

AERONAUTICAL CHARTING MEETING

Charting Group

Meeting 25-01 – April 23-24, 2025

RECOMMENDATION DOCUMENT

FAA Control #25-01-400

Subject: Publish ATCAA boundary polygons

Background/Discussion:

Air Traffic Control Assigned Airspace (ATCAA) from the PCG are:

ATC ASSIGNED AIRSPACE– Airspace of defined vertical/lateral limits, assigned by ATC, for the purpose of providing air traffic segregation between the specified activities being conducted within the assigned airspace and other IFR air traffic.

From the FAA SUA website <https://sua.faa.gov/sua/siteFrame.app> , one can display the status of the ATCAA in US controlled airspace. One can also download the status including the name, altitudes, times of use information, but the polygon shapes of the airspace is not provided, so the information can't be used by flight planning software to know where and when the status applies. Obviously, the shapes of the ATCAA are known to ERAM and to the SUA site, in order for them to be displayed to a pilot or a controller. However, they are not provided in any downloadable form that can be used by flight planning software.

From FAA Order 7400.2P Procedures for Handling Airspace Matters, Section 3. SUA Proposals, 21-3-3. PROPOSAL CONTENT:

SUA proposal packages must contain the following information, as applicable:

a. Proponent's Transmittal Letter. Summarize the proposal and provide a point of contact for further information. Military proposals must include a military representative indorsement.

b. Area Description. Using the guidelines in Section 1 and Section 2 of this chapter, describe the proposed area as follows:

1. Title. State type of area (restricted area, warning area, etc.). For MOA proposals, include proposed name of the MOA.
2. Boundaries. A description of the proposed SUA boundary and any subdivisions (see paragraph 21-2-2).

NOTE–

All geographic coordinates must be based on North American Datum 83 (NAD 83) (see paragraph 21-1-16).

3. Altitudes. State the floor and ceiling of the proposed SUA (see paragraph 21-2-3).
4. Time of designation/Times of use. State the time of designation/times of use to be published for the area(s) as determined in paragraph 21-2-4. Include an estimate of the expected SUA usage in number of hours per day and days per year. In cases where the

unit plans to use the airspace during different blocks of time each day, but actual clock times may vary within the charted "time of designation/times of use," describe those planned operations to provide as accurate a picture as possible of the projected daily use of the airspace.

NOTE–

Time of designation/times of use of SUA must be the minimum required for containing the proposed activities (see paragraph 21–1–6).

5. Controlling agency. State the FAA or military ATC facility to be designated as the controlling agency for the proposed SUA.

NOTE–

A controlling agency is not designated for prohibited areas, alert areas, controlled firing areas, or national security areas

6. Using agency. State the organization to be designated as the using agency for the proposed SUA. Specify the military service, unit or organization, and location. For non–military using agencies, specify the organization name and location.

c. Airspace Statement of Need and Justification.

1. Describe the purpose and need for the proposed SUA. Sufficient justification must be provided to support approval of the proposal. Additionally, any known or anticipated aeronautical impact(s) on other airspace users must be considered and addressed in the proposal, including proposed mitigations, if any, to lessen the impact(s).

(a) For new SUA areas, explain why the requirement cannot be met by using existing SUA or by modifying an existing area. List SUA areas that were considered and explain why each area is not acceptable.

(b) For proposals to increase the dimensions or time of designation/times of use of an existing area, explain the need for the increase.

(c) Coordinate with the Service Center Environmental Specialist to ensure the Airspace Statement of Need and Justification is consistent with the Statement of Purpose and Need and alternatives in the applicable NEPA document.

2. State whether the SUA will be available for joint–use in accordance with paragraph 21–1–8. Provide justification for non–joint–use SUA.

d. Air Traffic Control Assigned Airspace (ATCAA). State whether an ATCAA will be requested to support the proposed SUA, including the ATCAA dimensions and times of use.

NOTE–

ATCAA information is requested in the proposal solely to assist the FAA in evaluating the overall aeronautical impact of the SUA proposal. Requests to establish an ATCAA are coordinated directly with the ATC facility having jurisdiction over the airspace and are handled separately from the SUA proposal process.

NOTE–

ATCAAs below FL 180, and ALTRVs) must not be used as a substitute for SUA when conducting activities for which a SUA is designed to contain. Since ATCAAs and ALTRVs are not depicted on aeronautical charts, they do not inform the flying public of the location of the activity as is provided by charted SUA. Additionally, ATCAAs and ALTRVs are not to be used as an interim solution while a SUA proposal is pending.

Recommendations:

Publish the polygon boundaries with the ATCAA names on an FAA website so they may be used by flight planning software to utilize the SUA website at <https://sua.faa.gov/sua/siteFrame.app> which includes the named ATCAA areas, the vertical altitude description and times of active use in a downloadable format that could be utilized by flight planning software systems. Although it would be nice to have these airspace names and boundaries listed in NASR data or downloadable from the FAA SUA website, a separate FAA website link in a csv format could satisfy the requirement in a similar manner that the uncharted and unpublished surface boundaries are currently obtained from ERAM for the purpose of filing “off airport” flight plans with the correct center.

Benefits:

- 1) Would adoption of the recommendation prevent or reduce the likelihood of occurrence of accidents or incidents?

Yes. As the ATCAA is not charted airspace, pilots can't plan around them during their active times and therefore may not carry sufficient fuel to route around them. Pilots may need to route around weather, but when planning their route, they don't have access to the knowledge of airspace restrictions.

