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

RECOMMENDATION DOCUMENT

FAA Control #24-01-390

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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MEETING 24-01

John Collins, Boeing/Foreflight, presented a new recommendation requesting the collection of self-serve fuel location data so that the locations can be charted on more airport diagrams. John said he understands that there is already a symbol in the Terminal Procedures Publication (TPP) for the charting of fuel locations on airport diagrams. There is also information regarding the fuels available in the Chart Supplement airport remarks section. The problem is that there are very few symbols that are actually charted on airport diagrams, and finding the fuel at the airport can be difficult when it is unattended or located at a non-towered airport.

John's recommendation is for the FAA Office of Airports to collect the location of self-serve fuel so it can then be charted on the airport diagram. He said the location data should be databased in the National Airspace System Resource (NASR) so other charting providers can also utilize it. John reiterated that this is especially useful for airports that handle smaller general aviation aircraft. If the airport is attended, this is not an issue. However, if the airport is unattended or if the fuel is unattended, this makes refueling difficult.

Vince Massimini, MITRE, said that it is the airport's responsibility to provide this information to pilots. It should be clearly marked on-site rather than adding clutter to the airport diagrams. John said that most airports have attended fuel stations, and he is only requesting the self-serve locations be charted.

Mike Rottinghaus, FAA/AAS-110, said that airports do have a standard for putting up a sign to indicate fuel.

Jennifer Hendi, FAA/AJA-A250, asked Jeff Lamphier, FAA/AJV-A240, to explain the process for getting these icons on charts today. Jeff explained that self-service fuel is

captured as an airport remark in NASR and then published in the chart supplement as an airport remark. Since there is no locational data for the self-service remark, the fuel symbol is charted only on airport diagrams at the request of the facility.

Jennifer asked if the Office of Airports can collect fuel location data. Drew Goldsmith, FAA/AAS-120, replied that they do not have the location data available to satisfy this request. He said all they can offer at this time is to help make the facilities more aware of this need and the process for them to request the symbol on the chart. Rich Boll, NBAA, asked if there is a possibility of collecting this data in the future. Drew replied that they would need help from the airport community to get this data, and it would take a long time to get something like that implemented. He said there is a mechanism in place today to get that information charted. There are also phone numbers that pilots can use to contact to facility for the fuel location. Rich then asked what the means are to communicate to the airport operators that they need to request this in order to get it charted on the airport diagram. Drew said that his office can work to inform the airports that there is a desire among the pilot community to include this information. They can also educate the inspectors and make them aware of how they can request this information. Jennifer added that the proponent can submit the data through the Aeronautical Chart Change (ACC) portal. Drew said he would take an action to educate the inspectors so they are aware that they can request the addition of a fuel symbol to the chart.

STATUS: OPEN

ACTION: Drew Goldsmith, FAA/AAS-120, will report on the progress of educating airport inspectors on the process of requesting self-serve fuel symbology on airport diagrams.

MEETING 24-02

Jennifer Hendi, FAA/AJV-A250, said Drew Goldsmith, FAA/AAS-120, was unable to attend, but he did provide an update to share. He said that the Office of Airports has incorporated this discussion topic into the State Inspection Training Courses and additional outreach forums. Jennifer stated that this will make it easier for airports to know how to request a fuel symbol at their location. Jennifer said this completes the action from the last meeting. John Collins, Boeing/Foreflight, the proponent of this issue, expressed his appreciation for this effort and stated that he supports closing this item.

STATUS: CLOSED