

GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM 06-01

April 19 – 20, 2006

Recommendation Document

Subject: Voluntary designation of collection facilities for contaminated fuel, used oil, universal wastes, and hazardous materials on NACO Airport Diagrams.

Background/Discussion: The improper handling/disposal of fuel, oil, and other chemicals used to operate and service aircraft (collectively “chemicals”) can contaminate soil, surface water, and ground water, degrade air quality, and harm wildlife, as well as violate the law, and in the longer run, harm aviation generally. The disposal of chemicals by pilots is hampered by not knowing the location and availability of chemical collection sites and ignorance of the impact of improper HazMat disposal. Pilot awareness is further challenged by non-uniform communications from airport and environmental authorities concerning collection sites.

Recognizing the significant environmental consequences of improper disposal/handling of hazmat, this proposal seeks to advance environmental quality of airports and adjacent communities, create awareness and heightened visibility of petroleum disposal and recovery, highlight progressive airports’ collection programs and encourage other airports to do better. A memorandum in support of this Recommendation Document is available at < www.secureav.com/ACF.pdf >.

Consultation: This proposal has been informally vetted with various aviation professionals and organizations, including AOPA, EAA, and Jeppesen which support the proposal; and AAAE and the Santa Clara County California Airports office, which have no objection to the proposal.

Recommendations:

1. Include environmental collection sites in the approved list of “Source Data” permissible to be included in airport diagrams; and (optionally)
2. Approve one or more unique symbols to represent Collection Sites in airport diagrams.

Comments: This recommendation affects IACC Specification 4.

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MEETING 06-01: Mr. Michael Baum submitted this issue. Mr. Eric Secretan, NACG, briefed the ACF. The improper handling/disposal of fuel, oil, and other chemicals used to operate and service aircraft (collectively “chemicals”) can contaminate soil, surface water, and ground water, degrade air quality, and harm wildlife, as well as violate the law, and in the longer run, harm aviation generally. The disposal of chemicals by pilots is hampered by not knowing the location and availability of chemical collection sites and ignorance of the impact of improper HazMat disposal. Pilot awareness is further challenged by non-uniform communications from airport and environmental authorities concerning collection sites. Recognizing the significant environmental consequences of improper disposal/handling of hazmat, this proposal seeks to advance environmental quality of airports and adjacent communities, create awareness and heightened visibility of petroleum disposal and recovery, highlight progressive airports’ collection programs and encourage other airports to do better. Recommendations are to: 1. Include environmental collection sites in the approved list of “Source Data” permissible to be included in airport diagrams; and (optionally) 2. Approve one or more unique symbols to represent Collection Sites in airport diagrams. Mr. Secretan provided the group with the IACC Specifications and the ICAO Specifications that outline the primary intended use of airport diagrams. IACC 4 Specifications Chapter I, Section 1.1.1 reads: Airport Diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations and to provide information for updating computer-based navigation systems aboard aircraft, i.e., GPS, INS, etc. Airport Diagrams are not intended for use in approach and landing or departure operations. ICAO Annex 4 Chapter 14, Section 14.1, reads: This supplementary chart shall provide flight crews with detailed information to facilitate the ground movement of aircraft to and from the aircraft stands and the parking/docking of aircraft. Mr. Secretans briefing resulted in extensive discussion by the forum participants. Mr. Hal Becker, AOPA, recommended the information be added to the airport remarks portion of the A/FD. Acquiring the source and maintaining the data could be an issue. The initial consensus of the group is the intended use of airport diagram is to support ground movement of aircraft. The depiction of hazardous waste dumpsites is outside this intended use and scope. However, the issue will be forwarded to the Airport Safety Data Program Office, AAS-330, for a formal reply and Mr. Becker stated that AOPA would revisit their position. **ACTION:** AOPA and Cartographic Standards.

MEETING 06-02: Mr. John Moore, NACG, provided a brief summary of the issue. The initial consensus of the group is the intended use of airport diagram is to support ground movement of aircraft. The depiction of hazardous waste dumpsites is outside this intended use and scope. Mr. Hal Becker, AOPA, recommended the information be added to the airport remarks portion of the A/FD. The ACF participants agreed at the last meeting not to close the issue. The issue will be forwarded to Air Traffic, for a formal reply also Mr. Becker stated that AOPA would revisit their position. Ms. Pamela Coopwood, FAA Terminal Airspace Procedures, provided the official Air Traffic response stating that the depiction of hazardous material sites is not an air traffic function and therefore should not be part of the airport diagram. The dissemination of this type of information is the responsibility of airport management. Mr. Becker provided that AOPA response stating AOPA concurs with the air traffic position and the initial consensus of the ACF. Mr. Becker and Mr. Moore contacted NASAO for their opinion on the issue. NASAO non-concurred with the proposal stating The State and Federal Inspectors are currently over tasked trying to maintain critical safety of flight information. Transient pilots can obtain the information from the airport manager or local fixed-based-operator and based aircraft already have the information. Funding is also an issue. Mr. Becker suggested adding a general note to the A/FD advising the pilot to contact the airport manager for hazardous waste site information. Mr. Eric Secretan, NACG, responded that adding the note will not provide any additional information to

the pilot. Also, there is no source available for this information. Ms. Valerie Watson, Cartographic Standards contact the Airport Safety Data Program Office, AAS-330 for their position on the issue. Mr. Ben Castellano responded they have no vested interest in the issue. The group discussed the suggestion to add general guidance information to the AIM without adding a remark to the A/FD. Ms. Cooperwood commented that hazardous waste is not an FAA charting function. This is the responsibility of the local airport management. These sites can be moved at anytime therefore tracking the site positions will be impossible. Ms. Cooperwood recommended that the Mr. Baum forward the issue to the Environmental Protection Agency. The consensus of the ACF participants remains unchanged; the intended use of the airport diagram is to support ground movement of aircraft. Mr. Mark Ingram, ALPA, recommended the issue be closed. **CLOSED.**
