

# GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM 00-02

November 30-December 1, 2000

## Recommendation Document

**SUBJECT:** Confusing Graphical or Textual Feeder Routes.

**BACKGROUND/DISCUSSION:** Attached are eight approach charts (four Jeppesen and four NOS), two of each type for KPQI and two of each type for KAVP. These procedures share a similar human-factors problem in that they have lengthy feeder routes that extend well beyond the plan view of the chart. In the case of the KPQI ILS chart, Jeppesen elected to use a graphical inset box, plus one textual feeder route. Because AVN-100 saw a need to serve both DME and non-DME equipped aircraft on one chart, the nuisances of the terminal routing are just about impossible to figure out on this chart, especially in-flight. Note that the KPQI VOR chart is far less confusing, partially because DME is mandatory. In the case of the KAVP ILS Runway 4 approach, the feeder route is textual, which is contrary to the purpose of charts in the place. The KAVP NDB-A approach is worse with three textual feeder routes.

**RECOMMENDATION:** Feeder routes that exceed the scale used by Jeppesen for its plan view should be limited to a single feeder route from any arrival quadrant, so that an comprehensible graphical inset can be employed by Jeppesen, and that textual feeder routes can be avoided all together. In some cases, Victor airway extensions into such a location could be appropriate, so that the terminal routing is available on the en route chart. Although Jeppesen charts are not the "official government" charts they are, in fact, used by virtually all airline pilots. ALPA finds the Jeppesen format to be well accepted by our membership and air carrier flight operations management in general. This recommendation is to assist both Jeppesen and our pilots to resolve these examples of terminal routing construction that are incompatible with the charting format of preference for our members.

**COMMENTS:** This affects FAA Handbook 8260.19, "Flight Procedures and Airspace," and related AFS-420/AVN-100 internal directives.

**Submitted by:** Captain Simon Lawrence, Chairman  
Charting and Instrument Procedures Program

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**00-02 MEETING:** This issue was submitted by Mr. Simon Lawrence, ALPA. The ACF consensus was that procedural data notes should be procedural and not actions to be flown. This ACF agreed to transfer this issue to the ACF TERPs Forum. **CLOSED**

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