

Approach Procedures

Washington D.C. | October 10 - 11, 2007

AIXM Class | **2007**

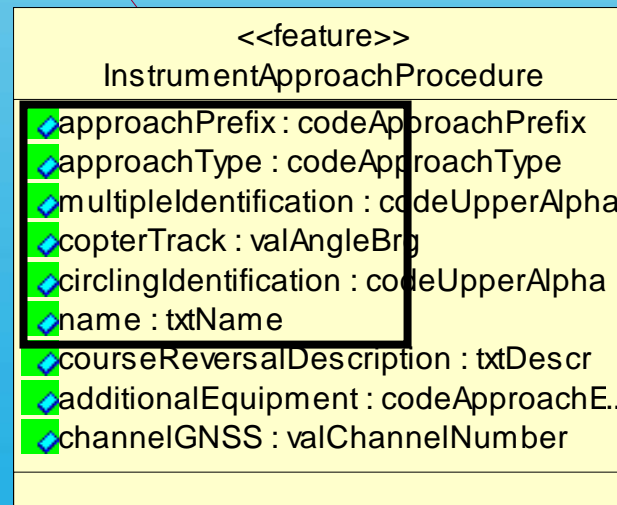
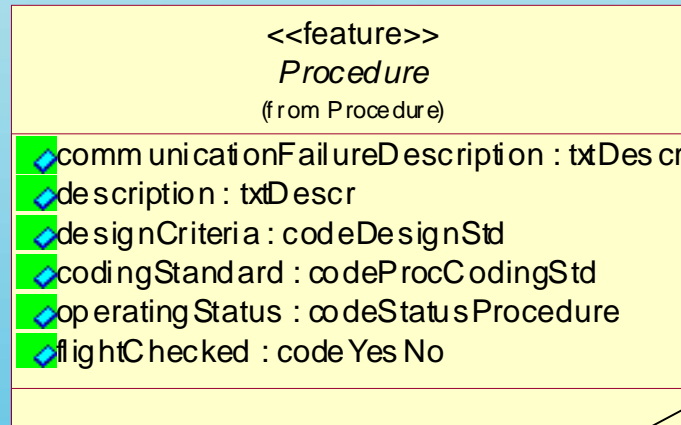
AIXM Class | 2007

Barb Cordell FAA AVN



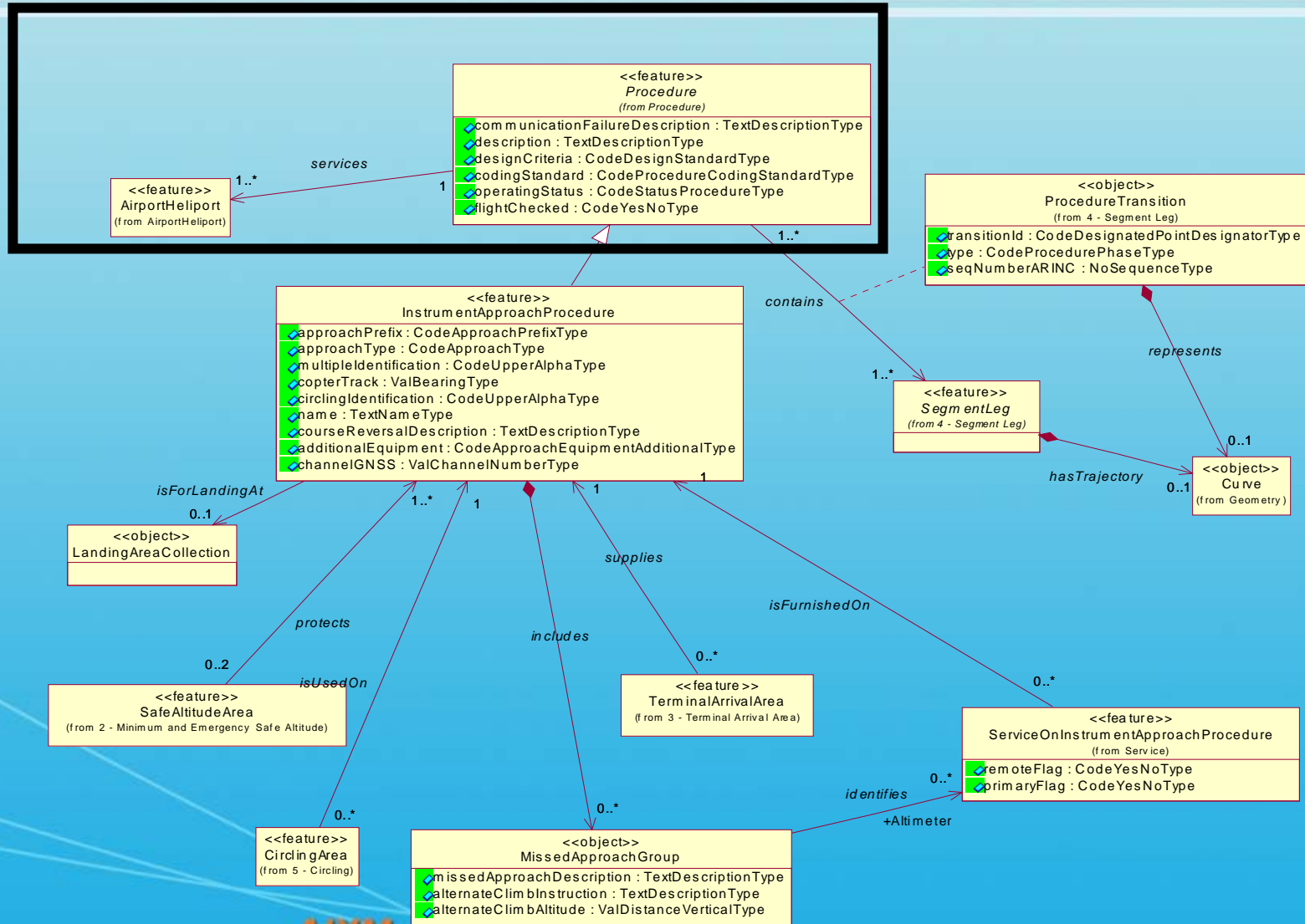
- Start with a high level overview
- Briefly walk through different sections of an approach
 - Segment Points
 - Segments
 - Holding
 - Terminal Arrival Area (RNAV)
 - Minimum Safe/Sector Area and Emergency Safe Area
 - Circling
 - Minimums

High Level Overview - Approach



Inheritance

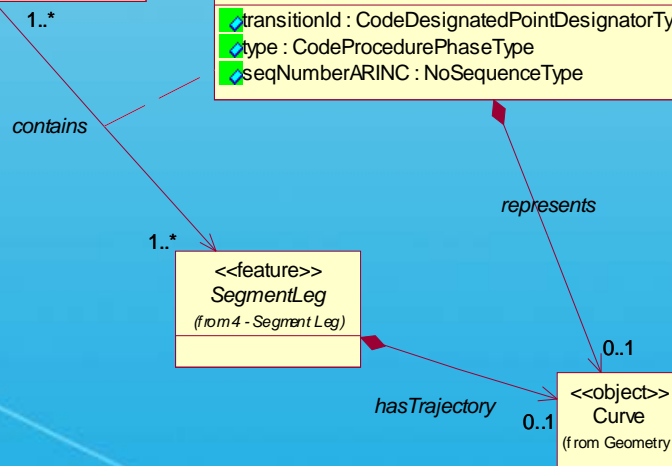
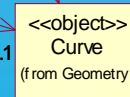
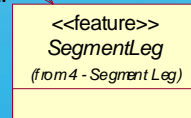
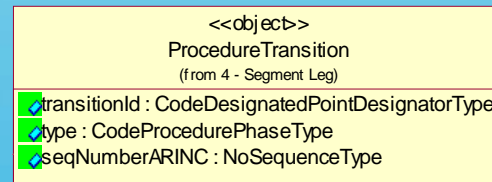
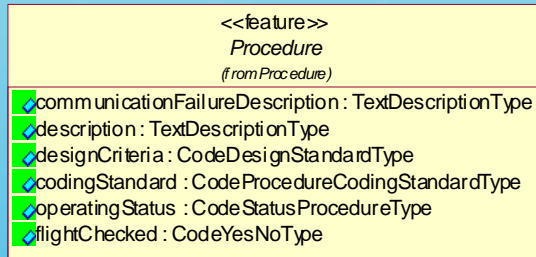
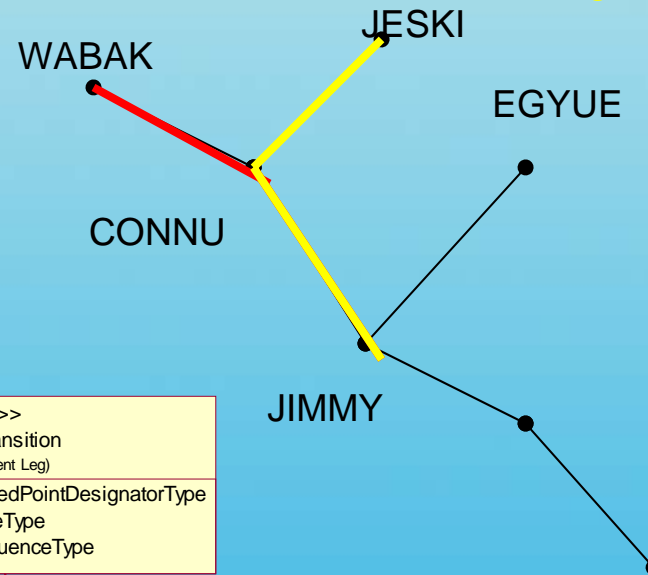
High Level Overview - Approach



