Federal Aviation Administration

UNITED STATES GOVERNMENT SPECIFICATIONS

FLIGHT INFORMATION PUBLICATION AIRPORT DIAGRAMS

IAC 9
11 Mar 2025

Prepared by the Interagency Air Committee (IAC)

OK-10-1818

UNITED STATES GOVERNMENT SPECIFICATIONS
FOR THE
FLIGHT INFORMATION PUBLICATION
GRAPHIC INSTRUMENT DEPARTURE PROCEDURE (DP) CHARTS

11 Mar 2025

These specifications have been developed by the Interagency Air Committee (IAC), composed of representatives of the Department of Defense and the Federal Aviation Administration, for use in the preparation of the United States Government Flight Information Publication Airport Diagrams. These specifications shall be complied with, without deviation, until such time as they are amended by formal IAC action.

Changes to these specifications will be provided when necessitated by new requirements or through development action of the IAC.

Questions of interpretation that arise in the use of these specifications shall be referred to the Chair, Interagency Air Committee.

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CHANGES APPLIED TO CURRENT EDITION

REQUIREMENT DOCUMENTS

a. None applied to this edition

EDITORIAL CHANGES

a. EC 24-18 – Airport Diagram Closed Pavement Depiction

CHANGES APPLIED 8 JANUARY 2025

IAC 9 is a new specification that consolidates all information pertaining to Airport Diagrams from IAC 4. It will be the primary specification for Airport Diagrams going forward. This edition captures all signed Requirement Documents (RD) and Editorial Changes (EC) that pertain to Airport Diagrams as of 8 January 2025. For prior changes, see the list of RDs and ECs contained in IAC 4.

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AMENDMENT OF SPECIFICATIONS

1. PROCEDURE

a. Recommendations for amendments to specifications from the Department of Defense shall be directed to:

National Geospatial-Intelligence Agency
7500 GEOINT Drive
Springfield, VA 22150-7500

b. Recommendations for amendments to specifications from the Federal Aviation Administration shall be directed to:

Federal Aviation Administration /
Aeronautical Information Services
SSMC-4 Sta # 4503
1305 East-West Highway
Silver Spring, MD 20910

2. AMENDMENT SYSTEM

a. Change to the specifications will be issued at the effective date of the latest Requirement Document (RD) and / or Editorial Change (EC).
b. The Specification will be dated, indicated along the upper margin of each page, to reflect the most current change.

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TABLE OF CONTENTS

CHAPTER 1
GENERAL

1.1 PURPOSE AND SCOPE

1.1.1 General

Airport Diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport Diagrams are not intended for use in approach and landing or departure operations. The word airport as used within these specifications is synonymous with the word heliport.

1.1.2 Purpose

The purpose of these specifications is to provide appropriate guidelines to ensure uniformity and standardization of content and portrayal techniques in the preparation and production of Airport Diagrams for use by both civil and military pilots.

1.2 REQUIREMENTS

1.2.1 Quality and Accuracy

The highest standards of accuracy in plotting, reproduction and currency of information shall be maintained.

Although the digital chart files are compiled in accordance with these specifications, the final product may vary slightly in appearance due to differences in printing techniques/processes and/or digital display technique.

1.2.2 Color

Airport Diagrams and associated textual material shall be printed in black color. Hot Spot symbols and text will be printed in brown color.

All supplemental information, both textual and graphic, will be in solid color unless otherwise specified.

1.2.3 Symbolization

Symbolization used in the preparation of Airport Diagrams shall be in accordance with the Aeronautical Information/Chart Symbols included herein and in the appendices.

The symbols contained in this manual have been developed for use in the production of U.S. Government aeronautical charts and publications.

These symbols have been developed through the United States Government Interagency Air Committee (IAC), and their supporting technical groups, for the purpose of standardization of the aeronautical symbols portrayed on charts and publications used by both military and civil aviation.

1.2.4 Type Styles

The use of capital letters is intended unless otherwise specified as C/L (capital and lower case letters) or lower case.

All type unless otherwise specified shall be Futura Medium or as indicated in the various appendices.

1.3 SPECIFICATION APPENDICES

Appendices are included within these specifications for use in layout, format and content of the various Airport Diagrams. Appendices do not necessarily reflect all possible operational content.

CHAPTER 2
FORMAT AND LAYOUT

2.1 GENERAL

The Airport Diagram, including all textual or type data, shall be aligned normally with true north at the top of the page. A predominately extensive east-west airport layout shall be depicted in a landscape format in which north shall be toward the left side of the page. In such cases, the text will be oriented consistent with the geographic depiction.

2.2 SIZE AND DIMENSIONS

The trim size and dimensions of the finished charts shall be as shown in the appendices.

2.2.1 Airport Diagrams

References:

Appendix 3 - Airport Diagram Chart (TPP) – Format

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CHAPTER 3
CONTENT

3.1 GENERAL

Airport Diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport Diagrams are not intended for use in approach and landing or departure operations.

3.2 LEGENDS

The legends shall define and depict all symbols used in the presentation of Airport Diagrams, and provide general information and a listing of all abbreviations.

3.2.1 Airport Diagram Symbols

References:

Appendix 1 - Legend – Airport Diagram

3.2.2 Airport Diagram Lighting System Symbols

References:

Appendix 2 - Legend – Airport Diagram Lighting Systems

3.3 COMPILATION

References:

Appendix 3 - Airport Diagram Chart (TPP) – Format

Appendix 5 - Airport Diagram

3.3.1 General

Data shown must be of sufficient detail to facilitate visual orientation of aircraft while parked or taxiing.

3.3.2 Color

The Airport Diagram shall be printed in black color. Screen shall be used to obtain a suitable contrast as illustrated in the appendices

All information, textual and graphic, will be solid color unless otherwise specified.

3.3.3 Scale

In general, the scale selected should allow at least one whole minute of latitude and longitude within the graphic presentation. Scale will vary as necessary for the best portrayal of the airport consistent with the graphic presentation to be shown. Larger scale insets may be used to better portray congested areas.

3.3.4 Projection

Projection shall be Lambert Conformal Conic or Polyconic, (0° - 80° N-S) and Polar Stereographic, (80° - 90° N-S). The projection graticule shall be depicted by at least 2 lines of latitude and 2 lines of longitude, annotated with numerical values.

Line Weights .005":

- 30 second ticks - .10" long centered
- 6 second ticks - .04"

3.3.5 Area of Coverage

These specifications apply to all areas of the world for which Airport Diagrams are required by the U.S. Government.

3.3.6 Symbolization

Symbolization used in the preparation of the Airport Diagram shall be in accordance with the Aeronautical Information/Chart Symbols herein and in the appendices.

The configuration of the symbols contained herein and within the appendices shall be adhered to. The size and line weights, specified and/or indicated therein, should also be adhered to but varied when absolutely necessary

3.3.7 Type

Type shall be Futura Medium or equivalent. Type used to identify taxiways and airport facilities may be reduced in size only when absolutely necessary to reduce congestion for the sake of clarity.

All textual data and numerical values within the planview shall be shown using 7 point type unless otherwise stated.

