at RNAV aircraft on the conventional side.

**120** - DCPs are scheduled for publication in February 2006. Question: Would it have application to conventional procedures? ATO-T would have to provide feedback.

**RECOMMENDATION #2:** Determine/implement this type approach if it can be used by conventional aircraft.

**121** - Clarify of Recommendation #2 was discussed and approved. It now reads:

**RECOMMENDATION #2 (Revised):** Determine/implement this type approach if it can be used by RNAV aircraft on a conventional approach.

ATO-T is still researching this issue with the RNAV office.

**122** – RNAV's have ability to go to other than designated IAF. It is published for RNAV on RNAV approach. Our AOC asks whether it can also be for conventional approach. Can the aircraft also meet altitude of IAF? It is there for RNAV. It should also be there for conventional approach. Operationally, this gives the controller more flexibility, less workload, streamlines operations.

This should be presented to RNAV office. ATO-T will draft a DCP.

**123** - ATO-T will research and put out appropriate on the recommendation.

**124** - ATO-T (Madison) will follow-up on DCP to present to RNAV/RNP Office.

**125** - Dave Madison advised that AFS-400 is looking into this AOC and is working the group's concerns. After group discussion, Harry Hodges, Flight Standards, agreed to follow-up and advise ATPAC of status.

**126** - Jeff Williams, RNAV/RNP Office, provided an explanation. Discussion at 127 will determine if this is sufficient to satisfy the AOC.

**127** - Harry Hodges gave his opinion that RNAV equipped aircraft may proceed to conventional intermediate fixes. Also discussed were the various levels of RNAV capabilities so that all RNAV's are not compatible to accomplish successful navigation during a conventional approach. Jeff Williams was non-committal as to the answer to the AOC but will look into the applications, as was AFS-100. The consensus was that Jeff and David Madison should discuss and resolve.

**128** - Discussions centered on the particular equipage of the aircraft. Ben Grimes concurred and will coordinate with RNAV Office to accomplish without SMS.

**129** - Don Frenya/Kerry Rose will determine the status of SRMD action and Joe McCarthy will address the issue with ATO-T for reports at 130.

**130** - Joe McCarthy will work with ATO-T regarding the SRMD and DCP will check status of DCP.

**131** - Agreed that further coordination be done between the RNAV and ATO-T offices to ensure no duplication of effort.

**132** - Mr. Jehlen suggested that this AOC should be removed from the minutes and tracked separately to be returned when a resolution is available. This and other items will be removed from the minutes and returned on action dates submitted by the responding office.

**133** – Not discussed at this meeting.

**134** - Not discussed at this meeting.

**CURRENT STATUS: DEFERRED TO MTG#135**

**IOU REMAINS OPEN (ATO-R)**

## **AREA OF CONCERN 116-1**

7/14/04

**SAFETY:** No

**SUBJECT:** Revision to FAAO 7110.65 and the AIM

**REFERENCES:** FAAO 7110.65, paragraph 4-2-5b: NOTE; AIM, Sections 4-4-9g and 5-2-6e7.

### **DISCUSSION:**

The possibility of a misunderstanding between pilots and controllers during the issuance of an ATC clearance has been identified during discussions on the application of “Climb Via” in the RNP/RNAV Phraseology Work Group meetings and should be corrected.

Specifically, in accordance with the references stated above, the use of the term “maintain” when used in conjunction with the initial ATC clearance issued prior to departure *could* be understood to be an amended clearance and have the possible affect of canceling altitude restrictions contained on the DPs issued in the same initial clearance. In considering this issue it is important to remember the following:

- The definition of “maintain” as contained in the P/C Glossary has not changed.
- The application and sequence of the term “maintain,” and the omission of previously issued altitude restrictions (including those on published DPs) is the key to understanding the procedure.

Each of the above references refers to a “restating” of the previously issued altitude to “maintain,” and the omission of any restrictions contained in a DP that would have applied. When the term “maintain” is used in the initial ATC clearance, *it is not a restatement*, but instead is one of the items included in the basic departure clearance data as contained in FAAO 7110.65, paragraphs 4-3-2 and 4-3-3, and paragraph 4-4-3 of the AIM.

While ALPA believes the possibility of a misunderstanding of the currently accepted procedure is small, ALPA realizes the task of ATPAC is to eliminate any such possibility to the extent possible. Therefore, ALPA recommends the following changes to both the AIM and FAAO 7110.65:

### **SUGGESTED ATPAC ACTION:**

1. Revise FAAO 7110.65, Paragraph 4-2-5-b NOTE to read as follows:

#### ***NOTE-***

*The term “Maintain,” when used in issuing an altitude assignment as an item in the initial ATC clearance delivered to an aircraft prior to departure, does not constitute an amended clearance that cancels altitude restrictions issued by ATC or contained on any DP issued as an integral part of the same clearance. The depicted or assigned altitudes apply. However, in subsequent transmissions, restating a previously issued altitude to maintain is an amended clearance. If altitude to “maintain” is changed or restated, whether prior to departure of while airborne, and previously issued altitude restrictions are omitted, altitude restrictions are cancelled, including DP/FMSP/STAR altitude restrictions if any.*

2. Revise AIM Paragraph 4-4-9g to read as follows: (New material is in italics.)

g. The guiding principle is that the last ATC clearance has precedence over the previous ATC clearance. When the route or altitude in a previously issued clearance is amended, the controller will restate applicable altitude restrictions. *The term “Maintain,” when used in issuing an altitude assignment as an item in the initial ATC clearance delivered to an aircraft prior to departure, does not constitute an amended clearance that cancels altitude restrictions issued by ATC or contained on any DP issued as an integral part of the same clearance. The depicted or assigned altitudes apply. However, in subsequent transmissions, restating a previously issued altitude to maintain is an amended clearance.* If an altitude to “maintain” is changed or restated, whether prior to departure or while airborne, and previously issued altitude restrictions are omitted, altitude restrictions are cancelled, including DP/FMSP/STAR altitude restrictions if any.

3. Revise AIM Paragraph 5-2-6-e-7 as follows: (New material is in italics)

7. *If, after the initial ATC clearance has been delivered and acknowledged, an altitude to “maintain” is restated, whether prior to departure or while airborne, previously issued altitude restrictions are cancelled, including any DP altitude restrictions that applied.*

Appropriate cross-references should be annotated for each of these changes.

**SUGGESTED ATPAC ACTION:** That ATPAC review this item and recommend changes to FAAO 7110.65 and the AIM.

**116 -** Committee expressed differing views on how clearance should be issued. Question: Does maintain cancel restrictions? This may be systemic and more than just an AIM change.

Committee requested to get RNAV and international offices views on the subject. Discussion will be held at October meeting.

**117 -** Briefing from Bruce Tarbert, RNAV and Don Porter, CSSI. “Climb Via” is a new phraseology procedure being developed by the PCCP workgroup. Comply with Restrictions will be done away with when this is developed. Simulations will be done in the December/January timeframe. It was suggested that the workgroup bring in international to work on the issue together. This would decrease exceptions.

**118 -** The following information was provided by the RNP Office:

**BACKGROUND:** As a result of ATPAC’s AOC 116-1, and the Committee’s recommendation, the RNP Program Office (ATO-R/RNP) tasked the Pilot/Controller Procedures and Phraseology (P/CPP) working group to discuss this issue at its October meeting. The P/CPP was established to address RNAV and RNP implementation issues, and is made up of air traffic, aviation, and union subject matter experts. The P/CPP reviews, assesses and proposes changes to ATC procedures and phraseology and is tasked by the RNP Program Office with incorporating those changes into FAA Order 7110.65, the AIM and AIP.

**DISCUSSION:** After lengthy discussion the P/CPP came to the following conclusions: if used as prescribed, the phrase "maintain" is clear and unambiguous; that this is an ATC training issue; and to create another "situational" (on the ground vs. in the air) definition for the use of “maintain” would create further confusion.



**RECOMMENDATION:** ATO-R/RNP concurs with the P/CPP and makes the following recommendations:

1. In the near term, develop a Mandatory Briefing Item (MBI) for ATC facilities that discusses this issue and gives the necessary guidance to correct the problem.

2. Include this issue, complete with a description of the problem and the correct applications and uses for the maintain phraseology, in the next RNAV and RNP Computer Based Instruction (CBI) that is currently under development and due to be completed in March. Distribution to facilities is planned in the June/July timeframe.

3. Make any necessary changes to the appropriate sections of the FAAO 7110.65, the AIM and the AIP to add clarity and emphasis where needed.

Discussion by the committee brought out these points:

- Confusion is on the pilot's part not the controller.
- TB would not address this issue.
- Need to go to the POI's, training schools, etc. to help

Update requested in April to see the definitions.

