

Notam Man Strikes Again!

Confusion over an IFR departure procedure was fixed by notam, but could be better resolved by charting.

By Wally Roberts

I RECENTLY REVIEWED AN EXCHANGE of comments between two pilots on the Internet IFR Newsgroup. One of the pilots was a Jeppesen chart user, while the other was an NOS user. The Jepp user was confused about the IFR departure procedure for Shenandoah Valley Regional Airport (KSHD), VA (see chart below). He was confused about whether the SH LOM climb-in-hold instructions applied to

both Runways 5 and 23 departures, or only to Runway 23 departures.

The NOS user responded that the Jepp user should follow the semicolons

in the text. The IFR departure procedure on the Jepp chart doesn't have any semicolons in the text, but the procedure in the NOS book does (see below).

I was bemused by the difference in the text for the

identical IFR departure procedure so, in my role as TERPs consultant to the Air Line Pilots Association (ALPA) Charting and Instrument Procedures Committee, I obtained a copy of the FAA official source document. The procedure was designed (or underwent major review) in 1983, and had been slightly altered in 1986 to reflect new runway numbers because of changes in magnetic variation.

FAA Form 8260-15

Listed in the box above is the text from the source document (FAA Form 8260-15) reprinted exactly as it appears, down to the exact punctuation and line breaks.

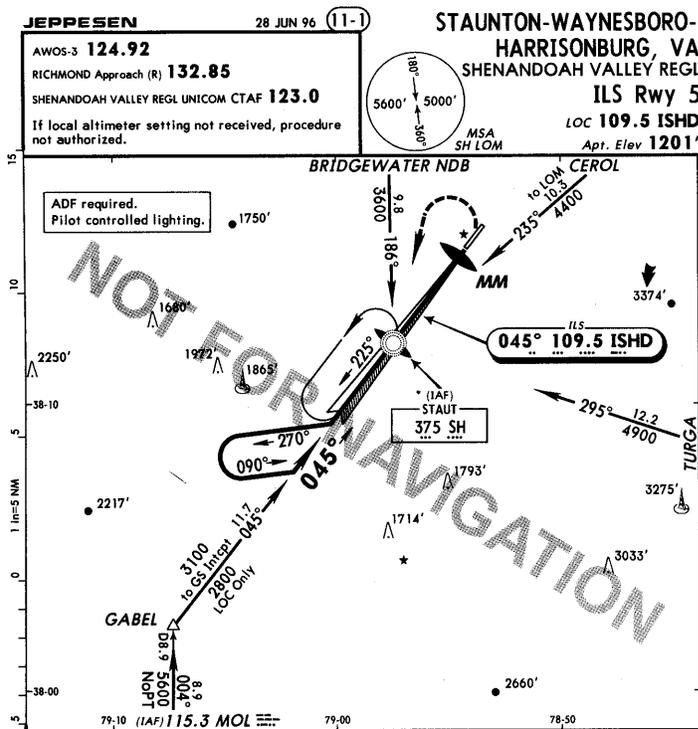
Correcting notam

On February 12, 1997, ALPA pointed out these discrepancies to the *(continued on page 15)*

TAKEOFF MINIMUMS:
RWYs 5, 23 STANDARD.

IFR DEPARTURE PROCEDURES:
RWY 5 climbing left turn to SH LOM
RWY 23 climb straight ahead to SH LOM, continue climb in SH holding pattern, SW, left turn, 045 inbound to 4500' before proceeding on course.

KSHD IFR departure procedure shown exactly as it appears on the FAA Form 8260-15, which is used by chart designers.



TAKE-OFF & IFR DEPARTURE PROCEDURE			FOR FILING AS ALTERNATE	
All Rwy's			Authorized Only When Class E Airspace Effective	
Adequate Vis Ref			Precision	Non-Precision
1 & 2 Eng	1/4	STD	600-2	800-2
3 & 4 Eng		1		
IFR DEPARTURE PROCEDURE: Rwy 5 climbing left turn to SH LOM. Rwy 23 climb straight ahead to SH LOM, continue climb in SH LOM holding pattern, Southwest, left turn, 045° inbound to 4500' before proceeding on course.				

STAUNTON-WAYNESBORO-HARRISONBURG, VA
SHENANDOAH VALLEY REGIONAL
DEPARTURE PROCEDURE: Rwy 5, climbing left turn to SH LOM; Rwy 23, climb straight ahead to SH LOM; continue climb in SH holding pattern, SW, left turns, 045° inbound to 4500 before proceeding on course.

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The text of the IFR departure procedure on the Jepp chart can be interpreted to mean no climb in the hold is required when departing Runway 5. The language on the FAA Form 8260-15 (above) is ambiguous.

The IFR departure procedure in the NOS book contains two semicolons in the text, which are important to proper understanding of how to correctly fly the procedure.

Radar Service...

(continued from page 7)

vector, can vary from considerable controller diligence in watching you track your flight plan, to his complete inattention to your data block on his scope. You have no way of knowing the controller's state of attention or mind. You could be, for example, the only aircraft for miles around in one part of a controller's sector, and he could have a swarm of airplanes in a distant part of the sector occupying his full attention and capabilities. In such case you are, for the time being, effectively "non-radar."

The "radar monitor"

ATC is required, by policy, to provide some level of radar services in Class A, B, and C airspace. The lowest level of this radar service is to provide radar monitoring services. What this really means is open to endless conjecture. The preceding example of the lone airplane in an isolated part of a sector not being watched by the controller is still within the definition of radar-monitored services. In addition to Class A, B and C airspace radar monitoring requirements, aircraft flying RNAV random routing within the United States

are required to be radar monitored. In airspace other than Class A, B, or C, the FAA's policy is to provide radar monitoring where facilities and circumstances permit.

