



MULTIPLE APPROACH PROCEDURE INDICATORS

Given the possible source situations, Jeppesen will designate the Selected Procedure according to the following rules:

| For Source Case: | Selected Procedure Will Be: |
|--|---|
| Z, Y, X, designations | Z ¹ (or the letter closest to the end of the alphabet) |
| 1, 2, 3 designations | 1 (or lowest number) |
| Papa, Sierra, Tango | Papa (or word that starts with the letter closest to the start of the alphabet. Papa = primary, Sierra = secondary, Tango = tertiary) |
| Alpha, Bravo, Charlie | Alpha (or word that starts with the letter closest to the start of the alphabet) |
| Blank for one procedure (e.g., VOR Rwy 36, VOR Rwy 36-1, VOR Rwy 36-2) | Blank (procedure without a suffix) |
| No designation | First procedure in chart sequence |

¹ see RNAV (RNP) and "LPV Only" minimums exceptions

RNAV (RNP) and "LPV Only" minimum exceptions

RNAV (RNP) approaches are defined as Special Aircraft and Aircrew Authorization Required (SAAAR) procedures which restrict their use to a small group of customers (see RNAV (RNP) Y Rwy 31 at KSUN for an example). Also, RNAV (GPS) procedures with "LPV Only" minimums are currently used by a limited group of customers (see RNAV (GPS) Z Rwy 21 at KAOO). In order to deliver a procedure that most customers are able to fly, in these cases Jeppesen will select the alternate procedure which is closest to the end of the alphabet to be included in your NavData file. In other words, the -W procedure at KSUN and the -Y procedure at KAOO.

There are some avionics manufacturers that take all multiple approach indicator procedures offered by Jeppesen and they have their own rules for determining which single procedure will be included in their legacy equipment. For those boxes, Jeppesen rules do not apply.

Procedures that qualify as the exception as stated above will be posted on Jeppesen's website www.jeppesen.com under Aviation Resources, Online Publications, NavData Alerts/Notices.