**119** - Update provided by Bruce Tarbert and Don Porter of the RNP office.

Issue "Maintain" initial clearance. Because it has different meanings in different circumstances a training issue has arisen. An ATB article has been drafted and a CBI that addresses the issues is under review. Handbook changes will be look at if necessary.

In initial clearance it is not possible to clear above SID altitudes without canceling prior SID altitudes. Altitude is a legal part of the clearance and has to be included. System Operations is looking at this issue.

**120** - The RNAV office was unable to provide an update for the Anchorage meeting. Updated status will be provided in October.

**121** - Update provided by Don Porter of the RNAV Office. There are several issues with "maintain" in SIDs and STARs. It is a problem for both pilots and controllers. A better definition may need to be looked at by Don's group. One solution is to insert waypoint to define altitude. (Ex. "Descend via Baxter1, after Laady maintain 080.") Meaning should be the same in the air as on the ground. Training issues are forthcoming.

**122** - "Descend via" has been in the book for a year and not all know about it. Lots of ASRS reports on the confusion. "Maintain" also causing confusion, including while aircraft are descending. Issue – With a restriction on SIDs/STARs does "maintain" cancel restriction? Yes. The above issues need to be given to Don's group. Training is a must. There needs to be a basis understanding. Also, suggest an ATB on phraseology. Issue of ICAO harmonization also needs to be addressed.

**123** - The RNAV office representative was unable to attend this meeting and will be invited to meeting 124.

**124** - Per Bruce Tarbert, RNAV/RNP Office, Don Porter is working on the draft DCP.

**125** - A DCP will be developed and put into process by Dave Madison, ATO-T, who will also coordinate with Flight Standards.

**126** - Dave Madison was unable to attend and report on this AOC.

**127** - This item was not discussed due to time constraints.

**128** - ATPAC recommendations were submitted and discussed. Ben Grimes advised a change to the PCG has been issued. A DCP has been issued by ATO-T with ATPAC recommendations.

**129** - Joe McCarthy was brought up to speed on this issue and will report on progress at

**130** - Joe will discuss with ATO-T and report at 131.

**131** - Scott Casoni advised the referenced paragraphs do not exist. Discussion was that a recommendation from ATPAC remains to obtain clarification of terms regarding “maintain.” Kerry Rose will contact the RNAV office in order to connect with the PARC’s phraseology group so as to establish a connection with the groups, charters, and processes.

**132** - Mr. Hilbert (RNAV/RNP Office) provided answers on SRM panels and DCP coordination. It was suggested that an ATPAC tracking system (through publication) be established on some of these items. It will be taken off future ATPAC meeting minutes and placed in a “side template” showing due date of 3/11. This remains open and all items should be completed and reported in the next meeting. Mr. Jehlen suggested that this AOC should be removed from the minutes and tracked separately to be returned when a resolution is available. This and other items will be removed from the minutes and returned on action dates submitted by the responding office.

**RECOMMENDATION 1a:** In the near term, develop a Mandatory Briefing Item (MBI) for ATC facilities that discusses this issue and gives the necessary guidance to correct the problem.

1. Include this issue, complete with a description of the problem and the correct applications and uses for the maintain phraseology, in the next RNAV and RNP Computer Based Instruction (CBI) that is currently under development and due to be completed in March. Distribution to facilities is planned in the June/July timeframe.

2. Make any necessary changes to the appropriate sections of the FAAO 7110.65, the AIM and the AIP to add clarity and emphasis where needed.

**RECOMMENDATION 2:** AOC 116-1 discussed in-depth the issues involving the application of the term “Maintain”. However, a review of the AOC revealed that an important additional item should be added to the suggested ATPAC action in that AOC. That is, the addition of a third application of the term “maintain” in the Pilot/Controller Glossary. This is necessary because the current definition does not address the issue of the term’s meaning when applied in amended clearances, and that is a source of the existing problem.

For reference: Maintain is currently defined in the Pilot/Controller Glossary as:

a. Concerning altitude /flight level, the term means to remain at the altitude/flight level specified. The phrase “climb and” or “descend and” normally precedes “maintain” and the altitude assignment; e.g., “descend and maintain 5,000.”

b. Concerning other ATC instructions, the term is used in its literal sense; e.g., maintain VFR”

The following is proposed as a revision to the above definition of “maintain” as it now exists. The new material is in italics:

a. Concerning altitude /flight level, the term means to remain at the altitude/flight level specified. The phrase “climb and” or “descend and” normally precedes “maintain” and the altitude assignment; e.g., “descend and maintain 5,000.”

b. *Concerning the use of the term in amended clearances prior to or after departure. If altitude to “maintain” is changed or restated in the amended clearance, and previously issued altitude restrictions are omitted, altitude restrictions are cancelled, including FMSP/STAR altitude restrictions if any.*

c. Concerning other ATC instructions, the term is used in its literal sense; e.g., maintain VFR”

**133** - Not discussed at this meeting. Mr. Jehlen suggested that this AOC should be removed from the minutes and tracked separately to be returned when a resolution is available. This and other items will be removed from the minutes and returned on action dates submitted by the responding office.

**134** - Not discussed at this meeting.

**CURRENT STATUS: DEFERRED TO MEETING MARCH 2011**

**IOU REMAINS OPEN (RNAV/RNP OFFICE)**

## **AREA OF CONCERN 116-3**

7/14/04

**SAFETY:** No

**SUBJECT:** ILS Glide Slope Critical Area Advisory

**REFERENCE:** AIM 1-1-9k2(b)(2)

**DISCUSSION:** The above referenced paragraph in the AIM does not accurately reflect what terminology pilots should use when advising ATC they will conduct a coupled/autoland approach when the weather is above 800-2. The example used in the paragraph “*Glide slope signal not protected*” is an advisory that would be issued by the control tower in response to pilot notification of a coupled approach.

Another issue contained in this paragraph that ATPAC needs to discuss is that the ILS critical areas are only protected when the aircraft is inside the middle marker (MM). Considering the fact that MM’s are located approximately 3500ft from the runway threshold, which is entirely too short a distance to be useful for such approaches, and they are being removed at the majority of locations, it appears necessary to replace the term MM in this paragraph with “Final Approach Fix (FAF).” This would be in line with the Glide Slope Critical Area comments contained in AIM paragraph 1-1-9k2.

The use of coupled/autoland approaches has become more common with the fleet of highly automated aircraft operating in the inventory, and the ILS critical area requirements need to be updated to reflect this fact.

**SUGGESTED ATPAC ACTION:** That ATPAC discuss this issue and recommend the following:

1. That the pilot advisory example contained in the above referenced AIM paragraph be replaced with the following sample advisory:

***PHRASEOLOGY-***

*[Name of tower] [Call sign] [coupled/autoland] APPROACH*

2. That the term MM contained in the above referenced AIM paragraph be replaced with the term **FAF** or **OM**, whichever is the most appropriate.

**116 -** MSP has a glideslope critical area issue with a certain taxiway. Many aircraft use the coupled approach most of the time. Comment that when issuing ILS procedures it should be known that the aircraft is coupled without having to broadcast it on the frequency. This will be a capacity issue because aircraft must be certified to “autoland.” If not certified, they can’t fly CATIII. AFS needs to be involved in this issue.

**RECOMMENDATION #1:**

1. That the pilot advisory example contained in the above referenced AIM paragraph be replaced with the following sample advisory:

***PHRASEOLOGY-***

*[Name of tower] [Call sign] [coupled/autoland] APPROACH*

2. That the term MM contained in the above referenced AIM paragraph be replaced with the term FAF or OM, whichever is the most appropriate.

**117** - Office of Primary Interest (OPI) has been contacted. Committee will be provided status when available.

**118** - There was concern that the OPI would understand the issues being addressed and would make the proper handbook changes. The OPI will be contacted and a discussion will be held at the next meeting.

**119** - 800&2 and below is protected, not above. If there is no compelling evidence then policy should not be changed. Possibly change 7210.3 to designate a runway for autoland approaches to CAT II/III runways. Alternate is maintenance recertification.

**RECOMMENDATION #2:** That the FAA ATO develop guidance to achieve the following: FAA Order 7210.3, Facility Operation and Administration, should be changed to have terminal facilities with CAT II or CAT III approaches include procedures to accommodate “coupled” or “autoland” operations per FAA Order 7110.65, 3-7-5b to include protecting the critical area. This should include controller awareness of the need to accommodate these operators and may include designating a preferred runway and arrival procedures for these operations.

**120** - Several ideas were provided on this AOC:

- Consider designating autoland/coupled approach runways as per Recommendation #2.
- Provide more education to controllers.
- Obtain development help from Anchorage office (Motzko).
- Certification could relax the 90 day requirement for autoland/coupled approaches.
- Determine which airports could dedicate a runway for these approaches.

AT and AF will work on the dedicated runway issue.