You could be, for example, the only aircraft for miles around in one part of a controller's sector, and he could have a swarm of airplanes in a distant part of the sector occupying his full attention and capabilities.

You can rest assured radar monitoring is quite active in Class B and C terminal airspace, but that's it. You don't have the same assurance in any other airspace, not even Class A. Of course, Class A doesn't mean much to most of us unless we're fortunate to have turbo power of some kind. Plus, there are no hard rocks anywhere in the contiguous 48 States' Class A airspace.

Another misconception

I recently heard yet another pilot misconception about radar services.

This pilot believed ATC couldn't terminate radar service without the pilot's concurrence! Apparently this pilot has never experienced being in a sector where ATC suddenly experienced a radar failure. Further, he has likely never flown the lower altitudes of Victor airways in the Western mountains where the Center sometimes hands you off to the local FSS frequency for en route or terminal arrival services. Do you know how to handle ATC communication en route and on arrival with the local FSS?

You must remember this

If you remember nothing else from this article, at least remember this: there are three types of radar service terminations: (1) the obvious one, where the controller states it; (2) the AIM-specified automatic conditions of radar service termination; and (3) the practical radar service termination that comes and goes without your direct knowledge, depending upon controller workload and related circumstances.

Wally Roberts is a retired airline captain, former chairman of the ALPA TERPs Committee and an active CFII in San Clemente, CA. Wally's web site is <http://www.terps.com>

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Notam Man...

(continued from page 12)

FAA National Flight Procedures Office (NFPO) in Oklahoma City, OK. To their credit, the NFPO issued the following FDC NOTAM that day (re-printed here precisely as it appeared in the notam):

!FDC 7/0842 SHD FI/T SHENANDOAH VALLEY REGIONAL, STAUNTON-WAYNESBORO-HARRISONBURG, VA.

DEPARTURE PROC, AMDT 4...
RWY 5, CLIMBING LEFT TURN
DIRECT SH LOM;

RWY 23, CLIMB DIRECT SH
LOM;

ALL AIRCRAFT CROSS SH
LOM AT OR ABOVE 4500, IF NOT
4500 CONTINUE CLIMB IN SH
LOM HOLDING PATTERN TO 4500
BEFORE PROCEEDING ON
COURSE (HOLD SW, LT, 045 IN-
BOUND).

The KSHD departures should have been reviewed by the FAA on its own before this much time passed.

Better solution

The confusion over this IFR departure procedure peaked my interest in light of my recent article, "Graphic IFR Departure Procedures" (February *IFRR*). The illustration on the right is my concept of a graphical presentation of the KSDH IFR departures procedures.

With a graphical charting requirement in place, not only would the pilots be far better served, ambiguities amongst chart makers and the FAA sources would more likely be resolved during internal production processes, rather than having potentially serious ambiguities (which occurred in the KSHD procedure) passed through to the pilot-users.

The KSHD departures should have been reviewed by the FAA on its own before this much time passed. The FAA has severe staffing limitations imposed by meat-cleavered budgets, working in concert with a misplaced priority to develop 500 GPS IAPs per year in the face of insufficient personnel to cover

all other essential procedural development functions.

Revision in the works

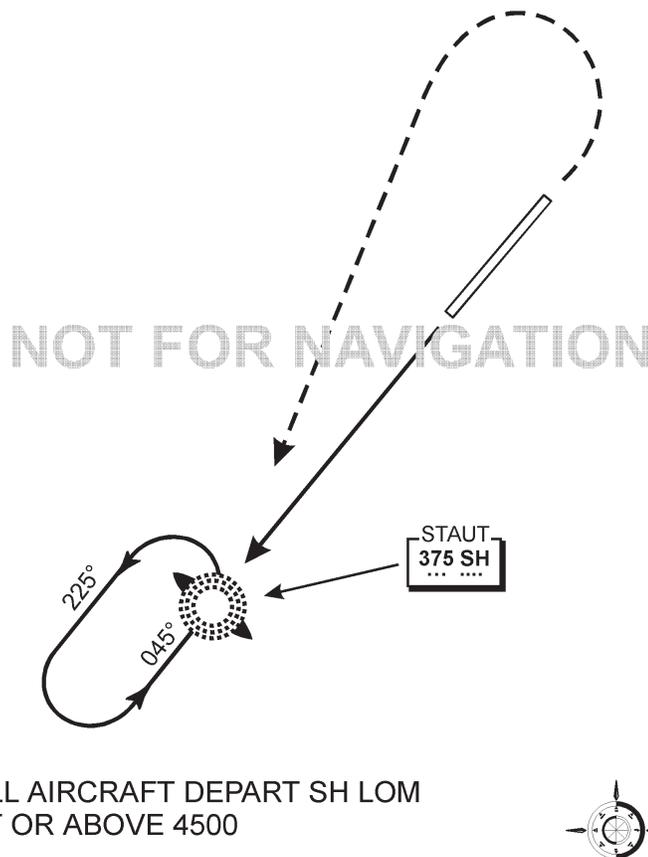
The Jepp chart and the NOS book for KSHD will probably have been revised to reflect the changed text by the time you read this.

STAUNTON-WAYNESBORO-HARRISONBURG, VA SHENANDOAH VALLEY REGIONAL IFR DEPARTURE PROCEDURE

DEPARTURE:

RWY 5, Climbing left turn direct SH LOM;
RWY 23, Climb direct SH LOM

CLIMB IN HOLD: All aircraft cross SH LOM at or above 4500, if not 4500 continue climb in SH LOM holding pattern to 4500 before proceeding on course.
Hold South West, Left Turns, 045 inbound.



This conception of a graphic depiction of the SHD IFR departure procedure leaves no confusion about how you should depart safely.