3.3.8 Border

.010", 4.9" x 7.0" (Military and Alaska)
9.0" x 9.0" (Civil) will be shown on all pages

3.3.9 References

Catalog of Photon type faces.

The appendices are included for use in layout format and content of Airport Diagrams. These appendices do not necessarily reflect all operational content.

3.4 MARGIN INFORMATION

Type size, style, and position shall be shown in accordance with the appendix unless otherwise stated below.

References:
Appendix 4 - Margin Data

3.4.1 Title

The title "AIRPORT DIAGRAM" will be positioned flush left, immediately above the top neatline and immediately below the bottom neatline.

3.4.2 Julian Date

The latest revision date (Julian), which reflects a chart revision of any type, shall be shown flush left, immediately above the title in the top margin and immediately below the title in the bottom margin.

3.4.3 Chart Reference Number

The chart reference number shall be preceded by the series code "AL" and dash followed by the abbreviated name of the appropriate authority for the procedure, placed inside parentheses, e.g., AL-000 (FAA). Military procedures do not show a chart reference number, but do show the appropriate authority for the procedure, e.g., (USN).

The chart reference number shall be shown in the top margin only, centered, on the top neatline.

3.4.4 Geographic Location Name

The geographic location name shall be the city and state name with which the airport is associated, positioned flush right, immediately above the top neatline and immediately below the bottom neatline.

3.4.5 Airport Name

The airport name will be extracted verbatim from the authoritative database. The airport name will be shown flush right, immediately above the geographic location name in the top margin and immediately below the geographic location in the bottom margin.

3.4.6 Airport Location Identifier

The airport location identifier shall be shown in parentheses positioned immediately following the airport name at the top and bottom of each Airport Diagram. Airports outside the contiguous United States will be shown with both the FAA designated identifier followed by the ICAO location indicator.

To distinguish between the number zero and the letter "O", a slash shall be shown through the zero.

3.5 AIRPORT DIAGRAMS

References:

Appendix 5 - Airport Diagram

3.5.1 Graphic Information Requirements

- Runways
- Waterways
- Helipads
- Taxiways
- Visual Screen
- Turnarounds and Run-up Areas
- Stopways, Overruns, Blast Pads
- Ramps, Parking and Alert Areas
- Non-Movement Areas
- Under-Construction Areas
- Restricted Areas
- Hangars
- Control Towers
- Airport Beacons
- Landing Direction Indicators
- Lighting
- Navigational Aids (NAVAIDs)
- Highest Obstacle within Area
- Hot Spots
- Radar Reflectors
- Large Tanks
- Self-Serve Fuel
- Penalty Boxes
- Projection
- Magnetic Variation Symbology
- Other unique structures or features as identified by the requesting agency as providing a safety benefit

3.5.2 Operational Data Requirements

3.5.2.1 Active Runways | Waterways | Helipads

Runway Delimiting Line: .1 weight (.005"), or Dashed Delimiting Line - 1 weight (.005"), 0.1" dash, separated by a .04" space.

3.5.2.1.1 Active Runway and/or Waterway Dimensions

Threshold-to-threshold including displaced thresholds.

3.5.2.1.2 Runway Surface

Paved or hard surfaced runways consisting of concrete, asphalt, bitumen, or macadam shall be shown in solid color.

Metal surfaced runways shall be shown using solid color, by the cross-hatch pattern at right angles to each other and 45° to the edge of the runway, as indicated in the appendix.

Ultralight areas, ski landing areas, unpaved or runway other than hard surface, such as sod, clay, gravel, etc., shall be shown by the solid dot pattern and outlining the runway with a solid line as indicated in the appendix. "Ultralight Area" or "Ski Landing Area" text shall be placed in close proximity or leadered to those areas.

Seaplane landing or waterways shall be as indicated in the appendix. Waterways will be shown in their approximate geographic location when coordinates are not available.

Only hard surfaced overruns shall be shown, as illustrated in the appendices.

3.5.2.1.3 Helipads

Helicopter lighting areas that exist in the authoritative source database with geographic coordinate data will be shown using the standard circle H symbol. The circle H symbol shall not be used for helicopter parking areas.

3.5.2.1.4 Runway End or Helipad Identification

Idents shall be in agreement with published values (18R, H1) and shall be positioned, when possible, consistent with actual markings.

3.5.2.1.5 Runway Heading

Accuracy of 0.1° Magnetic headings will be shown.

3.5.2.1.6 Weight Bearing Capacity

Pavement Classification Numbers (PCN) and Pavement Classification Rating (PCR) designations shall be listed when published.

3.5.2.1.7 Runway End Elevations

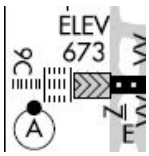
Runway end elevations shall be expressed in whole numbers.

3.5.2.1.8 Stopways, Overruns, and Blast Pads

Reference:
Appendix 5 - Airport Diagram

Stopways, overruns, and blast pads will be shown using a chevron symbol and outline over taxiway surface symbology. When used, approach lighting symbols will be shifted from the runway end to the end of the chevrons.

Figure 3.1 Stopways, Overruns, and Blast Pads



3.5.2.1.9 Runway Slope

Runway slope shall be shown as a percentage value of the slope of the runway measured from each threshold (runway end) to midpoint of all runways 8,000 feet or longer, from threshold (runway end) to threshold (runway end) on all runways shorter than 8,000 feet, and portrayed when the unrounded calculated value is greater than or equal to 0.25% (expressed to the nearest 0.1%). (0.249% does not require charting, 0.250% would be charted as 0.3%)

Runway slope values shall be expressed in whole numbers and tenths; e.g., 0.6%, 1.2%, using .05 as the breaking point, e.g., 1.44% shall be shown as 1.4%, 1.45% shall be shown as 1.5%.

Runway slope value shall be positioned parallel to and in close proximity to the runway end. The slope value shall be followed by the corresponding "UP" or "DOWN" designation and supplemented with directional arrows.

3.5.2.1.10 Arresting Systems

Arresting Systems shall be depicted offset from the runway end, symbolized by an open polygon and shown in their approximate position.

Identify type of arresting system (i.e., EMAS).

3.5.2.1.11 Arresting Gear and Jet Barriers

Arresting Gear and Jet Barriers shall be shown in their true position, using the symbols indicated in the appendix.

Directional arrows for the arresting gear shall point with the direction of roll.

3.5.2.1.12 U.S. Navy Optical Landing System Systems

U.S. Navy Optical Landing System shall be show by the symbol indicated in appendix, in its exact position alongside of the runway.

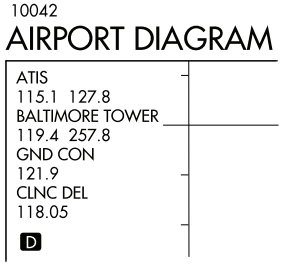
3.5.2.1.13 Displaced Thresholds

3.5.2.1.14 Runway Declared Distance Information

Runway declared distance information when available will be indicated by a negative type D in a box shown in the upper left/right corner immediately below the communications information.