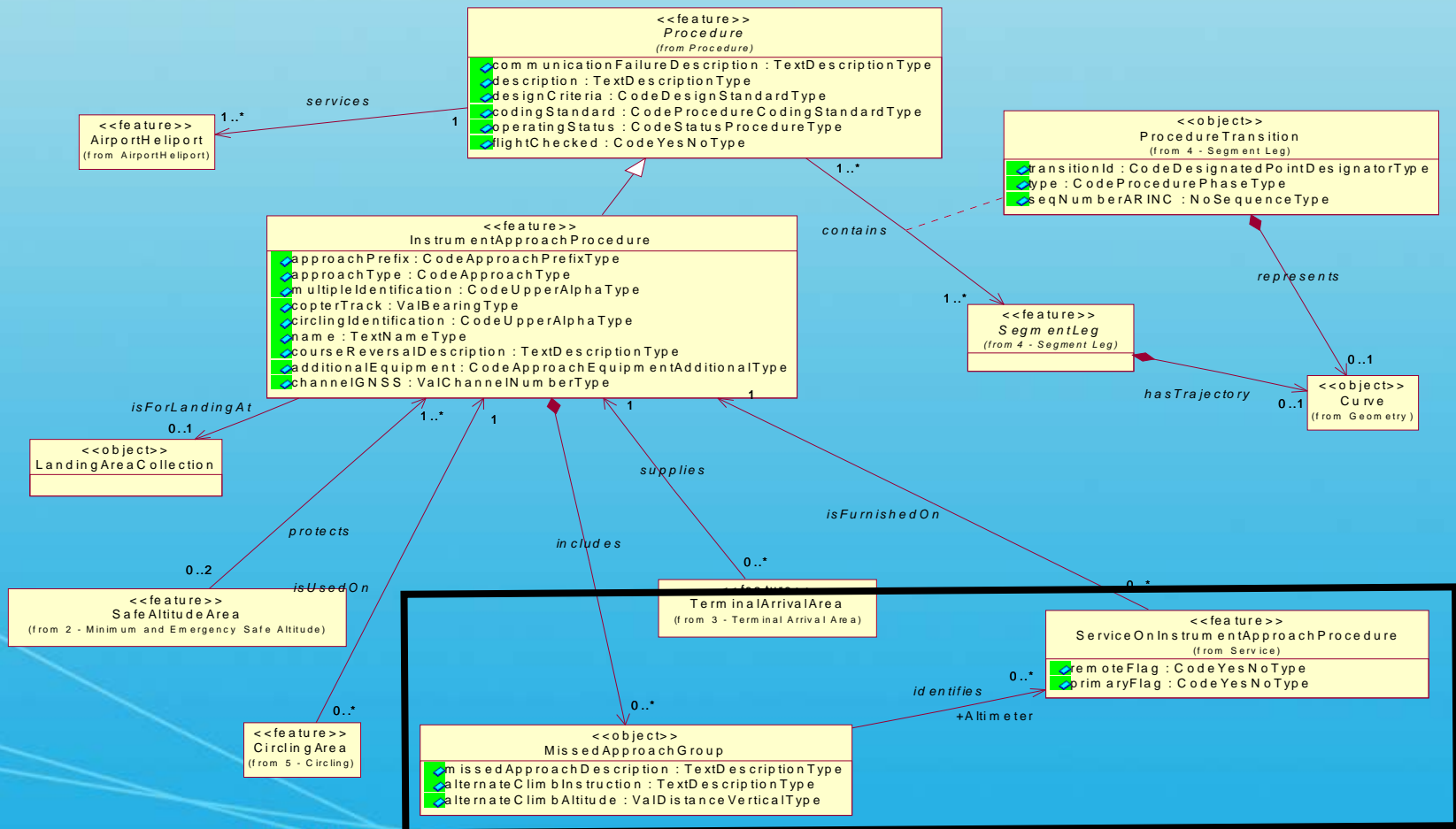
High Level Overview – Transition and Segment

JESKI transition

WABAK transition



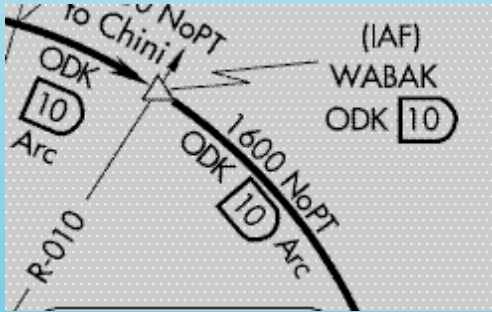
High Level Overview - Approach



Approach Sections

- Briefly walk through different sections of an approach
 - Segment Points and Point References
 - Segments
 - Holding
 - Terminal Arrival Area (RNAV)
 - Minimum Safe/Sector Area and Emergency Safe Area
 - Circling
 - Minimums

Segment Points

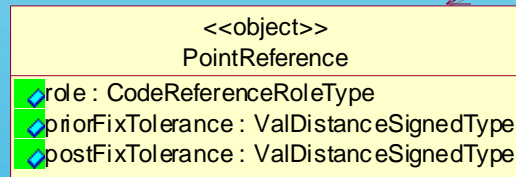


1. Significant Point

- Name = WABAK

3. SegmentPoint

- Fly over
- Not a WayPoint
- No Radar available

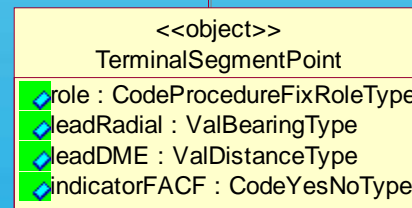
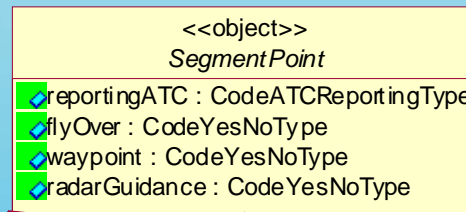


