

**AERONAUTICAL CHARTING FORUM**  
**Charting Group**  
**Meeting 15-01 – April 28 - 30, 2015**

**RECOMMENDATION DOCUMENT**

**FAA Control # ACF-CG RD 15-01-290**

**Subject:** VFR charting of airport symbol – services availability

**Background/Discussion:**

The VFR chart symbol for an airport with services is a round symbol with “tick” marks

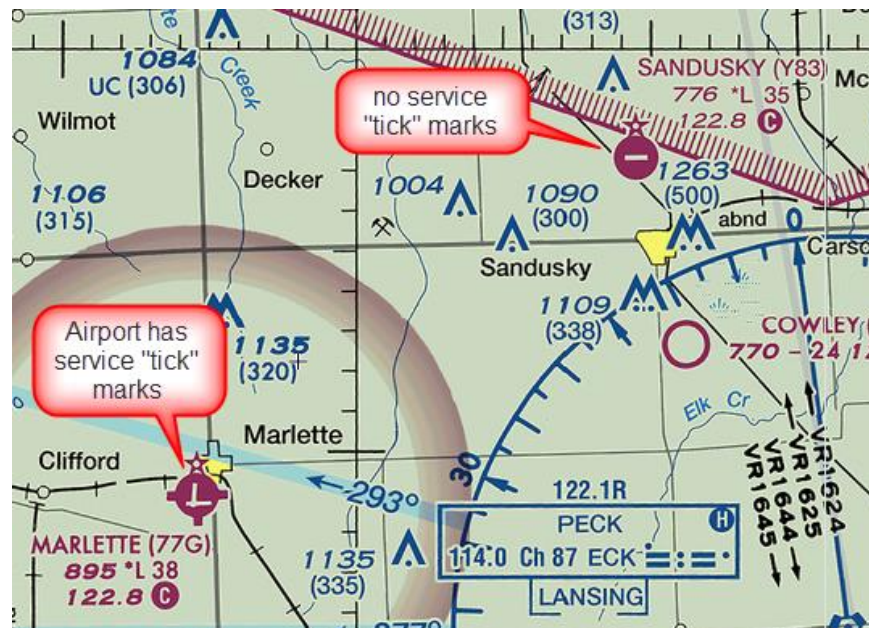
The Charting standard for this depiction is:

**23 September 2014 IACC 2 3-51**

**3.9.2.3 Airport Symbology and Criteria**

Airports shall be symbolized in accordance with **Appendix 5** and classified by the following criteria:

- Landplane or seaplane
- Civil, military or civil-military
- Services available – To qualify as an airport with “services available”, the minimum requirements are that fuel be readily available and the field tended at least during the normal working hours of each day. Normal working hours are Monday through Friday, from 10:00 AM to 4:00 PM. Military airports do not advertise services.



Many pilots believe that the tick marks indicate the airport has fuel. Over the past 20 years, many airports have gone to self-service fueling, eliminating the need for an “attendant” to be on duty to provide fuel services.

Several airports have contacted us, requesting the tick marks be placed on their airport symbol because they have fuel.

**Recommendations:**

Revise the charting criteria to:

Services available – To qualify as an airport with “services available”, the minimum requirement that fuel is readily available (self-service or via attendant) 24 hrs/day.

Eliminate the requirement for attendant hours.

**Comments:**

**Submitted by:** Randy L. Coller, Chief Airport Inspector

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**Date:** October 13, 2014

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**MEETING 15-01:**

Rich Fecht, AJV-5223, briefed the issue. Rick reviewed the Recommendation Document on behalf of the proponent who is requesting a revision of the definition of the charted VFR airport symbol that indicates services are available at a given airport. The current practice is to use tick marks around the airport symbol to indicate that fuel is available and the field attended Monday through Friday from 10h00 to 16h00, local time. Today, many airports have self-service fuel so there is no longer a need for an attendant to be present. The proponent recommends that the minimum requirement for services available should be changed to fuel is available (self-service or via attendant) 24 hours/day.

John Moore, Jeppesen, asked the pilots in the audience if General Aviation pilots go to the airport for services other than fuel that require someone to be in attendance at the airport. The response was yes, pilots go to airports for maintenance but that the item of key interest to them was whether an airport has fuel available.

A general consensus from the ACF attendees was that since fuel availability is the primary concern, the FAA should revise the criteria as per the recommendation. It was agreed that the proposed new requirement for showing the ticks should be that fuel is available Monday through Friday, 10 AM to 4 PM and that airport attendance no longer be a requirement.

Lynette Jamison, AJR-B11, stated that the proponent of this item should reach out to the state inspectors to let airports know how they can get fuel availability shown at their airport.

**STATUS: OPEN**

**ACTION:** Valerie Watson, AJV-553, to reach out to AOPA regarding the proposed change to the definition of airport symbols with tick marks on VFR charts.

**ACTION:** Rick Fecht, AJV-5223, to contact the proponent and recommend that he reach out to the state inspectors to let airports know how they can get fuel availability shown at their airport.

**ACTION:** Valerie Watson, AJV-553, and Rick Fecht, AJV-5223, to draft an IACC specification change regarding the proposed change to the definition of airport symbols with tick marks on VFR charts.

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**MEETING 15-02:**

Rich Fecht, AJV-5223, reviewed the topic. Rich stated that the IACC Requirement Document has been signed and is ready to implement. Visual Charting is parsing through the data to get a list of airports that meet the fuel availability requirements and will soon start updating the VFR charts. Rich anticipates that the updated airport fueling information to be reflected on all charts within about two years. This change will affect public airports only.

**STATUS: CLOSED**