

Chart Supplement Update

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 Aeronautical Information should reside in an authoritative source and not be published by the agency in multiple venues.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.

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.

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MEETING 20-02

Jeff Lamphier, FAA/AJV-A240, provided a [briefing](#) on the Chart Supplement Modernization effort. Jeff started by reviewing the objectives of this initiative. The first objective is to ensure that aeronautical information resides in an authoritative source and is not published by the agency in multiple venues. The second objective is to align and format all Chart Supplement (CS) volumes to a refined scope and purpose. A working group was formed to recommend changes to the CS ([Slide 3](#)). Jeff briefed a number of alternate sources pilots can use for aeronautical information ([Slides 6-13](#)). Jeff stressed that the purpose of the Chart Supplement is for essential flight information in support of IFR/VFR Aeronautical Charting products. The group is grappling to define what “essential” means and who should have the oversight authority to determine what is essential for the CS.

Jeff then discussed a proposal for the future state of the CS. He pointed out that today much of the content in the back of the Supplements is unorganized and contains outdated information. His team is refining a clarification of the scope and purpose for the CS in order to ensure better stewardship of the information published. They propose to simplify the back matter from 25 sections to three sections: Notices, Communications, and Airport Diagrams. Jeff recognized the need for his team to be better

stewards of the aeronautical information to ensure currency. This will involve identifying where the information belongs and then ensuring the orders and process are in place to govern that information.

Dave Smith, Advanced Aircrew Academy, asked what the target date is for the completion of these changes. Jeff stated that the short-term goal is to reorganize the existing content. The long-term goal is to improve the stewardship of the aeronautical information. These changes will likely take years to accomplish.

Rich Boll, NBAA, asked if the working group is still meeting. Jeff said that the stakeholder working group meetings have ended. Rich then asked if there is a plan to communicate to pilots the revised locations for the information that will be removed from the CS. Jeff stated that his office is still looking into that and he will report back on those plans.

Bruce Williams, BruceAir, stated that most pilots have moved to an electronic format and asked how these changes could help to improve the electronic format. Jeff stated that one of the long-term goals is to pull all the data from electronic source with the hope that eventually the users will also have access to that source. Brian Murphy, FAA/AJV-350, stated that the Aeronautical Common Service through System Wide Information Management (SWIM) is also currently working on disseminating digital aeronautical data. These are all part of a larger effort regarding digital data.

Mike Webb, FAA/AFS-420, asked where UAS and Urban Air Mobility information can be found. Jeff stated that the UAS office continues to resolve how to disseminate that data. He said he would take an action to try to find an answer for Mike.

John Collins, ForeFlight, stated that he would like to be able to search the graphic data in the CS. Jeff said he understands that concern and that is still a long-term challenge that needs to be addressed.

MEETING 21-01

Jeff Lamphier, FAA/AJV-A240, provided a [briefing](#) on the Chart Supplement Modernization effort. He explained that as a result of the feedback received from the notifications sent to the ACM audience over the past several months, the Chart Supplement modernization plan has been adjusted and the effort has slowed to allow for more stakeholder engagement. A major change to the plan involves separating the feedback and requirements for the contiguous United States (CONUS) from that of the Alaska and Pacific publications. Formal Charting Notices will continue to be issued, but at a slower pace. Jeff briefed that in seeking greater stakeholder input, the formation of additional workgroups will be necessary. He said that though his team no longer reports to the NOTAM Task Force, they will continue to report to the ACM community.

Jeff then discussed accomplishments achieved. NOTAM content that conflicted with or was contained in published NOTAMs has been removed. The Preferred Routes section was cleaned up and automated.

Chart Bulletins were removed as a result of the 56-day VFR charting publication change. Q routes were removed as they are graphically published on the IFR Enroute charts. Some minor XML changes were made to allow more publication consistency across the Supplements.

