

Computer Navigation Fix

Charting Suggestion

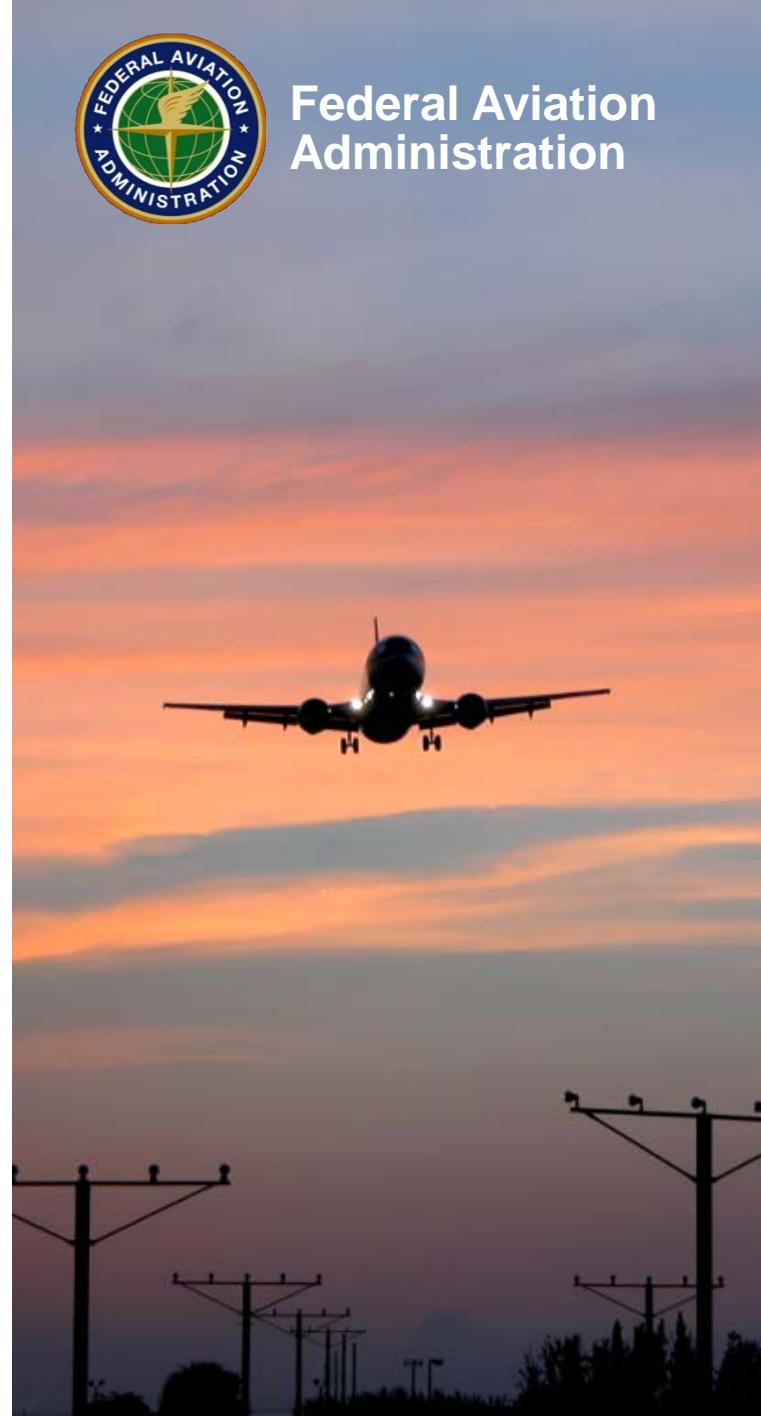
Presented to: ACF 18-02

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Background

- Flight Standards received a report through the Air Traffic Safety Action Program (ATSAP).
- Report pointed to apparent long-standing “confusion or misunderstanding” by both pilots and controllers regarding the use of CNFs.
- The AIM provides a good description of the purpose, and limitations, of the CNF.
- However, AIM is not a practical in-flight reference for pilots.
- Enroute and procedure chart symbol legends are more readily referenced.



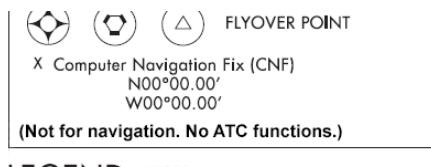
Background (continued)

- ATSAP report suggested the presence of CNFs on enroute and procedural charts “creates illusion that the CNF are viable navigational fixes for both pilots and controllers to both issue and use.”
- We don’t know the extent of the “confusion.”
- However, descriptors for CNFs on enroute chart and terminal publication legends are inconsistent and vague.
 - “No ATC function” is provided on the enroute chart legend (but not on the terminal pubs legend). *What does that mean to the average pilot?*
- We believe there is room for a “low cost” enhancement that could eliminate most, if not all, confusion.



Recommendation

- Revise the chart symbols legend for both enroute and procedural charts to include the following descriptor underneath the Computer Navigation Fix symbol:
 - “Not for navigation. No ATC functions.”



LEGEND 17229



- We assert that “Not for navigation” is sufficiently direct and self-explanatory such that, when combined with “No ATC functions,” the tendency to either navigate, or request an ATC vector to, a CNF, should be nearly eliminated.



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Final Slide

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