GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING

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

RECOMMENDATION DOCUMENT

Subject: Charting and AFD Information Re: Class E Surface Areas

Background/Discussion: At airports that have part-time control towers, in some cases the Class D surface airspace becomes a Class E Surface Area during the hours the tower is closed. In other cases the Class D airspace becomes Class G airspace. These variables also can affect airport-associated Class E extensions that protect terminal instrument procedures.

Figure 1 shows McClellan/Palomar, CA (KCRQ) as depicted on the Los Angeles Sectional. Note the Class E Surface Area extensions. Figure 2 shows the KCRQ AFD information. Note that the Class D airspace becomes Class G when the tower is closed. But, no information is provided for the Class E Surface Area extensions so it can be inferred that those areas are either full-time or they also become Class G airspace when the tower is closed. The Part 71 rule suggests these Class E Surface Area extensions are not full-time.

Figure 3 shows Prescott, AZ (KPRC) as depicted on the Phoenix Sectional. Figure 4 shows the KPRC AFD information. Note that the Class D airspace becomes Class E Airspace when the tower is closed; presumably surface airspace, although the AFD does not make this clear. The AFD does not mention the Class E 700-foot extensions so presumably those are full-time.

Recommendations: Where part-time Class D airspace becomes a Class E Surface Area when the tower is closed, the graphical airport airspace circle should be neither blue nor magenta, rather it should be something distinctive, that symbolizes Part-time Class D Airspace that reverts to Class E Surface Airspace when the control tower is closed.

The AFD should specify when Class E extensions are part-time. For example, it would remove all ambiguities if the airspace statement in the AFD for KCRQ read: *"AIRSPACE: CLASS D AND CLASS E Extensions svc 1500-0600Z other times CLASS G"*

The AFD should make it clear where part-time Class D airspace becomes a Class E Surface Area when the control tower is closed. For example, it would remove all ambiguities if the airspace statement in the AFD for KPRC read: *"AIRSPACE: CLASS D svc (1300-0500Z) other times Class E Surface Area."*

Comments: These recommendations affect VFR Aeronautical Charting and the Airport Facilities Directory

Submitted by: Steve Bergner
Organization: National Business Aviation Association
Phone: 202-783-9000
FAX: 202-331-8364
E-mail: Bergners@granitelp.com
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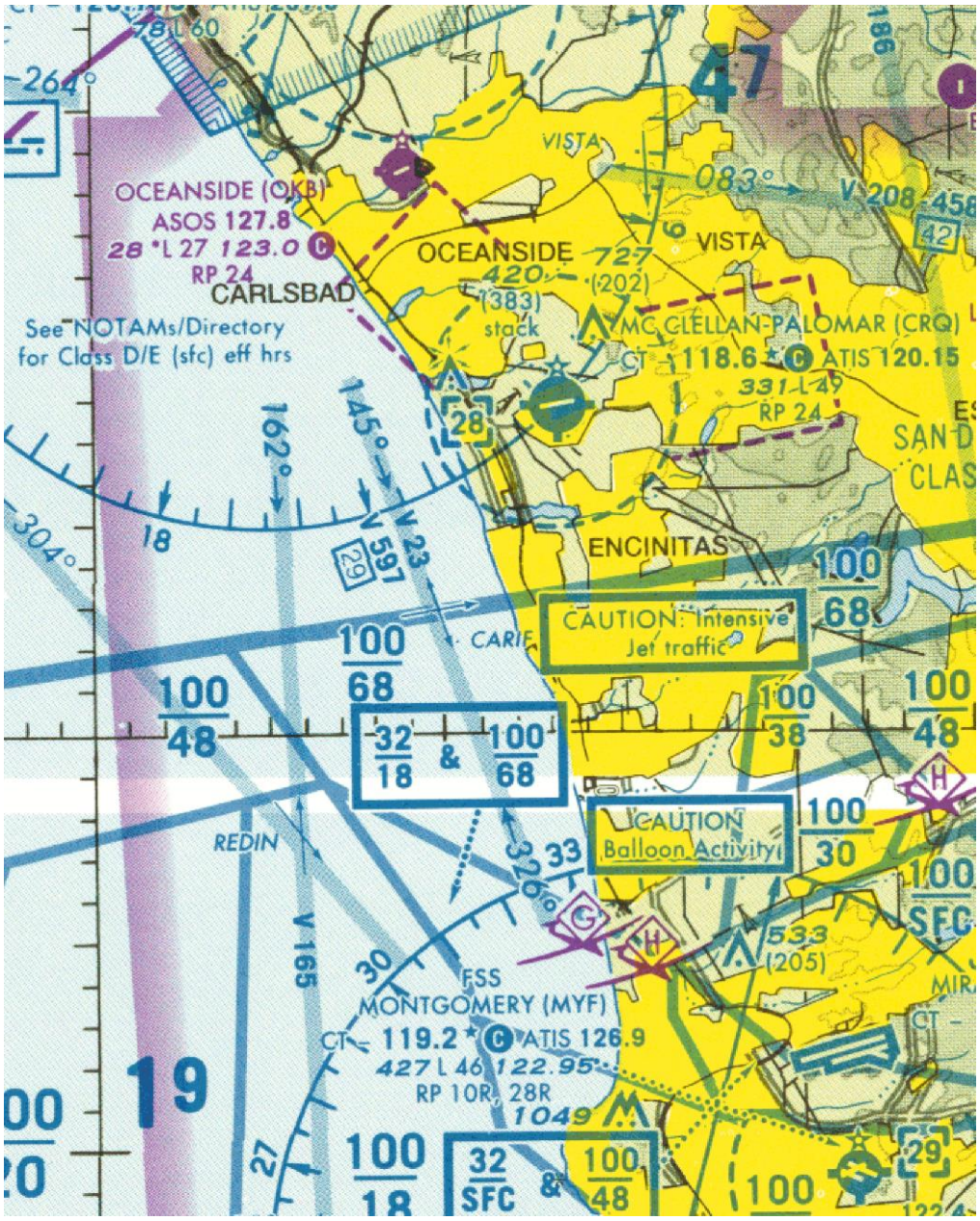


