

**GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING
FORUM 07-02 Charting Group**

October 24-25, 2007

RECOMMENDATION DOCUMENT

FAA Control # 07-02-201

Subject: Flight Training Areas, United States Air Force Academy

Background/Discussion:

Student flight training areas are depicted on aeronautical charts as Alert Areas if they meet the criteria in FAA Order 7400.2F, Procedures for Handling Airspace Matters or, if they do not meet that criteria, their locations may be identified generally with a boxed caution note. There are, however, certain flight training areas that do not meet the criteria for designation of Alert Areas but should be charted to provide a greater margin of safety.

There are several such flight training areas in the vicinity of Colorado Springs and Pueblo, Colorado used by the United States Air Force Academy and the Air Force's contracted Introductory Flight Screening Program at Pueblo (IFS Pueblo). Alert Areas A-639A and A-639B have been designated for this activity but the volume of activity no longer qualifies for Alert Area designation, and the locations of the existing areas are not suitable for the Air Force training operations. There is a high volume of nonparticipating air traffic that is funneled through these Air Force flight training areas due to the geographical features of the Colorado Front Range and the Colorado Springs Airport ILS corridors. The training aircraft are small and perform a variety of maneuvers making them difficult to see by other pilots. Caution notes would not depict the training area boundaries which should be charted to assist nonparticipating aircraft in avoiding these areas.

Recommendations:

1. Depict the boundaries of the Academy training areas on the reverse side of the Colorado Springs VFR Terminal Area Chart (requires the development of a VFR Flyway Planning Chart) as shown on the attached graphic, and on the Denver VFR Flyway Planning Chart where any training areas overlap onto that chart.

The charted areas should include days and times of use, altitudes, and communications frequencies for traffic advisories.

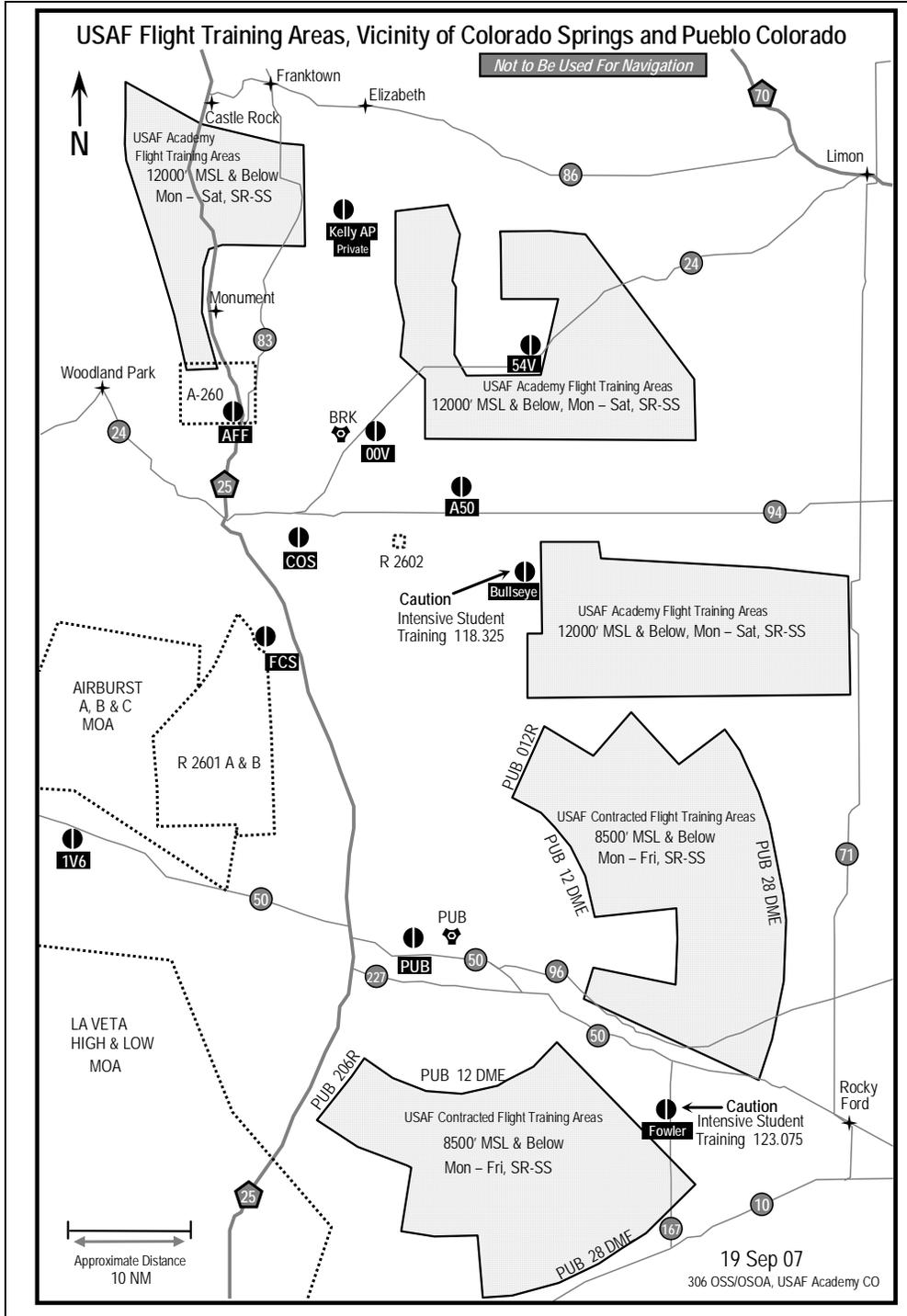
2. In addition to these recommended charting changes, the FAA should develop additional criteria in Order 7400.2F for case-by-case evaluation of similar student flight

training areas that do not meet the current criteria for Alert Area designation and recommendations for depiction on appropriate aeronautical charts.