Figure 3.2 Runway Declared Distance Information Icon

Figure 3.3 Runway Declared Distance Information Icon Example



3.5.2.2 Indefinitely Closed, Under Construction or Re-Purposed Runways

References:

Appendix 5 - Airport Diagram

Any runway that maintains a runway entry in the authoritative source database, and is identified as indefinitely closed, under construction, or re-purposed as a taxiway or apron indefinitely will be shown as depicted below.

Figure 3.4 Runway Closed Indefinitely

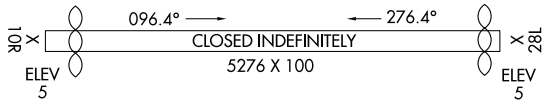
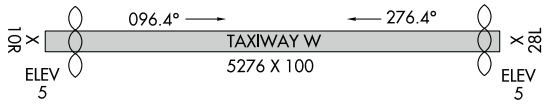


Figure 3.5 Runway Under Construction

Figure 3.6 Runway Re-Purposed as Taxiway



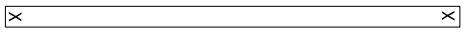
3.5.2.3 Permanently Closed Runways

References:

Appendix 5 - Airport Diagram

Runways that exist in the authoritative source database as permanently closed will be depicted by open runway symbol with an “X” at both ends. Runway designators, runway dimensions and other data normally associated with the active runway will not be shown.

Figure 3.7 Permanently Closed Runway



Hard surface runways that have been removed from the authoritative source database (but continue to exist as closed pavement) will be depicted in screen with X’s to indicate closed pavement either along the entire extent of the pavement or as needed to define closed section(s).

Figure 3.8 Closed Pavement

3.5.2.4 New Runways Under Construction

New runways under construction will be shown using a .010” dotted outline symbol.

Figure 3.9 New Runway Under Construction

3.5.2.5 Taxiways

Taxiways (hard surface or other than hard surface) will be shown using 120L/15%. Other than hard surface taxiways, when indicated by appropriate authority, shall be labeled “Soft Surface”.

3.5.2.5.1 Taxiway Identification

All active taxiways will be labeled with text parallel to the taxiway orientation. Taxiways with two letter/number identifiers will be labeled without spaces or dashes, e.g., A2, B1. Taxiway identification shall not be shown for under construction or closed taxiways. To eliminate confusion between Taxiway M, Taxiway N, Taxiway W, and Taxiway Z (not M1, M2, etc.) will be underlined, e.g., N, WW.

Figure 3.10 Taxiway Identification - Use of M, N, W and Z

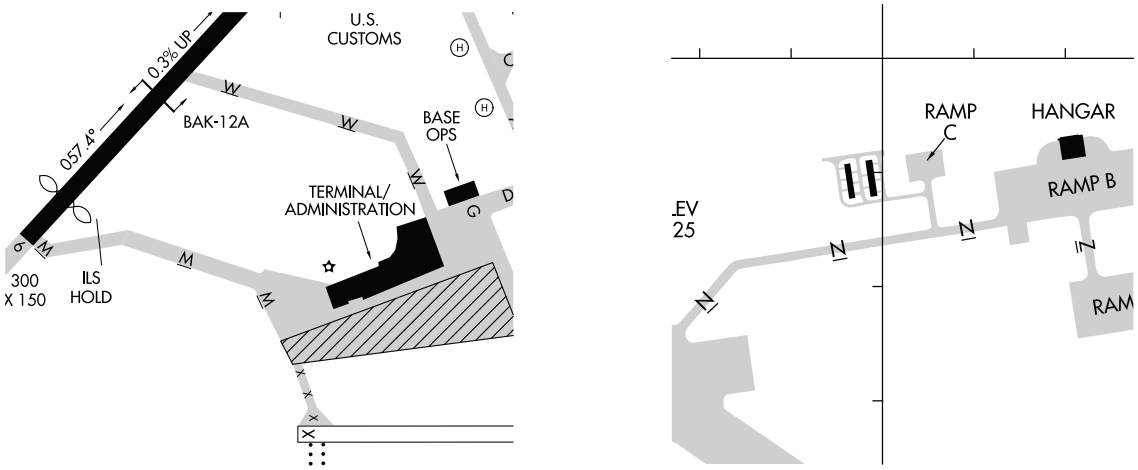
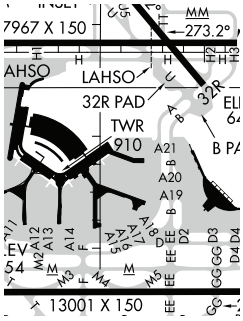


Figure 3.11 Taxiway Identification - Use of M, MM and M with a Number



3.5.2.5.2 Closed Taxiways

Permanently closed taxiways will be depicted in screen with X’s to indicate closed pavement either along the entire extent of the pavement or as needed to define closed section(s). Taxiway designators normally associated with an active taxiway will not be shown.

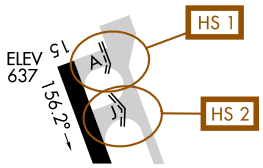
3.5.2.6 Parking Areas

3.5.2.7 Holding Position Markings

ILS holding position lines with “ILS HOLD” label.

Non-typical locations of runway holding position markings when requested by appropriate authority. When space permits, markings will be depicted in the same orientation as they are on the ground. Markings may be depicted in conjunction with a Hot Spot established at the same location.

Figure 3.12 Runway Holding Positing Markings



Land and Hold Short Operations (LAHSO) hold lines with “LAHSO” label.

3.5.2.8 Penalty Box

3.5.2.9 Airport Elevation

The highest point on an airport’s usable runway surface, expressed in elevation above mean sea level, shall be shown with a .03 inch diameter dot. The airport elevation value with the text “FIELD ELEV” shall be shown within a box, in close proximity to and with a leader pointing to the dot.

If the highest point on the usable runway surface cannot be determined, the airport elevation value with the text “FIELD ELEV” shall be shown within a box, and shall be positioned in the upper left/right corner of the airport diagram opposite the communication data.

3.5.2.10 Identify the following:

3.5.2.10.1 Terminal/Administration Building and Base Operations

Buildings (FBO’s, Hangars, Terminal, etc.) will be referred to in generic terms; no individual commercial names should appear on the government diagrams. It is permissible to differentiate building features using geographic identifiers, e.g., North FBO, East Terminal.

3.5.2.10.2 Fire Station

3.5.2.10.3 Control Tower (“TWR”)

The control tower will be symbolized as shown in the appendices and labeled “TWR”. If Control Tower and Airport Beacon are collocated see Section **3.5.2.13**.

3.5.2.10.4 Military/Government Hangars (numbered)

Identify the branch of services or agency to which it belongs, when other than airport operator. Acronyms and/or abbreviations may be used; i.e., ANG (Air National Guard), USCG (United States Coast Guard), FAA (Federal Aviation Administration).

3.5.2.10.5 Hot cargo ramps

3.5.2.10.6 Parking areas and ramps

Parking areas, ramps, and aprons will be referred to in generic terms; no commercial names shall be published. Commonly used identifiers include: North Ramp or Apron, South Ramp or Apron, Army/Air National Guard (ANG), US Navy (USN), Fire Base Apron, Flight School Apron, FBO Ramp, GA Transient Ramp, GA Tenant Ramp, Terminal Apron, GA Transient Parking, GA Tenant Parking.

