# Federal Aviation Administration

# CHARTING NOTICE

Date: February 22, 2023

To: Users of Airport Diagrams

From: Aeronautical Information Services

Subject: Airport Diagrams - Addition of Lighting and Navigational Aids

FAA Aeronautical Information Services (AIS) will begin adding approach, VGSI, runway lighting information, and NAVAIDs to airport diagrams. Currently this information is only depicted on airport sketches located within Instrument Approach Procedures (IAPs) and the airport entry of the Chart Supplements.

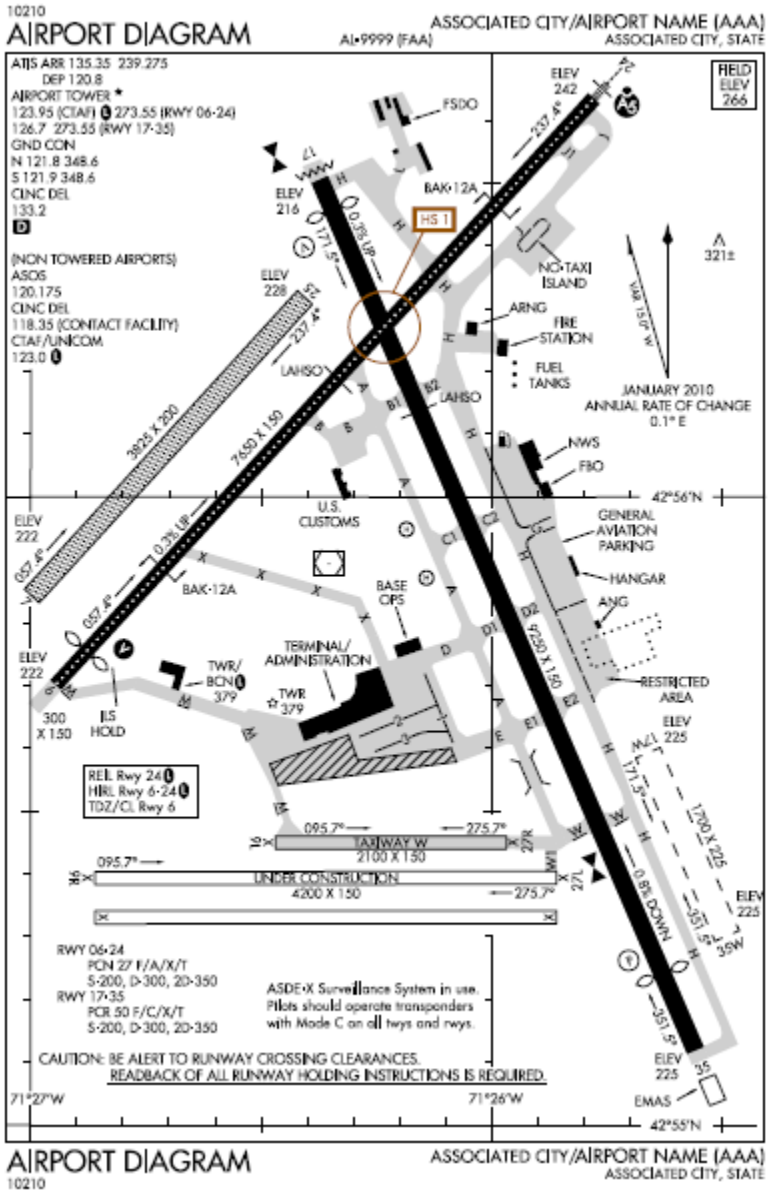
Starting with the October 5, 2023 publication cycle, AIS will begin phasing in the addition of lighting and NAVAID information beginning with airports already being revised for information currently published on an airport diagram. As each airport diagram receives the lighting and NAVAID information, the airport's corresponding Chart Supplement sketch will be removed from the Chart Supplement airport entry. The described aeronautical information previously shown on the sketch will be now available on the diagram instead in greater detail.

