

**AERONAUTICAL CHARTING FORUM  
Charting Group  
ACF (TBD)  
RECOMMENDATION DOCUMENT**

**FAA Control # (11-01-237)**

**Subject:**

U.S. Terminal Procedures Publication East Central RADAR instrument approach minimums does not contain the published missed approach procedure (MAP) for RADAR/Surveillance approaches.

**Background/Discussion:**

JO 7110.65T Paragraph 5-10-11, requires ATC to issue the specific MAP prior to final descent for full stop landings when portions of the RADAR/Surveillance approaches will be conducted in IFR conditions. The specific MAP is published in FAA Form 8260-4. The RADAR MINS section of the U. S. Terminal procedures does not contain enough information for a pilot to fly the missed approach procedure in IFR conditions or for a controller to issue all required information.

Controllers must refer to FAA Form 8260-4 and then read the MAP to the pilot. Radar approaches are frequently utilized in emergency situations when other instruments have failed. Since the MAP is not readily available on the approach plate, Pilots attention may be diverted from concentrating on the emergency to attempting to copy and/or remember the instructions. It remains a distraction during non-emergencies to a lesser degree.

The Air Traffic Controllers attention may be diverted by searching multiple pages of FAA Form 8260-4 for the correct MAP. This same information is normally available on one page of the U.S. Terminal procedures. Pilots need to hand write or attempt to remember the MAP. This MAP may be readback incorrectly, (I can testify that this frequently occurs) which may lead to readback errors. All other approaches contain the MAP; no other approaches require the Air Traffic Controller to issue the MAP. All approach information should be readily available from one location

**Recommendations:**

Publish the MAP for the RADAR approaches in the RADAR MINS section.

**Comments:**

This recommendation affects Pilots and Controllers by making MAPs readily available when referring to the U.S. Terminal Procedures. Specifically, while vectoring for or flying a RADAR/Surveillance approach.

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**MEETING 11-01:** Mr. John Moore, FAA/AJV-3B, briefed on behalf of the submitter. The submitter requests that pilot and controllers have the Missed Approach Procedure published on all RADAR/Surveillance Approaches to aid in mitigating read back errors between pilot and controllers. He cited 2 civil and 2 military RADARs containing missed approach instructions as examples.

Mr. Moore reviewed current practices and procedures associated with an Airport Surveillance Approach and commented that all other approaches, other than ASR approaches, are self contained, in that everything the pilot needs is contained within the published approach. Mr. Moore surmised that the issue appears to be more of a transcription/communication issue between ATC and the pilot.

Mr. Tom Schneider, FAA/AFS-420, stated that ATC is required to issue the specific missed approach instructions prior to the final descent. Mr. Schneider also noted that there are at least two civil and two military locations where civil ASR missed approach instructions are currently published.

Mr. Bill Hammett, FAA/AFS-420 (ISI), stated that an ASR approach is 100% controlled by ATC under FAA Order JO 7110.65 and that the controller is required to provide the pilot with RADAR vectors, a Missed Approach Point (MAP), the Minimum Descent Altitude (MDA) and the missed approach procedure , when appropriate.

Mr. Hammett questioned whether there are IACC specifications for charting radar missed approach instructions. He suspects there are none and stated AeroNav Products should research how the few that are published got there.

Ms. Valerie Watson, FAA/AJV-3B, stated that, for the above reason (that the controller is responsible for issuing the missed), unless the source document contains the command word "CHART" preceding the missed approach text, it is not to be charted. She suspects that the civil examples cited are in error and will investigate.

Ms. Monique Yates, NGA, stated that RADAR/Surveillance Approaches are heavily utilized by DoD pilots, primarily during their training and in emergencies.

**ACTION:** Mr. Brad Rush, FAA/AJV-3B, will review existing circumstances and examples and will report back at the next ACF.

**ACTION:** Ms. Valerie Watson, FAA/AJV-3B, will review the 2 civil examples and the IACC Specifications and will report back at the next ACF.

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**MEETING 11-02:** Ms. Valerie Watson, FAA/AJV-3B, reported that only 2 RADAR with Missed Approach directions were found at civil locations. They were found to have been published in error and have been removed from FAA TPPs.

Mr. Geoffrey Waterman, NGA, stated that DoD verified with the Services that the DoD procedures that were published were not within specifications, did not meet DoD guidelines and have been removed.

It was agreed to close the recommendation as the publication of the MA procedures was based on a flawed application of the policy.

**STATUS: CLOSED**