2. References

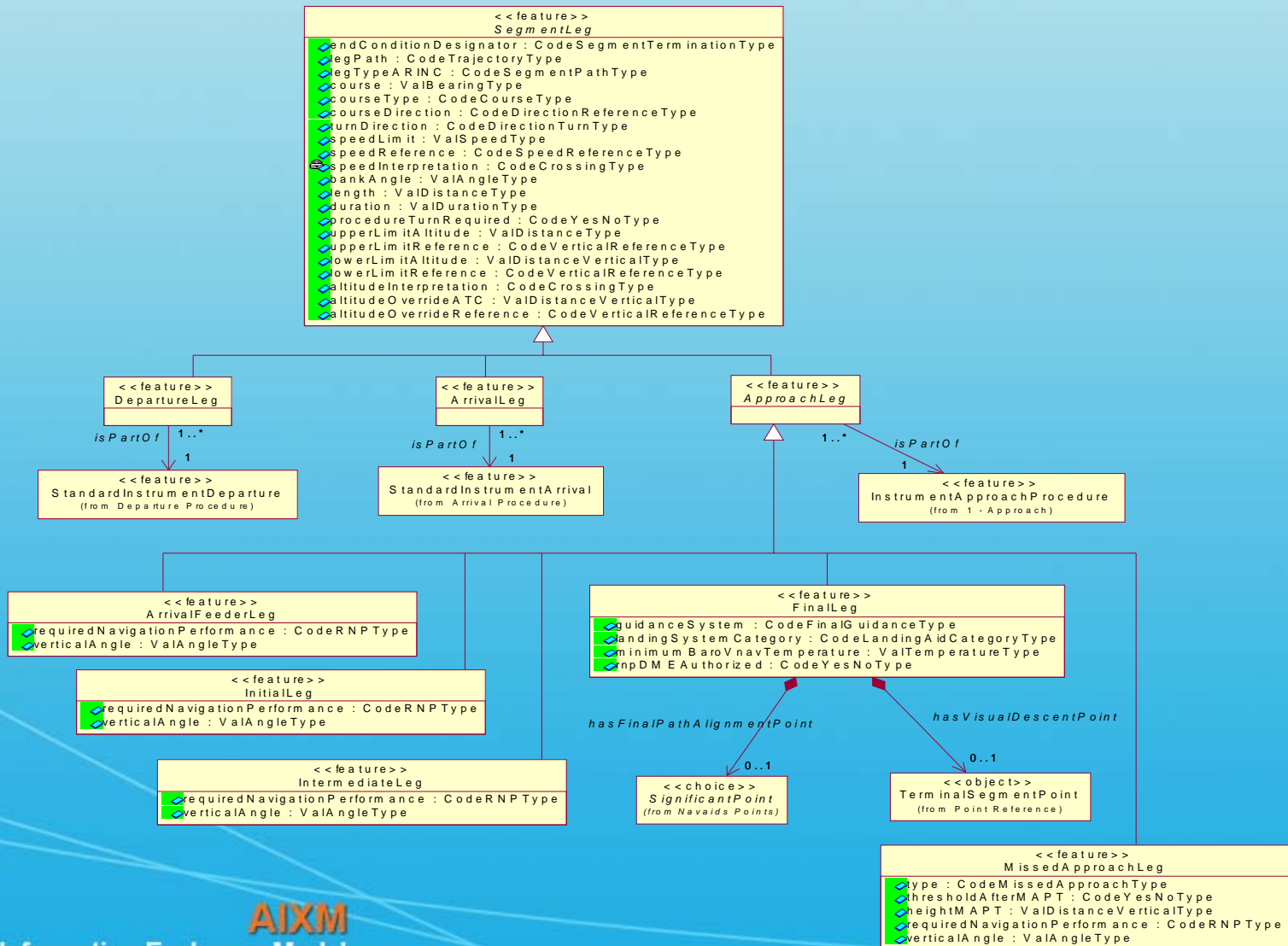
Uses ODK VORTAC

Angle Indication 010

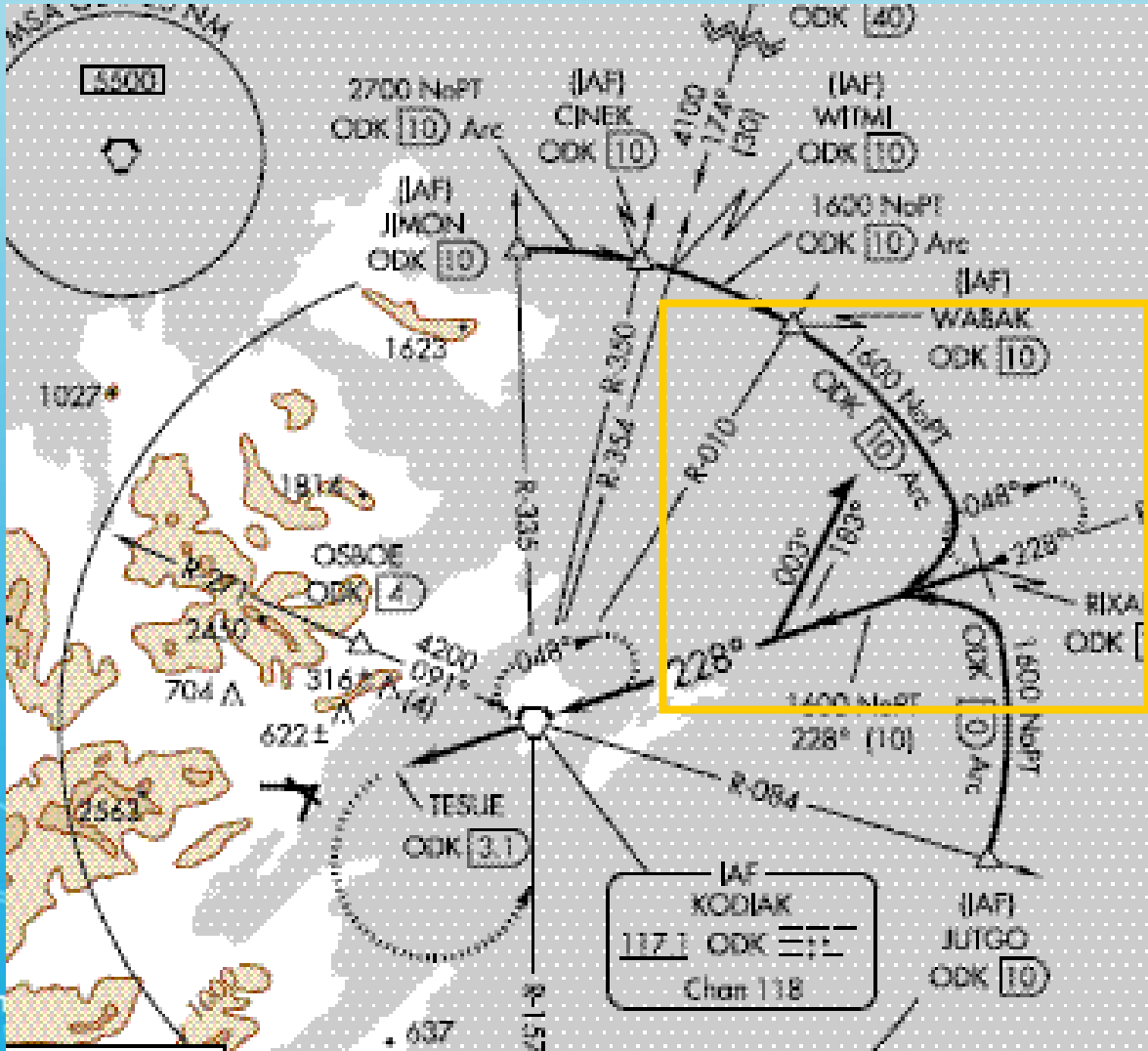
Distance Indication 10



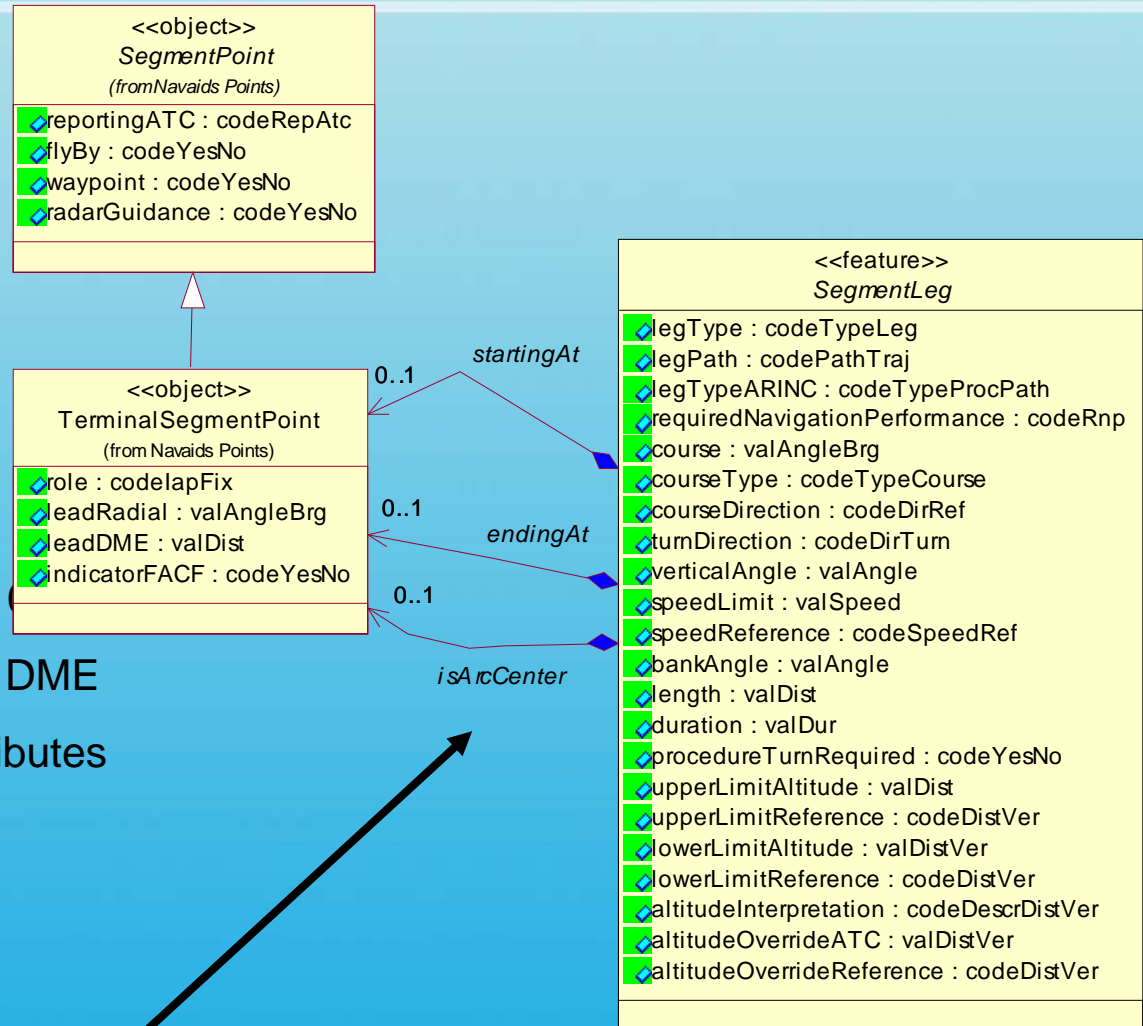
Segment Leg Specialization



Approach Segments

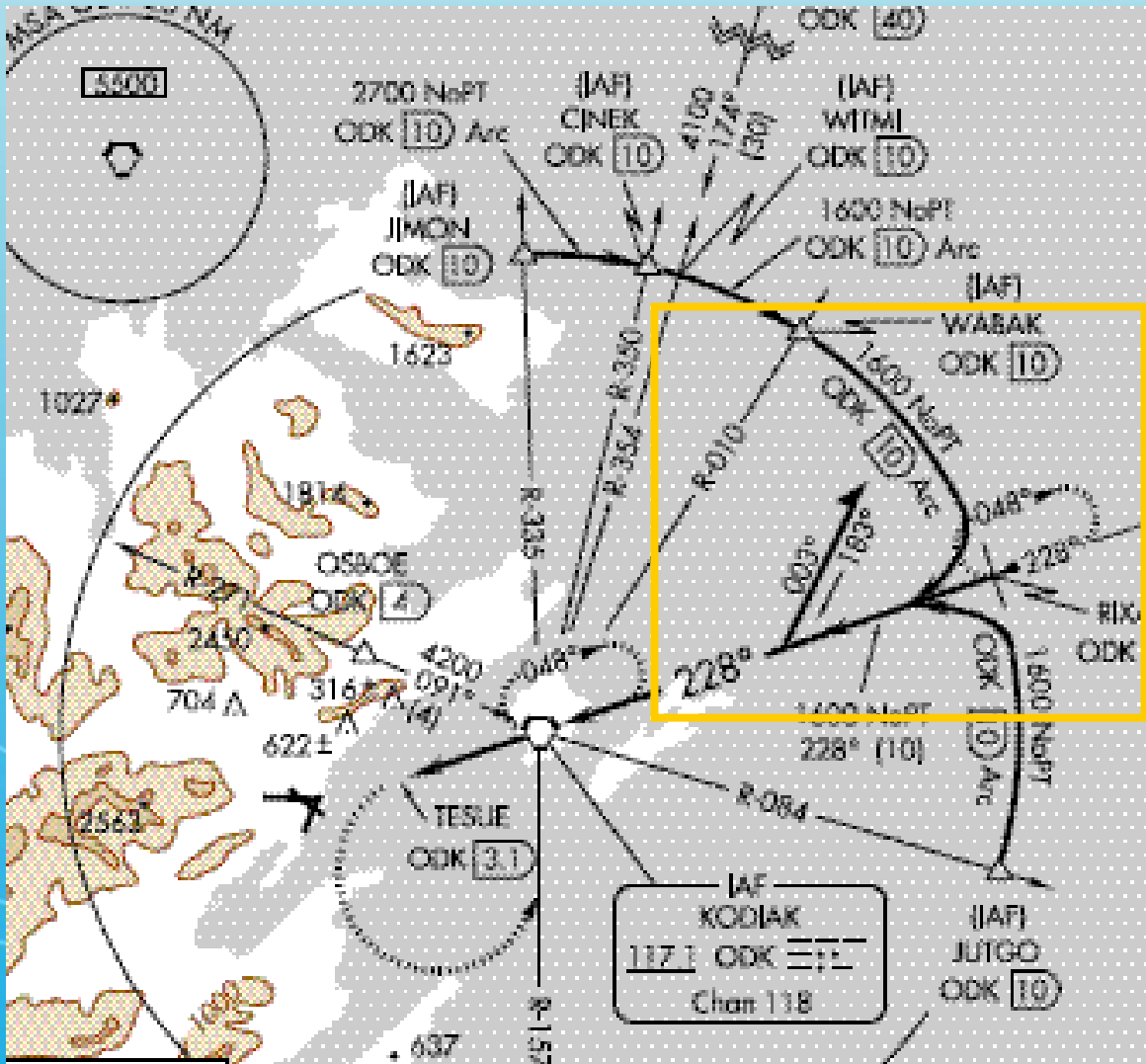


Approach Segments



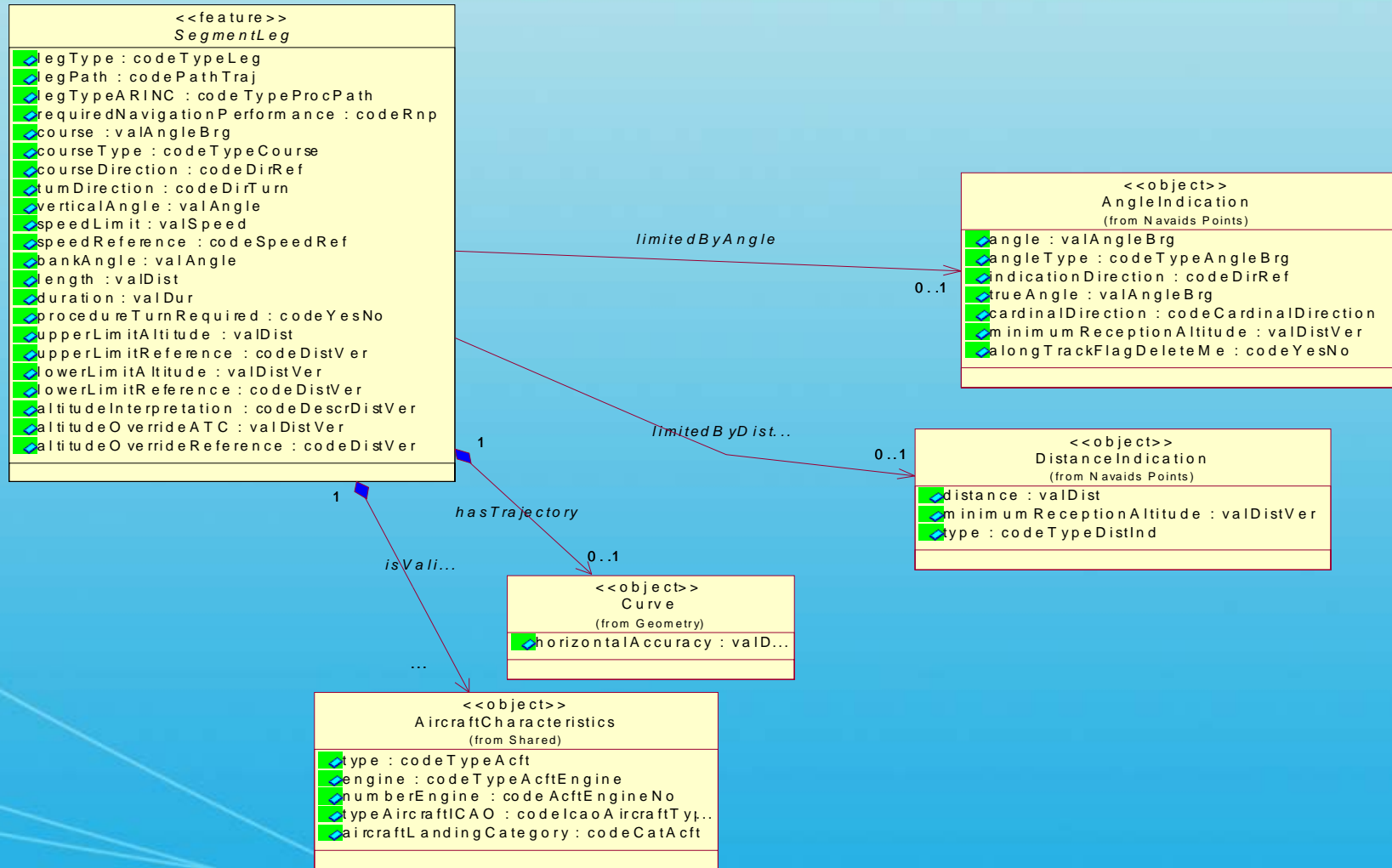
- Defined WABAK/ ODK R-010 1
- Defined RIXAE/ODK R-048 10 DME
- Define Approach Segment Attributes