Components to be added to Airport Diagrams include:

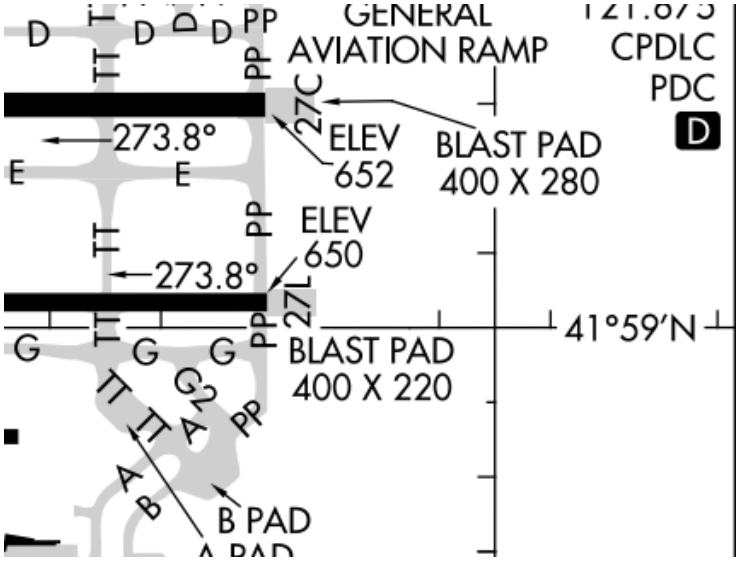
- NAVAIDs within the geographic parameters of the airport diagram (except LOC, LOC/DME, Offset Localizer and components of the ILS).
- Approach lighting systems, shown symbolized (circled letters associated with and identifying the various systems).
- VGSI lighting symbols, charted on the side of the 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.
- Runway End Identifier Lights (REIL), indicated by a note.
- Runway Lead-in Light Systems (RLLS), indicated by a note.
- Runway Lights (HIRL) (MIRL) (LIRL) (TDZL) (TDZ/CL), indicated by a note.

- Runways with centerline lights (CL) will show a negative dot pattern through the middle of the solid runway.
- Pilot capability to activate airport lighting systems shown using negative symbols or type.
- Pilot capability to activate airport lighting systems shown using negative symbols or type following the applicable frequency; e.g., 122.7 0| .
- Pilot capability to activate airport lighting by nonstandard methods indicated by a star symbol following the frequency, and negative symbol if used; e.g., 122.7 0★

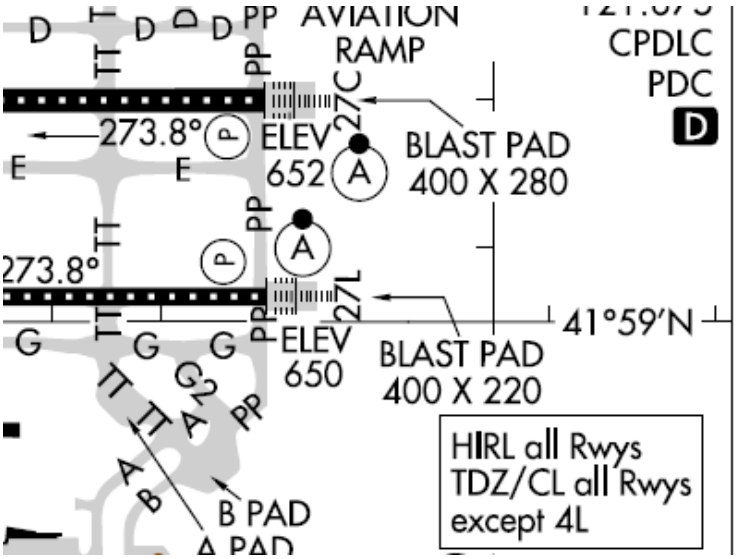
## Prototype Sample – New Airport Diagram