Figure 1 - KCRQ Sectional Depiction

CARLSBAD

McCLELLAN–PALOMAR (CRQ) 3 SE UTC−8(−7DT) N33°07.70′ W117°16.81′ **LOS ANGELES**

331 B S4 **FUEL** 100LL, JET A OX 3, 4 TPA—See Remarks ARFF Index A **L–3C**

RWY 06–24: H4897X150 (ASPH–PFC) S–60, D–80, DT–110 HIRL **IAP, AD**

RWY 06: PAPI(P4L)—GA 3.0° TCH 35′. Thld dsplcd 297′.

RWY 24: MALSR. REIL. PAPI(P4L)—GA 3.2° TCH 54′. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–4900 TODA–4900 ASDA–4900 LDA–4600

RWY 24: TORA–4600 TODA–4600 ASDA–4600 LDA–4600

AIRPORT REMARKS: Attended 1500–0600Z‡. Rwy 24 hard to see two hrs prior to SS. Do not mistake S twy as rwy. Extensive bird activity in vicinity especially in spring. P–lines 2 miles W & SW. CLOSED to air carrier ops with more than 9 passenger seats from 0630Z‡ to 1400Z‡ except by PPR call arpt manager 760–431–4646. PPR for all military acft call arpt manager 760–431–4646. TPA—1003(672) helicopters, 1503(1172) small acft, 2003(1672) large acft. No jet acft training due to noise abatement and traffic congestion. Multiple apchs by large acft (including large helicopters) not authorized. RVR touchdown Rwy 24 avbl. Rwy 24 is calm wind rwy. Rwy 06 safety area 600′. Arpt has noise abatement procedures ctc arpt manager 760–431–4646. Request jets fly the ILS apch. Voluntary jet curfew 0600–1500Z‡. North side ramp limited to 12,500 lbs. Limited transient tie down space on public ramp. When twr clsd ACTIVATE MALSR Rwy 24–CTAF.

WEATHER DATA SOURCES: ASOS (760) 930–0864. LAWRS.

COMMUNICATIONS: CTAF 118.6 **ATIS** 120.15 (760) 438–2117

SAN DIEGO FSS (SAN) TF 1–800–WX–BRIEF. NOTAM FILE CRQ.

