



# Federal Aviation Administration

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## Memorandum

Date: JAN 26 2012  
To: Tony Mello, Acting Director of Terminal Operations Support, AJT-2  
From: [REDACTED] John Warner, Manager, Operations Support Group, AJV-W2  
Prepared by: Francie Hope, Operations Support Specialist, AJV-W2  
Subject: Class B Airspace Biennial Review and Annual Chart Review

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The Western Service Area (WSA), Operations Support Group (OSG), has completed an annual review of Visual Flight Rules (VFR) Flyway Planning Charts and biennial evaluations of Class B airspace in accordance with FAA JO 7210.3 and 7400.2. Based on facility requests from these reviews, OSG has submitted chart changes for upcoming VFR chart publications and continues to work with facilities on airspace and chart modifications. OSG will work with WSA Quality Control Group to track these reviews, ensuring their completion in a timely manner.

OSG identified and developed a list of eight WSA VFR Flyway Planning Charts, two VFR Helicopter Route Charts, a number of Terminal Area VFR Routes, and many VFR Waypoints.

In addition, OSG reviewed nine Class B airspace areas by creating Performance Data Analysis and Reporting System (PDARS) Extended Runway Centerline files. We submitted these files with our comments for consideration, and a Class B review checklist to each Terminal District to assist in their review and advise OSG of any airspace or chart modifications needed.

Following are results of the reviews:

All facilities determined their VFR Flyway Charts are of use.

**Seattle:** Class B airspace has been modified effective December 15<sup>th</sup>, 2011, keeping more aircraft inside its boundaries while adding approximately 200 square miles for General Aviation aircraft to maneuver and remain outside Class B airspace. They have two VFR Transition Routes and determined they are needed and require no changes.

**Salt Lake:** Airspace modification is in progress at this time to contain all Instrument Flight Rules (IFR) procedures and provide ample access to non-participating VFR aircraft to transit through the valley and allow access to satellite airports. The ceiling was raised from 10,000 feet Mean Sea Level (MSL) to 12,000 feet MSL to capture a significant amount of IFR activity above 10,000 feet MSL and to contain IFR procedures. Informal public meetings were held and the

Terminal Radar Approach Control (TRACON) has addressed comments from those meetings. In addition, a notice of proposed rulemaking docket was published in the Federal Register and comments are being addressed at this time. A number of changes have been submitted to AeroNav Services for the April 5, 2012, VFR Flyway Chart and other VFR charts based on recommendations from Aircraft Owners and Pilots Association (AOPA) and the ad hoc committee. These changes will eliminate clutter by decreasing the number of suggested VFR routes; add additional symbols to the chart; more clearly depict the location of paraglider and hang glider activity; denote altitudes, routing and frequencies to assist transient aircraft; and chart guidance for aircraft transitioning along I-80 between 10,500 feet MSL and 11,500 feet MSL. It was determined that no helicopter chart or VFR reporting point changes are necessary.

**Las Vegas:** Airspace modification is in progress at this time to contain IFR procedures, and the TRACON is addressing comments from the informal public meetings. Sixteen VFR waypoints associated with current VFR Checkpoints, and four additional VFR Checkpoints, have been requested in order to build VFR routes through the Class B airspace.

**Honolulu:** No VFR flyways, transition areas, charted helicopter routes, terminal area VFR routes or charted VFR waypoints were requested for this airspace. The facility requested information on the airspace modification process as there are two areas that may need modification and another area designated as Class B airspace. Detailed information was provided to the facility, and OSG will assist when requested.

**San Francisco:** Airspace modification is not required, VFR flyways are adequate, and no chart changes are needed.

**Los Angeles and San Diego:** Southern California TRACON is working with OSG on a comprehensive airspace study for all of the Class B, C, and D airspace areas in Southern California, particularly in the Los Angeles area, to assist in safely and efficiently modifying the current airspace structure. The TRACON will submit requests to modify Los Angeles and San Diego Class B airspace areas.

**Phoenix:** There are several VFR flyways and transition areas; none require change. The TRACON completed an annual review in September 2011. Due to revised Area Navigation (RNAV) routes, the IFR arrival routes depicted on VFR charts will be revised to reflect this change, as well as any other changes requested. OSG will submit chart changes for the next VFR chart publication to accomplish this. Charters VFR waypoints have been reviewed and their purpose and need have been revalidated.

**Denver:** The currently depicted flyway routes are current and require no modification. Their need was requested by user groups to Denver TRACON during the development of the Denver Class B airspace in 1993, and no further modification has been requested. All VFR waypoints on the Class B chart are current. The TRACON suggests a need to lower the floor of a 12,000/10,000 foot MSL floor to 9,000 feet MSL on the east side of the Class B to contain the downwind legs for Runways 25 and 26 at 9,000 feet MSL. OSG supplied the TRACON with information to modify their Class B airspace and will assist when requested.

Questions regarding this memo may be directed to Francie Hope, Operations Support Specialist, Western Service Center, at [REDACTED].