

AERONAUTICAL CHARTING MEETING
Charting Group
Meeting 26-02 – September 21-23, 2026

RECOMMENDATION DOCUMENT

FAA Control # C_26-02-415

Subject: Correct misleading TAA geometries

Background/Discussion:

There are some TAAs in the NAS where the geometry is misleading. Figure 1 shows the FAA presentation of KBTW ILS 15's TAA. Looking carefully at the 5nm rings off the 8nm legs at YUNUD and WULEB, the chart shows the 5nm rings abut the localizer; however, they do not.

Figure 2 shows the actual geometry on a Garmin SmartChart.

BURLINGTON, VERMONT

AL-70 (FAA)

26022

LOC/DME I-BTV	APP CRS	Rwy Ldg	7820
110.3	146°	TDZE	326
Chan 40		Appt Elev	335

ILS or LOC RWY 15
PATRICK LEAHY BURLINGTON INTL (BTV)

RNP APCH - GPS. From WULEB or YANUD.

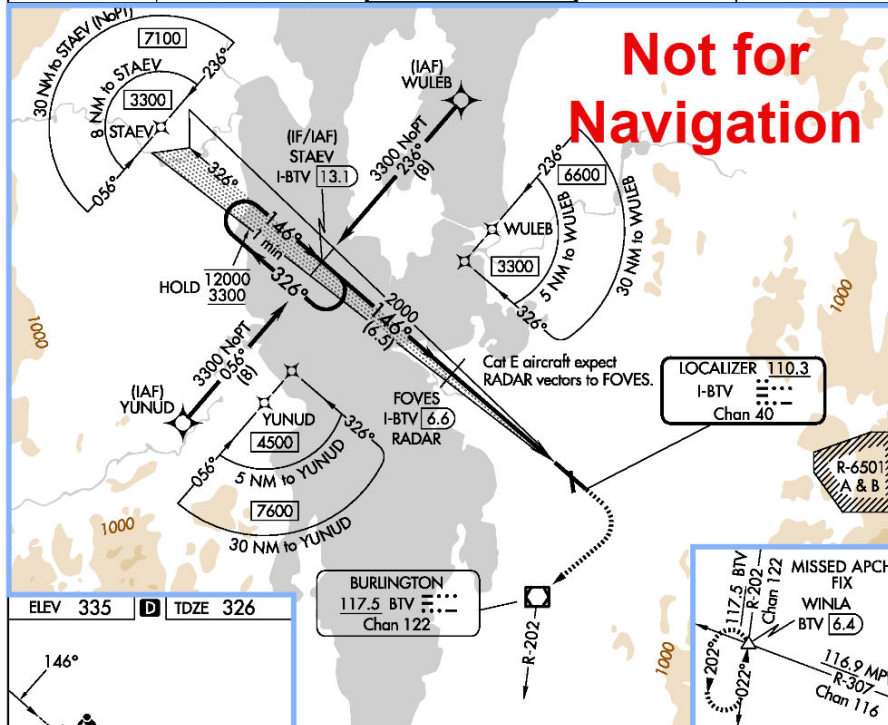
RADAR required for non-GPS equipped aircraft. RADAR required for Cat E aircraft.

Rwy 15 helicopter visibility reduction below RVR 4000 NA.
For inop ALS, increase S-LOC 15 all Cats visibility to RVR 5500.
Inop table does not apply to S-ILS 15.

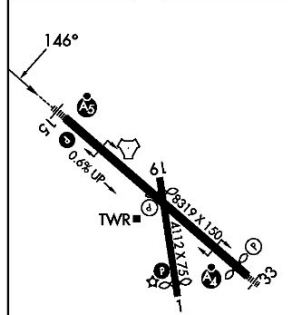
MALSR

MISSED APPROACH: Climb to 800 then
climbing right turn to 3600 direct BTV
VOR/DME and on BTV VOR/DME
R-202 to WINLA INT/BTV 6.4 DME and
hold, continue climb-in-hold to 3600.

ATIS	BURLINGTON APP CON *	BURLINGTON TOWER *	GND CON	UNICOM
123.8 269.9	121.1 278.8	118.3 (CTAF) 0 257.8	126.3 348.6	122.95



ELEV 335 TDZE 326



MIRL Rwy 1-19
HIRL Rwy 15-33

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

BURLINGTON, VERMONT
Amdt 27 22JAN26

44°28'N-73°09'W

PATRICK LEAHY BURLINGTON INTL (BTV)
ILS or LOC RWY 15

Figure 1. FAA TAA depiction.

