

**AERONAUTICAL CHARTING FORUM
Charting Group
Meeting 16-01 – April 27 - 28, 2016**

RECOMMENDATION DOCUMENT

FAA Control # ACF-CG RD 16-01- 306

Subject: Availability of Airport Ground Parking/Ramp Diagrams

Background/Discussion:

Currently the FAA publishes one airport diagram per airport. This does not include any information with relation to Parking positions/coordinates, detailed ramp layout information or taxi lanes etc

ICAO Annex 4 stipulates that this information should be provided by the relevant state authorities (See excerpt below)

14.6 Aerodrome data

This chart shall show in a similar manner all the information on the Aerodrome/Heliport Chart — ICAO relevant to the area depicted, including:

- a) apron elevation to the nearest metre or foot;

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Annex 4 — Aeronautical Charts

Chapter 14

- b) aprons with aircraft stands, bearing strengths or aircraft type restrictions, lighting, marking and other visual guidance and control aids, where applicable, including location and type of visual docking guidance systems;
- c) geographical coordinates in degrees, minutes, seconds and hundredths of seconds for aircraft stands;
- d) taxiways with designations, width to the nearest metre, bearing strength or aircraft type restrictions where applicable, lighting, markings (including runway-holding positions and, where established, intermediate holding positions), stop bars, and other visual guidance and control aids;
- e) where established, hot spot locations with additional information properly annotated;

Note.— Additional information regarding hot spots may be shown in tabular form on the face or verso of the chart.
- f) where established, standard routes for taxiing aircraft, with their designators;
- g) geographical coordinates in degrees, minutes, seconds and hundredths of seconds for appropriate taxiway centre line points;
- h) the boundaries of the air traffic control service;
- i) relevant communication facilities listed with their channels and, if applicable, logon address;
- j) obstacles to taxiing;
- k) aircraft servicing areas and buildings of operational significance;
- l) VOR checkpoint and radio frequency of the aid concerned;
- m) any part of the depicted movement area permanently unsuitable for aircraft, clearly identified as such.

In chapter 14 this information relates to an Aerodrome Ground Movement chart. It is also reproduced in Chapter 15 for Parking/Docking Charts.

As a Charts provider we provide this information to our customers. It is imperative that we provide accurate information that is up to date with the current ground layouts. We regard this as a safety issue.

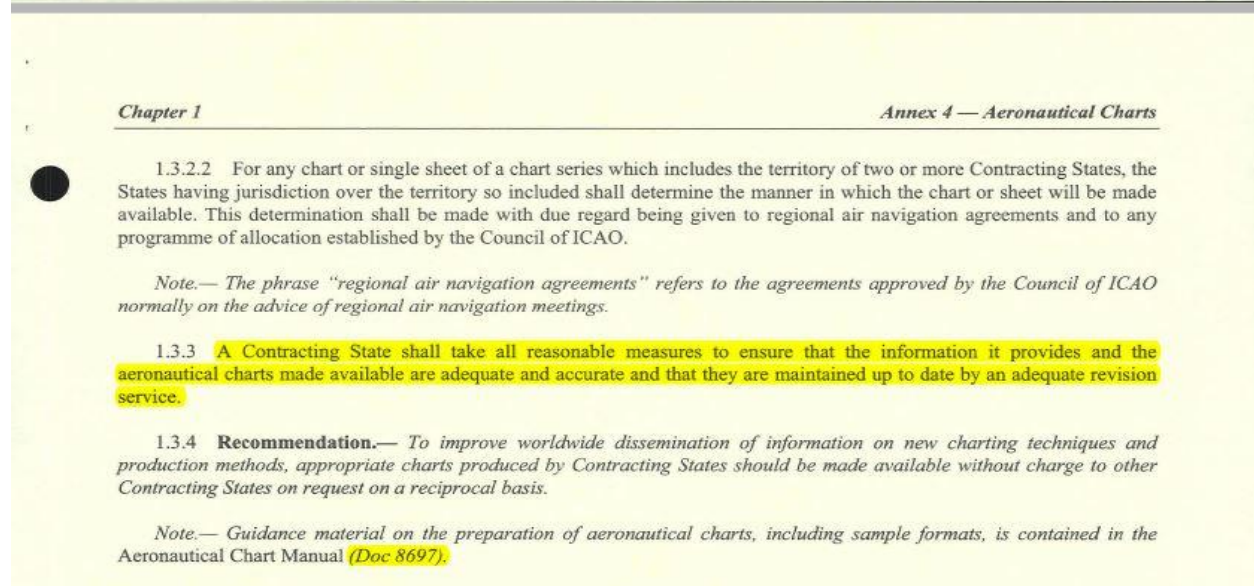
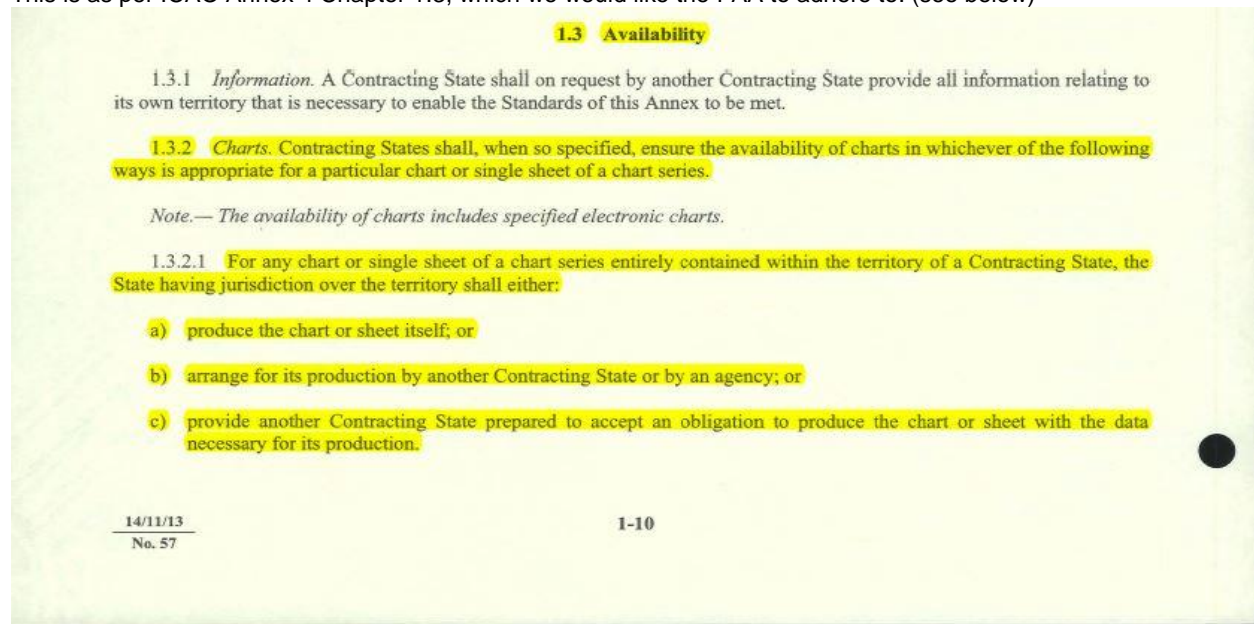
Currently we gain access to this information by contacting the airports directly. Whilst this can be fruitful there is no internationally/nationally governed update process in place to ensure this documentation is kept up to date and disseminated correctly.

