

Chart Supplement Back Matter Changes Resulting from NOTAM Task Force

MEETING 19-02

Jeff Lamphier, FAA/AJV-A240, [presented a briefing](#) on the FAA Airport Mapping Team's intent to assess the content found in the Chart Supplement back matter, i.e., Notices and Associated Data sections. Jeff briefed that this activity was proposed as part of the FAA's Aeronautical Information/Notices to Airmen (NOTAM) Modernization initiative. Portions of the initiative that impact the Chart Supplement are: 1. NOTAMs should only be published on the Federal NOTAM System (FNS); 2. Aeronautical Information should reside in an authoritative source and not be published by the agency in multiple venues. To further this initiative, Jeff's team is examining material published in the back matter of the Chart Supplement publications, categorizing it and assessing its adherence/non-adherence to the stated directives. They are also examining the overall purpose of the Chart Supplement and working to ensure the items published are within the scope of that purpose. Jeff stated that in the future, they will only be publishing sourced and verified information that is within the scope of the Chart Supplement. He stated that information published in another FAA product does not also need to be published in the Chart Supplement. Duplicative and unverified information will be targeted for removal. Jeff stated that the FAA would like to stand up a workgroup to help determine the categories of data that are within the scope of the Chart Supplement. He said the process of removal has already begun and a Charting Notice to announce the data being removed will be published on the [Aeronautical Information Services Charting Notices website](#).

Rick Mayhew, FAA/AJV-A311, asked if/how the Chart Supplement data can be made searchable. Jeff replied that currently, many items are submitted and published as print-ready graphics and are thus not text searchable. With the reformatting effort that is currently underway, they will be searchable in the future.

John Barry, FAA/AIR-6B1, stated that the Chart Supplement is a single source for pilots to go to for information and asked how the FAA will ensure that pilots have everything they need in the cockpit if a lot of that information is going to be removed. Jeff replied that the FAA Air Traffic Organization has directed that they identify the source for all data and ensure it is only being published in one location. Users will have to be informed where to find the information they need. Valerie Watson, FAA/AJV-A250, stressed that the FAA will need to look at every item in the Chart Supplement carefully before deleting it and that the workgroup can voice the need to retain specific items. She pointed out that many NAS elements are indeed published in/on numerous products and that in certain cases that is necessary to sufficiently serve users. There was general audience concern expressed about the potential loss of valuable information.

John Collins, ForeFlight, asked what the timeframe is for the revised product. Jeff replied that he expects Charting Notices to begin shortly and continue through June 2020. His team will then begin to rebuild the revised product.

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George Sempeles, FAA/AOV-110, suggested that some of the information being removed from the Chart Supplement could appear in US Aeronautical Information Publication (AIP) General Section.

Valerie asked if there is still time to prevent the deletion of information once a charting notice has been posted. Jeff responded that it is not too late as long as the submitter can show that the need is valid and a source for the information can be established. Derrick Savage, NGA, asked if the discussions regarding information to be removed will be open to others for comment. He would like to know what objections other users might be voicing.

Brian Murphy, FAA/AJV-A350, stated that users can subscribe to the Chart Notices website. He reassured the audience that there will be time to comment on the removal of information from the Chart Supplement.

Chart Supplement Workgroup			
Richard Boll	NBAA	316-655-8856	richjb2@rjb2.onmicrosoft.com
Heidi Williams	NBAA	202-783-9255	hwilliams@nbaa.org
Jeff Gingras	Delta Air Lines	404-714-1528	Jeffrey.gingras@delta.com
Jason Hewes	Garmin	913-440-6370	Jason.hewes@garmin.com
Doug Edsall	USAASA	703-806-4417	Douglas.m.edsall.civ@mail.mil
Rune Duke	AOPA	202-509-9515	Rune.Duke@aopa.org
Andrew Lewis	Garmin	913-440-5845	Andrew.lewis@garmin.com
Jeffery Lamphier – Chair	FAA/AJV-A24	202-267-4095	jeffrey.lamphier@faa.gov
Ryan Bonczewski	LS Technologies	703-972-6265	Ryan.Bonczewski@lstechllc.com