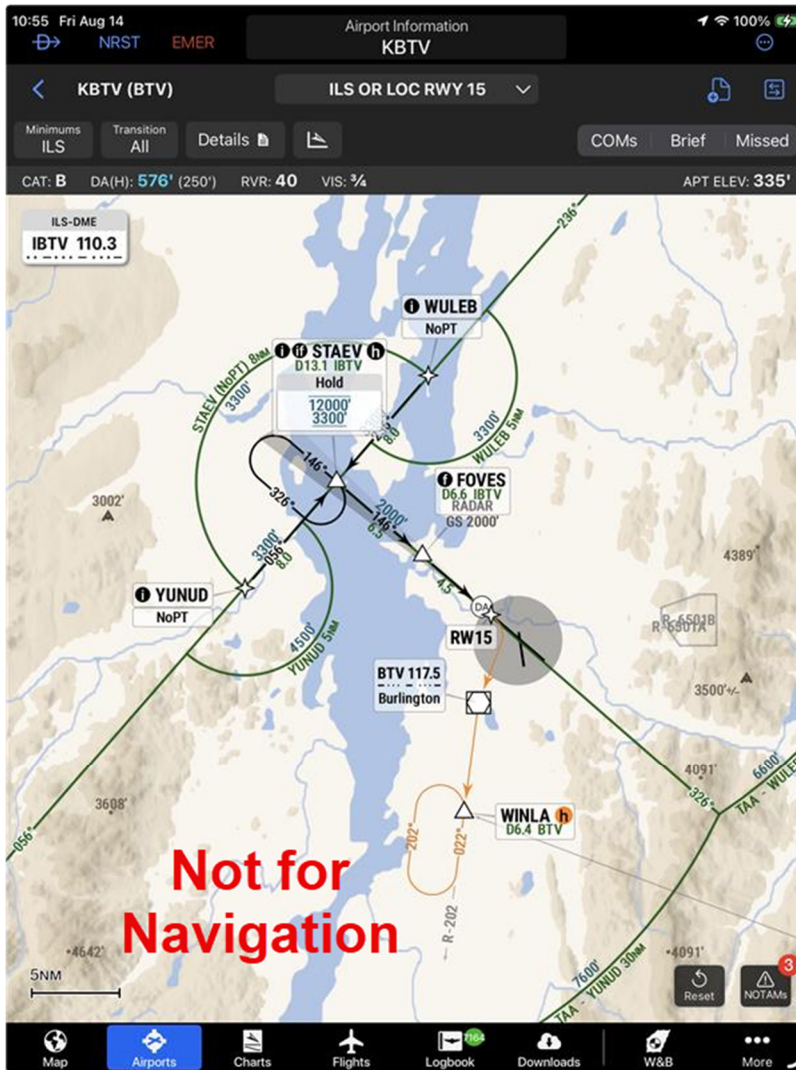


Figure 2. Garmin SmartChart TAA depiction.

DISCUSSION

Most pilots looking at the FAA chart likely don't realize the inconsistency. As a technical matter, if a pilot were to come inbound towards STADEV at 7,600' following the localizer from the southeast, if within 5nm of STADEV a descent to 4,500' would not comply with the TAA dimensions.

Recommendations:

Identify and fix these inconsistencies.

Benefits:

- 1) Would adoption of the recommendation prevent or reduce the likelihood of occurrence of accidents or incidents? **Yes, so no gaps in TAAs.**
- 2) Would adoption of the recommendation mitigate a known or potential safety hazard? **Yes, pilots may get confused by gaps.**
- 3) Would adoption of the recommendation resolve a known or potential issue creating operator or Air Traffic Control system errors? **Yes, though no one is likely aware there is an issue.**
- 4) Would the recommendation satisfy a requirement to comply with an Agency strategic or business plan? **Unknown.**
- 5) Would adoption of the recommendation increase operational or system efficiencies? **Yes, because a pilot today should reject a TAA clearance when the depiction of the TAA does not match the labelling of the TAA.**
- 6) Would any additional benefits be recognized by adoption of the recommendation? **Yes, to-scale charts can properly depict TAAs.**

Comments:

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Please send completed form and any attachments to:
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