

Airport Survey and Mapping Briefing

MEETING 18-01

Satya Gunduboina, FAA/AJV-5641, [presented a briefing](#) on a proposal to eliminate the airport sketch from Instrument Approach Procedures (IAPs) in the Terminal Procedures Publications (TPP) and from the Chart Supplement airport entries. Along with the sketch elimination, it was proposed that all hard-surfaced runway public-use airports with public-use Instrument Flight Rules (IFR) procedures would have a published airport diagram. The airport diagrams would be revised to include the airport features that are now included on the sketch, e.g. runway lighting. Satya stated that these changes would enable the FAA Airport Survey and Mapping Team to streamline production processes and generate efficiencies by maintaining fewer charting variations of airport information. It would also free up space on IAPs to allow for the possible future expansion of minimums or for better profile depictions.

In addition to the elimination of sketches for instrument airports from both the TPPs and the Chart Supplements (coinciding with the creation of a full sized airport diagram for each), this proposal suggests the removal of sketches from the Chart Supplements for VFR airports. This portion of the proposal will need to be vetted to general aviation users as these are the only graphic depictions of VFR airports that AJV-5 provides.

Dave Stamos, NGA, commented that the addition a large number of new airport diagrams will result in an increase in pages, cost and weight to the TPP. Dave then said, from a flight instructor perspective, removing the IAP sketch with its final approach track information will impact a pilot's situational awareness, particularly on circling approaches. He also said he would not like to lose the close-in obstacles that are portrayed in the sketch area. Dave emphasized that the airport sketch is a critical tool for pilots and should remain on the IAPs.

Rune Duke, AOPA, said this is the first time that he has heard about this proposal and asked that AOPA be given the opportunity to ask their membership for feedback. Jeff Lamphier, FAA/AJV-5640, responded that the purpose of this briefing is to engage the user community and to gain feedback on this proposal as they are working to develop their automation strategy and that he would welcome the feedback.

Jeff Gingras, Jeppesen, asked if the geo-databased files will be made available to the public. Jeff Lamphier replied, yes, the geo-databased files with the airport information will be made available. Scott Jerdan, FAA/AJV-533, pointed out that taxiways and ramps are not in National Airspace System Resource (NASR) database. Ted Thompson, Jeppesen, stated that there is a need for better coordination for the source and the dates for changes to airport information and that this coordination should be part of the new plan. Michael Barrett, FAA/AJV-5642, stated that they are in the process of making a baseline standard product where they will combine all the airport information products into one base file, geo-reference them, and put them into a database that will be publicly available. Jeff emphasized that the AJV-5 Airport Mapping Team is not the source for the data and that the files would be produced in the same way today's sketches and diagrams are produced utilizing source.

Valerie recapped the issue and said that the FAA would appreciate user feedback on the proposed airport sketch elimination from IAP charts and the elimination of VFR sketches from the Chart Supplements. She restated some of the benefits to removing the IAP sketch and added that Jeppesen does not include an airport sketch on their IAPs. She noted that Jeppesen users seem able to obtain sufficient situational awareness in utilizing the planview runway patterns and/or the separate airport depiction and suggested that though this may present a training issue for some users, she believes it not insurmountable. Lt. Col Turner, USAF, stated that he agrees with Dave Stamos' NGA position on the need to retain airport sketches on IAPs. Valerie asked them both to provide FAA feedback on what information they need the FAA to retain and why.

Attendees who want to provide additional feedback to the proposal may email their comments to Jeff Lamphier, Airport Survey and Mapping Team Manager, at jeffrey.lamphier@faa.gov