

# GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING

Charting Group  
Meeting 07-01 – May 2-3, 2007

## RECOMMENDATION DOCUMENT

**Subject:** Charting Tango “T” Routes in Congested Terminal Areas

**Background/Discussion:** As more Tango routes are proposed for publication around and through busy terminal areas, the charting of these routes on Low Altitude En Route Charts have created several areas of concern. The Los Angeles proposed Tango routes have presented several issues. First, two of the LAX Tango routes terminate at an IAF. Current guidance needs to be revised to allow Tango routes to terminate at a fix. Second, one of the proposed LAX Tango routes overlaps Victor airways. Alaska Tango routes also overlapped Victor airways but charting and Tango routes guidance need to be reviewed. Finally, the Tango routes are in a congested area and chart readability may be an issue.

Both ATC and the LAX users agree that these proposed Tango routes would enhance operations. The ACF should look at providing guidance and discuss charting options to get these and future Tango routes published on Low Altitude En Route charts.

**Recommendations:** AFS provide interim guidance to AVN for publishing Tango routes that terminate at a fix and overlap existing Victor airways. FAAO 8260.19D and 7400.2 should replace the interim guidance when published. The Charting Forum should have an open discussion on how charting Tango routes on Low Altitude charts impact readability and make recommendations to help solve this issue.

**Comments:** This recommendation affects ATC, flying community, AFS, AVN, and NACO.

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**MEETING 07-01:** Mr. John Moore, NACO, recapped the issue by stating as more Tango routes are proposed for publication around and through busy terminal areas, the charting of these routes on Low Altitude En Route Charts have created several areas of concern. The Los Angeles proposed Tango routes have presented several issues. First, two of the LAX Tango routes terminate at an IAF. Current guidance needs to be revised to allow Tango routes to terminate at a fix. Second, one of the proposed LAX Tango routes overlaps Victor airways. Alaska Tango routes also overlapped Victor airways but charting and Tango routes guidance need to be reviewed because of issues created. Finally, the Tango routes are in a congested area and chart readability may be an issue. Both ATC and the LAX users agree that these proposed Tango routes would enhance operations. The ACF should look at providing guidance and discuss charting options to get these and future Tango routes published on Low Altitude En Route charts.

It was recommended that AFS provide interim guidance to AVN for publishing Tango routes that terminate at a fix and overlap existing Victor airways. FAA Orders 8260.19D and 7400.2 should replace the interim guidance when published. Mr. Tom Schneider, AFS-420, remarked that the Enroute Policy Memorandum was signed April 4, 2007. Once the AJR0 and the AJE0 are resolved the 8260.19D will be published. The policy memorandums will go away and that will be finished.

The Charting Forum should have an open discussion on how charting Tango routes on Low Altitude charts impact readability and make recommendations to help solve this issue. The use of Area charts for some congested areas might be possible.

Eric Secretan, NACO, stated that NACO is going from 28 Low Altitude IFR Charts to 36 in October 2007 due mainly to the addition of RNAV information. He added that it might become another Charting Forum issue on how enroute charts are skeletonized. Mr. Greg Yamamoto Manager, Enroute Charting Team, stated that in August we will do a dry-run and should be able to provide the ACF some samples at the next meeting in October.

**ACTION:** NACO to bring the 36 reschemed enroute low charts to the next ACF for further discussion.

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