

**AERONAUTICAL CHARTING FORUM
Charting Group
Meeting 13-02 – October 30-31, 2013**

RECOMMENDATION DOCUMENT

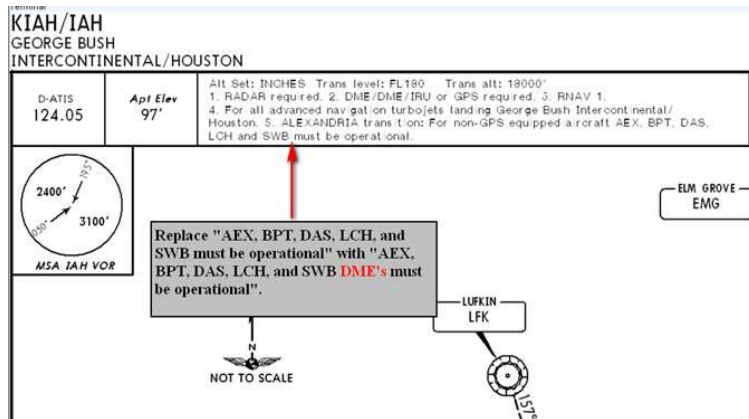
FAA Control #13-02-272

Subject: Charted Critical DME Note

Background/Discussion:

Many RNAV SIDs and STARs can be flown by aircraft using DME/DME/IRU equipment. As such, it is important to have the proper DME coverage. In cases where a DME station(s) are critical and must be operational, a note is placed on the chart stating: "For non-GPS aircraft XXX must be operational" At times when a VOR may be out but the DME continues to operate this note can cause some confusion for Dispatcher and Pilot groups. They are led to believe by the note and associated VOR/DME depicted stations on the chart that the VOR must also be operating.

Recommendations:



Comments:

Submitted by: Ron Renk
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Date: 9/5/2013

MEETING 13-02:

Ron Renk, United Airlines, [briefed the issue](#). Ron stated that many RNAV Departures and Arrivals contain a statement regarding NAVAID requirements, such as "[AEX must be operational](#)". This note suggests that the entire facility must be operational, when all that is needed is the DME portion. Ron proposes that the note specify that it is the DME portion of the NAVAID that is critical, i.e., "AEX DME must be operational". He would like to see the guidance revised for both Departures and Arrivals.

Tom Schneider, AFS-420, stated that FAA Order 8260.46D has been revised to support this clarification on Departure notes. Outstanding procedures will be revised accordingly as they are amended.

Brad Rush, AJV-3, will determine the number of Departures that require revision.

Jim Arrighi, AJV-141, agreed with the proposal and stated that he would investigate revisions to FAA Order JO 7100.9 to accommodate the change on Arrivals. He noted that the Order had only recently been updated and was not sure when this change could be incorporated.

John Collins, GA Pilot, inquired as to how pilots are informed of DME outages.

Lynette Jamison, AJR-B1, commented that such outages are transmitted via NOTAM. A discussion followed regarding the specifics of facility outage NOTAMs and whether they are published in a way that makes it clear to the pilot what aspect of a NAVAID is non-operational. Lynette commented that the issue involves both Technical Operations and Flight Check and that it is possible that communication about the critical nature of the DME portion of a NAVAID may need to be enhanced. She will research and report back to the group.

STATUS: OPEN

ACTION: Jim Arrighi, AJV-141, will research revision to STAR Order.

ACTION: Brad Rush, AJV-3, to look at the Terminal production schedule and report on progress on Departure revisions.

ACTION: Lynette Jamison, AJR-B1, will research clarity of NAVAID outage NOTAMs.

MEETING ACF 14-01:

Valerie Watson, AJV-3, reviewed the topic. Tom Schneider, AFS-420, reported the FAA Order 8260.46 already supports the depiction of the Critical DME on Departure notes. Brad Rush, AJV-3, stated that there are twelve outstanding Departure procedures which will be revised as they are amended.

Jim Arrighi, AVJ-141, reported that FAA Order JO 7100.9 already supports the depiction of the Critical DME in Arrival chart notes. Brad reported that a list of STAR procedures with notes that need to be updated has been sent to Air Traffic and the notes will be updated as the procedures are amended.

Lynette Jamison, AJR-B1, had no update since the last ACF regarding how NAVAID outage NOTAMs are worded. She will continue to research how the NOTAMs are worded and whether or not this needs to be enhanced so that the DME portion of a NAVAID can be specified as OTS.

Editor's Note: Post ACF, Lynette confirmed that the DME aspect of a facility is clearly listed in a NAVAID outage NOTAM.

STATUS: CLOSED