

**AERONAUTICAL INFORMATION COMPATIBILITY**

**Jeppesen Airway Manual Charts are the same publications which Jeppesen has provided to the aviation community for many years. Jeppesen NavData has not been around for quite as long, but has established and maintained the same reputation for accuracy, reliability, and dependability with those customers who use computerized navigational systems and other computer navigation data bases from Jeppesen. For those who subscribe to both services, slight differences may occasionally be noted between what is seen on the chart and what is generated from the navigation data base. These differences may be caused by any or all of the following:**

**1. DIFFERENCES IN PUBLICATION CRITERIA**

Jeppesen computerized NavData is updated and issued every 28 days. This is a relatively quick and simple operation for the user, since all of the changes are included on the updated tape or disk which is loaded into the aircraft navigation system or a main-frame computer system. The charts are quite a different story, as each chart must be individually updated and published. The new charts are then collated and mailed, and once received by the customer, must be filed individually in the Airway Manual. Variations, such as differences in information cut-off dates and lead time requirements, may bring about distribution in one medium before the other. These differences are generally resolved in the Jeppesen NavData Change Notices and the Jeppesen Chart Change Notices. The Change Notices provide a weekly or bi-weekly update to the NavData and Chart services. A review of the Jeppesen Change Notices pages prior to using either service will help to ensure that you have the most current information.

**2. DIFFERENCES IN THE METHOD USED TO DETERMINE BEARING AND DISTANCE VALUE ON CHARTS AND IN COMPUTERIZED NAVIGATIONAL SYSTEMS**

Bearings and distances on airways, approach transitions, and instrument approaches are published in a country's Aeronautical Information Publication (AIP). Almost exclusively, these values are taken from the AIP and published on Jeppesen charts. In contrast, the navigation data base contains exact locations of the navaids used to form tracks of airways, approach transitions, and instrument approaches. System software computes great circle route bearings and distances based on the most current navaid information on the desired route, and presents this data on the system display. Slight differences in bearing and distance may not be changed in the AIP, and therefore, may not change on the Jeppesen charts. But if navaid information has changed even minutely, differences may show up because the bearings and distances displayed are computed by the navigation system or computer flight planning software each time a particular track is called up.

**3. DIFFERENCES IN WAYPOINT NAMES AND COORDINATES**

Waypoint names published on Jeppesen charts are taken directly from official government sources. In some countries, there are no restrictions on the number of characters used in the name. Computerized navigation system software limits waypoint names to a maximum of five characters. Therefore, waypoint names with more than five characters will be abbrevi-

ated for entry into the navigation data base. Jeppesen has included an explanation of the method used to abbreviate these names on NavData pages 5 through 10, titled "NavData Name Conventions". Note that the basic structure of the name is retained, and it should be relatively easy to tie that abbreviation generated by the data base to the complete name of the waypoint on the chart. In addition, there are unnamed turning points and intersections depicted on charts which must be included in the navigation data base. Therefore, certain names may appear in a computerized system which do not appear on a chart. The method used to identify these turning points and intersections is also included in "NavData Name Conventions".

On standard Enroute and Area charts, for unnamed, or named with name other than five characters and no State assigned identifier, fixes/reporting points/mileage breaks

-and-

For entry points on STAR charts and exit points on SID charts:

- The NavData identifier is published, adjacent to the point involved, within square brackets, and in italic type.

EXAMPLE: *[ABC73]*. Should changes occur to a charted NavData identifier prior to the re-issue of the chart, the change will be announced in a special section of the Jeppesen Chart Change Notices titled "NavData Identifiers". *NavData identifiers are Jeppesen derived only, and should not be used for ATC flight plan filing or used in ATC communications.*

Coordinates on Jeppesen charts may also differ slightly from those generated by a computer. As stated in paragraph 1 above, the navigation data base is updated completely every 28 days. The charts, on the other hand, may accumulate small changes over a longer period of time. Because of these differences in publication schedules, there may be very slight differences between the charts and the NavData generated information.