

AOPA

**Standardizing Labeling of Parking Areas on
Airport Diagrams**

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Existing Interagency Air Committee (IAC) Charting Specifications – Airport Diagrams



Parking Areas

3.6.2.2.5.2 Closed Taxiways

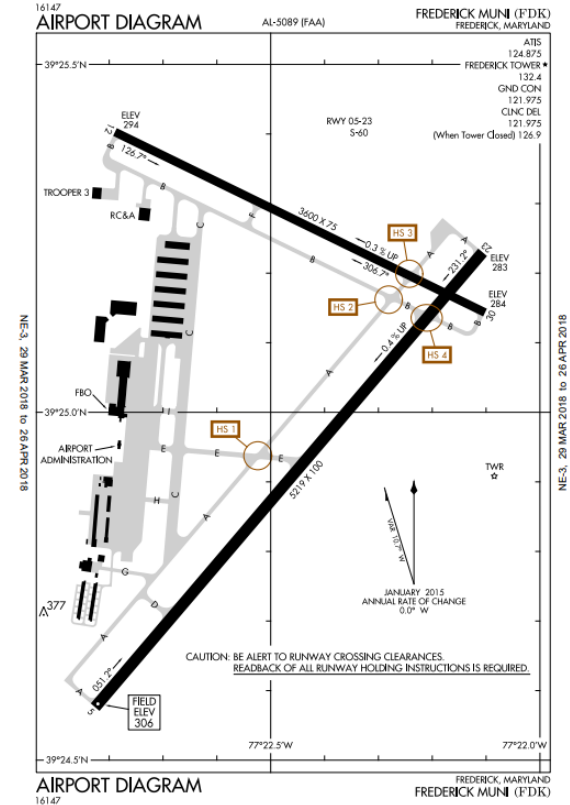
Permanently closed taxiways will be depicted in screen with X's to indicate closed pavement either along the entire extent of the pavement or as needed to define closed section(s). Taxiway designators normally associated with an active taxiway will not be shown.

3.6.2.2.6 Parking Areas

3.6.2.2.7 Holding Position Markings

ILS holding position lines with "ILS HOLD" label.

Non-typical locations of runway holding position markings when requested by appropriate authority. When space permits, markings will be depicted in the same orientation as they are on the ground. Markings may be depicted in conjunction with a Hot Spot established at the same location.



Lack of Standardization Frequent Complaint



Examples of General Aviation Parking Labels		
FBO	General Aviation	Ramp Office General Aviation Terminal
FBO Facilities Transient Parking	General Aviation Apron	Terminal/FBO
FBO General Aviation Ramp	General Aviation Parking	Tiedown
FBO Hangar	General Aviation Ramp	Tie-Down Apron
FBO Ramp	General Aviation Terminal	Transient Aircraft Parking
FBO/Transient Parking Overnight	General Aviation Terminal/FBO	Transient GA Parking/FBO
G.A. Apron	Itinerant Parking	Transient Parking
GA Apron	Main Apron	Transient Parking Short Term (Singles)
GA Parking	Parking and Tie-Down Apron	Transient Tiedowns
GA Terminal and Parking	Ramp	

Recommendations



To resolve the inconsistent use of parking terms and to clearly communicate the type of parking available to pilots, FAA charting should:

- Define in IAC specifications the common Airport Diagram parking area terms (defined in next slide).
- Update FAA Order JO 7910.4 to inform FAA authorized sources of these definitions.
- Update Chart Users Guide, TPP, Pilot/Controller Glossary (PCG), and other relevant guidance to inform pilots of these definitions.

Revised IAC 3.6.2.2.10.6

Parking areas and ramps; e.g., South, ANG, USN.



Individual parking areas, ramps, aprons, etc. should be labeled as defined by the source and in accordance with, to the extent practical, the following definitions (it is acceptable for a ramp to meet more than one definition and to be depicted using more than one label).

ALTERNATIVE ACCESS RAMP — A ramp area administered by the airport sponsor or a non-commercial entity where itinerant operators can park their aircraft.

FBO RAMP — A ramp area administered by the FBO or other commercial entity where operators can park their aircraft. No individual commercial names should appear on the government diagrams.

GENERAL AVIATION RAMP — A ramp area that defines an area of permanent parking for resident general aviation aircraft, i.e., tie-down area.

