

GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM 00-02

November 30-December 1, 2000

Recommendation Document

SUBJECT: DME Fix Authorization on Converging Initials or Feeders

BACKGROUND/DISCUSSION: Refer to the attached Jeppesen Chart for the ILS Runway 18 at Jackson, Wyoming. Note the feeder route from Dunoir (DNW) VOR of 267 degrees, 12.2 nautical miles. Because the DME distance from DNW VOR is not marked D 12.2 the flight crew cannot legally use DME to determine QUIRT Intersection for purposes of turning outbound for the procedure turn. (At other locations this could apply to a NoPT initial approach segment). The use of DME at the terminus of the feeder route (or initial approach segment, as appropriate) provides an invaluable, accurate running fix and greatly enhances both situational awareness and simplifies flight-deck procedures when over-heading QUIRT. The fact that QUIRT is also comprised of the IJAC DME is not to be used except when established on and tracking the localizer course. The same logic applies to all VOR radial feeder routes or NoPT initial approach segments that originate at VOR facilities that do not provide the final approach segment guidance.

RECOMMENDATION: Wherever DME is available from a VOR facility that provides feeder route or initial approach segment guidance, and which facility is not the facility providing final approach segment guidance, the DME distance at the terminus of such feeder route or initial approach segment should be established and charted as a legal means of determining the terminus fix of the feeder route or initial approach segment. Charting legends and perhaps the AIM should be amended to illustrate such fixes and to make clear they are to be used for changing course or descent into the next segment only when tracking the applicable feeder route or initial approach segment. However, ALPA believes the proper use and limitation of such a DME fix is intuitive.

COMMENTS: This affects FAA order 8260.19C, chart maker legend pages and perhaps the Aeronautical Information Manual.

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01-01 MEETING: Mr. Wally Roberts, ALPA, presented this new issue. He recommended that wherever DME is available from a VOR facility that provides feeder route or initial approach segment guidance, which facility is not the facility providing final approach segment guidance,

the DME distance at the terminus of such feeder route or initial approach segment should be established and charted as a legal means of determining the terminus fix of the feeder route or initial approach segment. This suggestion was endorsed by the ACF. **ACTION:** IACC and AVN.

01-02 MEETING: As originally presented it was recommended that wherever DME is available from a VOR facility that provides feeder route or initial approach segment guidance, which facility is not the facility providing final approach segment guidance, the DME distance at the terminus of such feeder route or initial approach segment should be established and charted as a legal means of determining the terminus fix of the feeder route or initial approach segment. ACF 01-02 endorsed this suggestion. Mr. Eric Secretan reported that Jeppesen provides explicit information on the chart. It was agreed that NACO would chart if data appears on the 8260 and NACO will chart the primary make-up. The ACF 01-02 consensus was that the 1986 policy letter on this issue should be incorporated into IACC specs. **ACTION:** AVN and ALPA.

02-01 MEETING: Mr. Secretan reported to the 02-01 ACF that the information is on the chart. He stated that if the 8260 says chart then NACO charts. It was stated that Jeppesen has all the information from the NFDD to chart but that NACO doesn't chart based on NACO IAP policy. Ms. Fair reported that the NACO policy letter states to chart only on the final approach course or if it is on the 8260. It was also stated that if it's on the -3 NACO charts, -2 NACO is selective unless it is specified by AVN-100. The ACF then agreed that on high hazard areas AVN would put on the -3. AVN-100 will determine whether to chart upon review of procedures for an airport. That is, when a procedure is worked, then AVN-100 will look at all procedures for that airport and add to -3 if a high hazard exists. Mr. Brad Rush will write a policy letter for AVN-100. **CLOSED.**