 - Define Segment Points
 - Flyby
 - Compulsory
 - role – for start (IAF) for end (IF)

Approach Segments



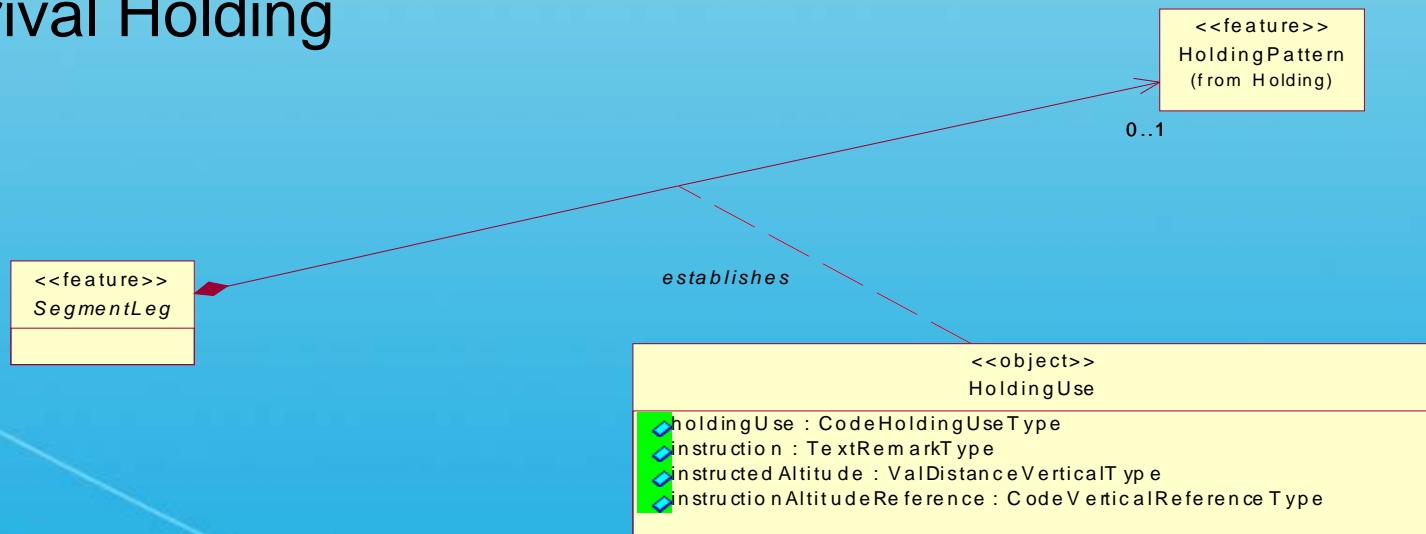
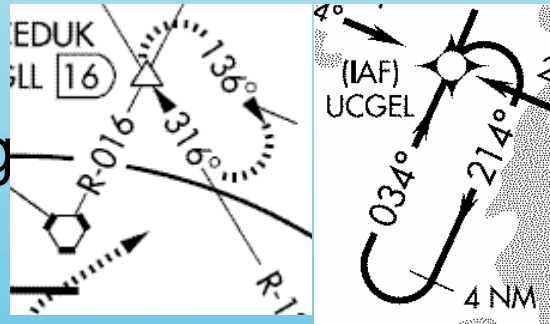
- legTypeARINC = RF
- CourseType = track
- turnDirection = R
- flyBy = Yes
- lowerLimitAltitude = 1600
- procedureTurnRequired = N

Approach Segments



Approach Segments

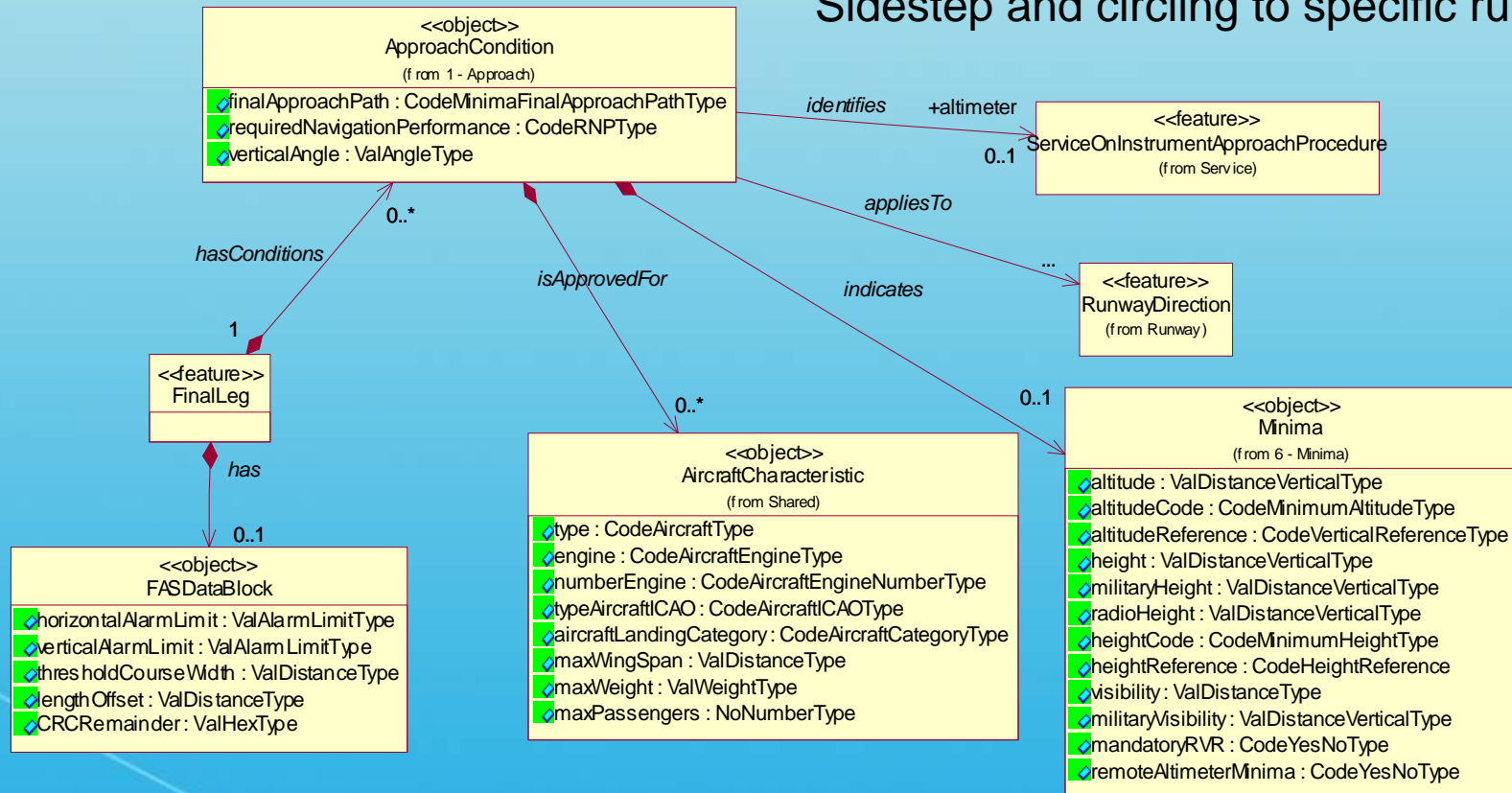
- Missed Approach Holding
- In lieu of Procedure Turn
- Arrival Holding