3.5.2.10.7 Flight Service Station (FSS), National Weather Service (NWS)

3.5.2.10.8 U.S. Customs

3.5.2.10.9 Flight Standards District Office (FSDO)

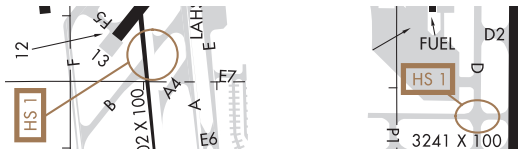
3.5.2.10.10 Hot Spots

Hot Spot symbols and text will be printed in brown color. Hot Spots will be labeled with "HS1", "HS2", etc. as indicated in the Hot Spot tabulation.

3.5.2.10.10.1 Hot Spots

Hot Spots will be indicated with a circle or ellipse symbol.

Figure 3.13 Hot Spots



3.5.2.10.11 Run-up Areas

Run-up areas will be identified when requested by the appropriate authority as providing a safety benefit.

3.5.2.10.12 Arm/Dearm Areas

Arm/Dearm Areas will be identified when specifically requested by airport authority.

3.5.2.10.13 Compass Rose

Compass rose will be identified when specifically requested by airport authority.

3.5.2.11 Radar Reflectors

Show radar reflectors in proper location; if the exact position is unknown add a note, e.g., NOTE: RADAR REFLECTORS ON RWY 18-36.

3.5.2.12 Airport Surface Surveillance System

When ASDE-X, ASSC, or SAID is published at a given airport in the authoritative source database, the information shall be depicted on the airport diagram as an operational note.

3.5.2.13 Airport Beacon and Airport Beacon Collocated with Control Tower

The Airport Beacon (rotating light) shall be symbolized by the five-pointed star with an open center, as shown in **Appendix 2** - Legend – Airport Diagram Lighting Systems, (if beacon is pilot controlled, the negative symbol will be used) positioned as near the proper location as possible.

If control tower and airport beacon are collocated, the beacon symbol will be used and identified "TWR".

When control tower or airport beacon is located on a charted building, its position will be indicated with an arrow and labeled appropriately, i.e., "TWR" or "TWR/BCN". When airport beacon is pilot controlled, the text will be appended with the negative L symbol, see **Appendix 5** - Airport Diagram.

3.5.2.14 Landing Direction Indicator

Wind cone, landing tee, and/or tetrahedron shall be shown in proper location.

3.5.2.15 Self-Service Fuel

Self-service fuel facilities not collocated with an FBO will be depicted by a fuel pump symbol. When the self-serve fuel facilities are located at a large building or hangar, the symbol will not be shown. The fuel pump position will be indicated with a leader line/arrow and label "Fuel".

Figure 3.14 Self Service Fuel

3.5.2.16 Visual Screen

Show visual screen in proper location.

Figure 3.15 Visual Screen

3.5.2.17 Runway Status Lights in Operation

If Runway Status Lights are operational and are published in an airport remark for a given airport, the note "Runway Status Lights in operation." should be depicted on the diagram.

3.5.2.18 Magnetic Variation

Magnetic variation shall be provided as follows:

Figure 3.16 Magnetic Variation

In addition, true/magnetic variation arrows will be shown using a .01" line weight. True/magnetic variation value shall be shown in 5 pt type.

3.5.2.19 Operational Notes

Operational notes on Airport Diagrams are to be held to an absolute minimum and may only be shown when requested by appropriate authority and deemed necessary to safe movement in the airport environment.

3.5.2.20 Communications Information

Communications information when available, shall be shown in the upper left/right corner as indicated in the appendices, in such a manner so as not to interfere with significant items of the Airport Diagram. Only the primary VHF and UHF frequencies shall be shown.

3.5.2.20.1 Terminal Communication Information

Terminal communication information, when available in the authoritative source database, shall be shown in the sequence listed below. The communications facility (e.g., Ground Control) shall be abbreviated. Part-time operations for ATIS, AFIS, TOWER, and Ramp Control will be annotated with a star after the communication title. Hours of Operation shall not be shown.

3.5.2.20.1.1 Automatic Terminal Information Service (ATIS)

Automatic Terminal Information Services (ATIS) shall be shown by the letters “ATIS” followed by the specific frequency/s. If the service is digital and listed as D-ATIS in the authoritative source database, “D-ATIS” shall be shown followed by the specific frequency/s.

When the service is provided on one frequency for both arrival and departure information, it shall be shown.

Table 3.1 ATIS - One Frequency for Arrival and Departure

ATIS 111.8

When the service is provided on more than one frequency for both arrival and departure information, both (or all) frequencies shall be shown.

Table 3.2 ATIS - Multiple Frequencies for Arrival and Departure

ATIS 113.9 124.1

When the service provided is either arrival and/or departure on different frequencies, both frequencies shall be shown.

Table 3.3 ATIS - Separate Frequencies for Arrival and Departure

ATIS	ARR 112.7 DEP 121.85

3.5.2.20.1.2 Automatic Flight Information Service (AFIS)(AK Only)

Automatic Flight Information Service (AFIS) shall be shown by the letters "AFIS" followed by the specific frequency/s.

3.5.2.20.1.3 Tower (TOWER)

3.5.2.20.1.4 Ground Control (GND CON)

3.5.2.20.1.5 Clearance Delivery (CLNC DEL)

3.5.2.20.1.6 Controller Pilot Data Link Communications (CPDLC)

When CPDLC service is provided, "CPDLC" shall be shown.

3.5.2.20.1.7 Pre-Departure Clearance (PDC)

When PDC service is provided, "PDC" will be shown.

3.5.2.20.1.8 Ground Metering (GND METERING)

Metering frequencies shall be shown on airport diagrams when maintained in the authoritative source database.

3.5.2.20.1.9 Ramp Control Frequencies

Ramp control frequencies shall be shown on airport diagrams when requested by appropriate authority and shall be positioned adjacent to or in the vicinity (when possible) of the ramps to which they apply.

3.5.2.20.1.10 Pilot Activated Airport Lighting

Pilot capability to activate airport lighting systems shall be shown using negative symbols following the applicable frequency, e.g., 122.7Ⓛ.

Hours of operation shall not be shown.

3.5.2.20.2 Airports with a Control Tower

For airports with a Control Tower, the following note shall be shown, lower left corner preferred (Civil Only):

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READ BACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

3.5.2.20.3 Airports without a Control Tower

Additional communications information, when available, will be depicted at non-towered airports in the following sequence:

ASOS/AWOS, CTAF/UNICOM/AUNICOM2, CLNC DEL (to include contact facility), CPDLC, GCO.

3.5.2.21 NAVAIDs

All NAVAIDs within the geographic parameters of the airport diagram, with the exception of LOC, LOC/DME, Offset Localizer and components of the ILS, shall be shown.

When more than one NAVAID of the same type is shown, the identifiers shall be shown.