OCEANSIDE RCO 122.1R 115.3T (SAN DIEGO FSS)

Ⓡ **SOCAL APP/DEP CON** 127.3

TOWER 118.6 (1500–0600Z‡) **GND CON** 121.8 **CLNC DEL** 134.85

AIRSPACE: CLASS D svc 1500–0600Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRQ.

OCEANSIDE (H) VORTAC 115.3 OCN Chan 100 N33°14.44′ W117°25.06′ 119° 9.7 NM to fld. 53/15E.

ILS 108.7 I–CRQ Rwy 24. Unmonitored when twr clsd.

Figure 2 - KCRQ AFD Information

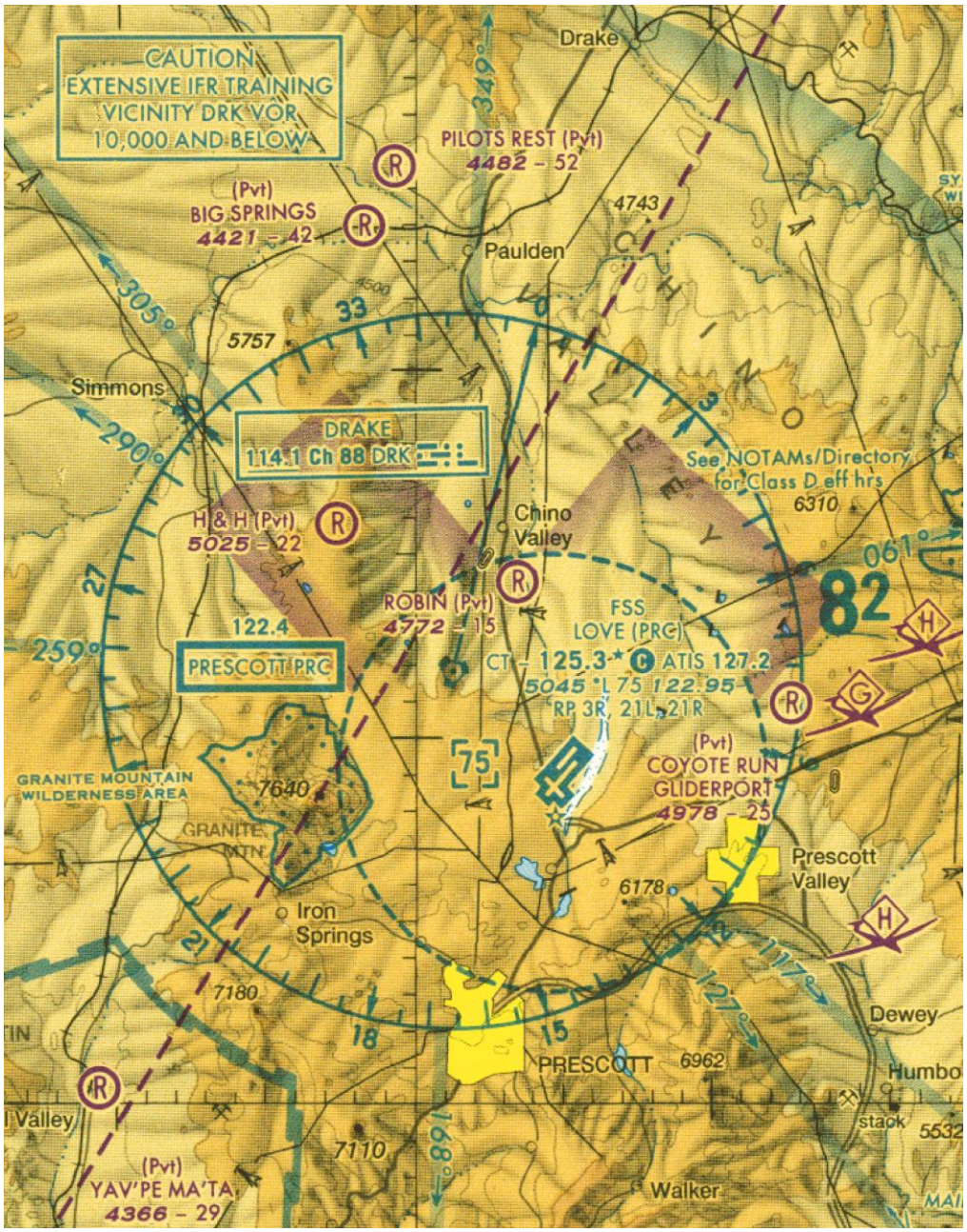


Figure 3 - KPRC Sectional Depiction

PRESCOTT

ERNEST A. LOVE FLD (PRC) 7 N UTC−7 N34°39.27′ W112°25.18′ **PHOENIX**

5045 B S4 **FUEL** 100LL, JET A TPA—See Remarks Class II, ARFF Index A **H-4I, L-4E**

RWY 03R–21L: H7550X150 (ASPH–PFC) S–63, D–80, DT–100 MIRL 1.0% up SW **IAP, AD**

RWY 03R: REIL. PAPI(P4L)—GA 4.0° TCH 45′. Thld dsplcd 724′. Road. Rgt tfc.

RWY 21L: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 45′. Rgt tfc. 1.0% up SW

RWY 03L–21R: H4846X60 (ASPH) S–12.5 MIRL 0.8% up SW

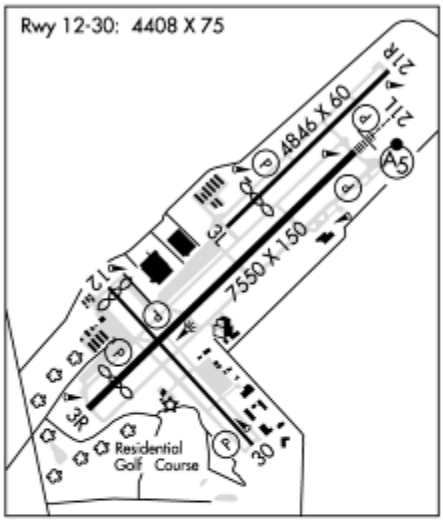
RWY 03L: PAPI(P2L)—GA 3.0° TCH 40′. Thld dsplcd 811′.

RWY 21R: PAPI(P2L)—GA 3.0° TCH 40′. Rgt tfc.

RWY 12–30: H4408X75 (ASPH) S–12.5 MIRL 0.6% up NW

RWY 12: REIL. PAPI(P2L)—GA 3.0° TCH 48′. Thld dsplcd 150′.

RWY 30: REIL. PAPI(P2L)—GA 3.0° TCH 40′.



