AERONAUTICAL CHARTING MEETING
Charting Group
Meeting 24-01 – April 23-25, 2024

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:

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Ron Haag, FAA/AJV-A221 presented a new recommendation on behalf of the Terminal Charting Team. The team is requesting that taxiways, aprons, and hardstands be removed from airport sketches for all airports that have a published airport diagram. Ron explained that Aeronautical Information Services (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. For example, Chicago O’Hare has 70 IAPs and whenever a taxiway changes, 70 IAPs must go into production to update a minor detail on the airport sketch.

It is important to note that this recommendation is being proposed independently from the Instrument Approach Procedure (IAP) Chart Modernization effort (ACM Item 18-02-327), however, that recommendation also includes the removal of taxiways, hardstands, and aprons from airport sketches and no hazards were found during the safety review.

Rich Boll, NBAA, expressed support for the proposal. Rich also emphasized the importance of the use of the airport diagram. Bill de Groh, APA, Doug Wiley, ALPA/ASO, and Jim McClay, AOPA all expressed support for this recommendation.

Dan Wacker, FAA/AFS-420 asked if there was a reason in historical documentation or the International Civil Aviation Organization (ICAO) as to why these elements were initially charted on the airport sketch. Jeff Rawdon, FAA/AFS-420, informed the group that there is no requirement in ICAO Annex 4 for the airport sketch and indicated that this discussion was part of the safety review that was already conducted for IAP Chart Modernization.

Kevin Carter, NGA, pointed out that the military has 8400+ IAPs that do not have the taxiway or apron info and they have not received any complaints from the flying community. He expressed support for this recommendation.

STATUS: OPEN

ACTION: Ron Haag, FAA/AJV-A221, will submit an IAC Specification change for the removal of taxiways, aprons, and hardstands from Instrument Approach Procedures airport sketches.