Jeff reported that the Chart Supplement team is currently working on an internal software migration that will be completed this summer. Once complete, work will begin on other enhancements to the Supplements, such as the addition of XML tags. (Note: ACM Issue 21-01-358 was closed later in the proceedings of this meeting based on the promised update of the XML tag endeavor in Jeff’s subsequent briefings to this group.) The team is also working to relocate noise abatement remarks to a separate standardized location within each airport entry. Miscellaneous Activity Areas (MAAs) will be consolidated in a single location in the back of the Supplement. Jeff said his team is continuing to work on consolidating other categories of information so that they are easier to find and sort.

Jeff explained that there are different publication requirements for the Alaska, Pacific, and CONUS books based on the needs of the operators in those different areas. He said changes to the Alaska publication are part of the FAA Alaska Safety Initiative (FAASI). Separate Alaska and Pacific Chart Supplement stakeholder advisory workgroups will be formed to drive this initiative going forward. Jeff asked interested parties in the ACM audience to sign up to participate in the Alaska and/or Pacific stakeholder workgroups.

Jeff said that his team is currently working to document the current state of the Chart Supplements in the Interagency Air Committee (IAC) specifications. Once this is accomplished, future changes gathered from stakeholder input will be formally vetted using the standard IAC specification change process. Jeff said the original 2022 modernization deadline has become unrealistic and they now plan to keep working to continue to make progress, gather feedback, and brief at the ACM.

Michael Stromberg, UPS, asked whether Chart Supplement data could be downloaded in a format other than a PDF. He said if the data were in a text format it would be easier to download and search. Jeff said they are still in the process of transitioning from a paper product. The Airport/Facility Directory portion is pulled from the National Airspace System Resource (NASR) database and the Airport Diagrams are digital. Much of the information provided in the back of the publications, however, is submitted as print ready graphics, without other data. The long term goal is to have all data digital. In the meantime, his team is working to improve the metadata and add more XML tags, so that information can be searchable.

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MEETING 21-02

Jeff Lamphier, FAA/AJV-A240, provided an [update](#) on the Chart Supplement modernization effort. He explained that his team is currently working on separating the continental United States (CONUS) publication requirements from the Pacific and Alaska publication requirements. As part of that effort, his team held a Pacific Chart Supplement stakeholder meeting. The workgroup has provided a set of [recommendations](#) which have been posted to the ACM website. Jeff asked that interested parties review the recommendations and provide comments to 9-AWA-AJV-A2-Apt-MapTeam@faa.gov.

Jeff reported that the internal software migration is now complete. His team will continue stakeholder engagement and Charting Notices will be posted prior to the removal of any content. He said current work includes cleanup to fuel entries, the new SSV changes, Pavement Classification Rating (PCR) updates, and enhancements to the XML. [Slide 5](#) shows an example of the types of XML updates being worked. This is happening in two phases. In Phase 1, XML tags will be added to the continuation pages for airport entries. In Phase 2, XML tags will be added for all entries contained in the back portion of the Chart Supplements.

With regard to next steps, Jeff said that the Alaska Chart Supplement stakeholder advisory working group will begin in early December 2021 in coordination with the FAA Alaska Aviation Safety Initiative (FAASI). He also explained that his team is working on finalizing the documentation of the current state of the CONUS Chart Supplements in the Interagency Air Committee specification by 2022 and the Alaska and Pacific supplements by 2023. This will establish a baseline, allowing for a formal process for adding and removing content in the Chart Supplements in the future. Jeff said his team is also continuing to work with the service areas to find content owners of all published information contained in the Supplements. He said status updates will continue to be given at the ACM. Questions can be submitted to 9-AWA-AJV-A2-Apt-MapTeam@faa.gov.

MEETING 22-01

Jeffrey Lamphier, FAA/AJV-A240, [briefed](#) the audience on the progress of the Chart Supplement modernization effort. He reported that work is underway to document the current state of Continental United States (CONUS) Chart Supplements in the Interagency Air Committee (IAC) specifications. That work is expected to be completed by the end of 2022.

Jeffrey reported that the Alaska Chart Supplement stakeholder working group met in December 2021 and that the final report will be available in May 2022. He said the recommended revisions would be implemented incrementally.

