

GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM 00-02

November 30-December 1, 2000

Recommendation Document

Subject: Charting of ILS Glideslope Icon in Approach Plate Profile

Background/Discussion: We have received a safety recommendation which states that the ILS glideslope icon (feather) on the profile section of approach plates is responsible for pilots using the glideslope beyond the intended point of intercept and violating intervening stepdown fix altitudes.

Recommendation: The glide slope should not be captured and flown prior to the calculated intercept point at the precision final approach fix (PFAF) depicted on the instrument approach plates as a lightning bolt in conjunction with the published intercept altitude. To assist pilots in recognizing where it is appropriate to intercept and fly the glideslope signal, the glideslope icon should be charted no further than a point between the PFAF and the fix immediately prior to the PFAF (normally the intermediate fix or a stepdown fix in the intermediate segment). This charting should be consistent with the charting of the PFAF lightning bolt.

Comments: This recommendation affects IACC Specifications FAA Order 8260.19C

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00-02 MEETING: This issue was submitted by Mr. James Nixon, AFS-420. Mr. Nixon suggests that the glideslope icon (feather) extends too far out on some profile views resulting in some pilots using the glideslope beyond the intended point of interception and violating step down fix altitudes. **ACTION:** AFS-420

01-01 MEETING: This issue was submitted by Mr. James Nixon, AFS-420. Mr. Nixon suggests that the glide-slope icon (feather) extends too far out on some profile views resulting in some pilots using the glide-slope beyond the intended point of interception and violating step down fix altitudes. Mr. John Moore, FAA NACO, reported that this issue is being staffed by IACC. **ACTION:** Mr. John Moore will report the status of IACC staffing of this issue at the next ACF.

01-02 MEETING: It was reported that Mr. Mike Riley, NIMA, non-concurred with the IACC requirement document. Mr. Riley stated that the feather has nothing to do with where the pilot intercepts the Glide Slope. DoD says that the length of the feather is up to the publisher. NIMA says that NACO can shrink the feather up to where the intercept occurs. This will require a

NACO policy letter. Mr. Norm LeFevre and Mr. Marty Walker stated that ILS information is flight checked to 18 miles for the Localizer and 10 miles for the Glide Slope. Mr. Brad Alberts stated that the Glide Slope feather should not extend beyond the step down fix. **CLOSED**
