

Airports Data and Information Collection Program

MEETING 21-02

Drew Goldsmith, FAA/AAS-120, gave an [update](#) on the Airports Data and Information Collection program. In response to the FAA Reauthorization Act of 2018, Section 314, the Office of Airports has updated their Airport Data and Information Portal (ADIP). They have simplified, consolidated, and streamlined the current disparate data entry and management into a single platform. This allows users to easily view and search airport/heliport data including the options to extract the data into a CSV file and to download Airport Master Record (5010) forms. Drew explained the variety of airport data collection applications available in ADIP.

Drew said that Section 314 requires the FAA to assess the availability of information regarding helicopter air ambulance operation data and reports. He said the Office of Airports has collaborated with government and industry stakeholders and is working to update and validate all heliport data in ADIP as well as working to make the data more accessible to the general public. Drew explained the new heliport data features that will be added ([slides 12-17](#)).

Drew explained that they are working to modernize the existing policy and forms and to streamline the workflow. Currently airport and heliport owners must use multiple applications to submit changes. With ongoing developments, all changes can be submitted and managed from ADIP. [Slides 20-28](#) show the workflow users will see in ADIP. Future enhancements include data for vertiports, droneports, and spaceports.

Joshua Fenwick, Garmin, said Garmin supports this initiative and is excited about the enhancements to the data. He asked if there is a plan to provide the extra information in the National Airspace System Resource (NASR) so it can be made available for public download. Drew said the Office of Airports is working collaboratively with Aeronautical Information Services (AJV-A) to determine how to parse and share the information with the public.

Scott Jerdan, FAA/AJV-A310, confirmed they are working with the Office of Airports to figure out what new NASR data fields should be created and what they will look like. He said changes will be reported in the subscriber files and in the National Flight Data Digest (NFDD). He said there may also be resulting Chart Supplement changes.

Mike Webb, FAA/AFS-420, said he would also like to be part of the discussions. He said in Flight Standards they have been working to update their methodology in order to provide more accurate data in ADIP.

MEETING 22-01

Drew Goldsmith, FAA/AAS-120, [briefed](#) the audience on the Airport Data and Information Collection Program, which is the primary airport data collection portal for Airport Surveys and Airport Master Records. The Airport Data and Information Portal (ADIP) simplifies, consolidates, and streamlines the current disparate data entry and management into a single platform. It allows users to easily view and search airport/heliport data including the options to extract the data into a CSV file and to download Airport Master Record (5010) forms. Registered users also have access to a portfolio of airport data collection applications ([slide 7](#)).

Valerie Watson, FAA/AJV-A250, asked whether the general public can access ADIP. Drew said the general public can access data on the public facing website, but not as a registered user. That is limited to only those entities that are inputting data into ADIP.

Rich Boll, NBAA, asked whether the performance engineering community can access the obstacle data. Chris Criswell, FAA/AAS-120, said engineering firms conducting surveys at airports are the main users who have access to ADIP at this time, but they have also made it available to the performance engineering community if they have a business need. Rich asked whether that community knows ADIP is available to them. Chris said there is a working group where they have discussed this issue. ADIP is not an official data source at this point, rather it is a collection point, and is intended to support surveying. He pointed out that the obstacle data in ADIP is the same as that provided by Obstruction Evaluation/Airport Airspace Analysis (OE/AAA). Brian Murphy, FAA/AJV-A350, confirmed ADIP is not the official data dissemination point and users should go to OE/AAA or the Digital Obstacle File (DOF) for obstacle information. Scott Jerdan, FAA/AJV-A310, suggested a focused briefing at the next ACM on the collection and dissemination of obstacle data would be useful to this audience. Scott offered to follow up with the Obstacle Team manager Eric Freed, FAA/AJV-A320 to arrange a briefing.

Jay Leitner, American Airlines, said the performance engineering groups at the airlines do have registered user access and have found it useful. He shared these groups have access to this data in their consulting role and have distributed the information about ADIP through Society of Aircraft Performance and Operations Engineers (SAPOE). He asked whether moving FAA Forms 7460 and 7480 into ADIP would integrate OE/AAA into ADIP. Drew said OE/AAA is not planning that action, but the process of getting the information will be through ADIP.

Steven Madigan, Garmin, asked whether the intent of ADIP is to contain the obstacle set that is available on FAA Form 8260. Chris said the intent is to support the airport surveys and the resulting surveys produce the obstacles that are used in procedure design.

Drew explained that a lot of the work the Office of Airports has focused on has been in response to [FAA Reauthorization Act of 2018 Section 314](#), which requires the FAA to assess the availability of information regarding helicopter air ambulance operation data and reports. His office evaluated the data being

supplied for helicopter sites ([slide 9](#)) and added a number of hospital heliports. Drew said that concurrent with this effort, the FAA was also updating the Helicopter Design Advisory Circular (AC) (and now the Vertiport Design AC), so both could be updated in a coordinated way. Drew explained the new heliport data features that are being added ([slides 12-17](#)).

Drew explained work is underway to modernize the existing policy and forms and to streamline the data workflow. Currently airport and heliport owners must use multiple applications to submit changes. With ongoing developments, all changes can be submitted and managed from ADIP.

Drew closed his briefing with a discussion of future enhancements, which will include vertiports, droneports, and spaceports.