

AERONAUTICAL CHARTING MEETING
Charting Group
Meeting 26-01 – April 20-22, 2026

RECOMMENDATION DOCUMENT

FAA Control #26-01-410

Subject: Distribution of known areas of low-altitude VOR gaps in coverage.

Background/Discussion: The VOR MON program committed to near-to-seamless VOR coverage in CONUS (outside of WUSMA) at and above 5,000 ft AGL. Due to flight check exposing limitations of coverage and the program ending prematurely, gaps in coverage remain. The VOR MON program close out safety panel recommended: “Provide a mechanism(s) to inform ATC and/or the flying public of known gaps (static) and outage gaps (dynamic) in VOR MON coverage.” With each navaid having custom restrictions on coverage, an array of service volumes, and many VORs out of service, the resulting coverage is too complex to expect every pilot to determine areas that do not have VOR service coverage by themselves. In addition, commercial operators lacking a “remote continental” IFR authorization must conduct One-Hour Reliable Fix (1HRF) Operations, where they normally rely on VORs

Recommendations:

Consideration for the ACM:

1. Adding a new NFDC/NASR entry for areas of no VOR low altitude coverage during the 56-day chart cycle for Terminal Procedures Publication (TPP)
2. Depicting these areas of VOR service gaps on low-altitude IFR charts via shading

Benefits:

- 1) Would adoption of the recommendation prevent or reduce the likelihood of occurrence of accidents or incidents?
Yes, when GPS interference occurs, which is increasing in likelihood, having awareness of areas of no VOR coverage would help operators/pilots plan and mitigate GPS interference. Operators/pilots planning on using VORs will be able to see airspace where VOR navigation is not feasible.
- 2) Would adoption of the recommendation mitigate a known or potential safety hazard?
GPS jamming and spoofing has been established as a known, potential safety issue. Air Carriers flying through areas of eastern Europe have experienced GPS events. These types of attacks are becoming easier to implement and will likely become more common in the NAS.
- 3) Would adoption of the recommendation resolve a known or potential issue creating operator or Air Traffic Control system errors?

The proposed solution will provide enhanced situational awareness of VOR coverage.

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

The increased situational awareness of both air traffic and operators/pilot of VOR coverage challenged areas should help to resolve issues during a GPS event.

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

The health status of the VOR network will be clearly demonstrated by the size and count of the coverage gap areas.

Comments:

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Please send completed form and any attachments to:

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