

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

**RECOMMENDATION DOCUMENT**

**FAA Control #24-01-391 CG**

**Subject:** Add airport diagram symbol for Self-Serve Fuel systems, collect the locations of the systems, and chart the symbol on the airport chart.

**Background/Discussion:**

There have been many pilot requests for airport diagrams to show where self-serve fuel is located. Currently there is an airport symbol defined in the TPP for a self-serve fuel system on airport diagrams, but the note ## See appropriate Chart Supplement for Information will sometimes indicate that self-serve fuel is available, but not where it is located. The Chart Supplement legend does not specify a symbol for self-serve fuel on the airport diagram, although in some instances the diagram may be too small to see. Self-serve fuel systems are used at both attended and unattended airports. Even when the airport is towered, in many instances the tower or FBO's are not operated 24/7. When attended, one can usually ask on the radio for where the self-serve system is located, but during unattended time periods, there is no one to ask.

I personally had an experience when I flew into the airport KPYG Pageland, SC on a weekend day. It is a small GA airport with runways 6/24, no parallel taxiways, and unattended. I landed with the intention of getting fuel from the self-serve. With no one to talk to, I pulled into several hangar areas to look for a pump and above ground fuel tank. Each time I had to back taxi to the next off ramp. I finally saw a pilot near his hangar and taxied to it and shut down, got out and asked him if he knew where the self-serve pump was. He told me the general area and I started up and taxied on the runway to the far end of the airport. There I found a well-hidden small shack. I found the self-serve terminal and hose located, inside the closed doors of the shack. The tank must have been underground, so there was no other hint. I got my fuel and was able to depart, after wasting a lot of time and fuel taxiing back and forth on the runway. If I hadn't come across a local pilot, I don't think I would have been able to find the self-serve system and get fuel.

**Recommendations:**

Ask Office of Airports to request airport operators to provide the location on the airport of the self-serve system if it exists and chart the location on the airport diagram. Record the location of the system in the NASR data so other charting providers can include it.

**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?  
Not likely.

- 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?  
Yes, pilots would be able to go direct to a self-serve system to obtain fuel without unnecessary taxi around the airport, particularly when the airport is unattended.
- 5) Would any additional benefits be recognized by adoption of the recommendation?  
No.

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