

Aeronautical Information Services Working Group (AISWG)
Meeting 15-01 January 6, 2015
FAA AeroNav Products
Silver Spring, MD and Oklahoma City, OK

1. Old Business:

a. 09-076 (October 6, 2009) Airway Minimum Turning Altitude (MTA).

ISSUE: At the closure of meeting 09-04, Paul Eure presented a question that he had received from Denver ARTCC involving a minimum turning altitude over various airway combinations over the Jackson Hole VORTAC. The MTAs are significantly above the MEAs and are documented on the Form 8260-2 for the facility/fix. Paul's question is how are controllers and pilots made aware of turning restrictions and should there be a charting standard?

Status 10-07-14: The following status updates are from the two open IOUs from the last meeting:

1. Eric Fredricks said that the Safety Risk Management Decision Memo (SRMDM) is almost ready for internal coordination. Within the next 45 days it will be ready for review. **IOU OPEN.**

IOUs: 1) Eric Fredricks from the ATO En Route Service Unit will report back on progress of SRMDM.

b. 12-084 (January 10, 2012): Aeronautical Data Management (ADM)

Initiative Briefing. ISSUE: The source data that comprises Aeronautical Information (AI) is captured in multiple databases across the Federal Aviation Administration (FAA) Air Traffic Organization (ATO) business areas. The same data is often captured by different entities causing unsynchronized data inaccuracies throughout FAA systems. To prevent this reality from causing air traffic safety issues, human intervention and workarounds are used to validate data. As the Next Generation Air Transportation System (NextGen) evolves and the demand for air traffic increases, current methods for ensuring accuracy, precision and data transfer will be unable to meet demands. We must make changes that create persistent data and consistent interpretation of that data in order to enable our organization to communicate authoritative source information at the right time and place to those who need to know.

Status 10-07-14

1. Jay Jackson reported that the various system design meetings are coming to a close. Greg Pray reported that the NASR team is developing a Proof of Concept based on the NASR design document. **IOU OPEN.**

IOUs: A Nav Lean rep will brief the AISWG at the next meeting on the current status.

c. 12-085 (January 10, 2012): Activity Areas Data. ISSUE: There are currently a variety of methods for disseminating data describing aerobatic activity areas (Ultralight, Glider, Hang Glider, Aerobatic Practice & Training areas): some of these areas are published in text form in the back matter of the A/FDs, some are represented on the Visual charts by symbols, others by boxed notes, but it is desired that the SOURCE be standardized. During a recent ACF Charting Group meeting (Issue 11-01-238), it was recommended that AIM maintain and disseminate data describing these various activity areas in a way similar to Parachute Jump Areas (PJA), so that the information is available directly from the FAA designated office in a data-based, standardized format.

Status 10-07-14: John Graybill reported that the draft Order 7900.3 is still in progress. John met with Sue Gardiner concerning collection, storage and dissemination of aerobatic areas in NASR. The process for collection and submission of aerobatic areas and UAS areas will be contained within Order 7900.3. **IOU OPEN.**

IOU: 1) John Graybill will keep the group updated on the status of Order 7900.3.

d. 12-087 (January 10, 2012): Special Purpose Surveys: Tree Clearing Projects. ISSUE: Tree clearing projects may take place within the extents of one or more of the Airport Airspace Survey Surfaces that impact instrument procedure development. AIM in conjunction with NGS is proposing recommended processes for the collection of these new tree heights.

Status 10-07-14: Raymond Zee briefed that a process has been established to provide new obstacle heights to the TOD team. The Nav Lean team will refine the process moving forward. **IOU OPEN.**

IOU: Raymond Zee will report back at the next meeting on next step.

e. 12-088 (April 3, 2012): Revision of the AIM. ISSUE: During discussion of Issue 09-076 (Airway Minimum Turning Altitude (MTA)), Paul Eure presented a question regarding revision of the FAA Aeronautical Information Manual (AIM). Paul asked who the OPR of the AIM was and how changes to the AIM are coordinated? He felt that changes to the AIM may not be adequately coordinated across the domain of affected stakeholders.

