

**AERONAUTICAL CHARTING MEETING**  
**Charting Group**  
**Meeting – October 24 - 25, 2018**

**RECOMMENDATION DOCUMENT**

**FAA Control #18-02-325**

**Subject: Computer Navigation Fix**

**Background/Discussion:** Flight Standards received a report through the Air Traffic Safety Action Program (ATSAP) which indicated an apparent long-standing “confusion or misunderstanding” by both pilots and controllers regarding the use of Computer Navigation Fixes (CNF). While language in the FAA’s Aeronautical Information Manual (AIM) provides a good description of the purpose and role of the CNF, pilots apparently continue to be confused by the presence of the fixes on enroute and/or approach charts, such that the charts “create the illusion that (the CNFs) are viable navigational fixes for both pilots and controllers to issue and use.” (Text in quotes is from ATSAP report.)

CNF are identified on the Planview Symbols page of the U.S. Terminal Procedures Publication, and in the Legends panels for both the high and low IFR enroute charts.

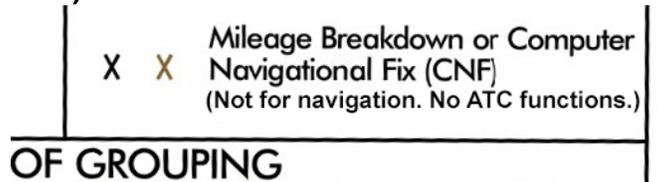
On the enroute charts, the CNF is identified/described under a sub-section of the Legend that is titled “Fixes/ATC Reporting Requirements.” The caveat “(no ATC function)” is included under the CNF title.

In the Terminal Procedures Publications, the CNF also appears under the “Fixes/ATC Reporting Requirements” sub-section of the Planview Symbols legend, but does not include any similar caveat.

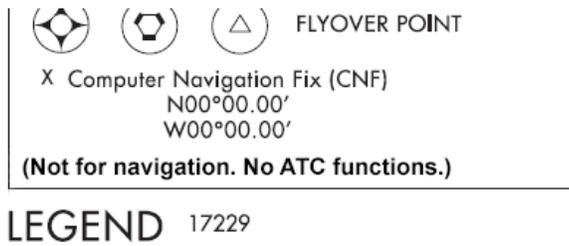
We believe that the current chart legend and TERPS publication language relating to the usability of CNFs, by pilots and controllers, are not sufficiently clear. A simple addition of 3 to 6 words of text to the legends, indicating that the CNF is not to be used for navigation may help alleviate the condition. Also, the text used on the charts and the procedures publications legends should be identical. There appears to be sufficient space in the legends for the extra text.

**Recommendations:** The Flight Technologies and Procedures Division, Flight Standards Service, recommends that both the high and low enroute chart legends and the Terminal Procedures Publication Planview Symbols page include this (or similar) text under or adjacent to the CNF symbol: “(Not for navigation. No ATC functions.)”

**Proposed (Enroute Chart):**



**Proposed (TPP Legend):**



Further, according to the AIM, the acronym CNF stands for Computer Navigation Fix. Therefore, the legend for the high and low enroute charts should be changed to reflect the word “Navigation” vice “Navigational,” as is now displayed.

**Comments:**

**Submitted by:** Joel S. Dickinson / Mark Wisniewski

**Organization:** FAA - Performance Based Flight Systems Branch, Flight Technologies and Procedures Division

**Phone:** 405-954-4809

**E-mail:** joel.dickinson@faa.gov

**Date:** August 14, 2018

**MEETING 18-02**

Joel Dickinson, FAA/AFS-470, [presented the issue](#). Joel explained that his office received an Air Traffic Safety Action Program (ATSAP) report that stated that there is confusion among pilots and controllers regarding the use of Computer Navigation Fixes (CNFs). He said that the Aeronautical Information Manual (AIM) provides adequate guidance, however the descriptions on the Enroute Chart and Terminal Procedures Publication (TPP) legends are inconsistent and vague. Joel proposed making the descriptors consistent and to have them both read “Not for Navigation. No ATC Function”.

Valerie Watson, FAA/AJV-553, agreed that all FAA legend material should agree in describing CNFs and suggested the Computer Navigation Fix text say only “No ATC Function”, voicing that she fears adding “Not for Navigation” to what is specifically called a Navigation Fix would lead to even more confusion. Others in the audience agreed.

Joel suggested the confusion with CNFs may be evidenced by the fact that pilots are purportedly asking for clearances to CNFs. John Bordy, FAA/AFS-420, suggested that Air Traffic Control be brought into the discussion and that there might need to be an update to FAA Order 7110.65 so that air traffic policy is in place to prevent clearances to CNFs. Dale Courtney, FAA/AJW-292, stated that the discussion is an overreaction to the problem and that a pilot would never be cleared to a CNF. He said that this is not a safety issue and the guidance already in place in the AIM is sufficient.

There was ACM consensus to add “No ATC Function” to the CNF symbol description in the Terminal Procedures Publication (TPP) legend to make it consistent with the Enroute chart legends. Valerie said that she would move forward with that change. Since there will be no further action other than the minor edit to the legend, there was consensus in the room to close the item.

**STATUS: CLOSED**