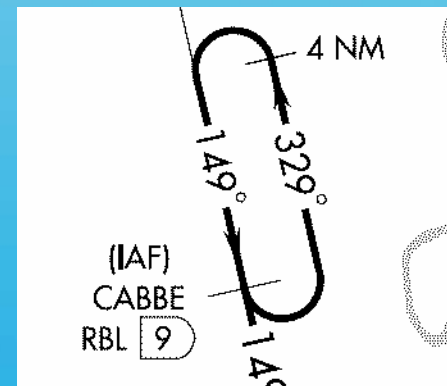
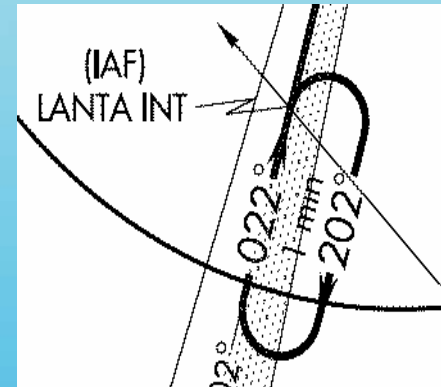
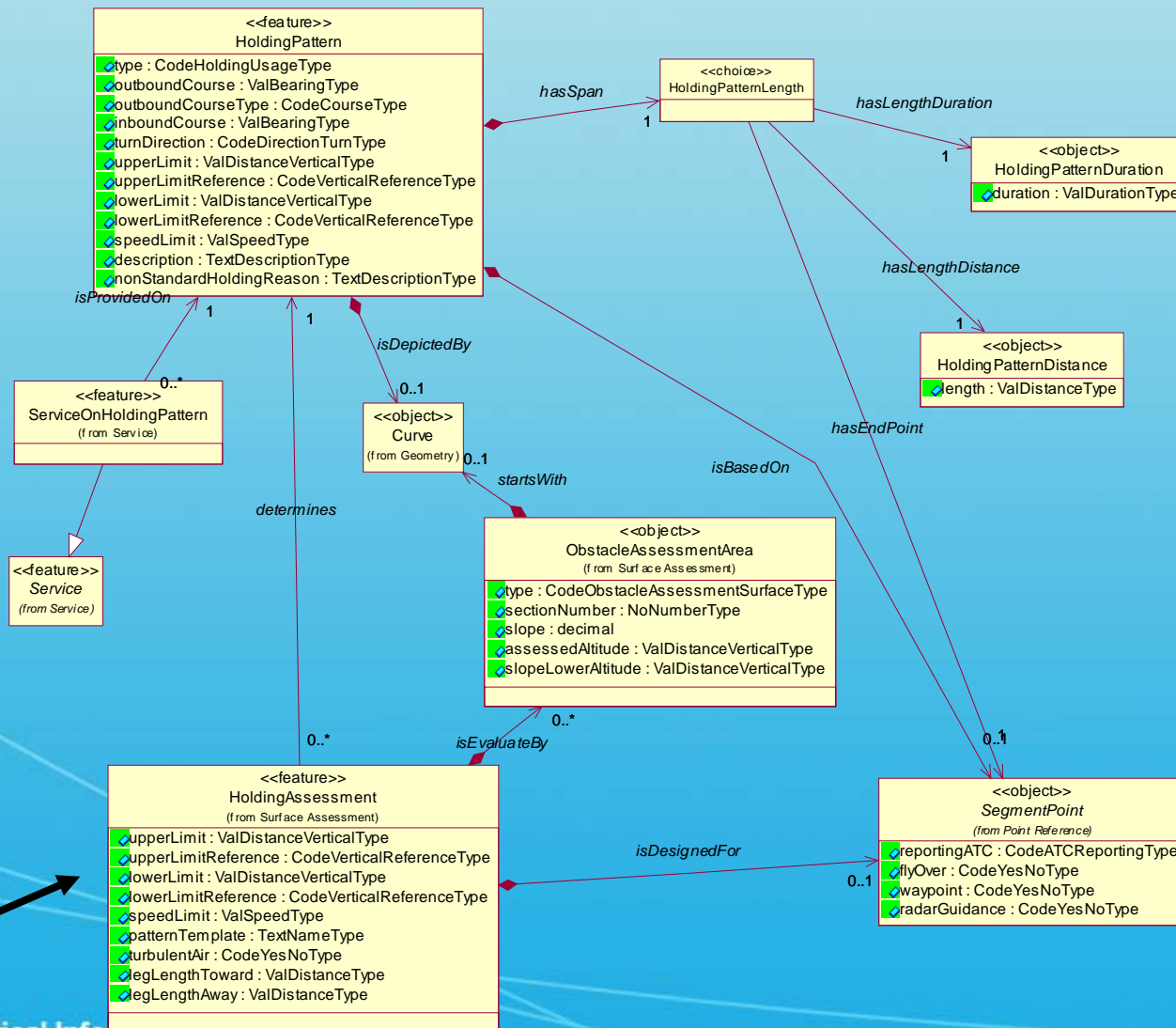
- Segments that do not start or end at a given point (Climb to altitude or a dog leg)
 - Define a Designated Point of type “Designed Point”
 - ATTRIBUTE: endConditionDesignator
 - Altitude
 - Distance
 - Duration
 - Intercept

Approach Condition

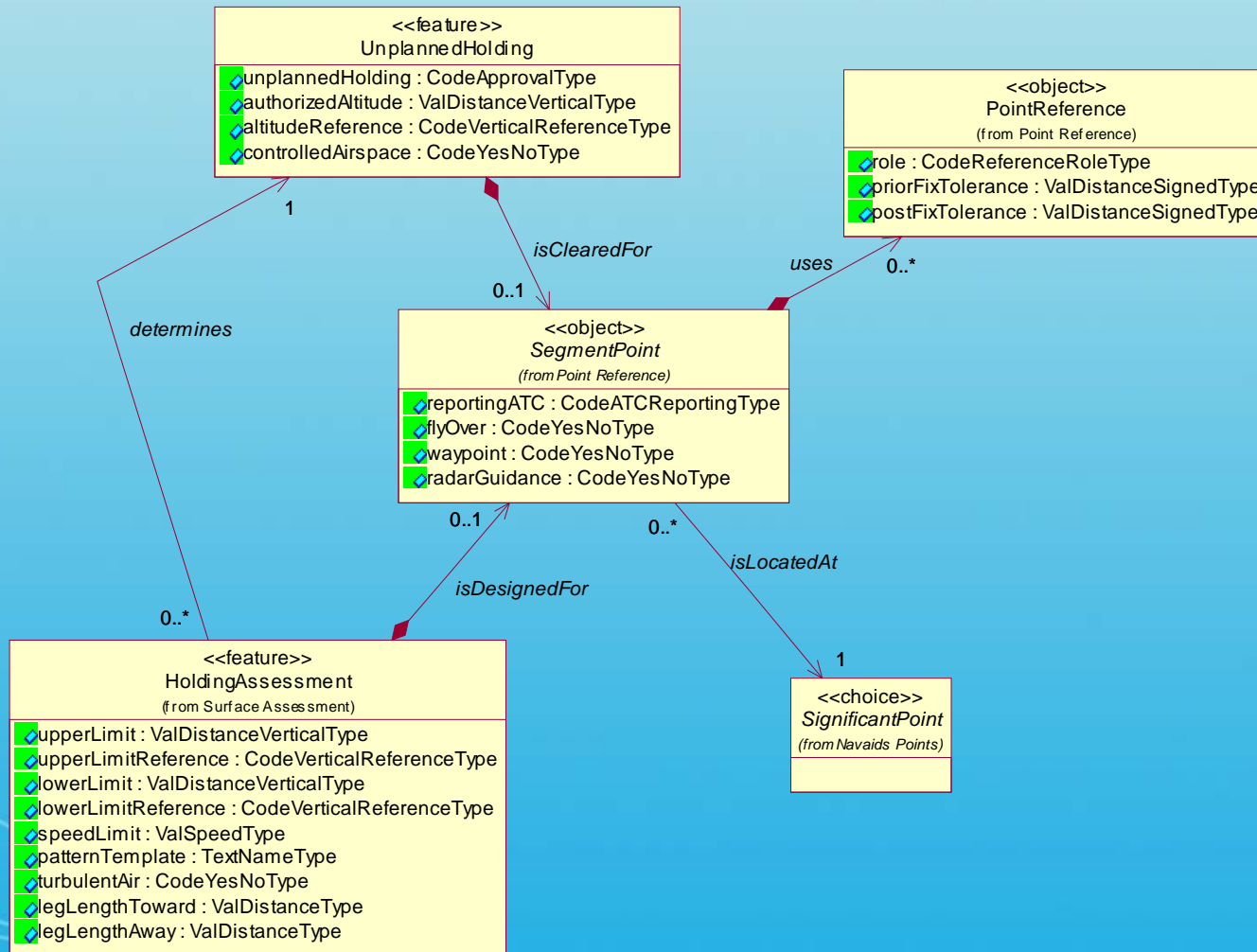
Sidestep and circling to specific runway