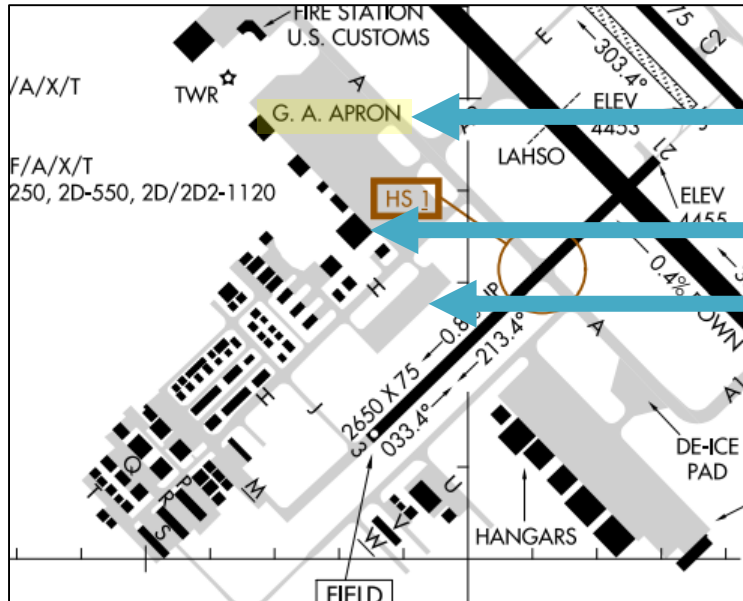
For purposes of this section, “apron” or “ramp” is a defined area on an airport or heliport intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking, or maintenance. With regard to seaplanes, a ramp is used for access to the apron from the water.

FAA Office of Airport Safety & Standards



- Met with Airport Safety and Standards, Airport Engineering Division
- Understand the issue, supportive of AOPA concept
- Would support updating ACs, etc. based on ACF outcome (i.e., following IAC update)
- Willing to inform airport sponsors on parking area definitions