**RECOMMENDATION #3:** Synchronize the AIM to the 7110.65/PCG definition of ILS Critical Area.

**121** - Instruction issued to controllers to issue and protect the approaches when able. ATO-T said there is no need for having airports dedicate runways for this purpose. Airports need to be aware of the need and accommodate as much as possible.

**122** - Article in ATB regarding facility’s handling coupled/autoland approaches. There are 2 issues. Autopilot cert. issues and flying coupled because ops. Specs. /company require it. If the critical are is unprotected the pilot is out on a limb. There is a disconnect between certification, AFS, AT, and the POIs.

**RECOMMENDATION #1 (Revised Part 1):** That the pilot advisory example contained in the above referenced AIM paragraph be replaced with the following sample advisory:

***PHRASEOLOGY-***

*[Call sign] AUTOLAND or COUPLED APPROACH.*

Add: The tower will advise if the ILS critical areas are not protected with the following sample advisory: *ILS critical areas not protected.*

**123** - Comment that ATC is not aware of the requirements for autoland/coupled approaches. Would an ATB article help address this issue? AFS could look at the requirements because they are the ones that impose them.

ATO-T will work Recommendation #1 and the chair will provide draft language for Recommendation #3. As previously reported, Recommendation #2 will not be implemented.

**124** - Common language was defined by the group and will be submitted. Mark Cato will write an article for pilots and Flight Standards highlighting the committee's new thinking on the coupled/autoland issue and Harry will consider that as a starting point for coordination for an HBAT item. Also, Dave and John will develop a DCP to reflect the following ATPAC recommendations:

**Recommended changes included deleting references to Autoland in Coupled Definition and Coupled in Autoland Definition.**

AUTOLAND APPROACH - An autoland approach is a precision instrument approach to touchdown and, in some cases, through the landing rollout. An autoland approach is performed by the aircraft autopilot which is receiving position information and/or steering commands from onboard navigation equipment.

***Note-***

*Autoland approaches are flown in VFR and IFR. . It is common for carriers to require their crews to fly autoland approaches (if certified) when the weather conditions are less than approximately 4,000 RVR.*

COUPLED APPROACH - A coupled approach is an instrument approach performed by the aircraft autopilot which is receiving position information and/or steering commands from onboard navigation equipment. In general, coupled nonprecision approaches must be discontinued and flown manually at altitudes lower than 50 feet below the minimum descent altitude, and coupled precision approaches must be flown manually below 50 feet AGL.

***Note-***

*Coupled approaches are flown in VFR and IFR. . It is common for carriers to require their crews to fly coupled approaches (if certified) when the weather conditions are less than approximately 4,000 RVR.*

**7110.65 Recommended change**

**3-7-5. PRECISION APPROACH CRITICAL AREA**

b. Air carriers commonly conduct "autoland" operations to satisfy maintenance, training, or reliability program requirements. Promptly issue an advisory if the critical area will not be protected when an arriving aircraft advises that an "autoland" approach will be conducted and the weather is reported ceiling of 800 feet or more, and the visibility is 2 miles or more.

## **Recommended change includes flight crew notification to Approach Control**

### **AIM 1-1-9k2**

#### **k. ILS Course Distortion**

1. All pilots should be aware that disturbances to ILS localizer and glide slope courses may occur when surface vehicles or aircraft are operated near the localizer or glide slope antennas. Most ILS installations are subject to signal interference by surface vehicles, aircraft or both. ILS CRITICAL AREAS are established near each localizer and glide slope antenna.

2. ATC issues control instructions to avoid interfering operations within ILS critical areas at controlled airports during the hours the Airport Traffic Control Tower (ATCT) is in operation as follows:

(a) Weather Conditions. Less than ceiling 800 feet and/or visibility 2 miles.

(1) Localizer Critical Area. Except for aircraft that land, exit a runway, depart or miss approach, vehicles and aircraft are not authorized in or over the critical area when an arriving aircraft is between the ILS final approach fix and the airport. Additionally, when the ceiling is less than 200 feet and/or the visibility is RVR 2,000 or less, vehicle and aircraft operations in or over the area are not authorized when an arriving aircraft is inside the ILS MM.

(2) Glide Slope Critical Area. Vehicles and aircraft are not authorized in the area when an arriving aircraft is between the ILS final approach fix and the airport unless the aircraft has reported the airport in sight and is circling or side stepping to land on a runway other than the ILS runway.

(b) Weather Conditions. At or above ceiling 800 feet and/or visibility 2 miles.

(1) No critical area protective action is provided under these conditions.

(2) A flight crew, under these conditions, should advise the approach control, “(Call sign), autoland approach.” to request that the ILS critical areas are protected.

#### ***EXAMPLE-***

*Glide slope signal not protected.*

(Note added)

#### ***Note-***

*Aircrews navigating a precision or non-precision approach other than autoland by engaging the autopilot should not expect critical area protection if the weather is at or above ceiling 800 feet and/or visibility 2 miles.*

3. Aircraft holding below 5,000 feet between the outer marker and the airport may cause localizer signal variations for aircraft conducting the ILS approach. Accordingly, such holding is not authorized when weather or visibility conditions are less than ceiling 800 feet and/or visibility 2 miles.

4. Pilots are cautioned that vehicular traffic not subject to ATC may cause momentary deviation to ILS course or glide slope signals. Also, critical areas are not protected at uncontrolled airports or at airports with an operating control tower when weather or visibility conditions are above those requiring protective measures. Aircraft conducting

coupled or autoland operations should be especially alert in monitoring automatic flight control systems. (See FIG 1-1-7.)

**NOTE-**

*Unless otherwise coordinated through Flight Standards, ILS signals to Category I runways are not flight inspected below 100 feet AGL. Guidance signal anomalies may be encountered below this altitude.*

**125** - The ATPAC recommendation was validated and will be forwarded for action by ATO-R.

**126** - Dave Madison was unable to attend this meeting for ATO-T.

**127** - Ben Grimes will check into the status of this recommendation and report at 128.

**128** - Ben Grimes advised the committee that ATO-T non-concurred with the recommendation.

**129** - Discussions were centered on the committee's desire to resolve what they perceived to be a critical flight issue that should be addressed.

**130** - Wilson Riggan will provide a memorandum for submission to ATO-T through Kerry Rose.

**131** - It was determined that FAAO 7110.65 had been changed to reflect the ATPAC recommendation leaving only the AIM to be addressed by this proposed change in Para 1-1-9k2.

**132** - Flight Standards controls AIM information and will be asked to match the 7110.65 entries.

**133** - Kerry Rose asked if this is still valid or is it an interpretation request? Kerry Rose talked about the future members coming to the PDG that would resolve this issue. *AJR-53 for action upon arrival of newly assigned personnel.*

**134** - Scott Casoni reported that this change was in process. No further discussion.

**CURRENT STATUS: DEFERRED TO MEETING#135**

**IOU REMAINS OPEN (ATO-R)**



## **AREA OF CONCERN 123-2**

**4/19/06**

**SAFETY: No**

### **SUBJECT: Aircraft Vertical Performance Data**

**DISCUSSION:** Paragraph 4-4-9d of the AIM contains broad guidance for pilots relating to aircraft descent and climb rates. Specifically; the second sentence of the paragraph begins with the words “*Descend or climb at an optimum rate consistent with the operating characteristics of the aircraft.....*” This phrase is all encompassing and does adequately recognize that specific climb and descent performance criteria is largely controlled by flight management system vertical guidance programs, aircraft type, and specific operator procedures. Therefore, specific performance criteria are not included in the paragraph, nor are there any regulatory requirements relating to this subject. Most pilot operations manuals only contain information extracted from paragraph 4-4-9 relating to a requirement to notify ATC if a climb or descent of at least 500ft per minute cannot be sustained.

However, Appendix A of FAA Order 7110.65 contains climb and descent figures for most aircraft operating in the ATC system. If the purpose of this information is to provide controllers guidance on what performance they may expect from aircraft they are controlling, they may be working with erroneous data. Also, Note 2 of paragraph 4-5-7e of FAA Order 7110.65, refers to descent rates contained in the AIM: “*Controllers need to be aware that the descent rates in the AIM are only suggested and aircraft will not always descend at those rates.*” ALPA believes that this paragraph was originally intended to refer to the performance figures contained in Appendix A of 7110.65, as there does not appear to be any correlation to what is contained in the AIM.

**SUGGESTED ATPAC ACTION:** That ATPAC review this information and recommend that Note 2 of paragraph 4-5-7e, FAAO 7110.65 either be deleted or changed to pertain to the data contained in Appendix A of the Order, and, that the data contained in Appendix A be reviewed to insure it reflects the most accurate and complete performance information for controller guidance.