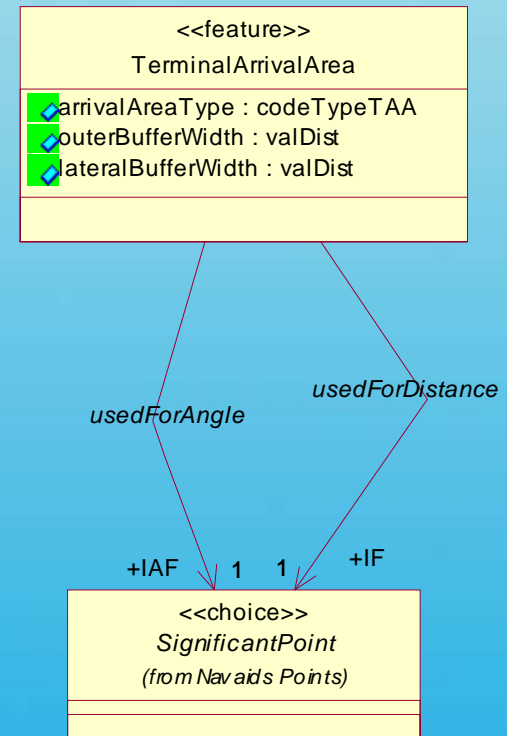
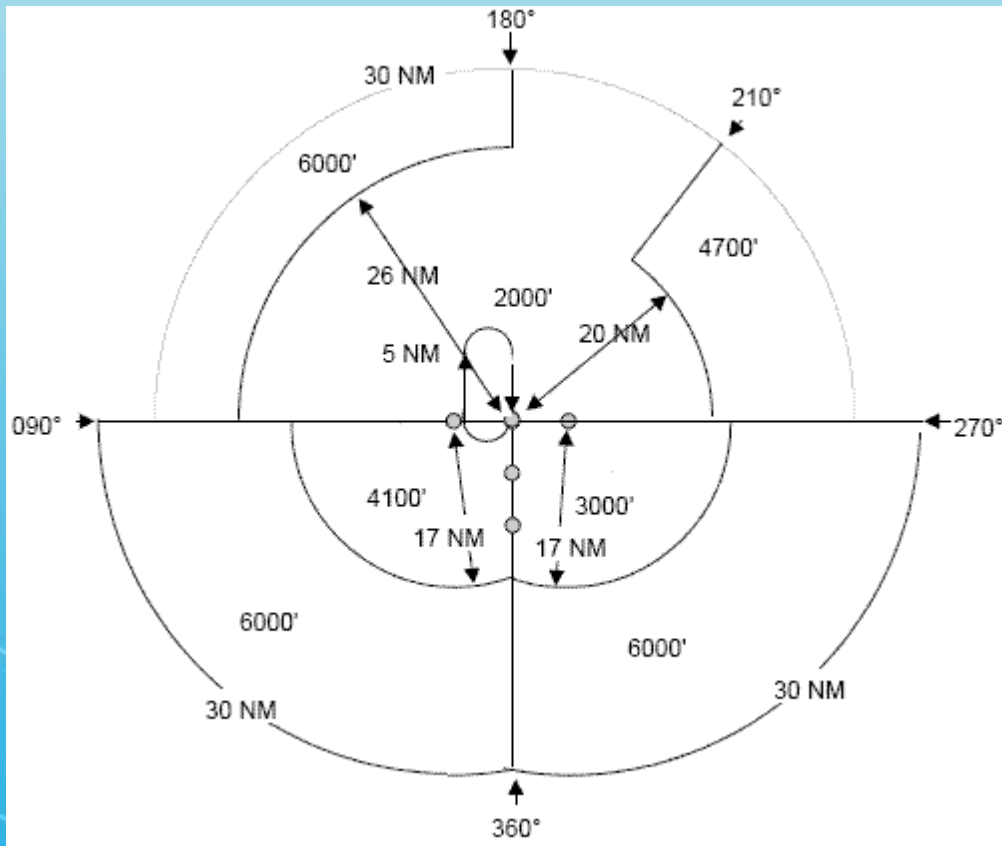
Precision



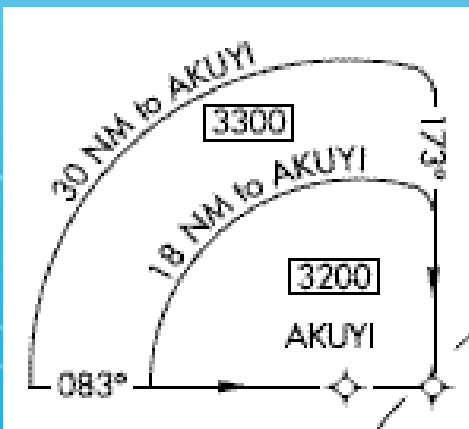
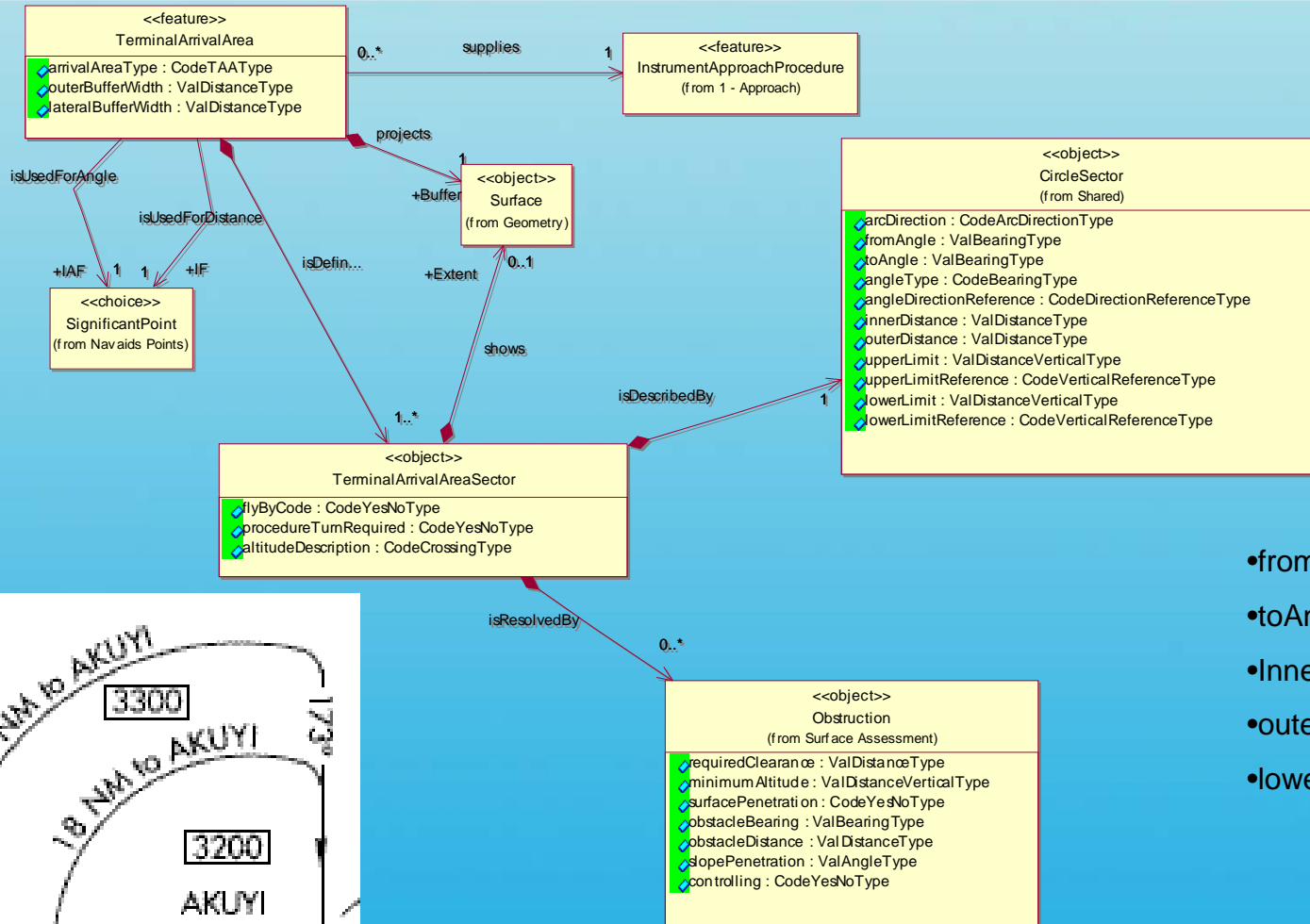
Unplanned Holding