AIRPORT REMARKS: Attended 1300–0300Z. Fuel avbl 1300–0300Z call (928) 771–5945. Fuel avbl 0300–1300Z medical/law enforcement flights only on call out basis (928) 445–3131. Rwy 03L–21R CLOSED 0500–1300Z. Wildlife invof rwys and twys. CLOSED to air carrier ops with more than 30 passenger seats except PPR call arpt manager 928–445–7860. Acft departing Rwy 21L continue rwy heading until across highway and make immediate left turn. 20′ drop off 300′ from apch end Rwy 12. Rwy 21L designated calm wind rwy. Twy D1 restricted to acft 12,500 pounds or less. Overnight parking fee. TPA for light acft all rwys 6045(1000). TPA for large acft, all turbo prop/jet and high performance acft all rwys 6545(1500). Voluntary noise abatement procedures in effect—contact arpt operations 928–771–5945. After 0500Z ACTIVATE MIRL Rwy 03R–21L—CTAF. ACTIVATE MIRL Rwy 12–30 frequency 128.75. NOTE: See Land and Hold Short Operations Section. NOTE: See Special Notices—Extensive Flight Training in the vicinity of Ernest A. Love Field, Prescott, AZ.

WEATHER DATA SOURCES: ASOS (928)717–1287.

COMMUNICATIONS: CTAF 125.3 **ATIS** 127.2 **UNICOM** 122.95

PRESCOTT FSS (PRC) on arpt. 122.4 122.2 TF 1–800–WX–BRIEF. NOTAM FILE PRC.

ALBUQUERQUE CENTER APP/DEP CON 128.45

PRESCOTT TOWER 125.3 (1300–0500Z) **GND CON** 121.7

AIRSPACE: CLASS D svc (1300–0500Z) other times Class E.

RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.

DRAKE (H) VORTACW 114.1 DRK Chan 88 N34°42.15′ W112°28.82′ 120° 4.1 NM to fld. 4963/14E.

ILS/DME 108.5 I–PRC Chan 22 Rwy 21L. Class IA. ILS/DME unmonitored 0500–1300Z.

Figure 4 - KPRC AFD Information

MEETING 07-01: Mr. John Moore, NACO, recapped this issue by stating airports that have part-time control towers, in some cases the Class D surface airspace becomes a Class E Surface Area during the hours the tower is closed. In other cases the Class D airspace becomes Class G airspace. These variables also can affect airport-associated Class E extensions that protect terminal instrument procedures.

Mr. Richard Boll, NBAA, provided examples including Carlsbad Airport. The A/FD should address both classes of airspace. His recommendation was that the A/FD be specific in addressing the extensions.

Ms. Debbie Copeland, Manager, Data Evaluation Sub-Team, NACO, had the legal description for the two airports in question. The A/FD states "NOTE: AIRSPACE SVC 'TIMES' INCLUDE ALL ASSOCIATED EXTENSIONS. Arrival extensions for instrument approach procedures become part of the primary core surface area. These extensions may be either Class D or Class E airspace and are effective concurrent with the times of the primary core surface area. "

Mr. Richard Boll, NBAA wasn't aware of A/FD legend note. He recommended changing the note in A/FD to eliminate any confusion.

ACTION: John Timmerman to ask what the rulemaking aspect is.

ACTION: Scott Jerdan, Manager NACO Aeronautical Information Team will see if there are any exceptions.

MEETING 07-02: Mr. John Moore, NACO, recapped this issue. At some airports that have part-time control towers, the Class D surface airspace becomes a Class E Surface Area during the hours the tower is closed. At other airports, the Class D airspace becomes Class G (uncontrolled) airspace. These variables also can affect airport-associated Class E extensions that protect terminal instrument procedures. For some time (since the Airspace Redesign) it has been assumed that "Arrival extensions for instrument approach procedures become part of the primary core surface area. These extensions may be either Class D or Class E airspace and are effective concurrent with the times of the primary core surface area." A number of exceptions to this convention have been identified. Scott Jerdan will supply Pamela Coopwood, Air Traffic, with a listing of the exceptions (approximately 13?). She has agreed to verify them and report back to Mr. Jerdan.

Additionally, Mr. Richard Boll, NBAA, recommended that when part time Class D airspace becomes Class E when the tower is closed, there should be a distinctive indication on VFR Sectional Charts and specifically indicated in the A/FD.

A follow up report will be given at the next forum.

ACTION: Pamela Coopwood, Air Traffic will contact Service Centers to determine if these Airspace descriptions are correct.

MEETING 08-01: Mr. Richard Boll, NBAA, recapped the issue asking what happens to the underlying airspace when the core airspace goes away. When part time Class D airspace becomes Class E (when the tower is closed), there should be a distinctive indication on VFR Sectional Charts and specifically indicated in the A/FD.

Ray Nussear, FAA/NACO Airspace, concluded that this was primarily a charting issue. Airspace core and underlying areas should be the same. The airspace may not be described correctly but is depicted corrected. Mr. Nussear identified discrepancies at more than 50 locations where Class D core hours did not correlate to part time hours for Class E extensions. Airspace around military fields was looked at also. Mr. Nussear will work with the FAA's Airspace & Rules group to address and clarify questionable situations with focus on the data and affected documentation. Any changes would eventually be reflected in the charts. There would be no change in chart notes. Legal descriptions would need to be revised.

ACTION: Ray Nussear to report back at the next forum.

MEETING 08-02: Mr. Ray Nussear, FAA/NACO, recapped the issue at the ACF.

As the data was examined, various problems were discovered. For example, some airspace areas had two legal descriptions instead of just one. Airspace extensions haven't been keeping up with airports that have an added instrument approach procedures.

Based on the lengthy discussion it was obvious that there is a significant amount of work involved in reviewing the relationships and correlation of part time hours between related Class D and E airspaces. Legal documentation and airspace descriptions will be involved.