3.5.2.22 Lighting

3.5.2.22.1 Approach Lighting Systems

Various approach lighting systems shall be shown symbolized in miniature. The circled letters associated with and identifying the various systems shall also be shown.

The approach lighting system symbols and associated letter designation shall be positioned as illustrated in the appendices.

Threshold lights shall be indicated only when an integral part of the approach lighting symbol. They shall not be shown separately.

References:

Appendix 2 - Legend – Airport Diagram Lighting Systems

Appendix 5 - Airport Diagram

3.5.2.22.2 Visual Glide Slope Indicator (VGSI) Lighting Systems

The VGSI lighting symbols referenced in the Appendix shall be charted on the side of the runway where they are actually located. In cases where the VGSI system lights are located on both sides of the runway (such as Vl2 and V16 systems), a single symbol shall be placed on the left side of the runway.

References:

Appendix 2 - Legend – Airport Diagram Lighting Systems

Appendix 5 - Airport Diagram

3.5.2.22.3 Runway End Identifier Lights (REIL)

Runway End Identifier Lights (REIL) shall be indicated by a boxed note, e.g., REIL Rwy 11R. When more than one runway end is involved, reference to all pertinent runway ends shall be included in a common note, e.g., REIL Rwys 4 and 22. At larger airports, when all runway ends are involved and the available diagram area prevents the listing of all runway ends, “All Rwys” may be used, e.g., REIL All Rwys. When the lighting feature is used at all but one or two runway ends, “All Rwys except” may be used with the excepted runway ends, e.g., REIL All Rwys except 4 and 22.

3.5.2.22.4 Runway Lead-in Light Systems (RLLS)

Runway Lead-in Light Systems (RLLS) shall be indicated by a boxed note, e.g., RLLS Rwy 13L. When more than one runway end is involved, reference to all pertinent runway ends shall be included in a common note, e.g., RLLS Rwys 13C, 31C, 4R and 22L. At larger airports, when all runway ends are involved and the available diagram area prevents the listing of all runway ends, “All Rwys” may be used, e.g., RLLS All Rwys. When the lighting feature is used at all but one or two runway ends, “All Rwys except” may be used with the excepted runway ends, e.g., RLLS All Rwys except 13C and 31C.

3.5.2.22.5 Runway Lights

Runway Lights (HIRL) (MIRL) (LIRL) (TDZL) (TDZ/CL) shall be indicated by a boxed note, e.g., HIRL Rwy 9-27. When more than one runway is involved (or runway end, in the case of TDZL), all pertinent runways shall be included in a common note, e.g., HIRL Rwys 7L-25R and 7R-25L, TDZL Rwys 8 and 26. Runway centerline lights (CL) will be indicated by a note only when paired with TDZL, e.g., TDZ/CL Rwys 6 and 24. At larger airports, when all runways or runway ends are involved and the available diagram area prevents the listing of all runways or runway ends, "All Rwys" may be used, e.g., HIRL All Rwys. When the lighting feature is used at all but one or two runways or runway ends, "All Rwys except" may be used with the excepted runway or runway ends, e.g., HIRL All Rwys except 3-21, TDZL All Rwys except 21.

Runways with centerline lights (CL) will show a negative dot pattern through the middle of the solid runway as illustrated in the Legend.

3.5.2.22.6 Notes on Lighting

Boxed notes on lighting shown within the airport diagram shall generally be positioned together in an open area of the diagram. Pilot capability to activate airport lighting systems shall be shown using negative symbols or type, as shown in the appendix. Pilot capability to activate airport lighting by nonstandard methods shall be indicated by a star symbol following the applicable note, as shown in the appendix.

APPENDIX 1
LEGEND – AIRPORT DIAGRAM

24025

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface | Other Than Hard Surface | Stopways,Taxiways, Parking Areas | Metal Surface

Closed Runway | Closed Surface | Non-Movement | Under Construction | Water Runway

ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

Displaced Threshold
Hot Spot
Runway Holding Position Markings
Buildings
Self-Serve Fuel ##
Tanks
Obstructions
Airport Beacon #
Runway Radar Reflectors
Bridges
Control Tower # TWR

	Unlit	Lit
Wind Cone		
Landing Tee		
Tetrahedron		

When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

See appropriate Chart Supplement for information.

Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 2D-325, 2D/2D2-1120

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures

landing point.....

NOTE:
Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation.....TDZE 123

Runway Slope..... ←0.3% Down.....0.8% UP→ (shown when rounded runway slope is ≥ 0.3%)

NOTE:
Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

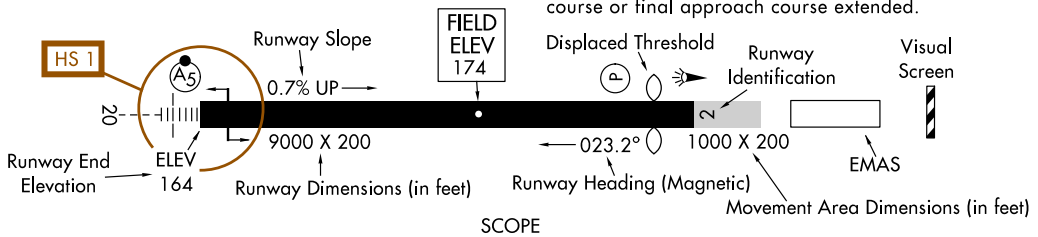
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A D symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

NOTE:
All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in DoD FLIP. (Foreign Only)

The airport sketch box includes the final approach course or final approach course extended.



SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

LEGEND

APPENDIX 2
LEGEND – AIRPORT DIAGRAM LIGHTING SYSTEMS

LEGEND 00000

INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

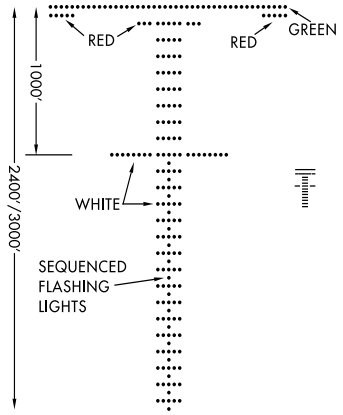
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (V), etc.

A dot " ● " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).

