

**ORDER**

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

7910.4B

5/20/91

SUBJ: AIRPORT DIAGRAM

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1. PURPOSE. This order establishes qualifying criteria and guidelines for the selection, development, construction, and maintenance of airport diagrams for public-use airports.
2. DISTRIBUTION. This order is distributed to the branch level and above in the Air Traffic Rules and Procedures Service, the Air Traffic Plans and Requirements Service, and the Office of Airport Safety and Standards in Washington; regional Air Traffic and Airports Divisions; Mike Monroney Aeronautical Center and FAA Technical Center; airports district offices; airport traffic control towers, and limited military offices.
3. CANCELLATION. Order 7910.4A dated July 3, 1985, is cancelled.
4. ACTIONS.
  - a. Regional Air Traffic Divisions are responsible for reviewing existing and proposed airport diagrams and taking appropriate action to ensure compliance with provisions of this order.
  - b. Actions leading to the development of airport diagrams in accordance with paragraph 8, Program, may be initiated by the following:
    - (1) At airports with an FAA-operated control tower, the facility manager may initiate requests for a diagram.
    - (2) At airports with a contract-operated or non-Federal control tower, the regional Air Traffic Division may initiate requests for a diagram.
    - (3) At nontower airports, the regional airport district office may initiate requests for a diagram.
5. EXPLANATION OF CHANGES. The order has been updated to reflect changes in organizational titles.
6. CRITERIA. Airports must meet the following requirements to qualify for an airport diagram.

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Distribution: A-W(TP/TR/AS)-3;A-X(AT/AS)-3;  
A-YZ-1;A-FAS-1 (LTD);A-FAT-2/8 (LTD);  
Military(LTD)

Initiated By: ATP-220

- a. Have two or more runways with associated taxiways, ramps, pads, or parking areas;
- b. Have an airport layout plan (ALP), obstruction chart (OC), or approved engineering drawing to serve as a source document;
- c. Have lighted taxiways that can be identified at night by approved lighted signs;
- d. Have taxiways that are lettered or otherwise identified by an approved method; and
- e. Have a published instrument approach procedure. Airports with an instrument approach procedure affording ILS Category II or III minimums or takeoff minimums of 700 feet or less runway visual range (RVR) shall automatically qualify for an airport diagram.

7. OTHER. If an airport does not qualify under the above criteria, the appropriate official/office listed in paragraph 4b may submit a staff study to the Airspace Rules and Aeronautical Information Division through the regional Air Traffic Division showing the need for and the benefits of establishing an airport diagram at the desired location. The regional Air Traffic Division shall review the study and forward its comments and recommendations, along with the proposal, to ATP-200.

8. PROGRAM. Airport diagrams shall be developed in accordance with the following:

a. Development. As a minimum, the appropriate official/office in paragraph 4b shall submit the proposal to the regional Air Traffic Division for approval. The regional Air Traffic Division shall review the submission and, if approval is granted, forward the proposal to ATP-200. The proposal package must include:

(1) Justification. State the reasons supporting establishment of an airport diagram at the desired location.

(2) Source Data. Include a current OC, ALP, or approved engineering drawing showing the following data, where available:

- identifiers, (a) Runways complete with magnetic headings and
- (b) Taxiways, with identifiers,
- landing pads, and ramps, (c) Parking areas, runup mats, alert areas,
- (d) Turnarounds,
- (e) Large tanks,
- (f) Control towers,
- (g) Airport beacons,
- (h) Helicopter pads/alighting areas,
- (i) Radar reflectors,
- (j) Other unique structures or features,
- (k) Highest obstructions within diagram area.

(3) Operational Data Requirements.

- (a) Runway dimensions--threshold to threshold,
- (b) Runway surface composition,
- (c) Weight bearing capacity,
- (d) Runway end elevations,
- (e) Dimensions of turnaround areas adjacent to runway thresholds where operational taxiways do not exist,
- (f) Dimensions of overruns.

(4) Identify the following:

- Operations, (a) Terminal/Administration Building and Base
- (b) Fire Station,

(c) Military/Government hangars (numbered); identify the branch of service or agency to which it belongs when other than airport operator. Acronyms and/or abbreviations may be used; e.g., ANG (Air National Guard), USCG (United States Coast Guard), FAA (Federal Aviation Administration), etc.,

(d) Hot cargo ramps,

(e) Parking areas and ramps; i.e., south, ANG, USN, etc.,

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

(g) U.S. Customs,

(h) Flight Standards District Office (FSDO),

(i) ILS hold lines,

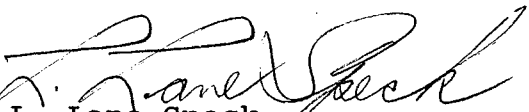
(j) Localizer/Glide Slope Critical Areas (if marked and identifiable).

b. Revision. Revision to airport diagrams must be requested by the appropriate official/office listed in paragraph 4b and submitted to the Cartographic Standards Branch, ATP-220. Revisions shall be made as soon as practicable when any of the following conditions exist:

(1) Any item identified in paragraphs 8a(2), (3), and (4), is added, changed, or deleted.

(2) Any change to the official airport name; e.g., "Cape Kennedy Regional" to "Melbourne Regional."

c. Diagram Format and Symbology. The diagram format and symbology shall be in accordance with standards and specifications established by ATP-200, consistent with applicable charting policies.



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