

AERONAUTICAL CHARTING FORUM
Charting Group
Meeting 09-01 - April 29-30, 2009

RECOMMENDATION DOCUMENT

FAA Control # 09-01-216

Subject: **Charting of Significant Points Not Part of Procedure (Ex. KBUR VAN NUYS
7 DEPARTURE)**

Background/Discussion:

The BUR VNY7 Departure appears to depict TWINE intersection as part of the AVE, DAG, GMN and PMD transitions.

The source document for the BUR VNY7 procedure **does not** have TWINE as part of the AVE or GMN transitions. Nowhere on the chart can a pilot determine that the TWINE intersection is not part of the AVE and GMN transitions.

Is there some way to inform the pilot, on the chart, that TWINE is not part of the AVE and GMN transitions?

A pilot checking the procedure in the Flight Management Computer will not see TWINE intersection listed and could think that the Navigation Database is in error. The pilot could add the intersection manually, even though is not supposed to be included in the transition. The pilot could then question the validity of the entire Navigation Database. There is no way that I know of, for a pilot to check if TWINE intersection is supposed to be part of the AVE or GMN transitions.

Recommendations:

Check if TWINE intersection is supposed to be included in the AVE and GMN transitions. If TWINE is to be included in the AVE and GMN transitions then correct the source document to show that. This should have the Nav Data suppliers correct the coding in the Flight Management Computer.

If TWINE is not supposed to be included in the AVE and GMN transitions then either state that in the text description of the transition or revise the graphic depiction to show that TWINE is not part of the AVE and GMN transitions.

Comments: This recommendation affects the KBUR VNY7 Departure chart depiction and coding.

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Date: April 14, 2009

MEETING 09-01: Mr. Edward Ward, Southwest Airlines, provided a briefing on the Burbank VNY7 Departure, which depicts TWINE INT as part of the AVE, DAG, GMN and PMD transitions.

The source document does not specify TWINE as part of the AVE or GMN transition. However, TWINE is used as part of the DAG and PMD transitions. The way that the departure routes are charted in relation to TWINE, which shows the combination of transitions, leads to the mistaken belief that TWINE is part of each of all four transitions. A pilot cross checking the chart against his NavData coding will not see TWINE in the FMS for the AVE or GMN transitions.

The difference between the chart and database coding led an airline pilot to question the accuracy of the coding; believing TWINE was omitted in error, and then manually entered TWINE into the FMS.

Mr. Brad Rush, FAA/NFPO, explained that this particular SID is an older “conventional” departure procedure, and that TWINE is not required for conventional navigation for the AVE or GMN transitions. He further stated that the manual insertion of TWINE by the pilot would not represent a navigation problem.

Mr. Rush stated that other procedures for this airport are being updated for unrelated changes. He will investigate the procedure to see if it’s possible to modify the procedure source to “officially” include TWINE as part of the description of the AVE and GMN transitions. This solution will alleviate the compatibility (consistency) and perception concern. Brad will also share the subject with the RAPT team.

ACTION: Mr. Brad Rush will report on the status of this issue at the next ACF.

MEETING 09-02: Mr. Brad Rush, FAA/AeroNav Services, reported that the eight procedures affected would be modified for the July 2010 airspace cycle.

CLOSED