

MIDAIR

Joint Safety Implementation Team as Modified by JIMDAT

Implementation Plan for Safety Enhancement (SE) 159R2 Midair — Airspace Design

Statement of Work:

The purpose of this SE is to prevent midair collisions by improving the depiction of Class B airspace on visual flight rules (VFR) charts and reviewing the process for adequate and timely coordination of airspace design changes.

Lead Organization for Overall SE Completion (LOOSEC):

Federal Aviation Administration (FAA) Air Traffic Organization (ATO)

Safety Enhancement:

Safety Enhancement 159 Midair — Airspace Design

The purpose of this SE is to prevent midair collisions by improving the depiction of Class B airspace on visual flight rules (VFR) charts and reviewing the process for adequate and timely coordination of airspace design changes.

JIMDAT Score:

DIP Standalone Fatality Risk Reduction:

2020 - (0.27) 100% - (0.34)

Differential beyond original 46 SE Commercial Aviation Safety Team (CAST) plan:

2020 - (0.27) 100% - (0.34)

Total Resource Requirements:

\$1.5 Million

Includes administrative/legal costs, travel, and flight test.

(See the attached document.)



1.5m proj.doc

Completion Date: 2 years from CAST approval

Output 1:

To improve usability of VFR charts, regulators should improve the recognition of Class B airspace boundaries in relation to published VFR routes and ground reference points, and determine if Class B airspace can be simplified by eliminating multiple angles and clutter.

Resources:

ATO, AeroNav Services (Lead Organization for Overall Output Coordination (LOOC)

Aircraft Owners and Pilots Association (AOPA)

\$1.5 Million

Includes administrative/legal costs, travel, and flight test.
(See the attached letter document.)

Timeline:

1. 6 months from CAST approval for Action 1
2. 12 months from CAST approval for Action 2
3. 24 months from CAST approval for Action 3

Actions:

1. *ATO will submit a Charting Recommendation to the Government-Industry Aeronautical Charting Forum recommending changes that will enhance the recognizability of Class B airspace and VFR Checkpoints and Transition Route Symbols. (Completed by AJR-32, October 2009.)*
2. *ATO will coordinate with AOPA to review existing charts, and identify issues and corrective actions regarding multiple angles and clutter.*
3. *If applicable, ATO will publish improved charts in accordance with the standard chart issuance schedule.*

Output 2:

ATO will review the existing process to ensure adequate and timely coordination of airspace design changes with all airspace users.

Resources:

FAA ATO/Air Traffic (LOOC)

\$30,000 for administrative and travel costs.

Timeline:

1. *12 months from CAST approval for Actions 1 and 2*
2. *18 months from CAST approval for Action 3*

Actions:

1. *ATO will coordinate with all three service areas' airspace branch managers.*
2. *ATO will review FAA Order 7400.2 to ensure adequate and timely coordination and notification of airspace design changes with all airspace users.*
3. *ATO will implement any modifications identified in Action 2.*