**123** - Chart needs to be updated or removed. Each chart is based on certification. How pilots fly it can be different. Appendix redone when LAHSO was being worked. ATO-T will coordinate with Certification, then evaluate whether chart should remain.

**124** - ATO-T will coordinate with Certification then evaluate whether chart should remain.

**125** - Due to insufficient time for the appropriate discussions this AOC will be further deferred until 126.

**126** - The current status of this item is unknown and should be worked by ATO-T.

**127** - This item's status remains unreported.

**128** - Ben Grimes reported that this item will be discussed at an August meeting and a determination will be made to revise, eliminate climb characteristics, and/or eliminate the table.

**129** - This item was again discussed as needing updating or cancellation because it is not current with aircraft performance.

**130** - A report received via email advised that a panel has been convened to discuss this item as it relates to ICAO directives.

**131** - Various groups are being polled with the intent to determine their use of the .65 appendix with a goal to determine if the chart is valid enough to continually update or eliminate for controller use.

**RECOMMENDATION: Chart needs to be updated or removed.**

**132** - AJR-53 now taking this on as action. Remains open (deferred for two meetings) and placed in a side template showing due date of Mtg #135. Mr. Jehlen suggested that this AOC should be removed from the minutes and tracked separately to be returned when a resolution is available. This and other items will be removed from the minutes and returned on action dates submitted by the responding office.

**133** - Not discussed at this meeting. Mr. Jehlen suggested that this AOC should be removed from the minutes and tracked separately to be returned when a resolution is available. This and other items will be removed from the minutes and returned on action dates submitted by the responding office.

**134** - Not discussed at this meeting.

**CURRENT STATUS: DEFERRED TO MEETING #135**

**IOU REMAINS OPEN (AJR-53)**

## **AREA OF CONCERN 123-4**

**4/19/06**

**SAFETY: No**

### **SUBJECT: Speed Assignment Procedures for Arriving Aircraft**

**DISCUSSION:** Neither FAA Order 7110.65 nor the AIM contains clear guidance for controllers or pilots relating to airspeed management during STAR/RNAV arrivals. Specifically, when an airspeed is issued by ATC for sequencing, it is not clear when a pilot may reduce that airspeed in order to comply with regulatory airspeeds contained at fixes depicted on the arrival chart. While specific procedures relating to altitude management during such arrivals are included in both publications, the same type of guidance for airspeed management is not. Pilot reports and local procedures implemented by an FAA Center confirm this problem.

ALPA believes this issue can be resolved by revising FAAO 7110.65, Para 5-7-2, and AIM section 4-4-11 as follows:

#### **7110.65, Para 5-7-2: Add sub paragraph e as follows:**

e. If a STAR/arrival procedure is issued after a speed assignment, pilots will be expected to comply with speed restrictions contained on the published arrival procedure. If ATC assigns a speed for sequencing **after** a STAR or other transition arrival procedure has been issued, pilots are expected to maintain that speed until further advised.

It is the controller's responsibility to ensure speed assignments are managed to allow pilot compliance with 14 CFR Section 91.117."

**AIM section 4-4-11:** Add new paragraph **f.** as follows and adjust remaining subparagraphs alphabetically as required: The existing **NOTE** following the current paragraph 4-4-11e, Example 2, should now follow the proposed paragraph **f.**

f. When a STAR/RNAV transition is issued **after** a speed assignment, pilots should comply with speed restrictions contained on the published arrival. If ATC assigns the speed **after** the clearance for a published arrival procedure, pilots are expected to maintain that speed until further advised.

**SUGGESTED ATPAC ACTION:** That ATPAC review this issue and consider approving the above recommendations.

**123 -** Controllers assign what they need and are aware of the restrictions on the procedures. Discussion on DFW arrivals and constraints on route in relation to speed. Needs to be education of both pilots and controllers.

#### **RECOMMENDATION #1: Add appropriate notes to the AIM and the 7110.65.**

**124 -** ATPAC further refined its recommendation as follows:

#### **7110.65, Para 5-7-2: Add sub paragraph e. as follows:**

e. "When a SID/STAR is issued after a speed assignment, pilots will comply with speed restrictions contained on the published procedure. When a speed is assigned **after** a SID/STAR has been issued, pilots will maintain that speed until further advised.

It is the pilot's responsibility to ensure speed assignments are managed to permit compliance with 14 CFR Section 91.117.

**AIM section 4-4-11:** Add new paragraph **f.** as follows and adjust remaining subparagraphs alphabetically as required: The existing **NOTE** following the current paragraph 4-4-11e, Example 2, should now follow the proposed paragraph **f.**

f. When a SID/STAR is issued **after** a speed assignment, pilots will comply with speed restrictions contained on the published procedure. When a speed is assigned **after** a SID/STAR has been issued, pilots will maintain that speed until further advised.

**125** - Due to insufficient time for the appropriate discussions this AOC will be further deferred until 126.

**126** - This item was not reviewed at 126. Steve Alogna will check status and report at Mtg #127.

**127** - This AOC was discussed however further coordination was needed.

**128** - David Young will coordinate with Ben on an existing proposal with a goal to satisfy this AOC.

**129** - Clarification of the status of this item is needed.

**130** - ATO-T advised that the current directives are sufficient. David Young will revisit issue with ATO-T and report findings at #131.

**131** - Richard Kagehiro, ATO-E, advised that the RNAV office has developed a draft DCP and is in the process of impaneling an SRM group. Larry Newman advised that the PARC had developed phraseology to address the issue.

**132** - Completion dates submitted on their work plan. Remains open (deferred for two meetings) and placed in a side template showing due date of Mtg #135. Mr. Jehlen suggested that this AOC should be removed from the minutes and tracked separately to be returned when a resolution is available. This and other items will be removed from the minutes and returned on action dates submitted by the responding office.

**RECOMMENDATION:** Add appropriate notes to the AIM and the 7110.65.

**133** - Not discussed at this meeting. Mr. Jehlen suggested that this AOC should be removed from the minutes and tracked separately to be returned when a resolution is available. This and other items will be removed from the minutes and returned on action dates submitted by the responding office.

**134** - Not discussed at this meeting.

**CURRENT STATUS:** DEFERRED TO MEETING #135

**IOU REMAINS OPEN (AJR-53)**

## **AREA OF CONCERN 123-6**

**4/19/06**

**SAFETY: Yes**

**SUBJECT:** Precision Obstacle Free Zone (FAA Order 7110.65, Paragraph 3-7-6)

**DISCUSSION:** The procedure is not realistic and is a definite safety hazard. The only realistic control instruction is: “Go around.” You can’t expect the pilot to adjust his minima this late in the approach.

**SUGGESTED ATPAC ACTION:** That ATPAC recommend that the FAA rescind this paragraph immediately through a GENOT and direct controllers to issue go-around instructions if the POFZ is not clear.

**123 -** The committee expressed concern that the dimensions and activity in this “zone” may change on short final and change the actual minimums for the approach that may be contrary to the operator’s.

ATO-T will work the issue through a GENOT and report to the committee in July.

**124 -** The paragraph in question was rescinded by GENOT at the committee’s request. ATPAC will investigate status with NCAR.

**125 -** Due to insufficient time for the appropriate discussions this AOC will be further deferred until 126.

**126 -** Subsequent to the meeting this item was published by ATO-T despite objections by ATPAC whose members recommended a controller initiated go around when conditions warranted and traffic was in the POFZ.

**127 -** This item was not addressed due to time constraints.

**128 -** This item was tabled and not re-addressed.

**129 -** The committee agrees that this issue needs to be addressed as it might place the aircraft in dangerous proximity to hazards without sufficient time for prudent reaction.

