



# Federal Aviation Administration

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## Memorandum

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To: See Distribution List *for Rando L. P. Beon*

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Subject: Policy Statement on Airport Map Database (AMD) Accuracy

Memo No. AIR-100-10-130-001

Reference: TSO-C165, *Electronic Map Display Equipment for Graphical Depiction of Aircraft Position*

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This memorandum provides guidance to manufacturers to clarify the acceptable means of compliance for aeronautical databases used in airport moving map displays in accordance with TSO-C165, *Electronic Map Display Equipment for Graphical Depiction of Aircraft Position*. The minimum performance standards required for this TSO are found in RTCA/DO-257A, *Minimum Operational Performance Standards for the Depiction of Navigational Information on Electronic Maps*, dated June 25, 2003.

For airport map displays, the accuracy of the data characterizing the airport environment remains the largest error source. If the errors are too large, pilots may experience misleading displays showing incorrect airport features around the aircraft's position. The standards in RTCA/DO-257A, sections 2.3.1.1.1 and 2.3.1.1.2 define the required accuracy of data for runways and taxiways, respectively. Currently, the data published in aeronautical information publications cannot be assured to meet these requirements for every data point. This challenge for implementation was addressed when the minimum standard was developed, as described in the following extract from RTCA/DO-257A, section 2.3.1:

*As described in RTCA/DO-257A, section 2.3.5, rather than trying to validate the accuracy of data before it is used, acceptable system performance is achieved through reporting of errors, and having a process to take corrective action or notify operators when there is an unresolved error.*

This memorandum affirms that the note under RTCA/DO-257A, section 2.3.1 applies to its subparagraphs, including RTCA/DO-257A, sections 2.3.1.1.1 and 2.3.1.1.2.

Therefore, there is no requirement to establish that the data in the aeronautical database complies with these accuracy requirements before implementation. Instead, manufacturers that choose this means of compliance must be able to demonstrate that they have processes to collect, verify, correct, and communicate errors as stated in RTCA/DO-257A, section 2.3.5. These manufacturers must use their error reporting procedures to identify airports with appreciable errors and should endeavor to correct these errors in the source data.

Please contact Brad Miller, AIR-130 at 202-385-4628, for any additional information on this policy memorandum.

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