

Airport Data Working Group

MEETING 25-02

Steven Madigan, Garmin, briefed from a [presentation](#). He began by explaining that the Airport Data Workgroup was formed after Garmin discovered a significant number of airport data discrepancies in the FAA data set, and that the system today is not equipped to handle the timely correction of those discrepancies. The Workgroup is led by Garmin and has representatives from NBAA, Jeppesen, LIDO, ForeFlight, and Boeing. The goal has been to improve the airport data pipeline, including submission, quality control, and dissemination to benefit both FAA publications and industry products. Steven provided an example of runway surface changes that were never reported to the FAA and, therefore, were never updated on the FAA charts. Steven reported that the problem is a lack of oversight and no requirement for non-part 139 airports to submit most types of airport surface change data to the FAA. He pointed out that the FAA does not solicit updates to the data but relies on the airport sponsors to submit changes. This impacts third-party chart providers because they rely on the FAA for valid, current source data for their products. He pointed to examples of obstacle errors in the Aeronautical Information Exchange Model (AIXM) data behind NOTAMs and explained that some discrepancies can also affect procedural criteria, resulting in ramifications on terminal instrument procedures at the airport. The goal is to track down the source of these issues and solve the problems that cause them.

The Workgroup recommends that the FAA take an active role in maintaining airport data to ensure it stays current. They also recognize the need for increased outreach and education for airport sponsors to ensure they understand the importance of timely and accurate data change submissions. Steven outlined the next steps for continuing monthly meetings and developing a consistent, clear, and straightforward process for airports with known errors to fix those errors. Steven said others are welcome to join the Workgroup, and if interested, please send an email to the ACM mailbox at 9-AMC-AVS-ACM-Info@faa.gov.

Rich Boll, NBAA, added that additional findings indicate that at the non-part 135 airports, there's an expectation that the airport will keep its airport data current and will abide by the guidance of airport advisory circulars. As we begin the transition to a data-driven product, this is going to become a larger problem. We must ensure that the aeronautical data is current, accurate, and usable.

Weslee Combs, MITRE, asked how the discrepancies are discovered, and if it's a charting issue or issues with the underlying data. Steven replied that discrepancies are discovered during the maintenance of the Garmin SafeTaxi product, when fielding internal and external queries on discrepancies, during basic cycle product maintenance, and when performing imagery checks. Steven explained that often when a discrepancy is reported, the specialists who respond are unaware of the issue, which suggests that it's likely a source issue.

Brent Walker, FAA/AJV-A242, praised the concept of the working group and pointed out that [FAAO 7910.4 E](#), *Airport Diagrams*, spells out that it is incumbent upon the proponents of the airport to send in changes to the FAA.