

11/23/2021

FOR YOUR INFORMATION

2021-168/8-9

1843711

To: FAA (ATM D01 TRACON, AJV-14), Jeppesen Sanderson Inc.

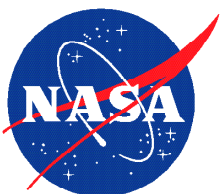
Info: FAA (AFS-280, AFS-200, ANM-600, ANG-1, AVP-1, AVP-200, Director of Air Traffic Operations WSA), A4A, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, EAA, IATA, ICASS, ICAO, IPA, NAFI, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: DEN RNP Runway 26 Chart Design

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 Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



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



ACN 1843711

DATE / TIME

Date of Occurrence	202110
Local Time Of Day	No Local Time Of Day Stated

PLACE

Locale	DEN.Tower
State	CO

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center	ZDV
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
ASRS Report Number	1843711

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

The Jeppesen approach plate for Denver RNP to Runway 26 seems to have an inappropriate speed restriction for the initiation of the RF legs from both sides of the airfield. Both speed restrictions require an "AT 210 knots," all other RNP approaches similar in design have "Below 210 knots." The use of a hard "AT 210 knots" for our aircraft means you must be in a manual speed control mode which is not desired for the approach being flown. Clean maneuvering speed (212-215 knots) of the aircraft is typically above the speed requiring the use of flaps and a manual speed window be open, which is a non-standard configuration for this type of approach. Recommend the approach plate be updated to show "Below 210" knots max speed at the initial fix.

SYNOPSIS

Air Carrier First Officer reported the Jeppesen approach chart for DEN RNP Runway 26 has an unusual hard speed requirement at the Initial Approach Fix which causes operational issues.