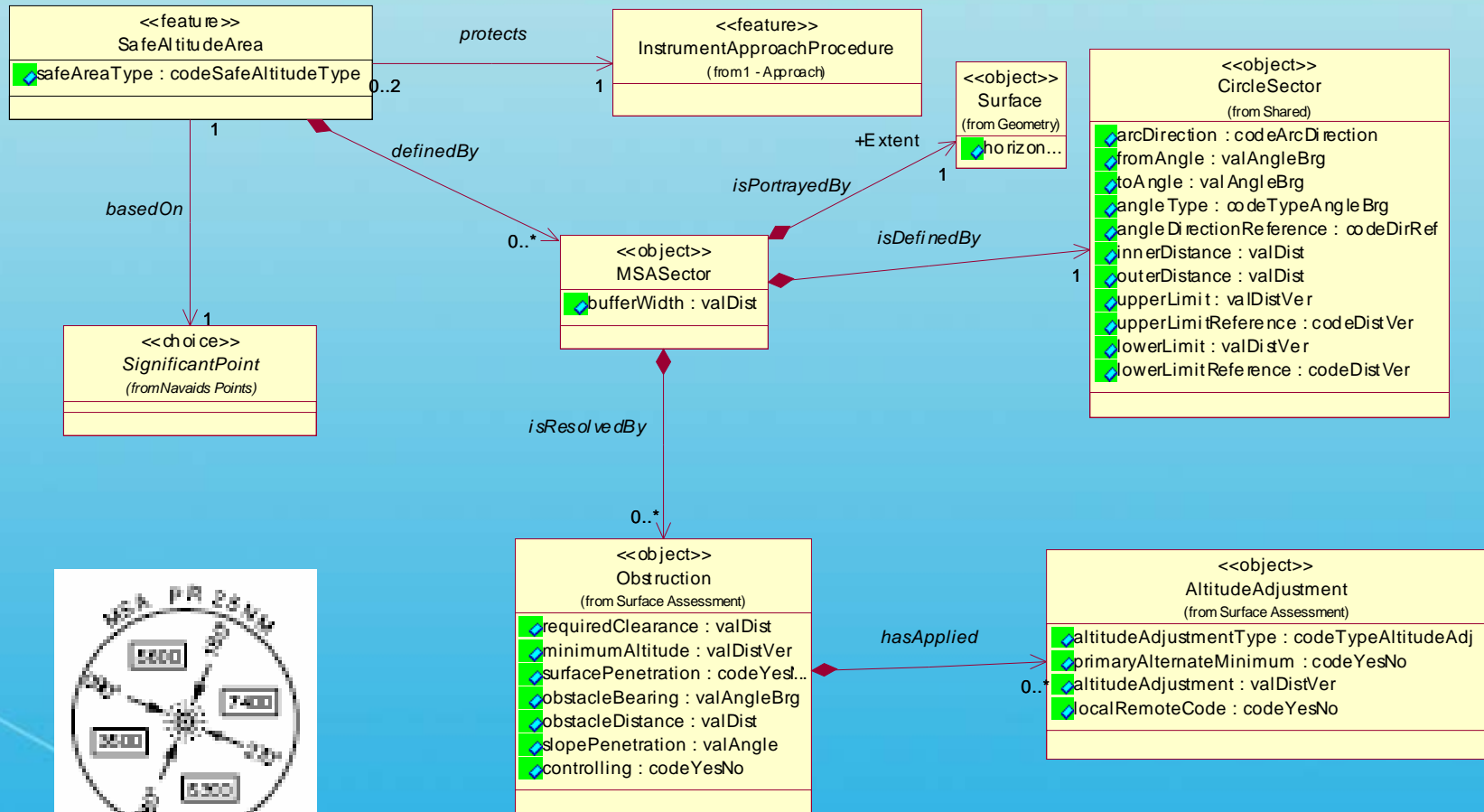
Terminal Arrival Area



Terminal Arrival Area

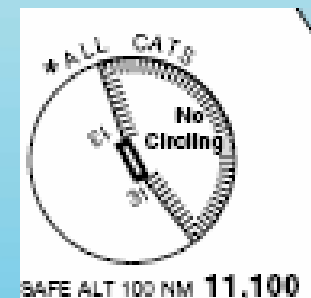
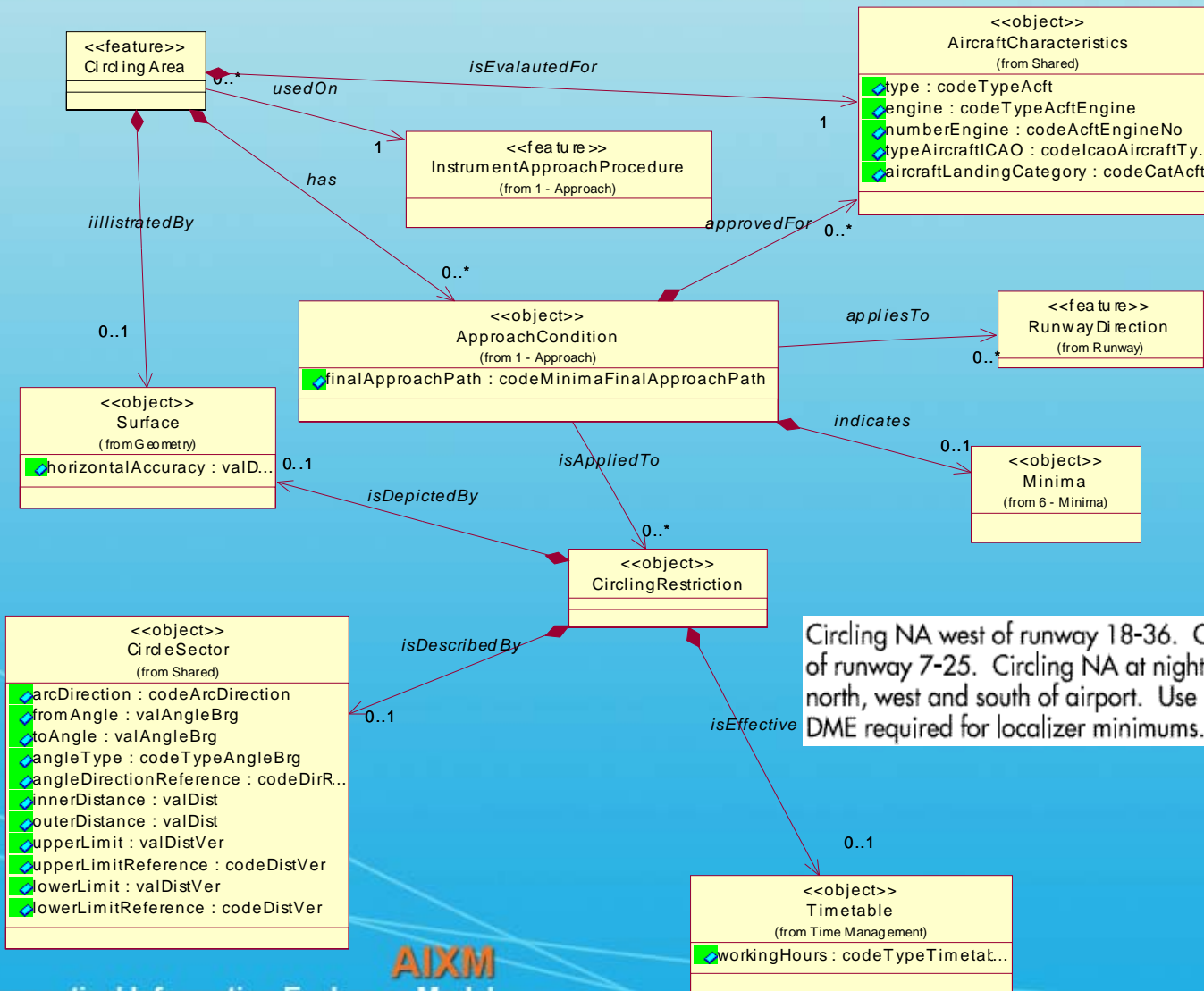


- fromAngle = 083
- toAngle = 173
- Innerdistance = 0
- outerDistance = 18
- lowerLimit = 3200



The boundaries of any sector in which visual maneuvering (circling) is prohibited;