**130 -** Wilson maintains the IOU to complete a proposal for an MBI.

**RECOMMENDATION: Controller initiated Go Around.** *The FAA has identified an area near the runway which must be kept clear of ground traffic in low IFR conditions (300-3/4) in order to maintain the Target Level of Safety (TLS) with respect to the approaching aircraft. This area is defined as the Precision Obstacle Free Zone (POFZ). The subject of this AOC is to address the issue of what the controller and pilot actions should be in the unlikely event of a POFZ transgression. The ATPAC held extensive discussions on this issue, including briefings from Flight Standards risk analysis personnel and input from various airline, pilot, and controller groups, as well as Air Traffic Terminal and Systems Operations representatives. The distance of approximately ¾ mile out on final was identified as the longitudinal location at which the approaching aircraft’s collision risk with the encroaching ground traffic has increased beyond the TLS. If the approaching aircraft goes around prior to that point, it never enters the dangerous zone and thus*

*its risk never exceeds that limit. Alternatively, once passing that point, going around creates the very risk we seek to avoid due to the potential for lateral drift and drift-down during the go-around procedure.*

*ATPAC believes the recommended actions below will provide pilots and controllers with an effective and easily understood mitigation to a POFZ violation and ensures maximum protection of the POFZ up to but not beyond the point where the Target Level of Safety becomes negatively impacted by the execution of a “go around.”*

***ATPAC recommends that the FAA take the following actions:***

- *Identify the point on the approach beyond which the TLS is no longer supported if the aircraft goes around due to an object infringing on the POFZ.*
- *The identification of this point on approach must consider human factors data so as to allow for the communication of a “go around” instruction and the pilot’s reaction time for initiating the procedure. From our discussions with Flight Standards, we believe that point will be approximately one mile out on final.*
- *Once this point is identified, the FAA should develop procedures which will ensure that one of the following two actions occur:*
  - *If an aircraft is outside the identified point on approach and an object (aircraft, vehicle, etc.) violates the POFZ, the controller issues “go around” instructions to the aircraft on approach.*
  - *Or, if an aircraft on approach has passed that point and an object violates the POFZ, the controller does not issue “go around” instructions, but reverts to existing ILS Critical Area / Runway Incursion procedures.*
- *As this procedure may appear counter-intuitive, include a “note” to the procedure In JO 7110.65S explaining the purpose of this change.*

**131** - Wilson presented a draft of the ATPAC recommendation for submission to ATO-T for their action.

**132** - Change in manpower within ATO Terminal halted further research and forced reassignment. Mr. Jehlen suggested that this AOC should be removed from the minutes and tracked separately to be returned when a resolution is available. This and other items will be removed from the minutes and returned on action dates submitted by the responding office.

**133** - Change in manpower within ATO Terminal halted further research and forced reassignment. Kerry Rose talked about the future members coming to the PDG that would resolve this issue. Remains in “side template.”

**134** - Not discussed at this meeting.

**CURRENT STATUS: DEFERRED TO MEETING #135**

**IOU REMAINS OPEN (ATO-T)**

## **AREA OF CONCERN 123-7**

**4/19/06**

**SAFETY: Yes**

**SUBJECT:** Four Digit Express Carrier Call signs

**DISCUSSION:** Moderate to busy terminal facilities and en route sectors are experiencing an increasing problem with very similar sounding, 4-digit call signs with express carrier companies. Some carriers have been able to drop the first digit of the call sign when every flight number begins with the same first digit, but those carriers that use different banks of flight numbers cannot. The problem with these high concentrations of 4-digit call signs is frequent miscommunications due to the fact that all of the call signs look and sound somewhat alike. Example: SKY6845, SKW8845, SKW6885, SKW6485. Example: LOF8036, LOF8026, LOF8040, LFO8044. Example: TCF7744, TCF7444, TCF7774, TCF7770. Too often pilots reply to clearances intended for other aircraft due to the similar sounding call signs.

**SUGGESTED ATPAC ACTION:** There needs to be some encouragement by the FAA or the RAA/ATA to take into consideration the difficulties with communications with the concentration of similar sounding call signs nationwide. For the express carriers that have all of their flight numbers in the same "1,000 bank" of numbers, they should be required to drop the first digit for ATC purposes. This could be done in coordination with flight dispatchers. For those express carriers that have flight numbers in different banks or series of numbers, an option would be to replace the first 2 digits with a single letter at the end of the call sign. Example: SKW6845 would be SKW45G, SKW6485 would be SKW85H, SKW8885 would be SKW85G, etc. Assign a single letter to the first 2 number combinations in a flight number so that it is consistent nationwide. SKW6845 would be SKW45G just as COM6845 would be COM45G. Inconsistency between different carriers would be very difficult to manage.

**123 -** Can a working group in the PARC address this? The DCP (Pilot Controller Phraseology) subgroup may have human factors information or other input. (Contact is RNAV shop). CDM may also be another possibility for working the issue with AFS involvement.

**124 -** ATO-S will be queried to determine if sufficient human factors studies exist to warrant a recommendation through appropriate channels to request 3-digit call signs be utilized vice 4-digit. NASA also expressed concurrence with the AOC and the need for action. The committee will consider asking the CDM group to address this item.

**125 -** Due to insufficient time for the appropriate discussions this AOC will be further deferred until 126.

**126 -** This item was discussed and decided that further information gathering was appropriate.

**127 -** A memo will be written outlining this AOC and presented to ATO-T.

**128 -** The ATPAC recommendation memo was approved by consensus and will be submitted to ATO-T with Wilson's signature.

**129** - A written recommendation was presented to Rich Jehlen for consideration of ATPAC's recommendations.

**130** - A formal request will be made to ATO-T for action.

**131** - The memorandum below was presented to ATO-T for their action that represented ATPAC's position.

*The Air Traffic Procedures Advisory Committee (ATPAC) has identified a potential problem in the use of four-digit calls signs used primarily by Air Taxi operators at busy hub airports. These operators are generally in support of legacy carriers and therefore, in order to maintain schedule delivery integrity, operate in close time proximity and with air carrier peak times. This actual and increasing potential for error, in the committee's consensus, should be corrected to protect both aircraft and controllers.*

*ATPAC requests you initiate action to ensure this potential problem area is addressed. The committee recommends that this may be accomplished through coordination with the appropriate airlines and supported by an MBI in the form of Computer Based Instruction or an Air Traffic Bulletin to emphasize to ATC personnel.*

**RECOMMENDATION #1: FAA investigates solutions through appropriate channels.**

**RECOMMENDATION #2: Action should be initiated to investigate and remedy.**

**132** – ATO-T does not agree that this item is an issue. The Chairperson will write to ATA and RAA explaining the problem and invite their comment and participation in Mtg #133. Mr. Hartmann will check his database on call-sign confusion and email results to Ms. Rose

**133** - Disagreement on this issue whether to pursue (from an ATO standpoint) or cancel the AOC because it is the opinion stated by Terminal that sufficient safeguards are currently in place to mitigate. Mr. Scott Foose spoke on his background and the issue.

Four Digit numbers are more common today. Anecdotally, confusion between controllers/pilots exists. He suggested ATPAC continue to raise awareness. He asked for recommendations to return to his members. Scott Casoni restated that Terminal does not need to change anything. Sabra Morgan asked for more quantifiable data prior to changing anything. Danny Aguerre-Bennett says this kind of data is not recordable. Sabra Morgan asked if this is systemic and not local. Larry Newman asked if the FAA could research this? Rich Jehlen asked "how can I capture this data?" Harvey Hartmann will check his database on call sign-confusion and email results to Kerry Rose (search on "hear-back/read-back) (ASIAS, Aviation Safety Information Analysis and Sharing). Scott Casoni to check with Safety and ADS for data.

**134** - No change in status from Terminal. Harvey went through his database and mentioned some examples. EUROCONTROL is working with this issue presently. Harvey Hartmann (NASA) to send soft copy of *Similar Sounding Call Signs Report*. Kerry Rose (PDG) to find out from Human Factors on cognitive similarity.



**CURRENT STATUS: DEFERRED TO MEETING #135**

**IOU REMAINS OPEN (ATO-T)**

**IOU REMAINS OPEN (ASRS/NASA)**

## **AREA OF CONCERN 124-1**

**7/12/06**

**SAFETY: No**

**SUBJECT: Controller Identification of Aircraft Types**

**DISCUSSION:** ALPA has received reports from pilots that indicate controllers are issuing traffic using a generic type of identifier such as “RJ” or “Regional Jet” as opposed to the phraseology required by FAAO 7110.65, Paragraph 2-4-21. ALPA further contends that due to the significant differences in these types of aircraft it is no longer practical to describe them in such generic terms as is being done in the NAS. With some “RJs” and/or “Regional Jets” carrying from 50 to over 100 passengers, the likelihood of misidentification of types when traffic is issued, increases and could create a hazard during many critical phases of flight such as visual approaches where one aircraft must visually identify the traffic to follow. It was felt that sufficient guidelines are available for controllers in 7110.65 but that a refresher of current issues may be helpful.

**SUGGESTED ATPAC ACTION:** That ATPAC coordinate with ATO-T.

**RECOMMENDATION #1:** Mandatory training for controllers in the form of an Air Traffic Bulletin or other required training be accomplished to ensure this situation is brought to the attention of controllers and corrected.

**125 -** Due to insufficient time for the appropriate discussions this AOC will be further deferred until 126.

**126 -** After discussion it was determined that Steve Alogna will draft a recommendation for ATPAC to present to ATO-T for an MBI/ATB.