There is also a difficulty in initial access as there is no single point of contact to obtain it.

Recommendations:

We would like to see the FAA collate this information and make it available from 1 source location, so that it can be accessed easily. We would also like the FAA to implore the relevant airport authorities to produce this information and update it when needed.

This is as per ICAO Annex 4 Chapter 1.3, which we would like the FAA to adhere to. (see below)



Comments:

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Date:

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Kemal Ahmed, Navtech, briefed the issue. Kemal [provided background](#) on the challenges facing chart producers with regards to securing the necessary data to produce airport taxi charts and airport diagrams with the detailed information that their clients require for low visibility movement operations at U.S. airports. He showed how current FAA Airport Diagrams do not contain parking information, latitude/longitude information for parking stands, detailed ramp layouts, taxi lanes and other detailed airport infrastructure. Kemal pointed out that ICAO Annex 4 stipulates that states provide this information. Kemal stated that in order to meet their clients' needs, Navtech must independently solicit data from individual airports to secure the necessary information. The information they receive is not standardized and is not always current. Kemal is asking the FAA to provide this data.

Ted Thompson, Jeppesen, expressed his support for Kemal's recommendation and stated that Jeppesen experiences the same difficulties with securing current and detailed source data for production of their LVO/SMGCS (Low Visibility Operations/Surface Movement Guidance and Control System Operations) charts.

Bruce McGray, FAA/AFS-410, [reviewed the FAA's past attempts](#) to establish a process and funding to collect, verify and maintain LVO/SMGCS data. He would like to see this effort restarted, but reported that currently the funding does not exist.

Scott Jerdan, FAA/AJV-533, commented there has recently been a push for NASR to be the repository for airport surface movement data, but NFDC is not willing to accept that data if there is not a mechanism in place for that data to be maintained.

Valerie Watson, FAA/AJV-553, commented that at present, the FAA doesn't have or publish the data and has filed a difference to ICAO Annex for not charting this type of detailed aerodrome chart. Valerie added that aside from the lack of source, AJV-5 could not currently show this level of detail on FAA-produced airport diagrams as the size constraint of the TPP would make them illegible. In the future, when the data/charting becomes strictly digital, expanded and highly detailed airport/aerodrome chart files are likely to be produced.

Kemal understood the current FAA limitations and though not pleased, agreed to close the issue.

STATUS: CLOSED