Airport Diagram Open Data

Meeting 24-02

Brent Walker, FAA/AJV-A242, opened the briefing by explaining the Airport Mapping Database (AMDB) features. Brent explained that there are nine feature classes: Taxiways, Aprons, Buildings, Hot Spots, Special Movement Areas, Stopways, Airport Beacons, Wind Indicators, and Runways. Brent indicated that some of the feature classes are currently published in the National Airspace System Resource (NASR) database, however they are published without the location data. The AMDB will include the location information.

Brent then outlined the workflow, where data from imagery and NASR is the input and CAD software is used for the output of a published PDF airport diagram. The data captured is to support a published airport diagram and that is the focus. Slide 5 is an example of a data capture overlayed with imagery. This shows how the data is captured using polygons.

On October 7th a Data Product Notice was posted that included sample data for 3 airports. This will give the user community a chance to review that data.

Brent said currently, they have captured 14% of published airport diagrams in the AMDB. They have focused on capturing the larger airports first. The goal is to release more data each 56-day cycle.

Steve Madigan, Garmin, expressed appreciation for the effort and asked if the goal was to eventually put this data out NAS-wide in ARINC compliant format. Brent replied that the goal is to release this data airport by airport, and not to have NAS-wide ARINC. John Myers, FAA/AJV-A260, explained that this is data that the team captures today to produce the airport diagrams. The thought was they could share the data for other users that may also find value.

Bill Tuccio, Garmin, asked about the criteria for when a helipad is charted on an airport diagram. Brent responded that the helipads are charted when the data for them is published in NASR. There is a submission process to get a helipad published on the charts. Bill asked to confirm that if he sees a helipad on satellite imagery, it may not necessarily be shown on the chart. Brent said yes, however if his team sees an uncharted helipad on imagery, they will reach out to the airport to get the supporting data for charting. Bill then asked if the FAA follows the ICAO charting and naming requirements for what should be shown on an airport diagram. John replied that at this point no, and that this is a very simple data set of base information. Bill then pointed out how he had come across several pavement taxiways that did not have letter designators. He asked if the FAA would code that in a special way to show they there are no designators. John said it would be designated as unknown "unk" in the data.

Amy Kynard, FAA/AJM-3360, asked who is most likely to use this data. Brent said that is not known at this time. He explained that the data is being captured for his teams' internal use to support charting production, however they are providing it on the open data site in case other providers may find usefulness. Amy then stated that her team works the maps for NOTAM manager and is interested in the apron information. She said she looked at the apron data and some of it does not match what she has in NOTAM manager. Brent replied that his team has been coordinating with the FAA Program Management Organization and the Federal NOTAM System office to help support NOTAM manager.

Aaron Jacobson, Boeing/Jeppesen, asked if there is construction at an airport, will the open data be updated with the construction progress, or will it stay in sync with the published airport diagram. John stated that the data is aligned with the airport diagram date. There is no current plan to update the data outside of the production cycle.