**127 -** Time constraints did not permit discussion of a proposed memorandum.

**128 -** The committee agreed on a memorandum for submission to ATO-R.

**129 -** A written recommendation was presented to Rich Jehlen for consideration of ATPAC’s recommendations.

**130 -** A formal request will be made to ATO-T for action.

**RECOMMENDATION:** The following information be included in an MBI/ATB:

\*F/ET The generic term “Regional Jet” of the early 90’s was correctly described as a large corporate-sized airplane capable of carrying 50 passengers and powered by 2 engines that were usually stationed under the vertical stabilizer. The Bombardier CRJ-100 was such an airplane. As the need for a larger version of the “RJ” grew so did the airplane itself with other aircraft manufacturers making their own versions. For instance, the newest Bombardier RJ-900 has the same physical shape as the preceding “RJs” but is capable of seating over 85 passengers. The newest Embracer entry to this market is the E-195 with engines under the wings as on B737 and seating capacity from 108-122. As you can see issuing traffic on these variants leaves considerable room for interpretation by the pilot. Will the pilot receiving instructions

for Visual Separation to follow the “RJ” pick the 50 passenger or the 122 passenger jet behind? Is this the one you want the receiving aircraft to sequence behind or is it the other “RJ?” The accurate identity of these various types of jets is becoming more confusing to the pilot and tower community alike.

It is the controller’s responsibility to ensure the positive identification of traffic issued so the pilot may see and/or follow. The only way to make sure the traffic is the one that is intended is to issue the full type description of the traffic such as, “Embracer 195” or “Bombardier CRJ-100.” When you transmit, “Do you have it in sight?” or “Follow the (blank),” be sure both you and the pilot are talking and looking for the correct airplane.

**131** - ATO-R will present the memo below to ATO-T for their review.

*The Air Traffic Procedures Advisory Committee has identified a potential problem in ATC phraseology and procedures. ATC at many locations when issuing clearance for Visual Approaches may provide relevant traffic information and instruct the aircraft to*

*“Follow” the designated traffic. The ATPAC Committee has been made aware that in some locations the traffic being issued is being limited to a description such as, “Follow the RJ.” It is our opinion that this is an insufficient description owing to the large variety of “RJs” in the system and the likelihood for the aircraft issued Visual Approach clearance identifying and following an incorrect aircraft. These RJs may now range from King Air size to DC9 size and we feel that these types must be made clear to the following aircraft.*

*ATPAC requests you initiate action to ensure this potential problem area is addressed. The committee recommends that this may be accomplished through an MBI in the form of Computer Based Instruction or an Air Traffic Bulletin.*

**132** - ATB in process expected mid-September. Mr. Jehlen suggested that this AOC should be removed from the minutes and tracked separately to be returned when a resolution is available. This and other items will be removed from the minutes and returned on action dates submitted by the responding office.

**133** - Not discussed at this meeting. Mr. Jehlen suggested that this AOC should be removed from the minutes and tracked separately to be returned when a resolution is available. This and other items will be removed from the minutes and returned on action dates submitted by the responding office.

**134** - Scott Casoni distributed the following article to members. No discussion.

*/\*TER/ Even though controllers and pilots use the same language, sometimes there can still be misunderstandings. Perhaps it’s because they each have such different viewpoints. Tower controllers are working multiple aircraft and coordinating with coworkers in a complex, dynamic tower environment, while pilots try to get their aircraft out to the runway (or onto the ramp), concentrating on the physical operation of the aircraft and following their traffic.*

This special Air Traffic Bulletin addresses one of the “best practices” that many controllers use when communicating with pilots. More specifically, when controllers

fully describe “traffic” to pilots, it helps them find their traffic quickly while listening to control instructions.

FAAO 7110.65 Paragraph 3-8-1, Sequencing and Spacing, states that if air traffic controllers tell a pilot to follow traffic, they should give the *description and location* of that traffic. For example, if a controller is working at Oshkosh during Air Venture week, he/she would give *very* detailed descriptions of traffic in order to help pilots find the aircraft to follow in all the chaos: “Follow the blue-and-red biplane to your right,” or, “Follow the yellow tail-dragger ahead,” or, “Follow the silver Citabria on left base.” When there is a need for more description, the controller provides it. But, since most controllers will never wear that pink shirt, they usually avoid cluttering up frequencies with that much detail about traffic.

At most airports, when working air carriers or commuters, for instance, it is usually sufficient to say, “Follow the DC10 ahead,” or “Follow the Dash-8 off your right.” But imagine working at an air carrier or commuter *hub* airport. There are long lines of similar jets and commuter aircraft taxiing out for departure. When telling that fifth MD80 or the fourth regional jet to taxi out and join the mix, the pilot will appreciate some help in identifying their traffic.

Imagine being in the pilot’s seat; it’s easy to locate the traffic if the controller gives both the aircraft type and the name of the airline. A pilot can then look for a specific paint scheme and the characteristics of that particular aircraft. Not so easy if the controller uses generic terms like, “Follow the 737” or “Follow the regional jet” and there are several of each in view! As a controller working one of those situations where airplanes are everywhere, help pilots out by giving them more information: “Lear five Charlie Echo, runway 30, follow the United Express Embraer ahead and to your left, hold short of runway 25.”

In a more general description, the FAAO 7110.65, Paragraph 3-7-2, Taxi and Ground Movement Operations, shows controller phraseology examples for use on the airport surface. It doesn’t specifically say that a controller has to give the company name or the aircraft type in the example, it just says to provide “(*traffic*).” In a little more detail, Paragraph 3-1-6b, Traffic Information, states, “Describe the relative position of traffic in an easy to understand manner, such as ‘to your right’ or ‘ahead of you.’” Here, an example is provided: “Traffic, U.S. Air MD-Eighty on downwind leg to your left.” This phraseology gives a pilot two specific things to look for—the red-white-and blue colors of US Airways, and the shape of the long MD-80 fuselage. And in very clear detail, Paragraph 2-4-21, Description of Aircraft, further clarifies what is expected. It states, “Manufacturer’s model or designator.” Phraseology examples are as follows: “L-Ten-Eleven, American MD-Eighty, Seven Thirty-Seven and Boeing Seven Fifty-Seven.”

The term “regional jets” is commonly used. It used to be that everyone knew that a *regional jet* was made by Canadair, the aircraft identification was CARJ and they all looked alike. Not anymore! These smaller jets generally seat less than seventy-one passengers; they can look very different and be configured for a wide range of passenger loads. They are now made by several different companies, among them Embraer, Canadair/Bombardier, and Dornier, and all have different aircraft type

designators. Stretch versions holding more than seventy-one passengers will further blur the line between “regional jets” and other air carrier aircraft.

These smaller jets can also have widely differing performance characteristics. Some fit right in the flows with the larger jet aircraft. Others have various ranges of performance differences in the climb-out phase, at altitude, and in descent. These differences require that controllers learn what to expect from each aircraft type. As more companies continue to upgrade their fleets from turboprops to regional jets, system capacity will be affected as jet routes get filled up and turboprop routes go unused.

One thing can always be counted on in air traffic control: *things will change*. As more and different regional jet aircraft join the air carrier and commuter fleets, more instances of different regional jet aircraft types wearing the same company markings are likely to be seen. Remember: it is good practice to describe “traffic” to pilots using both company name and actual aircraft type.

**CURRENT STATUS: DEFERRED TO MEETING #135**

**IOU REMAINS OPEN (ATO-T)**

## **AREA OF CONCERN 125-2**

**4/19/06**

**SAFETY: No**

**SUBJECT: Gear down Advisory**

**DISCUSSION:** Representatives from AOPA, Navy, and Air Force advocated the safety aspects of the advisory and that despite occurrences at non-towered airports it was felt that the value of the advisory would carry-over from towered airports. The discussion questioned the cost-benefits and the specifics of gear-up landings. In addition, discussions centered on FAA liability, pilot responsibility, and the problems with change. Air Force and Navy reps that use the procedure were unanimous in that this is a good procedure. FAA (ATO-T) and NATCA think this is a bad idea. FAAH 7110.65, Para 2-1-24 states that the reminder does not put any responsibility on the controllers—it is still a pilot responsibility.

**SUGGESTED ATPAC ACTION:** Members were asked to accumulate qualitative and quantitative evidence that this is in fact an issue in the NAS.

**RECOMMENDATION:** Wait for further definitive information and discuss at 126.

**126 -** Discussion regarding where further definitive data may be obtained to support an ATPAC recommendation.

**127 -** The committee agreed that further information was needed.

**128 -** It was agreed that sufficient information existed to suggest FAA take action to investigate and to mitigate the occurrences of wheels up landings by including phraseology for FAA controllers as the military. Possible exceptions might be for major air carrier airports or exempting Part 121 and 135 operations.

**129 -** It was decided that the current information is not sufficient to submit for a change in the 7110.65, 7210.3, or AIM therefore Heidi Williams agreed to coordinate with Don Frenya/Kerry Williams to develop a strategy and document to support the argument for this recommendation.

