

GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM 03-01

April 30-May 1, 2003

Recommendation Document

SUBJECT: Airway Intersections on VFR Chart Products

BACKGROUND/DISCUSSION: The Visual Chart Branch presently depicts airway intersections on the TACs and Sectionals. These serve IFR flights and are not required for VFR navigation.

Maintenance of these intersections not occurs through the monitoring of the National Flight Data Digest (NFDD). The maintenance of these intersections involves a substantial amount of time spent monitoring, compiling and depicting.

If these intersections are less important to safe navigation, eliminating them on Visual Charts would declutter the charts and make more important information easier to locate, in addition to the time savings.

RECOMMENDATION: If these intersections are not particularly useful as navigation features, we recommend no longer depicting them on the Visual Charts. This would result in a decluttering of charts and a substantial saving of maintenance time in then long run. Additionally, as the Visual Chart Branch moves closer to the production of automated products, deleting these intersections would represent one fewer database that would have to be maintained in the automation effort.

COMMENT: This recommendation affects Sectional and Terminal Area charts.

SUBMITTED BY: National Aeronautical Charting Office (NACO)

ORGANIZATION: FAA/AVN-513, Visual Chart Branch

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DATE: April 11, 2003

03-01 MEETING: Mr. John Moore presented this issue relating to inclusion of IFR information on visual charts. The recommendation is to remove the airway intersection information to reduce clutter and reduce maintenance costs. Ms. Heidi Williams stated that AOPA would like the intersections to stay on the charts and that ATC is using the intersections for egress and ingress for the ADIZ around Washington DC. **ACTION:** Mr. Dick Powell will issue a chart change proposal and report at the next ACF.

04-01 MEETING: Mr. John Moore, AVN-503, recommended the removal of the airway intersection information from the visual charts to reduce chart clutter. Ms. Heidi Williams, AOPA, stated that AOPA does not want the intersections removed. Air Traffic concurred with AOPAs position, sighting National Security issues. Consensus of the ACF is to close this issue.
CLOSED
