

2/28/2019

FOR YOUR INFORMATION

2019-11/10-2

1582785

To: Jeppesen Sanderson Inc

Info: FAA (AVP-1, AVP-200, ANG-1, AFS-280, DFW-IFO, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG, CAPA, HAI, IBT, ICAO, ICASS, IFALPA, NAFI, NBAA, NTSB

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: OBBS Charting Confusion

We recently received an ASRS report describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dennis Doyle at (408) 541-2831 or email at dennis.j.doyle@nasa.gov



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN: 1582785

Time

Date: 201810

Local Time Of Day: 0001-0600

Place

Locale Reference.Airport: OBBS.Airport

State Reference: FO

Altitude.MSL.Single Value: 6000

Aircraft 1

Make Model Name: Commercial Fixed Wing

Person 1

Function.Flight Crew: Captain

ASRS Report Number: 1582785

Events

Anomaly.Deviation - Track / Heading: All Types

Anomaly.Deviation - Procedural: Published Material / Policy

Detector.Person: Air Traffic Control

Result.Flight Crew: Became Reoriented

Result.Flight Crew: Requested ATC Assistance / Clarification

Result.Air Traffic Control: Provided Assistance

Narrative 1

Approaching JALYD IAF from the east we were switched to Tower as the aircraft was maneuvering to intercept the IAF and the 12 DME arc. We were then directed to fly the 10 DME arc and report FAF inbound. The aircraft was already in a turn away from the IAF which is 10 DME to intercept the 12 DME arc. The Pilot Flying (PF) switched to heading select to turn back to intercept the 10 DME arc by using the SIA VOR/ 10 DME on the fix page. The controller told us that we were trying to follow the 12 DME arc and we responded that we were correcting back to intercept. We continued on heading select following 10 DME arc and landed uneventfully. I later talked to the Tower and told them our database and Jeppesen all had the 12 DME arc. He had said the area past 10 DME was a special operating area (I forget the terminology.) I apologized and told him I would communicate these issues and procedures to the company. Our Jeppesen and databases need to somehow be updated to reflect this base's procedures and possibly update the station guide and company pages. We really weren't given enough notice to make this happen when we were already at the IAF intercepting the arc from an awkward angle the aircraft was trying to intercept.

Synopsis

Air carrier Captain reported track heading deviation during approach to OBBS airport due to the Jeppesen database not reflecting specific airport procedures.