**Prototype Sample - current Airport Diagram portion for KORD**




**Prototype Sample - NEW Airport Diagram portion for KORD**



## Prototype Sample - current Chart Supplement entry KORD

**CHICAGO O'HARE INTL** (ORD)(KORD) 14 NW UTC-6(-5DT) N41°58.62′ W87°54.49′ — CHICAGO COPTER H-5E, L-28H, A IAP, AD

680 B LRA Class I, ARFF Index E NOTAM FILE ORD

**RWY 10L-28R:** H13000X150 (ASPH-CONC-GRVD) S-100, D-185, 2S-175, 2D-350 PCN 120R/B/W/T HIRL CL

**RWY 10L:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 74′. RVR-TMR 0.3% down.

**RWY 28R:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 70′. RVR-TMR Trees.

**RWY 09R-27L:** H11260X150 (ASPH-CONC-GRVD) S-120, D-250, 2S-175, 2D-550, 2D/2D2-1120 PCN 105R/C/W/T HIRL CL

**RWY 09R:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 83′. Tree.

**RWY 27L:** ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 78′. Railroad.

**RWY 09C-27C:** H11245X200 (CONC-GRVD) S-120, D-250, 2D-550, 2D/2D2-1120 PCN 131R/C/W/T HIRL CL

**RWY 09C:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 72′. RVR-TMR Antenna. 0.3% down.

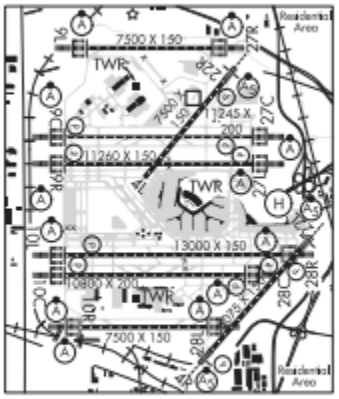
**RWY 27C:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 75′. RVR-TMR

**RWY 10C-28C:** H10800X200 (CONC-GRVD) S-75, D-135, 2D-375, 2D/2D2-902 PCN 96 R/C/W/T HIRL CL

**RWY 10C:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 75′. RVR-TMR

**RWY 28C:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 80′. RVR-TMR

**RWY 04R-22L:** H8075X150 (ASPH-GRVD) S-100, D-200, 2S-175, 2D-350 PCN 108R/C/W/U HIRL CL




**RWY 04R:** MALSR. TDZL. PAPI(P4R)—GA 3.0° TCH 67′. RVR-TMR 0.3% down.

**RWY 22L:** MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 73′. RVR-TMR Trees.

**RWY 04L-22R:** H7500X150 (ASPH-GRVD) S-100, D-185, 2D-350 PCN 108R/C/W/U HIRL CL

**RWY 22R:** MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 69′. RVR-TR Trees.

**RWY 09L-27R:** H7500X150 (CONC-GRVD) S-75, D-210, 2D-500, 2D/2D2-913 PCN 91 R/B/W/T HIRL CL

**RWY 09L:** ALSF2. TDZL. RVR-TMR Tower.

## Prototype Sample - revised Chart Supplement entry KORD

**CHICAGO O'HARE INTL** (ORD)(KORD) 14 NW UTC-6(-5DT) N41°58.62′ W87°54.49′ — CHICAGO COPTER H-5E, L-28H, A IAP, AD

680 B LRA Class I, ARFF Index E NOTAM FILE ORD

**RWY 10L-28R:** H13000X150 (ASPH-CONC-GRVD) S-100, D-185, 2S-175, 2D-350 PCN 120R/B/W/T HIRL CL

**RWY 10L:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 74′. RVR-TMR 0.3% down.

**RWY 28R:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 70′. RVR-TMR Trees.

**RWY 09R-27L:** H11260X150 (ASPH-CONC-GRVD) S-120, D-250, 2S-175, 2D-550, 2D/2D2-1120 PCN 105R/C/W/T HIRL CL

**RWY 09R:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 83′. Tree.

**RWY 27L:** ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 78′. Railroad.

**RWY 09C-27C:** H11245X200 (CONC-GRVD) S-120, D-250, 2D-550, 2D/2D2-1120 PCN 131R/C/W/T HIRL CL

**RWY 09C:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 72′. RVR-TMR Antenna. 0.3% down.

**RWY 27C:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 75′. RVR-TMR

**RWY 10C-28C:** H10800X200 (CONC-GRVD) S-75, D-135, 2D-375, 2D/2D2-902 PCN 96 R/C/W/T HIRL CL

**RWY 10C:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 75′. RVR-TMR

**RWY 28C:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 80′. RVR-TMR

**RWY 04R-22L:** H8075X150 (ASPH-GRVD) S-100, D-200, 2S-175, 2D-350 PCN 108R/C/W/U HIRL CL

**RWY 04R:** MALSR. TDZL. PAPI(P4R)—GA 3.0° TCH 67′. RVR-TMR 0.3% down.

**RWY 22L:** MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 73′. RVR-TMR Trees.

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