

GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM 04-01

April 28-April 29, 2004

Recommendation Document

Subject: RNAV Idents

Background/Discussion: Following ICAO rules for identifying RNAV Routes and waypoints designated as RNAV.

- A. ICAO ATS Route Designations:
RNAV Route Idents: (Regional) L, MI N, P and (Local) Q, T, Y, Z.
Non-RNAV Route Idents: (Regional) A, B, G, R and (Local) H, J, V, W.
- B. Waypoints identified as RNAV:
Numerous waypoints are being identified as RNAV, but are only used on Non-RNAV routes

Recommendations:

Comments: This recommendation affects Enroute Charts.

Submitted by: John R. Ingram

Organization: NGA, Aeronautical Safety Division

Phone: (314) 263-4806 DSN 693-4806

FAX: (314) 263- 4247 - DSN 693-4247

E-mail: IngramJR@NGA.MIL

Date: 9 Apr 04

04-01 MEETING: Mr. John Ingram, NGA, submitted this issue. Recommendation was made to follow ICAO rules for identifying RNAV Routes and waypoints designated as RNAVs. DoD requested the removal of the R suffix on the Alaska VOR/DME routes. Mr. Ingram stated that waypoints are being identified as RNAV, but are only used on non-RNAV routes on enroute airways. Mr. Ingram questioned as to why these non-RNAV waypoints are on enroute airways, when the airway record doesn't contain the waypoint. It was stated that the waypoint is a tie-in to a terminal procedure, SID, STAR or IAP. It was stated that the airway does not have a segment distance because the waypoint is not part of the airway. Jeppesen and NACO code these waypoints as part of the airway segments. ACF discussion led to the determination that there are no easy or obvious solutions; ACF recognizes this as an issue. **ACTION:** ATA-100.

04-02 MEETING: Mr. John Ingram, NGA, requested the removal of the R suffix on the Alaska VOR/DME routes. The waypoints are being identified as RNAV, but are only used on non-RNAV routes on enroute airways. These non-RNAV waypoints are on enroute airways when the airway record doesn't contain the waypoint. It was stated that the waypoints are a tie-in to a procedure. ACF discussion led to the determination that Jeppesen and NACO are charting/coding these waypoints as part of the airway segments. Mr. Ingram stated that the DAFIF does not agree with the NACO enroute charts. NGA needs the 8260-2 to update DAFIF. Mr. Ingram requested access to the FTP site to obtain the 8260-2. Mr. Brad Rush, NFPO, stated that IFP is used to generate the 8260-2 and that firewall issues will need to be resolved.

Mr. Rush suggested that the 8260-2 be published in the NFDD as an add-on page. Mr. Rush stated that the IFP Group, a subgroup of the AISWG, is currently working the connectivity issue. AIXM, which was developed by Eurocontrol, will be the FAA standard. This medium should resolve all data exchange issues. Until then, Mr. Rush agreed to work with Mr. Ingram to resolve the 8260-2 issues for NGA. **ACTION:** NFPO.

05-01 MEETING: Mr. Brad Rush, NFPO, stated that at the 04-02 Aeronautical Chart Forum Mr. John Ingram, NGA, requested access to the FTP site to obtain the 8260-2. NGA needed the 8260-2 to update DAFIF. Mr. Rush reported that the 8260-2 is currently available through the AVN coordination website. In approximately two years the 8260s will be available to the public on the web. **CLOSED.**
