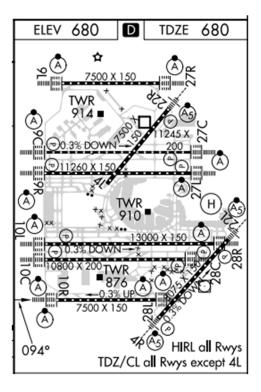
# AERONAUTICAL CHARTING MEETING Charting Group Meeting 23-01 – April 25-27, 2023

## **RECOMMENDATION DOCUMENT**

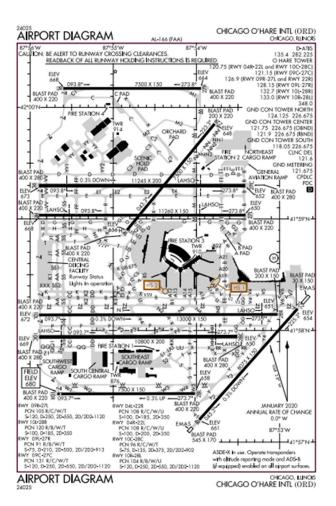
## FAA Control #24-01-389

Subject: Removal of Taxiways on Instrument Approach (IAP) Chart Airport Sketches

**Background/Discussion:** Interagency Air Committee (IAC) 4, Flight Information Publication for Instrument Approach Procedures and Airport Diagrams is the official US Government specification that governs charting. It states that "taxiways, aprons, and hardstands shall be shown on airport sketches". Sketches are published on all IAP charts, except for point-in-space procedures. Taxiways, aprons, and hardstands are shown in gray-scale on the sketches as shown in the sketch for Chicago O'Hare Intl (ORD):



Aeronautical Information Services (AIS) also publishes airport diagrams, as shown below for ORD, which encompasses an entire page space and shows much more detail, to include taxiways, aprons, and hardstands:



AIS has begun an effort to publish airport diagrams for all airports that have public procedures.

Whenever there is a change to a taxiway, apron or hardstand, that change is made on both the airport diagram and airport sketch. Because of the much smaller scale on the airport sketch, such changes are often imperceptible.

Using ORD as an example, there are taxiway changes practically every 56-day cycle. Because the airport sketch is charted on all 70 IAPs, Terminal Charting must apply these often-imperceptible sketch changes to 70 charts. Though the Julian date is updated at the top of the chart, there is little else to identify that a notable change has been made.

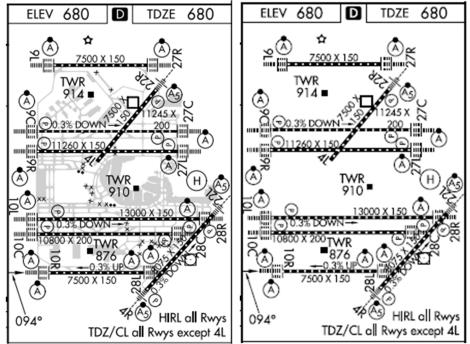
#### Recommendations:

Terminal Charting proposes that taxiways, aprons, and hardstands be removed from airport sketches for all airports that have a published airport diagram.

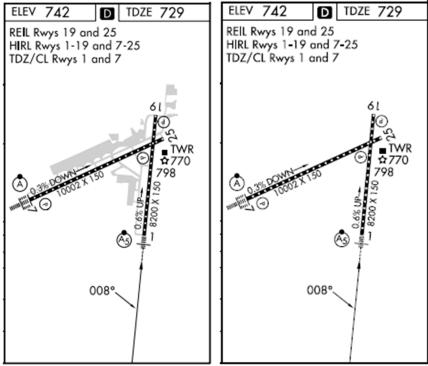
We believe that this information is much more useful on the airport diagram and serves little purpose on the IAP airport sketches, especially given the common use of electronic flight bags to easily navigate between charting products.

It is important to note that this recommendation is independent of the Chart Modernization effort (ACM issue 18-02-327), which involves a more significant simplification of the airport sketch, including the removal of taxiways, aprons, and hardstands.

Here is an example of the ORD airport sketch with and without taxiways, aprons, and hardstands:



And here is another example showing RFD airport sketch with and without taxiways, aprons, and hardstands:



### Benefits:

- 1) Would adoption of the recommendation prevent or reduce the likelihood of occurrence of accidents or incidents? No
- 2) Would adoption of the recommendation mitigate a known or potential safety hazard? No
- 3) Would adoption of the recommendation resolve a known or potential issue creating operator or Air Traffic Control system errors? No
- 4) Would adoption of the recommendation increase operational or system efficiencies? No
- 5) Would any additional benefits be recognized by adoption of the recommendation? Fewer imperceptible changes to IAPs, which currently trigger an update to all IAPs at an airport. Also, Terminal Charting gains efficiencies in its production cycle, especially near the end of the cycle when we often receive these taxiway changes.

#### Comments:

Submitted by:Terminal ChartingOrganization:Aeronautical Information ServicesPhone:202-267-5572E-mail:deborah.l.copeland@faa.govDate:3/5/24

Please send completed form and any attachments to: <u>9-AMC-AVS-ACM-Info@faa.gov</u>