

AERONAUTICAL CHARTING FORUM
Charting Group
Meeting 16-01 – April 27 - 28, 2016

RECOMMENDATION DOCUMENT

FAA Control # ACF-CG RD 16-01-303

Subject: Terminal Area Charts (TAC) and Charting IFR Arrival/Departure Routes

Background/Discussion:

The FAA tasked the RTCA Tactical Operations Committee in November 2014 to provide recommendations related to Class B airspace design and designation. The working group's recommendations, provided in a document titled "Class B Airspace: Designation, Design and Evaluation," included a recommendation related to the charting of IFR arrival and departure routes to and from the primary and satellite airports. Below is that recommendation and supporting statement:

"Recommendation 13. Ensure all Class B Terminal Area Charts include information on IFR arrival/departure routes to/from the primary airport and explore possibility of extending to include secondary airports.

During the course of the group's deliberations, there was discussion of the possibility that some VFR flights outside of Class B could improve their avoidance of IFR arrival/departure routes if the pilots knew where these are located. Currently the Terminal Area Chart (TAC) for most Class B airspace areas also have a VFR flyway chart that includes these IFR routes. There is benefit for all Class B's as well as secondary airports to include this information."

A review of existing TACs revealed:

- There are 30 TACs.
- Ten TACs do not have a flyway chart.
- Six charts do not depict IFR arrival/departure routes to the primary airport on the TAC or the flyway chart.
- Several flyways do chart IFR arrival/departure routes to the satellite airports, e.g., LAX or ANC, while others do not, e.g., STL.

AJV-113's response to the Class B working group's charting recommendation was that they concurred; however, they provided the following statement regarding their authority:

"The FAA believes this recommendation has merit, but is technically outside the scope of the Class B rulemaking process. To address the issue, the OSGs and affected ATC facilities would need to work the content of Terminal Area Charts directly with Aeronautical Information Services (AIS)."

Recommendations:

AOPA presents the following recommendations to the ACF:

- A. The primary airport's IFR arrival/departure routes should be added to the TAC and/or flyway chart for the six TACs that do not currently have this information depicted.
- B. AIS should work with air traffic to ensure significant IFR arrival/departure routes to satellite airports in high-density airspace are charted on TACs.
- C. The FAA should review the ten TACs that currently do not have flyway charts to determine the feasibility and value of adding the supplementary flyway chart.

Comments:

The depiction of IFR arrival/departure routes enhances a VFR pilot's situational awareness for high-speed jet traffic and reduces the possibility of a mid-air collision or of a wake turbulence event. It is important this information be provided in high-density airspace. A full listing of TACs and flyways are attached.

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Date: March 14, 2016

MEETING 17-01

Meeting was cancelled.

MEETING 17-02

Rich Fecht, FAA/AJV-5223, reviewed the issue. Rick stated that the Visual Charting Team has been in touch with the various air traffic facilities regarding the addition of new VFR Flyway Charts and the six TACs that do not currently have IFR arrival/departure routes charted. As a result, a new VFR Flyway Planning Chart was added effective 25 May 2017 to the New Orleans Terminal Area Chart. Boston and Memphis are still taking the recommendation under consideration. The remaining six Centers declined.

As far as the addition of IFR Arrival/Departure Routes, five ATC Centers requested that the routes be added to their TACs. Two Centers, Denver and Memphis are still taking the recommendation under consideration. ([Details provided in Presentation, Slide #2](#)).

Rick suggested that future updates can be provided as a quick briefing and he moved for the item to be closed. The audience agreed.

STATUS: CLOSED

Class B Airspace	TAC Chart ID	Flyway Chart	IFR Arr/Dep Route Charted
Anchorage-Fairbanks	TANC	✓	✓
Atlanta	TATL	✓	✓
Baltimore-Washington	TWAS	✓	✓
Boston	TBOS	✗	✓
Charlotte	TCHA	✓	✓
Chicago	TCHI	✓	✓
Cincinnati	TCIN	✓	✓
Cleveland	TCLE	✗	✓
Dallas-Ft Worth	TDFW	✓	✓
Denver-Colorado Springs	TDEN	✓	✗
Detroit	TDET	✓	✗
Houston	THOU	✓	✓
Kansas City	TKC	✗	✓
Las Vegas	TLV	✓	✓
Los Angeles	TLA	✓	✓

Memphis	TMEM	✘	✘
Miami	TMIA	✓	✓
Minneapolis-St Paul	TMSP	✘	✓
New Orleans	TNO	✘	✘
New York	TNY	✘	✓
Philadelphia	TPHI	✘	✓
Phoenix	TPHX	✓	✓
Pittsburgh	TPIT	✘	✓
Puerto Rico-VI	LPR	✘	✘
St Louis	TSTL	✓	✓
Salt Lake City	TSLC	✓	✓
San Diego	TSD	✓	✓
San Francisco	TSF	✓	✓
Seattle	TSEA	✓	✘
Tampa-Orlando	TTAM	✓	✓

MEETING 16-01:

Rune Duke, AOPA, [briefed the issue](#). Rune stated that AOPA is recommending three things:

1. The primary airport's IFR arrival/departure routes should be added to the TAC and/or flyway chart for the six TACs that do not currently have this information depicted.
2. AIS should work with Air Traffic to ensure significant IFR arrival/departure routes to satellite airports in high-density airspace are charted on TACs.
3. The FAA should review the ten TACs that currently do not have flyway charts to determine the feasibility and value of adding the supplementary flyway chart.

Rune commented that the suggestion was in part from a recommendation made by the RTCA (Radio Technical Commission on Aeronautics) Technical Operations Committee.

Rick Fecht, FAA/AJV-5223, stated that he would discuss the recommendations with AJV-5 management and report back at next ACF.

STATUS: OPEN

ACTION: Rick Fecht, FAA/AJV-5223, will discuss the recommendations with AJV-5 management and report back at next ACF.

MEETING 16-02:

Rick Fecht, FAA/AJV-5223, reviewed the original request. Rick stated that the Visual Charting Team has been in touch with the Operations Support Groups (OSGs) to collect feedback from air traffic facilities regarding the six TACs that do not have IFR arrival/departure routes charted. Three air traffic facilities have provided responses: New Orleans, Tampa and Detroit. Detroit has requested the depiction of the routes on their TAC. The request requires additional work because the parameters of the chart will have to be extended to properly depict the IFR Arrival/Departure routes. The New Orleans TAC with the new routes is scheduled to be published November 10, 2016. The Tampa TAC with the new routes is scheduled to be published February 2, 2017. Work has begun on a new VFR Flyway Chart for New Orleans. Memphis has responded and is taking the recommendation under consideration.

Gary Fisk, FAA/AJV-82, asked if Rick had received any feedback from users regarding the addition of chart clutter. Rick stated that he had received no comments about chart clutter and does not anticipate any as the TACs and Flyways are relatively uncluttered charts and because the depiction of the routes does not take up a lot of additional space.

Ted Thompson, Jeppesen, asked for a clarification on what data is used to generate the routes on the VFR charts and if this could be done with data driven charting. Rick replied that VFR charts are not yet automated, however the routes are drawn using geographic coordinates.

Rune Duke, AOPA, expressed appreciation for the work being done and emphasized how having such routes will aid pilots with situational awareness.

STATUS: OPEN

ACTION: Rick Fecht, FAA/AJV-5223, will report on progress made on the charting of IFR Arrival/Departure Routes on VFR Terminal Charts and the possible addition of new VFR Flyway Charts.