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

Yes, EFB and flight planning software could indicate to the pilot or dispatcher that the airspace would be unavailable. Routes planned through ATCAA airspace must occur while enroute and creates additional workload for both the pilot and ATC to accommodate a reroute.

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

Yes, ATC has requested that flight planning consider to avoid routes that use ATCAA airspace during active times and altitudes. This is to avoid workload requiring a re-route around active ATCAA airspace. Pilots have reported issues with filed routes where the aircraft ends up being rerouted to avoid active ATCAA, causing unnecessary fuel and time being required and, in some cases, requiring a diversion to a different airport.

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

Yes. Reroutes are at best unnecessary workload, increase flight time, and unplanned fuel usage and in some instances will force landing at other than the destination to avoid fuel starvation.

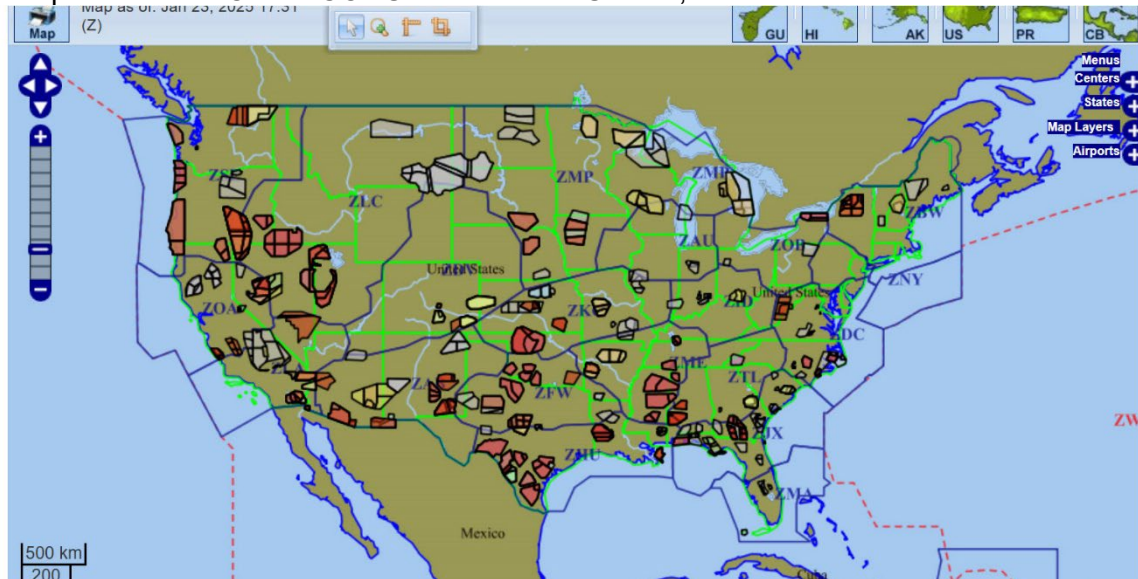
- 5) Would any additional benefits be recognized by adoption of the recommendation?

No.

Comments:

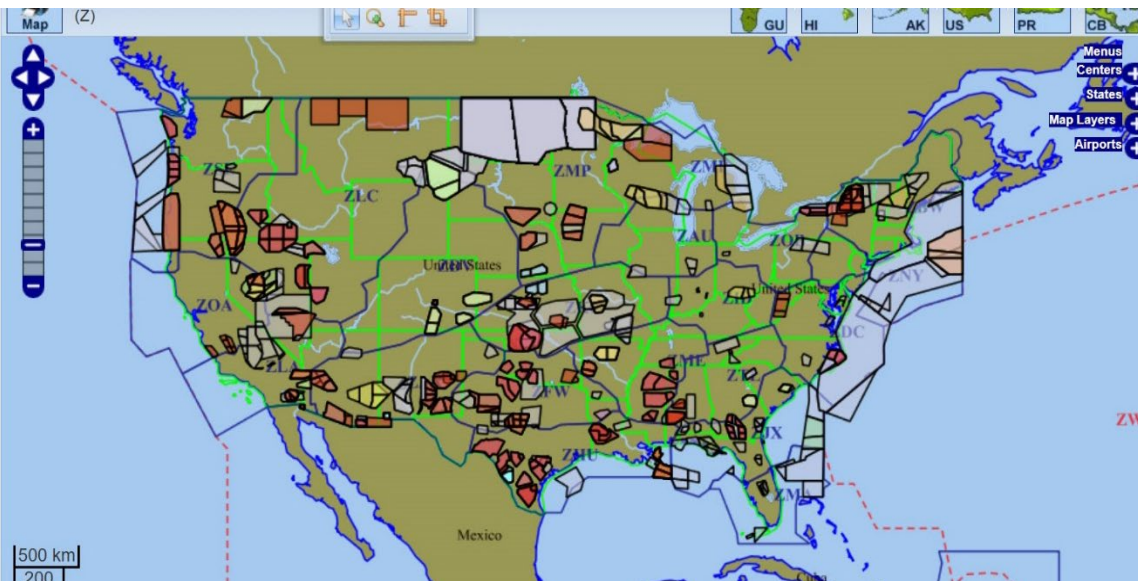
Not all MOA can be used to define the boundaries of ATCAA, some have different shapes than an MOA which tops at 18000. See the two snapshots below.

Snapshot of all MOA for CONUS from FAA SUA site, both scheduled and nonscheduled.



All MOA for CONUS

Snapshot of all ATCAA for CONUS from FAA SUA site, both scheduled and nonscheduled.



All ATCAA for CONUS

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Date: 3-3-2025

Please send completed form and any attachments to:
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