**130 -** A formal request will be made to ATO-T for action.

**131 -** ATO-T has action memorandum with ATPAC recommendation as listed below.

*The Air Traffic Procedures Advisory Committee (ATPAC) has identified a potential problem in the frequency of occurrence of wheels up landings primarily in the general aviation community. Our initial information gained from NASA ASRS reports and from AOPA indicates this may be an item that a change if FAA procedures could help mitigate.*

*ATPAC requests you initiate action to investigate the possibility of changing FAA Order 7110.65, Chapter, paragraph 2-1-24, Wheels Down Check, to apply to FAA controllers as well as military. The committee has discussed this issue extensively and is of the opinion that significant savings in monetary losses to aircraft and personal injuries to aircrews and passengers may be prevented at towered airports.*

*Also discussed was the advisability of permitting the exemption of this potential change of rules, for example,*

*At airports where the primary traffic is multi-pilot aircraft, FAR Part 121 or 135, and minimally servicing to general aviation.*

**132** - Terminal does not feel it is necessary to change the procedure. The item needs more data to change. IOU for team members Danny Aguerre-Bennett, Pete Lehman, Bruce McGray, Harvey Hartmann, and Scott Casoni to answer how often wheels up landings happen and where (percentage). Team to send details to Scott Casoni.

**133** - Kerry Rose confirmed that Terminal does not feel necessary to change the procedure. They need more data (from Pete Lehman, AOPA) to change. Empirical data (instances, segment, locations) will be tough to obtain (or prove). Rich Jehlen said we can't close this without AOPA present (covered in morning before Pete Lehman present). Pete provided raw data. *Harvey Hartman and Scott Casoni for further data collection.*

**134** - Terminal provided a non-concur and wants to close the AOC. Pete Lehman (AOPA) to bring IOU deferred from Meeting #133 to Meeting #135.

**CURRENT STATUS: DEFERRED TO MEETING #135.**

**IOU REMAINS OPEN (ASRS/NASA, ATO-T)**

## **AREA OF CONCERN 125-4**

**4/19/06**

**SAFETY: No**

**SUBJECT:** Confusion on Descent during Non-Precision Approaches

**DISCUSSION:** Discussion was primarily concerning possible misunderstandings when the pilot was not given definitive altitude guidance in relation to a published segment of a non-precision approach.

**SUGGESTED ATPAC ACTION:** Obtain clarification of the question and collect data regarding this issue. Tom Barclay, NASA ASRS, will provide data for dissemination and further discussion at 126.

**126** - Discussion with visitor Jeff Williams concluded that a fix on the published approach must be utilized and in the aircraft database. Steve Alogna will obtain data on recurrent training for controllers regarding IAP and report at 127.

**127** - This item was not discussed due to insufficient time.

**128** - This item was not discussed due to insufficient time.

**129** - ATPAC discussion highlighted the incomplete information available to pilots on charts for IFR approaches when a defined point for descent is unclear and not fully understood by the pilot/controller communities.

**130** - Discussions with ATO-T found that recurrent training is available for terminal controllers regarding approaches and that according to the .65 the controller in the Naples incident complied with the requirements regarding instructions to maintain a safe altitude until "established." Therefore, further discussion will be needed to determine if this AOC meets the charter's criteria for continued efforts or does not rise to the level of being a pilot education issue or having implications in the entire NAS.

**131** - Discussion concluded that this item did in fact rise to a systemic issue that deserved to be addressed in an MBI for controllers and pilot education regarding approaches to airports with non-precision approaches.

**RECOMMENDATION:** ATPAC recommends an MBI designed to clarify controller responsibility when issuing approach clearances at airports with non-precision approaches and the importance of accurate altitude information.

**132** - ATB to be conducted and SO if possible. Mr. McGray will check special emphasis items for next cycle and get data related to this issue. Mr. Casoni will obtain copy of ATB for committee's review.

**133** - ATB to be conducted and SO, MBI if possible. Scott Casoni says it is still being reviewed by the manager but will be finalized by next meeting. Mr. McGray recommends better wording in the AIM and Instrument Procedures Handbook (emphasis on pilot responsibilities). *Scott Casoni will obtain copy of ATB for committee's review.* After everyone reads by next meeting then this item can close.



**134** - Mr. Casoni from Terminal talked about a training issue and no mandatory briefing item (MBI) should be pursued. Terminal worked on the MBI and decided not to proceed. Harvey Hartmann says that Terminal and Enroute do not participate in telecons pertaining to this item. Scott Casoni to readdress “maintain altitude” issue with Terminal. Harvey Hartmann (NASA) and Scott Casoni (Terminal) to draft problem package to redefine this issue.

**CURRENT STATUS: DEFERRED TO MEETING #135**

**IOU REMAINS OPEN (ATO-T)**

## **AREA OF CONCERN 126-2**

**4/19/06**

**SAFETY: No**

**SUBJECT: Procedures for Use of Time to Meet Restrictions**

**DISCUSSION:** The committee looked at current regulations that mandate the controller must issue the clock time to the restricted aircraft and the time the aircraft must comply with the given restriction.

**128 -** The committee discussed the AOC with its submitter, Mr. Bill Holtzman from ZDC. The discussion centered around the need for a time hack when issuing a time based restriction. It was agreed that no change would be appropriate in the oceanic or non-radar environs but that omission of the additional verbiage in a radar environment would reduce controller transmissions, pilot misunderstandings, and add clarity.

**129 -** David Young advised that several versions of proposed DCPs have been presented to his management for their consideration.

**130 -** David Young's organization would not concur on ATPAC recommendation based on what may have been incomplete information. David Young will re-address the issue based on ATPAC feedback and report at #131.

**131 -** A memo will be written and addressed to ATO-E for their review that outlines the committee's recommendation.

**RECOMMENDATION:** ATPAC opined that giving the aircraft a time to reach/leave an altitude followed by the minutes needed to achieve would suffice and not complicating the issue with clock time.

**ATPAC RECOMMENDATION TO ATO-E REGARDING PROCEDURES FOR USE OF TIME TO MEET RESTRICTIONS. ATPAC AREA OF CONCERN (AOC) 126-2.**

First, the committee would like to address some of the misconceptions about this proposal. Arguments have been heard about whether or not it is reliable control technique to use computer-generated, predictive "vector lines" to evaluate the time till routes cross. Similarly, arguments have been heard about whether it is employing "positive control" at all to issue an altitude crossing restriction which might in any way seem close to the capability of the aircraft. While we think of those situations more in a climb situation than a descent, similar risks exist in both. The Committee makes no effort to insert itself into the evaluation of how one might "ensure" positive control in such a situation. It is a moot point to consider those issues anyway, based on the fact that there is already such a clearance provided for in the 7110.65.

Also, it is important to note that the above arguments exist without regard to the verbiage one uses with which to refer to the clearance limit time by which we instruct the aircraft to achieve the required altitude. Those arguments apply as surely with our current phraseology as they would with that which is proposed. There is no

additional control inherent in one description of a time event over that inherent in any other way of describing that same time.

Separately and distinct from the above issues, the Committee chooses to address the situation of how to describe it once the decision has been made to clear an aircraft to achieve an altitude by a particular moment in time. Such a moment can be described in a number of ways, two of which are: referring to a specific time on the controller's clock on the one hand ("Climb to reach FL350 by 1525Z; time now 1522 and three quarters"), and on the other hand, referring to the passage of a specific period of time after a radio transmission ("Climb to reach FL 350 in two minutes").

The Committee believes that the benefits of the proposed version of a time description include: eliminating the need for UTC references, eliminating the excess verbiage created by the time check, and eliminating the mental math required on the part of the controller in order to compute the time limit and on the part of the pilot in order to evaluate, then record and/or remember the difference between the airplane's clock and the controller's clock and to continue to apply that difference for the length of time it takes to achieve the altitude. The proposed phraseology would provide additional accuracy by replacing the relatively coarse units of a quarter minute with the accuracy with which one can read a sweep second hand (which is required equipment on all IFR aircraft).

The Committee also wishes to note that the proposed time description is already in relatively common use in the field, despite its variance from the currently-prescribed phraseology. Thus the proposed phraseology is, much to the chagrin of some, well-tested. While never valid as a reason to approve an idea, the fact that it has been in use already for a long time has provided an opportunity to uncover unanticipated problems. The Committee was not able to identify any.

**Committee Recommendation:** ATPAC recommends that the phraseology change in this proposal would be a positive one which would improve the precision of a control clearance, reduce the verbiage necessary to issue the clearance, make it easier for the controller to describe to the pilot, and make compliance easier for the pilot, both in understanding and in its accomplishment.

**132** - ATO-R will be invited to brief at Mtg #133

**133** - This issue will be addressed pending staffing increases in the PDG.

**134** - The following was provided by En Route prior to the meeting: "The initial DCP for this should be written in the next two weeks." Kerry Rose (PDG) to provide completed DCP or update.

