

# Comparing Notes

There's usually a lot going on with the fine print on an approach procedure to an airport in an urban area, and the ILS to Runway 16L at Manassas doesn't disappoint, especially in its latest version.

The before and after procedures are reproduced at right, with the new version on the bottom. The dashed magenta lines supplied by FAA's AeroNav on its Web site (see the sidebar on the previous page) highlight some basic changes and help the pilot identify which procedure is which. In this instance, just about everything has changed, so the pilot who's flown this procedure numerous times but gives it a casual glance while getting vectors, might be in for some surprises before the wheels hit the runway.

As noted in this article's main text, two key changes are highlighted at right: The new, lower decision altitude and the realigned final approach course. But that's not even close to all.

For example, nearby Arnel Vortac no longer is the facility providing radials for fixes along the final approach course. Gone as an intermediate fix is the COLSN intersection, replaced by GIGEY. The DORGE intersection/final approach fix remains, and a new stepdown fix for the localizer-only procedure, JUKIK, has been added. Even though DORGE has been retained, its location has changed, so the distance and timing from it also have been revised. Notes about the inoperative table and the local altimeter setting have been significantly revised. The only portion of the procedure that remains the same after the revisions is the missed approach, and both the primary and alternate misses are retained as they were.

Without doing some homework before launching, there's no way the average pilot would know of these changes before setting up the cockpit for the actual procedure. If done correctly, that's not a problem: Ensure you're using the correct chart, and fly the procedure. If a pilot relied on memory for some of this information, or failed to update his or her charts and/or database, it could get exciting. Those of us who regularly fly the same approach could be in for some surprises some dark and stormy night.