CATEGORY I APPROACH LIGHTING SYSTEM

(A1)

ALSF-1

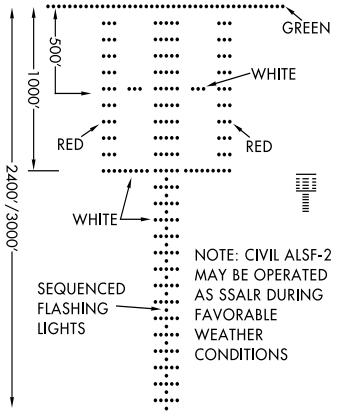


(High Intensity)
LENGTH 2400/3000 FEET

CATEGORY II APPROACH LIGHTING SYSTEM

(A)

ALSF-2

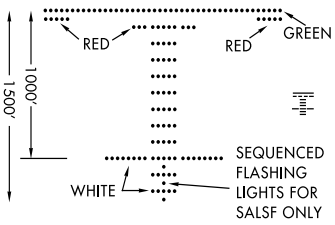


(High Intensity)
LENGTH 2400/3000 FEET

SHORT APPROACH LIGHTING SYSTEM

(A2) (A2)

SALS/SALSF



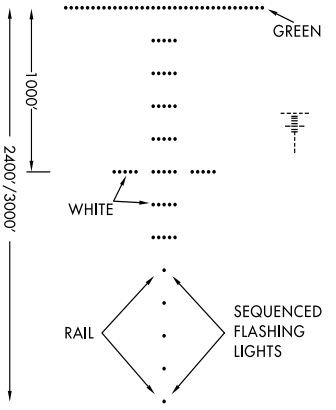
(High Intensity)
LENGTH 1500 FEET

SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A3)

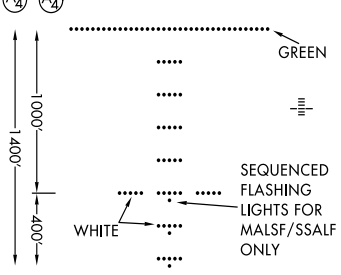
SSALR



(High Intensity)
LENGTH 2400/3000 FEET

MEDIUM INTENSITY (**MALS** and **MALSF**) OR SIMPLIFIED SHORT (**SSALS** and **SSALF**) APPROACH LIGHTING SYSTEMS

(A4) (A4)



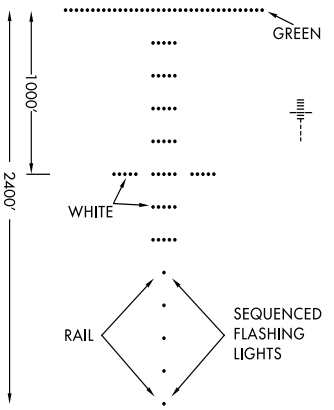
LENGTH 1400 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A5)

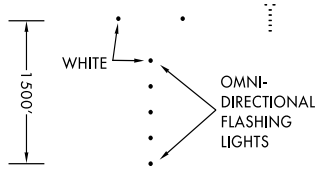
MALSR



LENGTH 2400 FEET

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

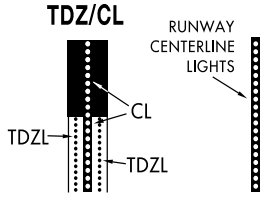
ODALS



LENGTH 1500 FEET

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

TDZ/CL



AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

LEGEND 00000

APPENDIX 2
LEGEND – AIRPORT DIAGRAM LIGHTING SYSTEMS (CONTINUED)

LEGEND 00000

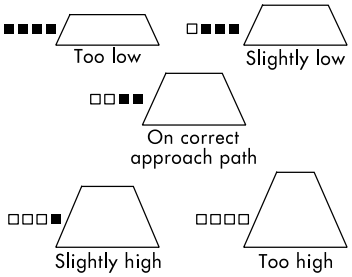
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A2), (V) etc.

A dot " ● " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).

(P) PRECISION APPROACH PATH INDICATOR

PAPI



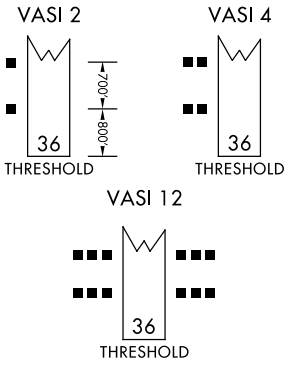
Legend: □ White ■ Red

(V) VISUAL APPROACH SLOPE INDICATOR

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

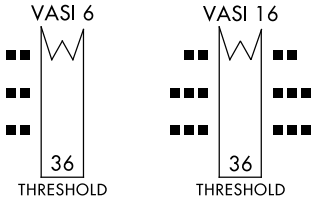
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW



(V3) VISUAL APPROACH SLOPE INDICATOR

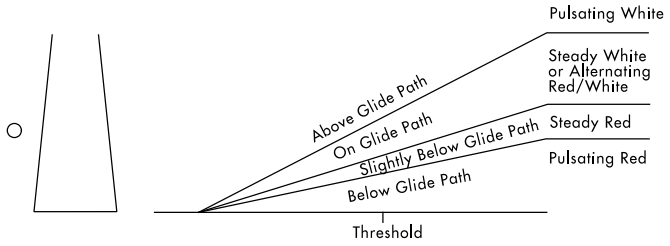
VASI

3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR THAT PROVIDES 2 GLIDE ANGLES AND 2 THRESHOLD CROSSING HEIGHTS.



(V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

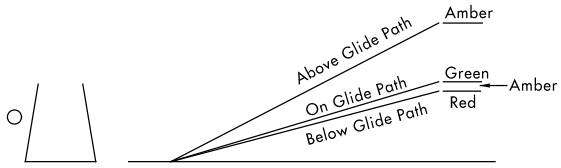
PVASI



CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V4) TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