The clean up process will take some time to resolve for FAA/Airspace and Rules. Mr. Nussear believes these actions will address and eventually resolve the original issue. Once NACO begins to see the legal descriptions cleaned-up, pilots will see the charts change. This may take a number of charting cycles to resolve. A revised legend for the A/FD is also required and perhaps addition of some verbiage in the AIM Chapter 3 to prevent confusion. The A/FD will continue to publish the hours of part-time airspace, but will provide a more correct introductory explanation of the relationship between part time Class C or D airspace with and without a full or part time Class E surface core w/extensions. Also, Order 7400.9 may need to be changed. Mr. Paul Gallant, FAA/AJR-33, is overseeing coordination within the affected offices of the FAA.

ACTION: Mr. Paul Gallant, FAA/Airspace & Rules, to parse out discrepancies to the regions for clarification and report back at the next forum.

ACTION: Mr. Ray Nussear and Ms. Valerie Watson to coordinate with Airspace and Rules for exact A/FD Extension note wording and report back at the next forum.

MEETING 09-01: Mr. Ray Nussear, FAA/NACO, recapped the issue at the ACF. NACO sent a list of affected locations to the FAA/Airspace & Rules Group which sent a memo to the Service Area Managers tasking them to start rulemaking action to "clean-up" the airspace legal descriptions. A specific time-line was not set. Mr. Paul Gallant, FAA/Airspace & Rules, reported that appropriate changes will remedy any misapplications related to Class E airspace extension areas.

Ms. Valerie Watson, FAA/NACO, said there's a revised version describing the status of extensions now published in the A/FD Legend. Issue to remain open until the AIM, Chapter 3 is re-written by FAA/Airspace & Rules.

ACTION: Paul Gallant, FAA/Airspace & Rules, will re-write the AIM Chapter 3 and will report back at the next ACF.

MEETING 09-02: Mr. Paul Gallant, FAA/Airspace & Rules, was not present to provide an update.

ACTION: Paul Gallant, FAA/Airspace & Rules, will re-write the AIM Chapter 3 and will report back at the next ACF.

MEETING 10-01: Mr. Paul Gallant, FAA/Airspace & Rules, was not present to provide an update.

ACTION: Paul Gallant, FAA/Airspace & Rules, will re-write the AIM Chapter 3 and will report back at the next ACF.

MEETING 10-02: Mr. Paul Gallant, FAA/AJR-33, was unable to attend. Mr. Moore, FAA/AJV-3B, briefed that Mr. Gallant had sent him an email stating that the AIM Chapter 3 re-write was about 50% complete.

ACTION: Mr. Paul Gallant, will report back at the next ACF.

MEETING 11-01: Mr. Paul Gallant, FAA/AJV-11, was unable to attend. Mr. Moore, FAA/AJV-3B, briefed that Mr. Gallant had informed him that the appropriate text changes were being coordinated for incorporation into the AIM, Chapter 3, and the 7400.2.

ACTION: Mr. Gallant, FAA/AJV-11, will report back at the next ACF.

MEETING 11-02: Mr. Paul Gallant, FAA/AJV-11, was unable to attend. No update was provided at this ACF.

STATUS: OPEN

ACTION: Mr. Gallant, FAA/AJV-11, to provide update at next ACF.

MEETING 12-01: Mr. Paul Gallant, FAA/AJV-11, was not in attendance. No update was provided.

STATUS: OPEN

ACTION: Mr. Gallant, FAA/AJV-11, to provide update at next ACF.

MEETING 12-02: Mr. Paul Gallant, FAA/AJV-11, was not in attendance. No update was provided.

STATUS: OPEN

ACTION: Mr. Gallant, FAA/AJV-11, to provide update at next ACF.

MEETING 13-01: Paul Gallant, AJV-11, was not in attendance, but he sent Valerie Watson, AJV-3B, an email update on the status of the topic. Paul stated that because of resource issues within his office, updates to the AIM and FAA Order JO 7400.2 have been put on hold due to other priorities.

STATUS: OPEN

ACTION: Paul Gallant, AJV-11, will provide an update at the next ACF.