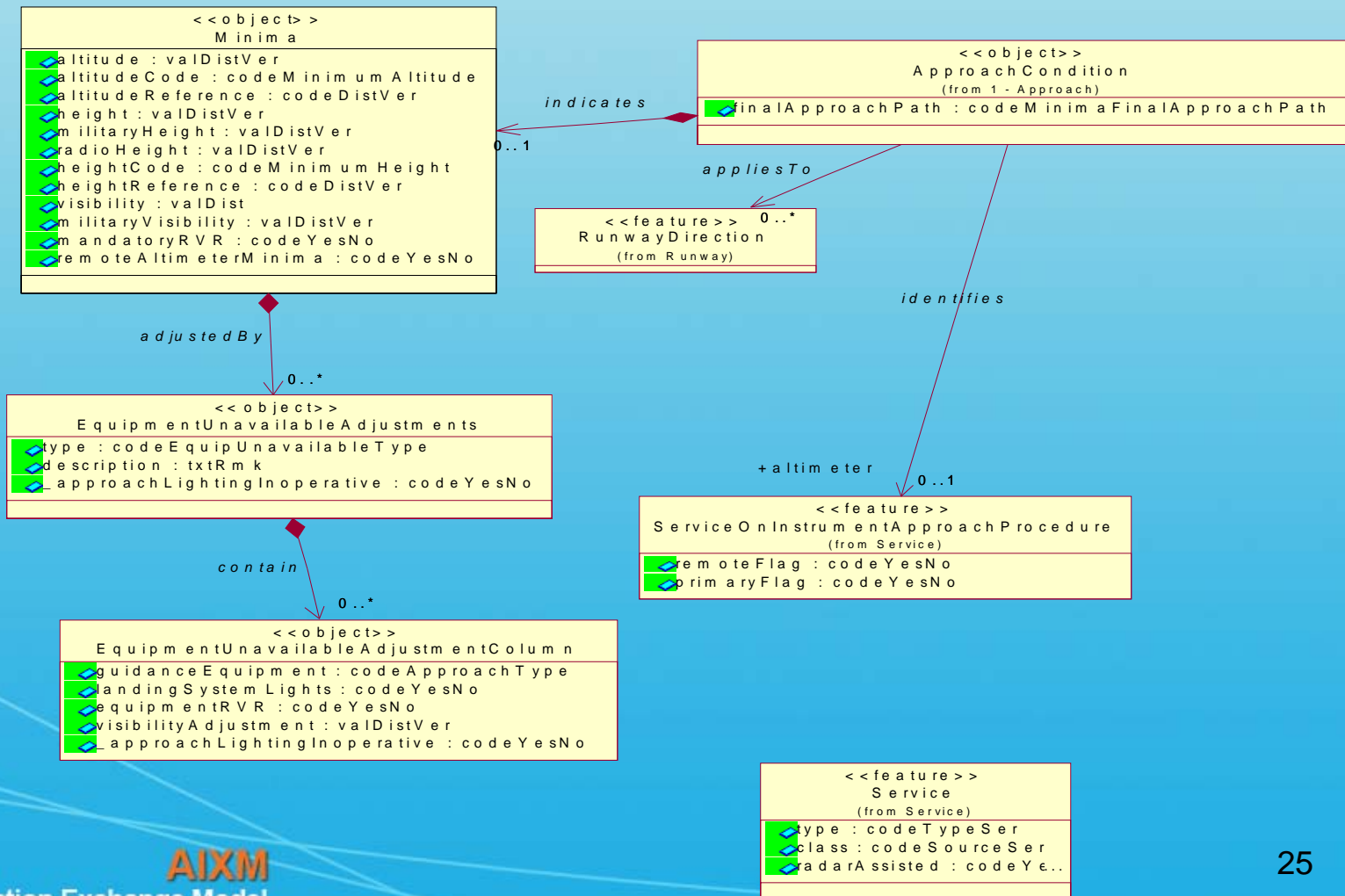
Circling



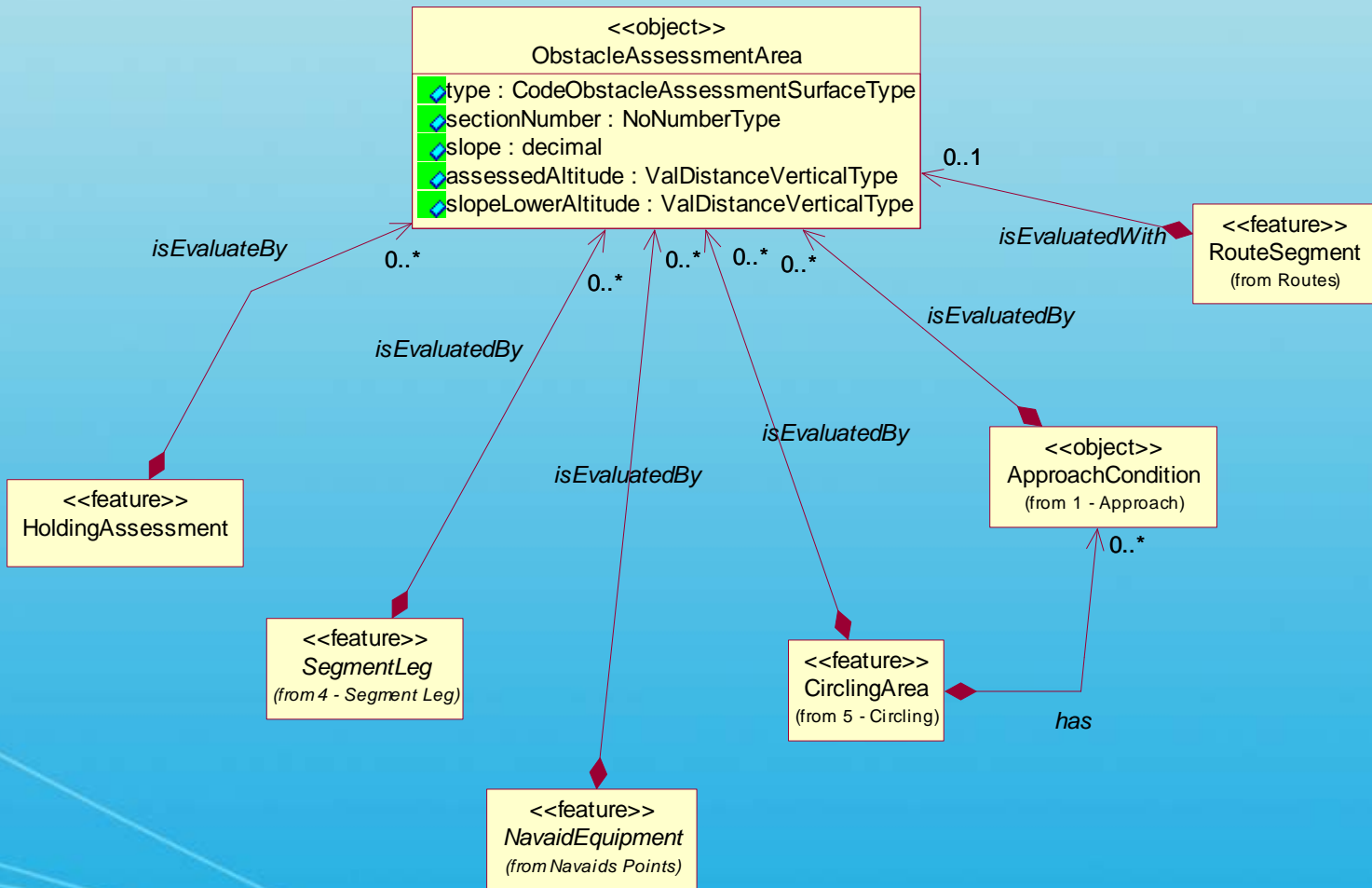
Circling NA west of runway 18-36. Circling to runway 29 and 36 NA north of runway 7-25. Circling NA at night, except runway 29. Rapidly rising terrain north, west and south of airport. Use I-ADQ DME when on localizer course. DME required for localizer minimums. ILS unusable from 2 DME inbound.

CATEGORY	A	B	C	D
S-ILS 25	542-2 515 (500-2)		636-3 609 (600-3)	697-4 670 (700-4)
S-LOC 25	620-2 593 (600-2)	660-2 633 (600-2)	780-2 ¼ 753 (800-2 ¼)	1120-3 1093 (1100-3)
CIRCLING 29, 36	660-2 587 (600-2)	720-2 647 (700-2)	780-3 707 (800-3)	1120-4 1047 (1100-4)
CIRCLING 18	620-2 547 (600-2)	1060-2 987 (1000-2)	1260-3 1187 (1200-3)	1660-4 1587 (1600-4)

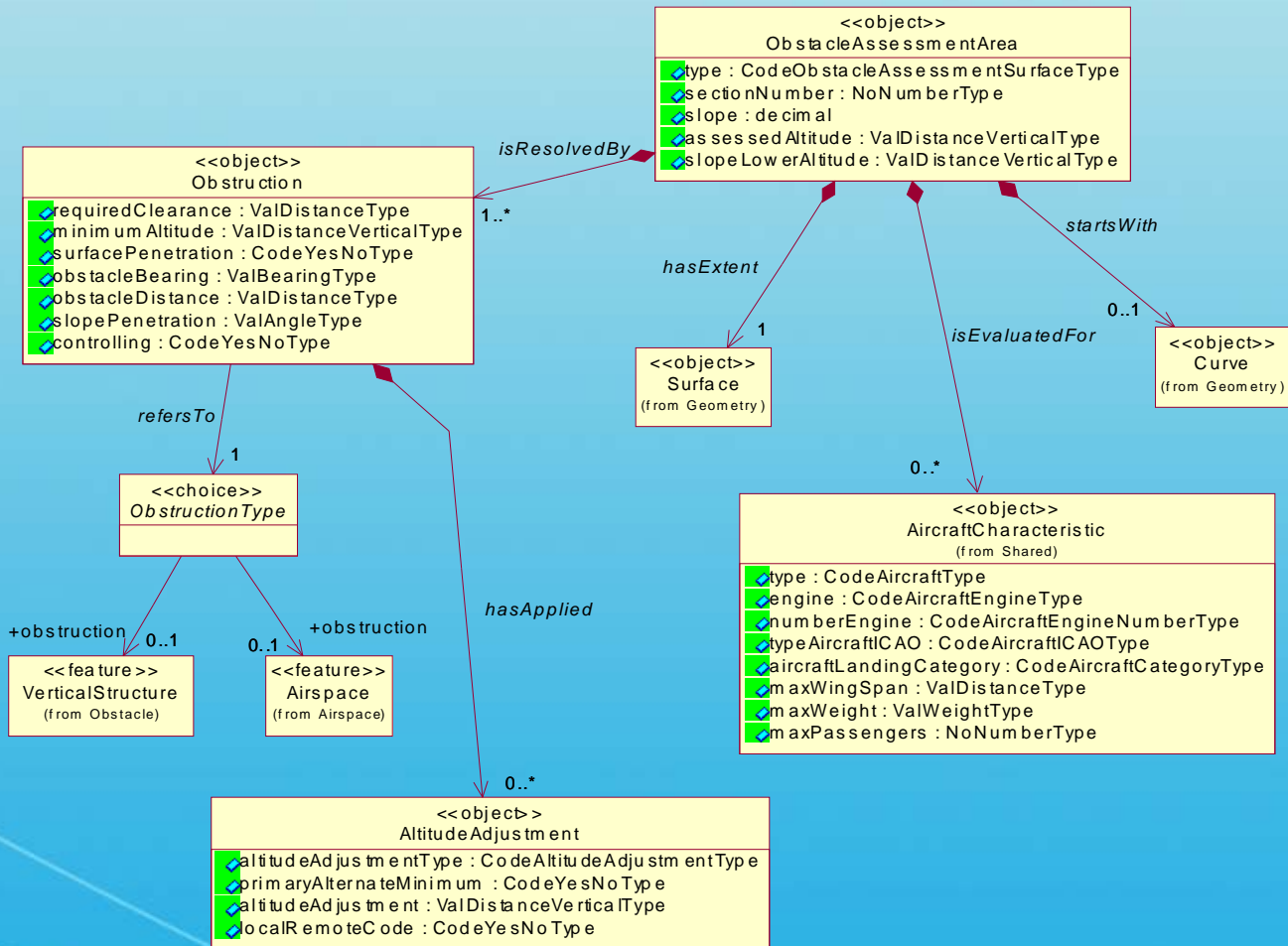
Minimums



Obstacle Assessment Associations



Obstacle Assessments



Approach Procedures Summary

- Approach at a high level
- Significant Points and Reference
- Transition and Segments
- Holding (three types) and how they relate to a segment
- Unplanned Holding
- Terminal Arrival Areas
- Minimum Safe/Sector Altitude / Emergency Safe Altitudes
- Circling
- Minimums
- Obstacle Assessment