BZN

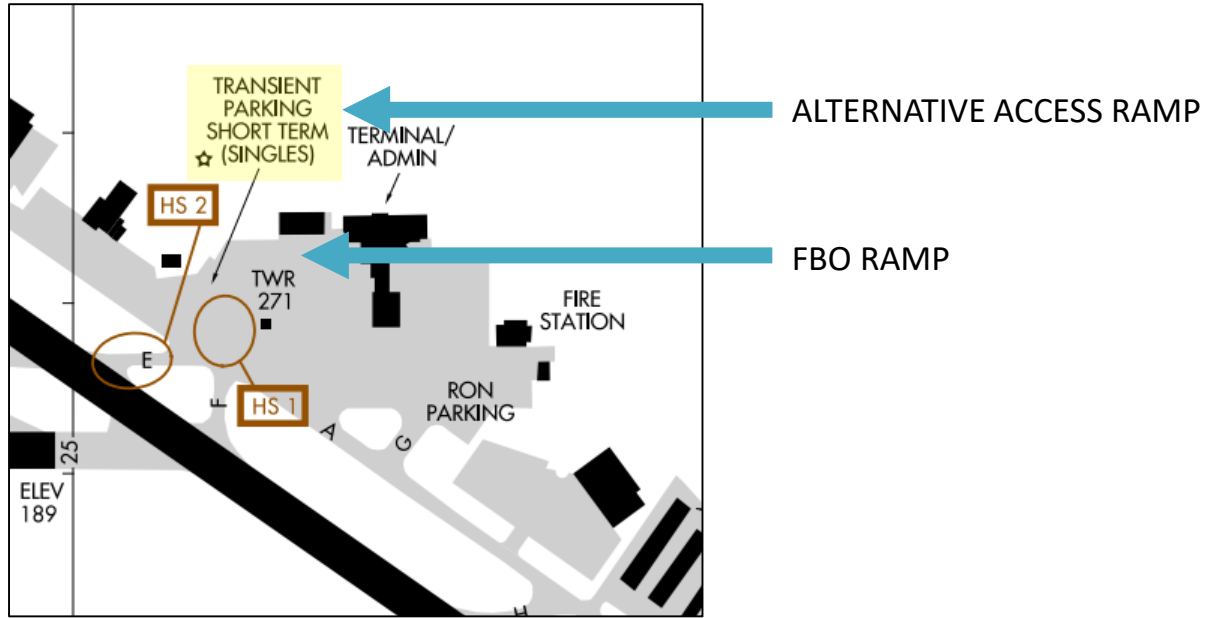


GENERAL AVIATION RAMP

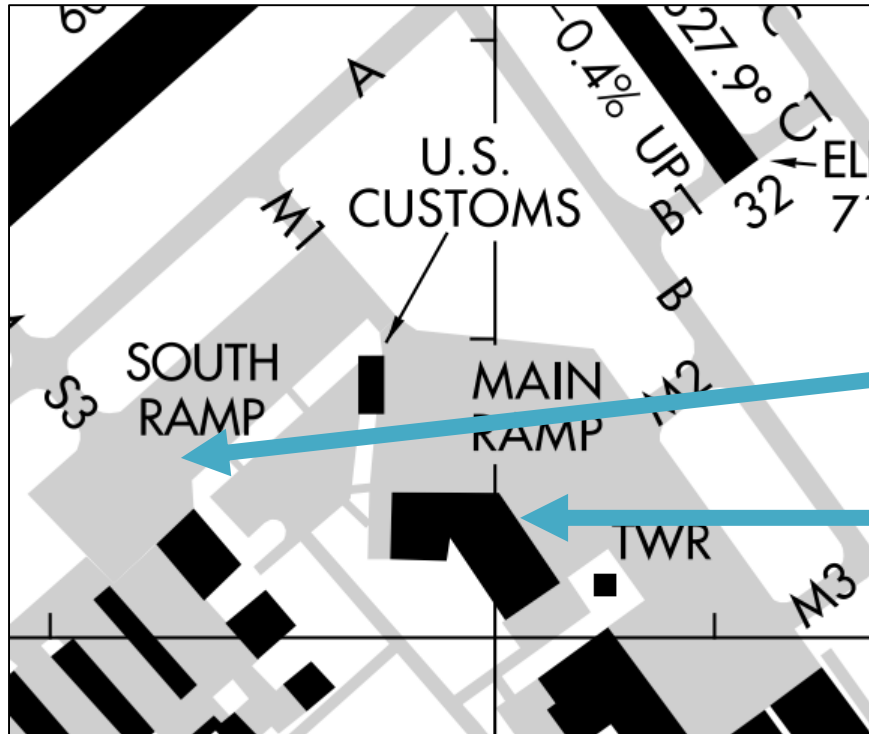
FBO RAMP

ALTERNATIVE ACCESS RAMP

SBP



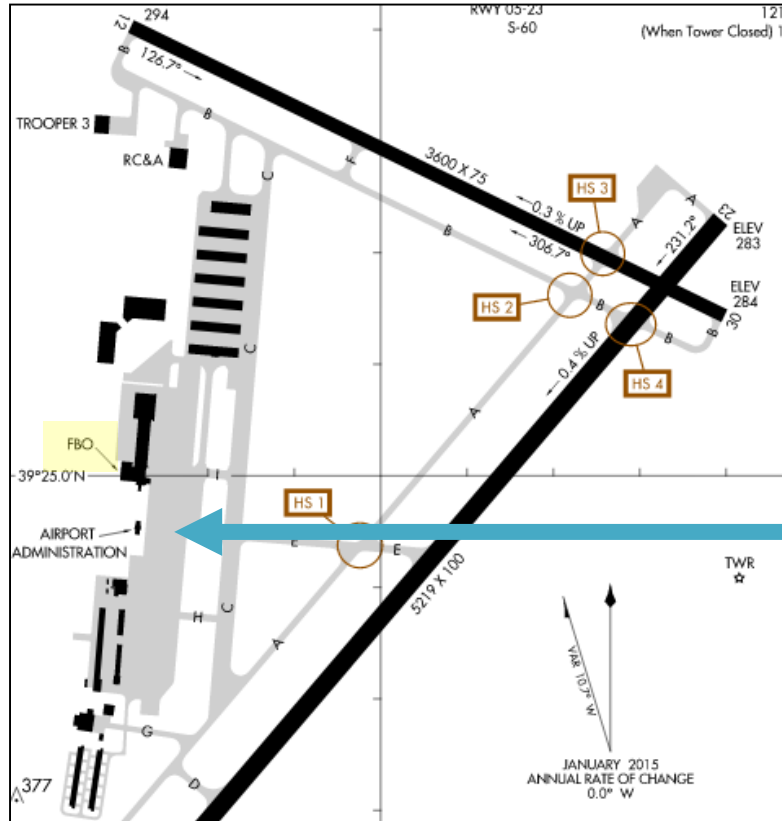
UGN



ALTERNATIVE ACCESS RAMP

FBO RAMP

FDK



ALTERNATIVE ACCESS RAMP

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Thank you!