MEETING 13-02:

Paul Gallant, AJV-11, stated that because of resource issues within his office, updates to the AIM and FAA Order JO 7400.2 have been put on hold due to other priorities. Paul commented that the Airspace chapter (Chapter 3) of the AIM is in the process of a total rewrite and is 50% completed. Paul acknowledged that the 7400.2 needs an extensive rewrite as well and that his office is working to prioritize updates of both the 7400.2 and AIM, Chapter 3.

STATUS: OPEN

ACTION: Paul Gallant, AJV-11, will provide an update at the next ACF.

MEETING 14-01

Paul Gallant, AJV-11, was not in attendance and no status report was submitted on the progress made on the updates to the AIM and FAA Order JO 7400.2.

Lynette Jamison, AJR-B1, suggested that Paul Eure, AJV-11, be briefed on this issue and request his assistance in moving this issue forward.

Bob Lamond, NBAA, speaking on behalf of the original submitter of the Recommendation Document, expressed his dissatisfaction with the FAA for not yet having published the airspace that was agreed upon and finishing the work required to close this item. Bob requested that the issue be elevated to a higher management level within the FAA.

STATUS: OPEN

ACTION: Brad Rush, AJV-3, will contact AJV-11 to elevate this issue to a higher FAA management level and report at the next ACF.

ACTION: Valerie Watson, AJV-3, will contact Paul Gallant and Paul Eure, AJV-11, to try to get this issue moving forward and will report at the next ACF.

ACTION: Paul Gallant, AJV-11, to provide an update at the next ACF.

MEETING 14-02

Paul Gallant, AJV-113, reviewed the issue. Paul stated that the AIM Chapter 3 changes have been made and are currently out for comment. Specific queries regarding a number of individual airspace areas (and extensions, times, etc.) originally identified by AeroNav Products and supplied to the Airspace & Rules office have been resent to the three service areas. Paul will follow up and process revised airspace descriptions as necessary.

STATUS: OPEN

ACTION: Paul Gallant, AJV-113, to report on publication of revised AIM guidance.

ACTION: Paul Gallant, AJV-113, to report back on feedback received from service areas and any possible Order JO 7400 action.

MEETING 15-01

Paul Gallant, AJV-113, reviewed the issue. Paul stated that the Aeronautical Information Manual (AIM) Chapter 3 changes have been submitted and are scheduled for publication December 2015. Paul commented that the AIM guidance was expanded regarding the specifics of Class E airspace and associated extensions when an airport's traffic control tower closes. Work continues to be done on the revision and updating of airspace legal descriptions. Paul will follow up and process revised airspace descriptions as they are received from the Service Areas.

STATUS: OPEN

ACTION: Paul Gallant, AJV-113, to report on publication of revised AIM guidance.

ACTION: Paul Gallant, AJV-113, to report back on the work done to update airspace legal descriptions.

MEETING 15-02

Paul Gallant, AJV-113, reviewed the issue. Paul stated that the new AIM guidance was submitted regarding the specifics of Class airspace and associated extensions when an airport's air traffic control tower closes. Paul anticipates publication of the new AIM guidance for the 26 May 2016 edition of the AIM.

Paul stated that AIS identified a number of mismatches in the airspace legal descriptions and has provided a list to AJV-113 to aid in correcting the issue. To date, only 20% of the legal descriptions have been corrected. Those that remain have gone out to the services centers to be worked and will be published when received by his office.

STATUS: OPEN

ACTION: Paul Gallant, AJV-113, to report on publication of revised AIM guidance and progress in the update of the airspace legal descriptions.

MEETING 16-01

Valerie Watson, FAA/AJV-553 reviewed the issue. Paul Gallant, FAA/AJV-113, stated that the publication of revised AIM guidance regarding the specifics of the disposition of Class airspace and associated extensions when an airport's air traffic control tower closes is scheduled to appear in the 26 May 2016 edition.

Paul then stated that the list of AIS-identified airspace legal descriptions needing revision continues to be worked by his office and reported that approximately 65% of those descriptions have been corrected and republished. He will report back on continued progress at the next ACF.

STATUS: OPEN

ACTION: Paul Gallant, FAA/AJV-113, to report back on updating airspace legal descriptions at the next ACF.