**CURRENT STATUS: DEFERRED TO MEETING #134**

**IOU REMAINS OPEN (ATO-R)**

## **AREA OF CONCERN 131-1**

**3/19/08**

**SAFETY: No**

**SUBJECT: AFSS Pre-Flight Briefing on SUA**

**DISCUSSION:** This AOC was submitted by AOPA. The contention is that AFSS specialists are only required to provide pilots with a briefing on SUA "Upon request." AOPA suggests that this be changed to a requirement for specialists to provide this information without request and that it be made a mandatory briefing item for flight plan filing. The committee's discussion regarding this proposal was that of the increased workload for AFSS specialists and the actual number of pilots that did not want the information versus those that may have violated SUA because the information was not given. ATPAC agreed to make this suggestion an AOC for tracking purposes and that AOPA would attempt to obtain more definitive information on justification and provide supporting data

**SUGGESTED ATPAC ACTION: None**

**RECOMMENDATION:** AOPA will gather data regarding this AOC and present it at #132 for further committee consideration.

**132 -** The committee could not determine if this is systemic or an individual issue. Mr. Lehman will research for more quantifiable data.

**133 -** Alan Wilkes spoke about unpublished airspace issues. First, convert all special use info into NOTAM D format. Second, changes to software using FS21 system (Alaska, Oasis) for tags to specific flights. No date of completion. Possibly issue "pointer NOTAMs." Require briefer to ask pilot if he needs more info on special use airspace. Glenn Morse asked about "being tied to a route" asked Alan for clarification. OASIS is almost complete in Alaska for any route (50 mile radius). LMT has some more items to complete. Pete Lehman is still concerned about pilots not receiving data on SUA. He wants at the beginning of the brief to include info on unpublished and published SUA. What places are Pete Lehman talking about specifically? Confusion for published and unpublished SUA, review the phraseology for accuracy. *Alan Wilkes will bring this up at the Flight Service meeting and report at Meeting #134.*

**134 -** A response from Flight Services was issued in the Pre-read package, and therefore, this issue was not discussed at length during the meeting. Pete Lehman (AOPA) needs to put together a problem definition. As reported by Alan Wilkes (submitted prior to meeting):

I met with the Flight Services Safety and Operations Support Group on November 13, 2008 to discuss the proposal that published Special Use Airspace information be included as mandatory briefing items in a standard weather briefing.

Flight Services remains opposed to the proposal as their contention is that published data (whether it be SUA, airport information, flight procedures or any other information related to flight) remains the responsibility of the pilot. Including published data as a mandatory briefing item is contradictory to the purpose of the U.

S. NOTAMS system, where published data is amended and updated by notices to airmen, which are already mandatory briefing items. There is also a concern about the increased workload that would be placed on the briefer. There are so many sources where published SUA data can be found, for a briefer to go through each source for every briefing would be an unreasonable increase in workload and extend briefing times beyond acceptable levels. Flight Services also indicated there could be liability and possibly contractual issues involved as well.

FAA has recently undertaken several steps to ensure safety of flight in the vicinity of Special Use Airspace. All unpublished MOA, Alert Area and Warning Area data is now NOTAM D criteria. Restricted Area and Aerial Refueling NOTAMS continue to be mandatory briefing items; other types of SUA information are still “upon request” and will remain so until such time the flight services systems can be modified to link SUA information to the route of flight. At that time policy will be modified to make all NOTAMS pertaining to unpublished SUA activity mandatory for briefing.

Flight Services is, however, sympathetic to AOPA’s concern that pilots may not be getting published SUA data that could be pertinent to their flight. As indicated in paragraph 3-2-1 of FAA Order 7110.10, Flight Services, published SUA information remains as “upon request” briefing item, meaning that a pilot can get up to date SUA info by requesting it from the briefer. Flight Services has offered to strengthen the language in the Aeronautical Information Manual to heighten awareness among pilots that published SUA information must be requested. Flight Services would also be willing to work with the publishers of SUA data to include a statement, in an easily noticeable place in the publication that SUA data may be updated periodically and pilots should contact a flight service station for NOTAMS concerning Special Use Airspace.

Alan Wilkes  
Procedures Development Group

**CURRENT STATUS:**

**IOU REMAINS OPEN: (AJR-53)**

## **Proposed AOCs**

### **#1: Reduction in VHF Communications/Change in VHF Policy**

**BACKGROUND:** The volume of VHF communications, particularly in congested airspace, contributing to delayed transmission and confusion continues to be a concern even as CPDLC and NextGen begin deployment. In view of the long term plan to implement CPDLC and NextGen procedures it appears prudent to review and update the historic policy and procedures concerning VHF communications.

While the ATPAC group typically has explored changes and additions to communication requirements to insure they are clear, understandable and not likely to be confused it may now be prudent to consider a policy of reducing the number and extent of VHF communications where that can be accomplished without a reduction in safety. If a reduction can be accomplished, the reduction itself will contribute to a safer more efficient operation by allowing more timely transmission and response to remaining communication issues. Any reduction in volume will also reduce the likelihood of confusion.

Some examples of procedures that could be reviewed are:

- a. Controller response to hand off...”radar contact” is normal, expected and routine and could possibly be deleted and replaced by a verbiage only when radar contact is not established.
- b. Contact and acknowledgement with new sector when in the same center at level flight.
- c. Once a standard published approach is assigned and accepted additional communication should only occur based on exception rather than each published change.
- d. Any determination of staffing associated with number of VHF contacts.

**SUGGESTED ATPAC ACTION:** Establish a small working group of appropriate, interested and knowledgeable members to review the AIM, Pilot/Controller Glossary, Order 7110 and any other related documents or procedures and identify communications and procedures that can be eliminated or minimized without a decrease in safety and recommend such changes to the ATPAC for endorsement to the FAA.

DAL and NWA Air Traffic Management are willing to coordinate and/or facilitate the working group or provide specific recommendations for ATPAC consideration.

**134** - Presented by Norm Joseph (ADF). DAL/NWA requested Norm to present this. Long area of concern discussed over a year ago. VHF procedures are based on 1960 procedures and technologies. He gave an example where a pilot was cited whereas if newer procedures were in place, he never would have been cited in the first place. He acknowledges that a large amount of work would be staffed to a large amount of people to correct this. Does ATPAC feel this is an appropriate venue? Or should NWA/DAL do it on their own? He opened the floor for questions. Rich responded with a question. Identifying candidates with ICAO/MAPCOG etc, and a separate group. This item may

be too large for ATPAC (meaning ATPAC does not meet often enough to resolve this). This probably needs a core group of some kind. This item will be kept as a Recurring Agenda Item. Sabra Morgan offered the services of ATCA. Rich made it clear that the FAA is not soliciting membership, it comes from ATPAC. "ATPAC Working Group on VHF Communications." Danny recommended ATPAC membership looking into the possibility of this group (quick research into minimizing or eliminating VHF/Voice communications) prior to soliciting membership or establishment of this group. The following will be sent to members to determine if there is any interest:

*ATPAC to establish a small working group of appropriate, interested and knowledgeable members to take the following actions toward the goal of reducing pilot/controller communications:*

- *Review the AIM, Pilot/Controller Glossary, FAA Order 7110.65, and any other related documents or procedures,*
- *Identify communications and procedures that can be eliminated or minimized without a decrease in safety,*
- *And, recommend such changes to the ATPAC for endorsement to the FAA.*

*Please respond by the next ATPAC meeting in April 2009.*

**CURRENT STATUS:** Item **not** adopted, pending response from membership. Deferred to Mtg #135.

**#2:** Lost communications (RNAV) arrivals need to be updated in the AIM (reference FARs). Proposed by Danny Aguerre-Bennett.

**134** - Ms. Aguerre-Bennett explained the problem using an example of a nordo pilot and what he thought he was supposed to do. Enter holding was his reply but the procedure specifies commencing approach. Rich mentioned he believes controller training is not necessary. Why do some procedures have lost comm on it and others don't. What is the criteria for including. *Members to look at FAR to help get clarity of the problem.*

**CURRENT STATUS:** Item **not** adopted as an AOC.

**LOCATIONS/DATES FOR FUTURE MEETINGS:** The Chair announced the following ATPAC meeting schedule:

ATPAC 135: Date: May 5-6 Site: CGH Headquarters, 600 Maryland Ave SW, Suite 800 West, 8<sup>th</sup> Floor Training Room, Washington, DC 20024 (location determined after Meeting #134 adjourned)

ATPAC 136: Date: October 6-7 Site: Washington, DC

**ADJOURNMENT:** The meeting was adjourned on Tuesday, January 13, 2009 at 5:00 PM.

THE PRECEDING IS CERTIFIED TO BE A TRUE AND ACCURATE SUMMARY OF THIS MEETING.

Richard Jehlen  
Executive Director, Air Traffic Procedures Advisory Committee