

GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM 06-02

October 18 – 19, 2006

Recommendation Document

Subject: Priority Charting of Intermediate Fixes on all RNAV IAPs

Background/Discussion: Beginning this past February, ATC is authorized to clear aircraft directly to the Intermediate Fix (IF) on RNAV IAPs, provided certain conditions and limitations are observed. However, most intermediate fixes are still not charted on NACO charts because NACO must wait for the IAP source to authorize charting of the IF. This could take many years and will result in endless confusion and misapplication of the recently implemented air traffic procedure.

Jeppesen has elected to chart all RNAV intermediate fixes where there is a hold-in-lieu (HIL), because the HIL fix is always the intermediate fix. However, where an RNAV IAP does not have a HIL, determination of the intermediate fix can only be made by the NFPO. Neither chart makers, pilots, nor controllers can possibly make that determination where there is no HIL and there is one or more step-down fix(es) within the intermediate segment.

Recommendations: In order to assure the integrity and safety of the new direct-to-the-IF ATC procedure the NFPO should document all RNAV intermediate fixes on a spread sheet, which will be promptly disseminated as official source material to trigger a chart change by the charting entities. This should be accomplished on a priority basis.

Comments: This recommendation affects no FAA order or directive.

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MEETING 06-02: Mr. Richard Boll, NBAA, submitted and briefed the issue. Beginning this past February, ATC is authorized to clear aircraft directly to the Intermediate Fix (IF) on RNAV IAPs, provided certain conditions and limitations are observed. However, most intermediate fixes are still not charted on government charts because NACG must wait for the IAP source to authorize charting of the IF. This could take many years and will result in endless confusion and misapplication of the recently implemented air traffic procedure. Jeppesen has elected to chart all RNAV intermediate fixes where there is a hold-in-lieu (HIL), because the HIL fix is always the intermediate fix. However, where an RNAV IAP does not have a HIL, determination of the intermediate fix can only be made by the NFPG. Neither chart makers, pilots, nor controllers can possibly make that determination where there is no HIL and there is one or more step-down fix(es) within the intermediate segment. In order to assure the integrity and safety of the new direct-to-the-IF ATC procedure the NFPG should document all RNAV intermediate fixes on a spreadsheet, which will be promptly disseminated as official source material to trigger a chart change by the charting entities. This should be accomplished on a priority basis. Mr. Boll's briefing led to extensive discussion from the forum participants. The suggestion to accelerate the charting of IF information via a spreadsheet would create numerous resource, workload and revision activity issues for both the FAA and Jeppesen in addition to causing future maintenance problems if using a 'unapproved' spreadsheets as source. A spreadsheet is not an approved government source. The 8260 form is the 'official' source for procedure changes. Mr. Paul Ewing, ATO-R commented that the IF information will be added to the 8260 for all new and revised procedures as they are developed. Mr. Eric Secretan, NACG, commented that the FAA, Jeppesen, and the Military are unable to support the recommendation. This information must be phased-in; no agency has the resources to support this cross-the-board change. Mr. Boll requested that a NACG and Jeppesen review the current published procedures and those that have IF on the 8260 source can then be published on the chart. Mr. Secretan responded that he will ensure that the NACG Instrument Approach Procedure Sub-Team is aware of the requirement. NACG does not have the resources to go back and review 11,000 procedures. Mr. Ken Wilkes, NACG, commented from the IAP Sub-Team perspective. The IF is currently depicted on the chart when provided on the 8260 source. When jobs are put into work they do not have the resources to go back and review the original 8260 forms. Mr. Boll inquired if the NFPG could identify which procedures have IFs. Mr. Danny Hamilton, NFPG, responded no, that resources are not available. Mr. Ted Thompson, Jeppesen, pointed out that the database would need to be modified in the same cycle as the charts. The group continued to discuss the biannual review process and the NACG quality control process and the possibility of catching this information during these reviews. After extensive discussion the group agreed that if NBAA or any other group identifies a particular procedure they wish to have amended, they could contact NFPG or NACG directly. If the IF is not on the 8260 Mr. Hamilton stated that the procedure will be amended. Otherwise IF information will be added to the charts only when the 8260s are revised or when new procedures are developed. **CLOSED.**
