

# AERONAUTICAL CHARTING FORUM

## Charting Group

Meeting 19-01 – April 23-25, 2019

### RECOMMENDATION DOCUMENT

FAA Control # ACF-CG-RD 19-01-329

**Subject:** Depiction of Class B Airspace on Instrument Approach Procedures (IAPs) and Charted Visual Flight Procedures (CVFPs) Proposal.

#### **Background/Discussion:**

The AJI-15, Safety Services Group, Safety Collaboration Team (SCT) identified risks derived from the 7110.65 CLASS B procedures applicable to approaching/departing traffic in CLASS B airspace. The SCT May 31, 2018, Safety Risk Management Report Addendum, "Safety Assessment for Class B Airspace Excursion" analysis focused on Air Traffic Control ensuring Pilot situational awareness for exiting/entering CLASS B airspace, and recommended the FAA's Aeronautical Charting Forum investigate Class B airspace depiction for Instrument Approach Procedures (IAPs) and Charted Visual Flight Procedures (CVFPs).

Note: The SCT analysis and two Corrective Action Requests (CARs) involving CLASS B airspace can be made available for consideration.

#### **Recommendation(s):**

Based on the SCT May 31, 2018 Report and ATSAP CARs 2010-030/2016-006, the AJI-151, Services Support Team proposes depicting CLASS B sector boundaries with surface/ceiling altitudes in the FAA's Instrument Approach Procedures (IAPs) and Charted Visual Flight Procedures (CVFPs) for increased Pilot situational awareness applicable to altitude and speed restrictions, and vectoring communication requirements commensurate with published procedures.

Note: The IFP and CVFP attached examples depict CLASS B airspace for your consideration.

#### **Comment(s):**

This recommendation was previously explored, and recorded in the [ACF-CG RD 14-01-275](#) Recommendation Document as CLOSED.

**Submitted by:** Steven Serur, Manager, AJI-151, ATC Safety Services  
**Organization:** ATO/AJI-15  
**Phone:** 202-267-7103  
**E-mail:** [Steven.serur@faa.gov](mailto:Steven.serur@faa.gov)  
**Date:** November 28, 2018

## MEETING 19-01

Valerie Watson, FAA/AJV-A250, introduced the issue of depiction of Class airspace on pre-composed Instrument Approach Procedure (IAP) charts and Charted Visual Flight Procedures (CVFP) by reminding the audience that this topic had been [proposed previously in the ACM](#) arena and closed without support. She stated that because this issue had resurfaced as a recommendation from a Safety Risk Management panel, she would like the audience to re-examine the idea and provide input.

Jose Colon, FAA/AJI-151, and Charlotte Boyd, contact support for FAA/AJI-314, [presented the new recommendation](#). Charlotte explained that ATO Safety identified a risk involving Class B airspace excursions and recommended investigation of the depiction of Class B airspace (sector boundaries, surface & ceiling altitudes) on IAP charts and CVFPs to provide situational awareness. Jose presented a number of prototype charts with Class B airspace depicted.

Michael Stromberg, UPS, asked if the safety panel had considered application of Class B Airspace on Departure Procedures (DPs) and Standard Terminal Arrival (STAR) charts. Valerie reminded the audience that because these procedures cover such large geographic areas and because currently the FAA is limited by page size, FAA-produced DPs and STARs are not currently depicted to scale, making depiction of airspace boundaries on those charts impossible.

Mike then suggested that technology will likely eliminate the need for a paper solution. On a digital chart, a pilot can turn layers of information on and off as needed. Valerie explained that digital solutions exist today. Jeppesen supports the capacity for digital overlay of Class airspace onto cockpit display of these procedures and ForeFlight has developed this capacity for overlay of FAA-produced charts.

Rich Boll, NBAA, stated that he understands and has experienced the issues the Safety Panel is attempting to solve, however he believes that airspace depiction on IAPs or CVFPs goes beyond the intended purpose of those charts. Additionally, he believes it would add too much chart clutter and compromise the depiction of the procedure itself. He also stated that the airspace excursions are typically happening outside the area covered by an IAP. He emphasized that it is incumbent upon the pilot to ensure that they have the right charts and information during preflight. He believes that there are other more appropriate places to get this data than on an IAP or CVFP chart and that this is primarily a pilot training issue.

Rune Duke, AOPA, stated that when AOPA assessed this proposal, they concluded that adding Class B airspace to the IAPs and CVFPs would result in too much clutter and would compromise the integrity of the chart. He stated that pilots would prefer to use electronic depictions for this information.

At the end of the discussion, Valerie asked the group if there was support for the depiction of Class B airspace on pre-composed IAP and CVFP charts. There was agreement that a charting solution is not the answer. The audience did express support for other electronic solutions.

**STATUS: CLOSED**