Comments: This recommendation affects the Colorado Springs Terminal Area Chart by requiring development of a VFR Flyway Planning Chart; the Denver VFR Flyway Planning Chart, FAA Order 7400.2, and FAA Order 7210.3 This action would allow the existing Alert Areas A-639A and A-639B to be cancelled.

Submitted by: Pete Lehmann
Organization: AOPA
Phone: 301 695-2207
FAX:
E-mail: Peter.Lehmann@aopa.org
Date: 10-17-07

Dan Rund
Airspace Manager USAF Academy
719 333-4617



MEETING 07-02: Peter Lehman, AOPA, briefed this issue for JJ Greenway, AOPA/ASF. Mr. Daniel Rund, Airspace Manager, USAF Academy also participated in the presentation. Student Flight Training Areas are depicted on aeronautical charts as Alert Areas if they meet certain criteria in FAA Order 7400.2F. If they do not meet the criteria, their existence is indicated with a general caution note.

The nature of these USAFA Flight Training Areas is such that AOPA and the USAFA request their depiction on the Flyway side of the Denver/Colorado Springs VFR Terminal Area Chart (TAC). To do so they recommend the creation of a VFR Flyway Planning Chart for Colorado Springs to be printed next to the Denver Flyway chart on the reverse side of the TAC.

It was pointed out that the most desirable option would be to pursue establishment of these areas as Alert Areas. The reaction from the representative of the USAFA was that they would like to avoid the lengthy development process plus the fact that their areas change so frequently. Additionally, the criteria for the establishment of Alert Areas contains restrictions that would be difficult to meet in the Colorado Springs area. The FAA and NACO understand and appreciate the situation, but are uncomfortable with going outside established coordination and documentation processes for source information. Eric Secretan, NACO, remarked that it is a matter of maintaining the information and disseminating the data.

The group consensus is that these flight training areas should become Alert Areas. Doing so would also result in their being coded and available in electronic database and map displays.

John Moore will ask Mr. Paul Gallant, Airspace & Rules, for his view of the issue.

ACTION: AOPA will contact the Airspace & Rules Branch to pursue establishment of Alert Areas for certain high volume flight training areas.

ACTION: Mr. Paul Gallant will provide feedback on the issue at the next ACF.

MEETING 08-01: Mr. John Moore, FAA/NACO recapped the issue. Mr. Paul Gallant, FAA Airspace & Rules, asked why don't they want to utilize Alert Areas. Pete Lehman, AOPA, responded that the numbers fell just short for Alert Area criteria in FAA Order 7400.2F. Another question was asked, why don't they create MOAs? Dan Rund, USAF Academy Airspace Manager, had worked to try to get MOAs but they were turned down. Mr. Gallant responded that the Military established the MOA program for intensive flight training areas. MOAs can be used for non-hazardous activity such as flight training. However, Alert Areas and MOAs were not wanted by the USAFA. They wanted non-regulatory training areas on the Flyway chart and corridors primarily because they would prefer to avoid the lengthy development process plus the fact that their areas change so frequently. Their operations don't meet special use activity criteria. The FAA and NACO understand and appreciate the situation, but are uncomfortable with going outside established processes to make an exception to normal charting practices and policies. The ACF consensus was that these USAF flight training areas should become official Alert Areas. Doing so would also result in their being coded and available in electronic database and map displays.

George Sempeles, FAA/NFDC, commented that there is currently a note on the chart and special graphic in A/FD. Paul Gallant reported that his office had not been contacted to provide numbers, etc. Valerie Watson, FAA/NACO commented that Chart Specs do not allow for what the USAFA wants to do on the Flyway Chart. AOPA still supports the concept. AOPA's primary goal is to provide its members with information.

ACTION: Mr. Dan Rund to contact the Air Force Representative at the Western Service Center to discuss the requirements. Mr. Paul Gallant and Ken McElroy for additional information and background.

ACTION: Mr. Pete Lehmann will take action to coordinate with Dan Rund and Air Traffic.

MEETING 08-02: Mr. John Moore, FAA/NACO, recapped the issue. He reported that Mr. Dan Rund, Air Force Academy, contacted NACO via e-mail requesting to drop the issue. However, he left the issue for AOPA to pursue if they wanted. Mr. Pete Lehmann, AOPA reported that his organization's members want these training areas charted on the flyway side of VFR TACs. This would serve informational purposes for pilots, similar to charted IFR Arrival Routes. Information on arrival routes come from FAA Cartographic Standards and originate from the region or facility. Mr. John Moore, FAA/NACO, explained that when using boundaries they must be legally defined.

Ms. Valerie Watson, FAA/NACO, commented that Alert Areas were specifically created for the purpose of flight training and that, if through coordination with Airspace & Rules, the Alert Area criteria could be waived or made exception to, these areas might fit into that category. She also reiterated that NACO currently identifies these types of areas with boxed notes for pilot awareness.

ACTION: Mr. Pete Lehmann will contact George Sempeles and will report back at the next ACF.

MEETING 09-01: Mr. John Moore, FAA/NACO, recapped the issue. He reported that Mr. Dan Rund, U.S. Air Force Academy, contacted NACO via e-mail requesting to withdraw the issue; however, he left the issue for AOPA to pursue if they so desired. Mr. Hal Becker, AOPA, taking over from Mr. Pete Lehmann (formerly representing AOPA), reported that AOPA's members still want these training areas charted on the flyway side of VFR TACs. No additional information was available.

ACTION: Mr. Hal Becker will gather additional data and report back at the next ACF.

MEETING 09-02: Hal Becker, AOPA, asked to close the issue since the US Air Force Academy changed their training program. The recommendation is moot at this point.

CLOSED