

**AERONAUTICAL CHARTING MEETING**  
**Charting Group**  
**Meeting 26-01 – April 20-23, 2026**

**RECOMMENDATION DOCUMENT**

**FAA Control #26-01-411**

**Subject:** FAA IAP Georeferencing Data Availability

**Background/Discussion:** FAA and industry both endeavor to release geo-referenced versions of terminal procedure charts. Garmin's long-standing FliteCharts product is one such example – FliteCharts provide our customers overlaid, geo-referenced terminal charts in a variety of platforms (flight decks, EFBs, etc). The methods for how industry constructs and verifies the geo-referenced products vary – but most or all methods likely require two or more geographically identifiable points in the to-scale region of the chart that can be used to georeferenced against. [ACM-CG RD 24-01-388](#) removed 67:1 slope obstacles, which, although a positive change for pilots, was a net-negative for Garmin's GIS processes and has resulted in an increased number of IAPs that can no longer be georeferenced and are thus withheld from Garmin FliteCharts due to an insufficient number of points not on a straight line. While investigating solutions, we learned that the FAA AIS PDFs come with georeferencing data.

FAA AIS provides d-TPP deliveries with georeferencing data baked into the PDF charts. While this format may be usable for some in the industry, it is not a widely accepted format, and it is one that Garmin (and perhaps others) have struggled to make use of since not all GIS tools can understand it.

Garmin has engaged with AJV-A/AIS on the topic of georeferencing several times over the past year, both to answer questions and to investigate ways FAA's georeferencing could be more accessible to industry for products like FliteCharts. Those discussions culminated with the possibility of FAA providing their georeferencing data to industry in a CSV (or CSV-adjacent) delivery with the d-TPP each month.

**Recommendations:**

Garmin recommends that FAA AJV-A/AIS investigate and stand up an additional data delivery each chart cycle containing the georeferencing data used on the d-TPP chart set. At a minimum, this data set should contain the projection used, the geographic coordinates of each corner of the chart, and ideally, coordinates of the edges of the planview of the chart.

**Benefits:**

- 1) Would adoption of the recommendation prevent or reduce the likelihood of occurrence of accidents or incidents?

No

2) Would adoption of the recommendation mitigate a known or potential safety hazard?

No

3) Would adoption of the recommendation resolve a known or potential issue creating operator or Air Traffic Control system errors?

No

4) Would adoption of the recommendation increase operational or system efficiencies?

No

5) Would any additional benefits be recognized by adoption of the recommendation?

Yes – increased data utilization by industry

**Comments:**

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**Date:** 3/19/26

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