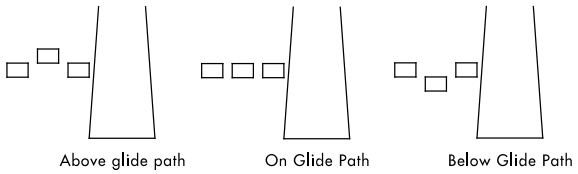
TRCV



CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

(V5) ALIGNMENT OF ELEMENTS SYSTEMS

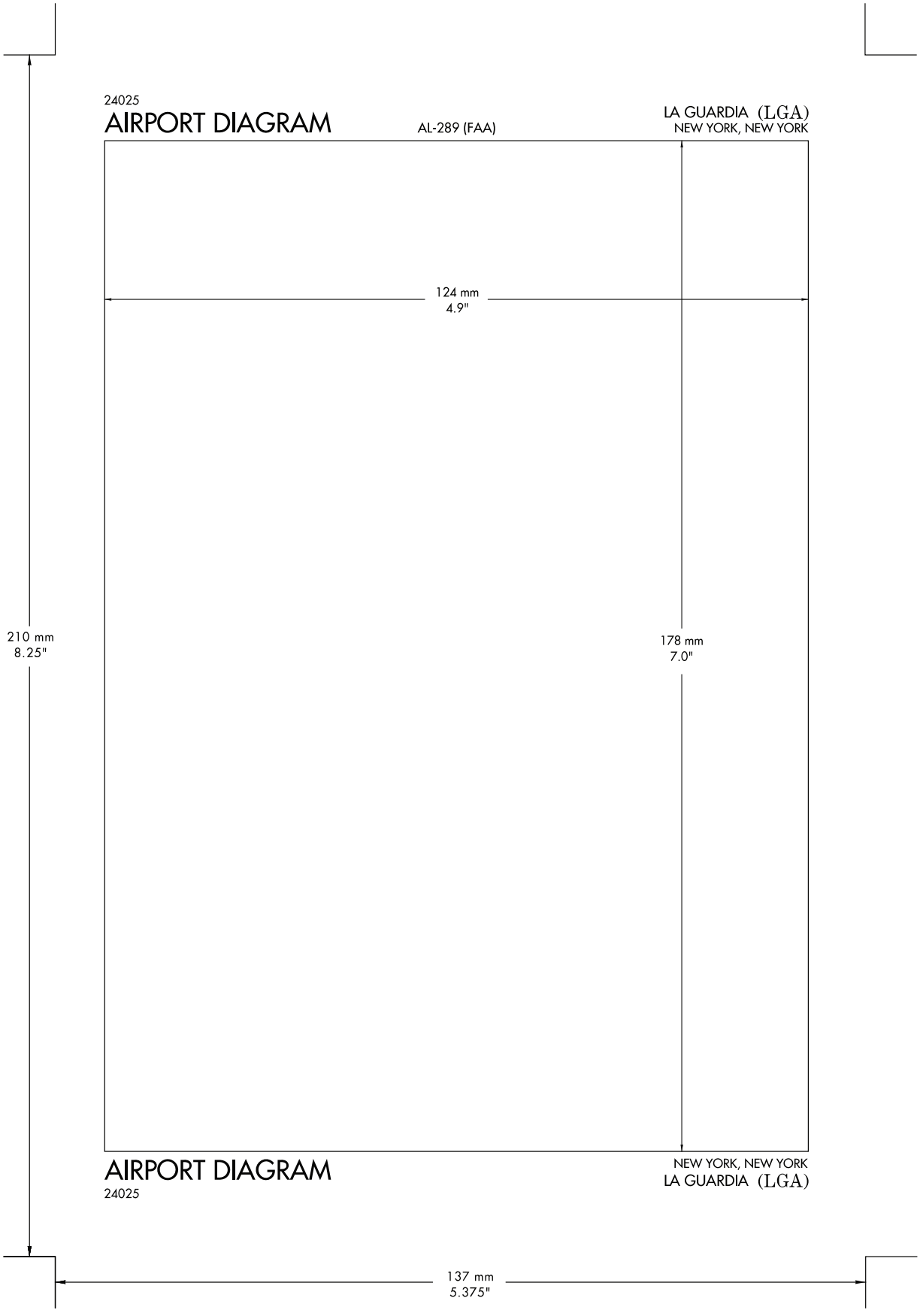
APAP



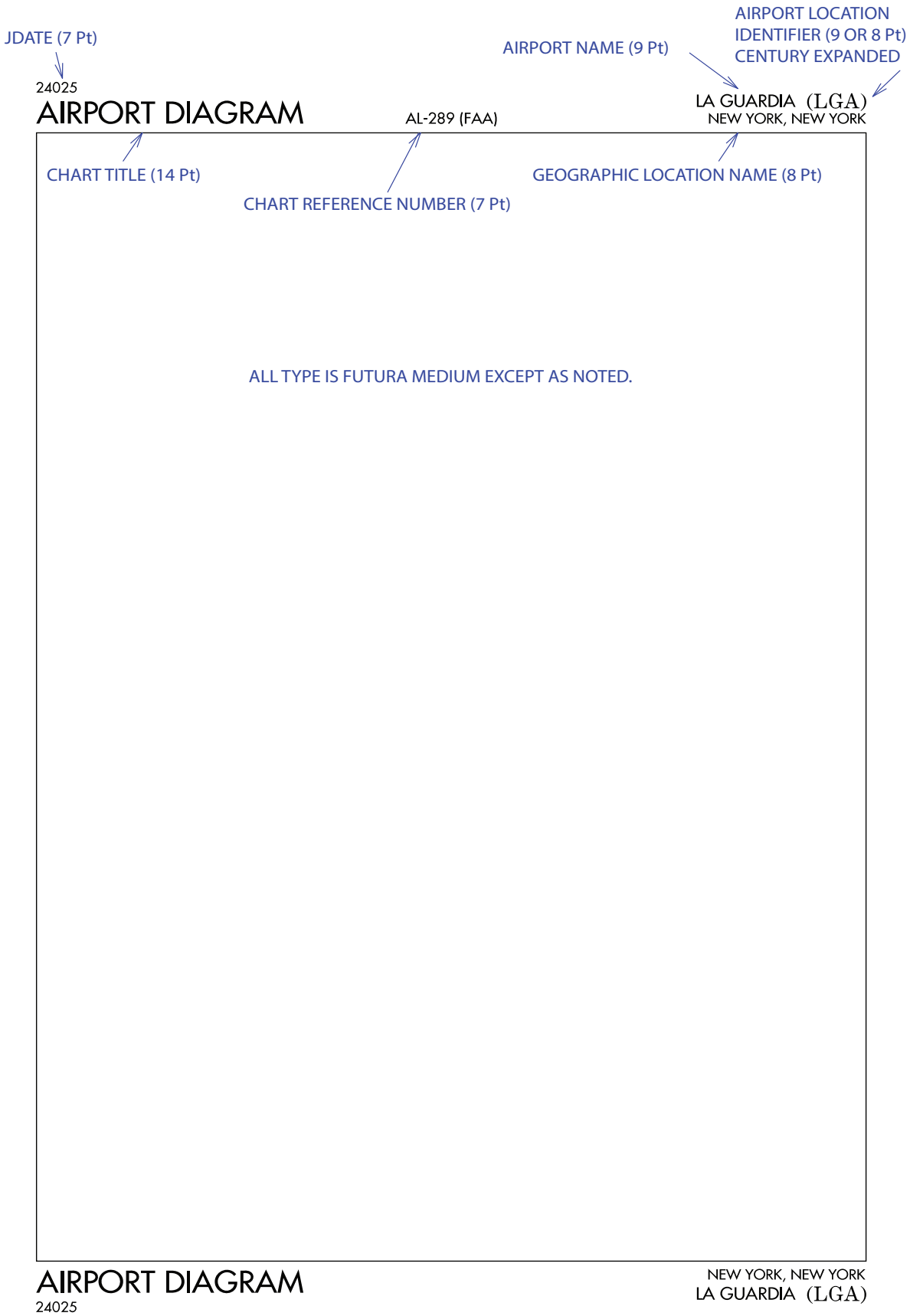
Painted panels which may be lighted at night. To use the system the pilot positions the aircraft so the elements are in alignment.

