

AERONAUTICAL CHARTING MEETING
Charting Group
Meeting 23-01 – April 25-27, 2023

RECOMMENDATION DOCUMENT

FAA Control #23-01-375

Subject: Collocated RNAV Waypoints and NAVAIDs/Conventional Fixes

Background/Discussion: The FAA publishes the following guidance in FAA Order 8260.19I: “Every effort should be made to use established fixes or NAVAIDs wherever possible in lieu of creating new fixes. Do not create a new waypoint over an existing fix or NAVAID (including a stand-alone DME facility). ... Additionally, when establishing new fixes that will be placed on Victor Airways or Jet Routes solely to support RNAV instrument procedures, define them using crossing radials or a DME fix...”

The FAA generally adheres to the guidance in the 8260.19I. However, there are many locations where RNAV waypoints are close or nearly on top of NAVAIDs or conventional waypoints. This causes chart clutter in these areas. The associated briefing provides examples and additional areas where chart clutter exists because of collocated waypoints and NAVAIDs/conventional fixes.

Recommendations:

The FAA should screen existing charts to identify where RNAV waypoints could be replaced by NAVAIDs or conventional fixes.

The design guidance in FAA Order 8260.19 should include a minimum distance between NAVAIDs/conventional fixes and RNAV waypoints that are displayed on the same charts.

Note: There will certainly be locations where an RNAV waypoint is necessary at a particular location that is too near a NAVAID or conventional fix. For example, the final approach fix of a straight-in RNAV approach. However, if the NAVAID/conventional fix is not displayed on the approach chart and the RNAV waypoint not displayed on other charts with the NAVAID/conventional fix, there should be no issue.

Comments:

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