Jeffrey also reported on the current work to enhance the XML. Phase 1 changes to add XML tags to the continuation pages for airport entries will be fully implemented in July 2022. Phase 2 changes to tag entries in the back matter portion of the Chart Supplement is in progress with an expected publication date of November 2022 (see [slide 4](#)).

Jeffrey said he will continue to brief the ACM on the progress of the Chart Supplement modernization effort.

MEETING 22-02

Alex Rushton, FAA/AJV-A241, [briefed](#) the audience on the progress of the Chart Supplement Modernization Initiative, including the XML Enhancement Project. He reported that the working group met in 2021 with stakeholders regarding requirements for the Pacific and Alaska Chart Supplements and has continued to meet in 2022 to consolidate the feedback. The working group came up with 70 recommendations to improve the Chart Supplements and they have organized them into four categories: revision, removal, addition, and reorganization. In May through September 2022, they established an internal working group to work through the proposed recommendations. As of this meeting, eight recommendations have been completed.

Alex then reported that Phase I of the XML enhancement project to add XML tags to the continuation pages for airport entries has been completed. In Phase II, the team will focus on tagging entries in the back matter portion of the Chart Supplement ([slide 3](#)). Valerie Watson, FAA/AJV-A250, pointed out that these XML enhancements will result in improved searchability that the ACM community has been requesting. Alex said they are working toward February 2023 for publication of these changes.

Alex then gave an overview of the project phases for the Chart Supplement modernization initiative ([slide 4](#)). [Slides 5-6](#) show the work that has been completed and a projected timeline for each phase.

Alongside this effort is the major update of the portion of the Interagency Air Committee (IAC) 8 specification that covers the back matter material of the supplements. Work is underway to document the current state of Continental United States (CONUS) Chart Supplements in IAC 8. Alex reported that the team hopes to complete the draft update and have it approved by the IAC in 2023. [Slides 7-9](#) show the phases, current progress, and projected timeline for completion for this multiyear project.

MEETING 23-01

Alex Rushton, FAA/AJV-A241, [briefed](#) the audience on the progress of the Chart Supplement Modernization Initiative. He first explained that the team is currently working on Phase 2 of the XML enhancement project, tagging entries for the back matter portion of the Chart Supplement.

Alex then summarized that the working group met in 2021 with stakeholders regarding requirements for the Pacific and Alaska Chart Supplements and continued to meet in 2022 to consolidate the feedback. The working group came up with 70 recommendations to improve the Chart Supplements. Since May 2022, they have established internal working groups to work through the proposed recommendations. Alex then gave an overview of the project phases for the Chart Supplement modernization initiative ([slide 6-9](#)). He said they are continuing to work through the proposed recommendations, working on reorganizing and defining the scope and purpose of the Chart Supplement, and beginning the work to define offices of responsibility for the data contained in the back portion of the Chart Supplement.

Another part of the Chart Supplement Modernization Initiative is the overhaul of Interagency Air Committee (IAC) specification 8. The plan is to capture the current structure of the Chart Supplement. [Slides 11-12](#) shows the proposed structure and timeline for the overhaul.

The team is also in the process of doing an Airports/Facilities Directory data point analysis ([slide 14](#)). The objective is to identify data handled by automation versus manual entry and to identify opportunities to improve automation. The results of the analysis will be used to expand and enhance current automation methods.

The new Chart Supplement Order (7000 series) is being drafted to establish the responsibilities and requirements for submission, revisions, or removals of Chart Supplement Publication Notices ([slide 15](#)).

See [slide 17](#) for a summary of proposed changes to the structure of the Chart Supplement. Alex requested audience feedback on the proposed structure shown on [slide 19](#). Please provide any feedback through the Airport Mapping Team email, 9-AWA-AJV-A2-Apt-MapTeam@faa.gov. The comment period will last for two weeks after the release of the ACM meeting minutes.

Rich Boll, NBAA, asked where the procedures and emergency procedures that are crossed out on [slide 19](#) will go. Alex said they will go into the Notices section. Rich cautioned to make sure contingency procedures are easy to find.

Jennifer Hendi, AJV-A250, thanked Alex for his presentation and reminded everyone to provide comments on the proposed reorganization.