LEGEND 00000

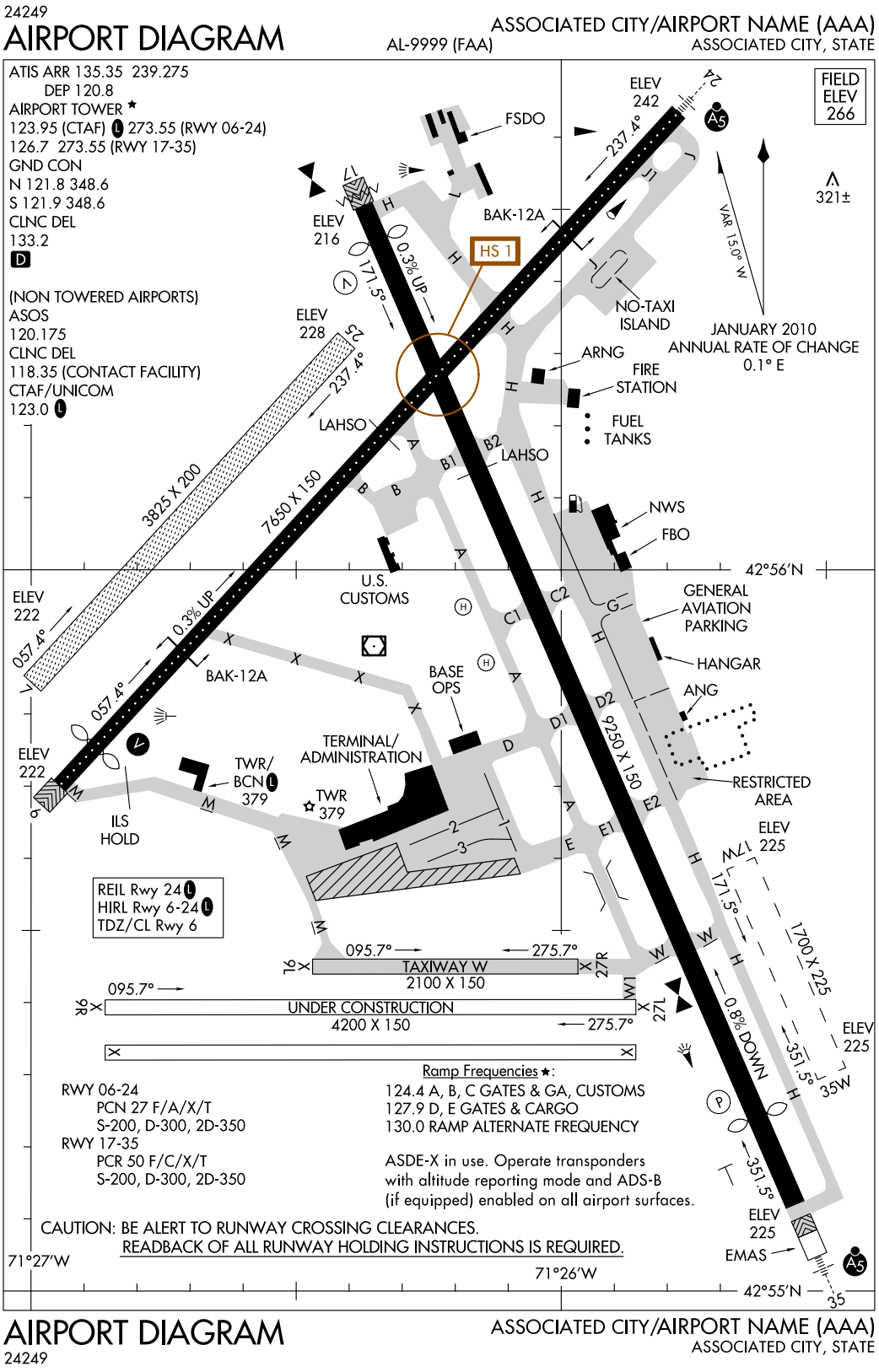
APPENDIX 3
AIRPORT DIAGRAM CHART (TPP) – FORMAT



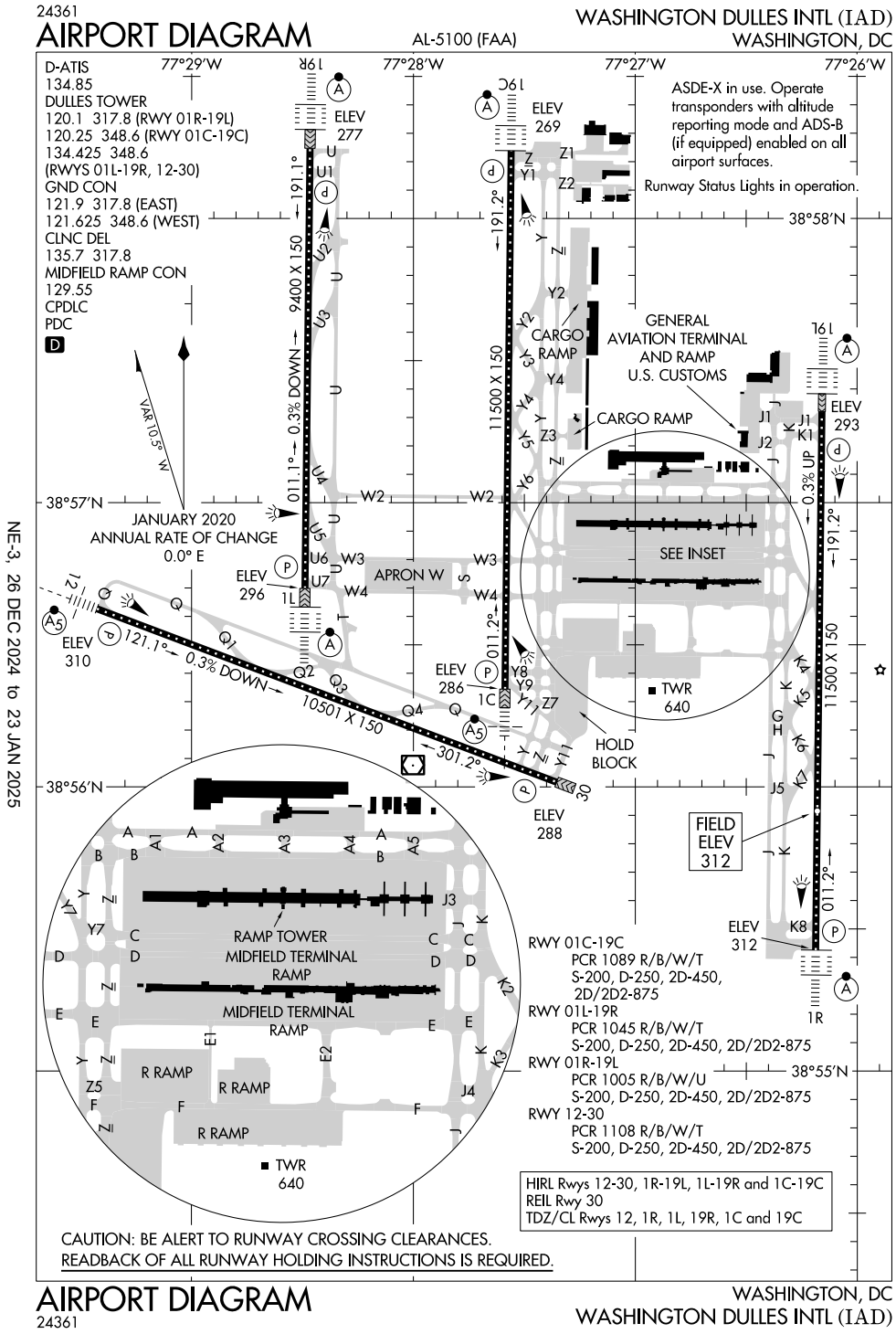
APPENDIX 4
MARGIN DATA



APPENDIX 5
AIRPORT DIAGRAM



APPENDIX 6
AIRPORT DIAGRAM WITH INSET



APPENDIX 7
AIRPORT DIAGRAM – CONGESTED/ROTATED