

**AERONAUTICAL CHARTING FORUM
Charting Group
Meeting 14-01 – April 29- May 1, 2014**

RECOMMENDATION DOCUMENT

FAA Control # ACF-CG RD 14-01-275

Subject: Charting speed limited areas on Instrument Approach Plates

Background/Discussion: After crossing the Catalina channel at 5,000', aircraft landing south at Santa Ana, California (KSNA) are usually vectored onto a right downwind for 19R at 3,000'. Most of the area on the downwind leg lies under an overhanging shelf of the LAX class B airspace, and therefore has a posted speed limit of 200 knots, but this relationship is not presented on the instrument approach plates. The result is that not a day passes without someone busting the speed limit and being reprimanded at by SoCal approach.

Recommendations: Since no one is going to break out the area chart or the LAX 10-1 plate to figure this out in advance, how about creating a graphic on the approach plate itself to show the area which lies under the B airspace with, perhaps, a reminder to slow to under 200 knots prior to reaching the area which lies under the B shelf?

Comments:

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Date: 3/30/2014

ACF 14-01:

Valerie Watson, AJV-3, briefed the issue on behalf of the submitter, Bennett Taber, Dreamline Aviation. Valerie stated that the recommendation relates to pilots exceeding the 200K speed limit below Class B airspace because the parameters of the Class B airspace is not depicted on approach charts. To demonstrate the concern to the group, Valerie showed an approach into Santa Ana, CA (SNA). The proponent contends that pilots are unaware when flying the approach that they are under a shelf of LAX Class B airspace and must reduce their speed below 200K. Mr. Taber suggests that the parameters of Class B airspace be graphically depicted on Instrument Approach Plates (IAPs) to insure that pilots do not exceed the speed restriction specified in 14 CFR Sec 91.117(c).

Gary Fiske, AJV-822, stated that currently ATC may assign an instruction, but the rule may require something else. He stated that the rule trumps ATC direction. Gary stated that this may soon become a non-issue due to an ongoing rulemaking action change to 14 CFR Sec 91.117(c) that will add the language "or as otherwise authorized by ATC". This revision will

permit ATC to assign speeds under Class B airspace higher than the specified 200K and pilots will not be in conflict when adhering to the ATC instruction.

Valerie questioned the group as to whether these areas should be shown on the approach charts. She stated that it was her understanding that pilots are expected to conduct the necessary pre-flight activities so that they are aware if they will be entering into Class airspace.

Ted Thompson, Jeppesen, stated that showing airspace on the charts would be cartographically impossible due to several issues including chart clutter and the fact that DPs and STARs are not drawn to scale. Rob Goodson, NGA, agreed that charting airspace on the IAPs would not be possible due to chart clutter.

Bob Lamond, NBAA, stated that part of the problem is that there are speeds on the charts that violate the rules. Ted stated that there seems to be a disconnect between PBN aircraft and the structure and regulation of non-PBN airspace. Valerie stated that charting cannot solve those issues.

Gary reiterated that, once the rule gets changed, this issue should no longer be a concern. Brad Rush, AJV-3, responded that the rule change is part of the answer, but that pilots need to be situationally aware of their location relative to the Class B airspace and behave accordingly.

Mike McGinnis, American Airlines, stated that if a pilot is looking at an approach chart, there is no awareness that he is under a Class B shelf. He suggested that rather than chart the parameters of the airspace, perhaps a note could be placed on the chart to make the pilot aware. Brad stated that the approach charts are not designed to warn pilots about airspace. There are 30 Class B areas in the country, they are all located in high profile metropolitan areas and pilots are not unaware of them. Ted and Valerie both stated that adding a note would cause too much chart clutter.

Brad asked Gary to contact SOCAL TRACON regarding their local situation and specifically the alleged high numbers of speed violations in the area.

At the end of the discussion, Valerie asked the group if there was support for the depiction of Class B airspace on the approach charts. There was general agreement that a charting solution is not the answer.

STATUS: OPEN

ACTION: Gary Fiske, AJV-822, will update the group on the status of the change to the Rule.

ACTION: Gary Fiske, AJV-822, will contact SOCAL TRACON regarding these issues and the discussion at the ACF and report back to the group.

MEETING 14-02

Gary Fiske, AJV-82, provided an update on discussion within ATC about assigning speeds contrary to that specified under Class B airspace and procedure issues with Southern California TRACON. Gary noted that most controllers are aware of the speed restrictions under Class B airspace and the feedback from the TRACON is that there was not a huge problem.

Gary briefed the group that the rulemaking action he was pursuing that would allow speeds “or as assigned by ATC” under Class B airspace did not receive support and the effort has been abandoned.

Rich Boll, NBAA, commented that speed limit issues for pilots are a problem throughout the NAS. Rich pointed out that the AIM states that the pilot will maintain the airspeed issued from last ATC order. This may explain why pilots maintain airspeeds into airspace below Class B. Rich add that in instances where a pilot chooses to slow down when entering airspace below Class B, the controller will often ask him why. Rich stated that there may need to be a better explanation in the AIM.

Bob Lamond, NBAA, suggested that there be a one-time re-education of both pilots and controllers. He committed to looking into some possible educational alternatives in coordination with Gary.

Valerie Watson, AJV-344, restated that, per previous ACF consensus, AeroNav Products will not chart Class B airspace boundaries on IAPs and since this issue does not involve a charting solution, the item would be closed. The group agreed.

STATUS: CLOSED