AERONAUTICAL CHARTING MEETING
Charting Group
Meeting 23-02 – October 24-26, 2023

RECOMMENDATION DOCUMENT

FAA Control #23-02-386

<u>**Subject:**</u>   Towered Airport; Non-Visibility Areas

<u>**Background/Discussion:**</u>

There are numerous airports with Movement Areas that are not visible to the Tower / Ground Controllers. My research into this indicates that the only place to find this Non-Visibility information is in Textual Format in the Chart Supplement. While the information is available, it is not likely to be known to the Pilot during surface operations because the Textual Format used is not conducive to increased Situational Awareness (SA) when it is most beneficial……during Taxi.

<u>**Recommendations:**</u>

I propose to have Non-Visibility Areas graphically depicted on the Airport Diagrams to increase the SA of Pilots as they taxi.

<u>**Benefits:**</u>
1) Would adoption of the recommendation prevent or reduce the likelihood of occurrence of accidents or incidents?

   Increased SA is a benefit to all Pilots and Controllers. Depending on the airport configuration and the location of the Non-Visibility Area, the Graphical Depiction of Non-Visibility Areas may reduce the Risk as Pilots transit these areas.

2) Would adoption of the recommendation mitigate a known or potential safety hazard?

   Non-Visibility Areas are a "Known Hazard." Making them more easily identifiable to pilots will reduce the Risk associated with this "Known Hazard."

3) Would adoption of the recommendation resolve a known or potential issue creating operator or Air Traffic Control system errors?

While Controllers are familiar with Non-Visibility Areas from the Tower Cab, such awareness is lacking with many, perhaps most, pilots. Since all pilots are encouraged to utilize the Airport Diagram during Taxi Operations, the reduced awareness can be greatly mitigated with a graphic depiction of Non-Visibility Areas on the Airport Diagram.

4) Would adoption of the recommendation increase operational or system efficiencies?

Unknown

5) Would any additional benefits be recognized by adoption of the recommendation?

Unknown

Comments:

The FAA, as a regulating agency, has a responsibility to make continual improvements to airspace system operations. Not every recommendation is of such a magnitude as to equate to a "cure for cancer." This recommendation constitutes a minor improvement that WILL improve the SA of Pilots throughout the NAS, and it stands to reason that every Tower / Ground Controller will welcome this increased Pilot SA.

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MEETING 23-02

Jennifer Hendi, FAA/AJV-A250, reported that this new recommendation is on hold for now. This is a request from an FAA office to graphically depict ATC non-visibility areas on airport diagrams. However, several FAA offices are involved in handling this issue and there is already a process in place, so the FAA needs to do more internal investigation before bringing this issue to the ACM.

MEETING 24-02

Jennifer Hendi, FAA/AJV-A250, reported that this recommendation was on hold while the FAA looked at the current process for handling ATC non-visibility areas. After further internal discussion, it was determined that there is already a sufficient process in place. The submitter has since withdrawn this recommendation and the item is now closed.

STATUS: CLOSED