

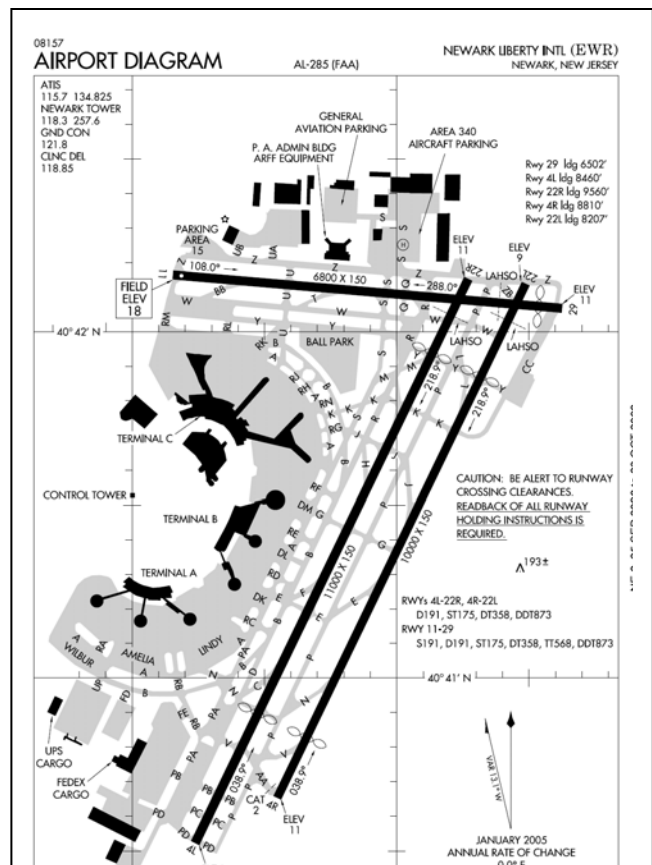
AIRPORT CERTIFICATION INFORMATION BULLETIN

DATE: 09/30/2008, NUMBER: 08-13
Ensuring Accuracy of Airport Diagrams

On October 31, 2006, a Boeing 747-400 passenger carrying operation incurred substantial damage when its left wing contacted the right wing of a B-757 under tow, but stopped, at the Newark Liberty International Airport (EWR). Fortunately there were no injuries as a result of this accident. During the investigation, the NTSB identified inaccuracies in the airport diagram which were not causal or contributing factors to the accident. NTSB did however bring to attention that inaccurate airport diagrams could compromise safety under other circumstances.

In an effort to ensure this data remains accurate, we strongly encourage all airport operators to work with their local Air Traffic Managers on a regular basis to keep these documents up-to-date. The Air Traffic Manager (ATM) can submit all necessary revisions to the National Aeronautical Charting Office (NACO) for publication. We offer the following recommendations for airport operators to implement:

- Regularly review the accuracy of these diagrams with your ATM. Airport Diagrams can be accessed via web link below.
- Airport configuration changes require updates to this diagram. When airfield changes occur, airport operators should provide diagram updates to the ATM for submittal to NACO.
- Construction projects that include airport infrastructure changes should incorporate diagram updates within the project scope. Airport consultants can usually provide the necessary revisions for the airport diagram.
- If possible, airports should attempt to commission new pavement and/or configuration changes to coincide with FAA publication dates.
- Please contact your Airport Certification Safety Inspector with any questions or concerns you may have.



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