

AERONAUTICAL CHARTING FORUM
Charting Group
Meeting 10-02 October 27-28, 2010

RECOMMENDATION DOCUMENT

FAA Control # (10-02-232)

Subject:

Graphically depict, on an air navigation chart any Special Use Airspace (SUA) that restricts flying activity, is not presently depicted, and which has no date for the ending of such restriction.

Background/Discussion:

Airspace restrictions in the form of Special Use Airspace are depicted on air navigation charts so as to alert pilots as to where they are either restricted from flight or need special permission to use that area. A NOTAM decreeing a Temporary Flight Restriction (TFR) is the most common. Since the 9/11 attack on the U.S., some security efforts have resulted in restrictions which have outlasted what would be considered a "temporary" flight restriction. Some of these restrictions are truly temporary, such as airspace around baseball and football stadiums. But there are others that remain, but are not depicted on our air navigation charts because charting policy has no clear definition of them and there is no provision for charting "undefined" airspace.

In the situations that do exist, a pilot is required to either place it on his chart by personally drawing the boundary of the restricted airspace or to simply make a mental note of it as he might for a TFR depicting airspace around a forest fire. When such an airspace restriction has no end date, there would appear to be no reason not to depict the boundary of that restriction on our aviation charts. It would enhance the safety of air navigation.

Recommendations:

A charting standard should be established that will permit the charting of any SUA that creates a long term constraint in the National Airspace System (NAS). Most SUA of that kind is already charted. Pilots especially expect that on a TAC. As an example, there is no provision that would permit the charting of an SUA such as that created in some undefined Congressional airspace restrictions. It is recommended that, as a minimum, such SUA should be shown on Terminal Area Charts.

Comments:

This recommendation affects the Los Angeles Terminal Area Chart.

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MEETING 10-02: Mr. Jack Kenton, representing some of the individual members of the Southern California Airspace Users Group (SCAUWG), briefed the issue.

Airspace restrictions in the form of Special Use Airspace are depicted on air navigation charts so as to alert pilots as to where they are either restricted from flight or need special permission to use that area. A NOTAM decreeing a Temporary Flight Restriction (TFR) is the most common. Since the 9/11 attack on the U.S., some security efforts have resulted in restrictions which have outlasted what would be considered a "temporary" flight restriction. Some of these restrictions are truly temporary, such as airspace around baseball and football stadiums. But there are others that remain, but are not depicted on our air navigation charts because there is no provision for charting "temporary" airspace.

A pilot is required to either place a TFR on his chart by personally drawing the boundary of the restricted airspace or to simply make a mental note of it as he might for a TFR depicting airspace around a forest fire. When such an airspace restriction has no end date, there would appear to be no reason not to depict the boundary of that restriction on our aviation charts. It would enhance the safety of air navigation.

Mr. Kenton is recommending that a charting standard should be established that will permit the charting of any SUA that creates a long term constraint in the National Airspace System (NAS). Most SUAs of that kind are already charted. However, there is no provision that would permit the charting of an SUA such as those created as TFRs. It is recommended that, as a minimum, such SUA should be shown on Terminal Area Charts.

Mr. Roy Maxwell, Delta Air Lines, asked if there can be a timeframe established at which a NOTAM'd TFR must be charted. Mr. Bill Hammett, AFS-420 (ISI) responded that the terms UFN, WIE and WEF are being eliminated in favor of Effective and Cancellation 10-digit date/time groups; e.g. yymmddtttt (1011051200). If the return to service time is unknown, the date/time group will be followed by (EST); e.g. 1011061200(EST). Use of UFN, WIE and WEF is currently discouraged; however their use will be eliminated for D NOTAMs in Change 2 to Order 7930.2, which will be effective on March 10, 2011. It is anticipated that date/time groups will not be included in FDC flight procedure NOTAMs until introduction of the Federal NOTAM System (FNS) and full ICAO compliant NOTAMs. This is expected in early 2012.

Ms. Watson, FAA/AJV-3B, said that TFRs are currently only charted when necessary for purposes of National Security as designated by System Operations Security Office, AJR-2. Ms. Watson indicated that the discretionary charting of particular TFRs does not reside with AeroNav Products and the problem is rooted in the definition of airspace.

ACTION: Mr. John Moore, FAA/AJV-3B, will pass the recommendation to Mr. Paul Gallant, FAA/AJR-33, for review and will report back at the next ACF.

MEETING 11-01: Mr. John Moore, FAA/AJV-3B, summarized the issue.

Mr. Moore read a response from Mr. Paul Gallant, FAA/AJV-11, to wit: TFRs will not be charted based on the nature of their definition and use, regardless of their ongoing status or duration.

STATUS: CLOSED