Status 10-07-14: The Master List of AIM OPR's was posted to <https://nfdc.faa.gov/xwiki/bin/view/AISWG/WebHome> . Michael LaJuene and George Bayer from the PMO were not in attendance to provide an update on JPAMS **IOU OPEN.**

IOU: 1.JPAMS development update.

f. **12-089 (April 3, 2012): UAS Standards and Charting. ISSUE:** During discussion of Issue 12-085 (Activity Areas Data), Paul Eure stated that as UASs become more prevalent, the FAA must develop standards to accommodate these new aircraft. Paul stated that the En Route Service Unit is in the process of developing separation standards for UASs, but is having difficulty attempting to coordinate with the UAS office (AFS-80). Paul also briefed that six Unmanned Aircraft Systems (UAS) training and research areas are being established across the US. Paul asked who should be contacted to coordinate the charting and publication of these areas?

Status 10-07-14: Scott Gardner was not present to provide an update on the draft UAS advisory circular.

IOU: 1) Scott Gardner will report back on the development of the UAS advisory circular which includes guidance for the submission of UAS charting requests.

g. **12-090 (July 10, 2012): UTC vs. Local Time for Aeronautical Data. ISSUE:** NFDC has highlighted an issue with the use of UTC and Local Time when distributing aeronautical data to the public. Proponents submit these data (e.g., Tower hours) to the NFDC in UTC time. NFDC converts the hours to local time for entry in the NASR database, and these data are distributed to the public via the subscriber files and online airport lookup. AeroNav Products converts these hours back to UTC time for inclusion in publications such as the A/FD. These differences can cause confusion to the aviation community, and also may cause issues if pilots don't properly convert from UTC to Local (e.g., if they don't account for daylight savings time).

Status 10-07-14: Tom Harris reported that the memo from AJV-2 to AJV-3 has not been drafted. Greg Pray stated that AJV-2/3 still needs to make a decision if the NASR times should be changed from local to UTC. **IOU OPEN.**

IOU: 1. Tom Harris will report back on the decision by AJV-2/3 management.

h. **12-093 (July 10, 2012): Joint Use Airports List. ISSUE:** The "Joint Use" airports list contained in the NASR database does not agree with the military "Joint Use" airport list. AeroNav Products is requesting that the NASR database be updated with the correct "Joint Use" airports so that the Airport/Facility Directory (A/FD), which uses the NASR database as source, is published with the correct data. AIM is requesting that the Office of Airports update FAA Order 5000.5, LIST OF JOINT USE AIRPORTS, so that the NASR database can be updated.

Status 10-07-14: Raymond Zee reported that no progress has been made towards identifying those airports considered to be "joint use" based on any of the existing definitions. Raymond suggested using a different designation other than "joint use"

because “joint use” suggests there is funding involved. Raymond Zee will continue to work towards a potential solution. **IOU OPEN.**

IOU: 1. Raymond Zee will report at the next AISWG on potential solutions.

i. 13-095 (January 8, 2013): Spaceports. ISSUE: Spaceport America in New Mexico has been identified as a “private airport” (i.e. 90NM) which came about as the result of Spaceport America officials filling out and submitting 7460-1 form to report their new runway. Consequently, since this form is usually only used by “airports”, The Office Of Airports put Spaceport America into the 5010 database as an airport—an outcome not intended by Spaceport America. Spaceport America is currently stored in NASR as a pvt airport and charted on the Albuquerque Sectional as a pvt airport even though it is considered a spaceport. AST-100, Commercial Space Transportation has requested that Spaceport America be removed from NASR but remain charted with a unique symbol, labeled “spaceport” and a note referencing a corresponding “Special Notice” located in the A/FD.

- i. How should a standalone Spaceport be charted?
- ii. How do we database and chart a dual-use (airport/spaceport) facility?
- iii. Is an A/FD Spaceport Special Notice helpful?
- iv. Does a Spaceport need to be stored in NASR?
 1. What information is required?
- v. How does AST-100 coordinate launches with the controlling agency?

Status 10-07-14: Anna Cushman reported that she discussed the SMS process with George Sempeles of AOV. The current process used by AST meets SMS criteria. Anna will continue to work with Steve Brisbon, John Graybill and Mike Wallin on data requirements for NASR. Her management agrees with publishing commercial space launch information within the back portion of the A/FD. Valeria Watson requested that AJV-3 charting be included within the discussions. **IOU OPEN.**

IOU: 1. Anna Cushman will report back on the progress made within the Commercial Spaceport data and charting working group.

j. 13-098 (April 2, 2013): Stand Alone DME. ISSUE: Stand-alone DME’s will begin operating as a new type of NAVAID within the NAS in support of RNAV operations using airborne FMS systems. Currently there are stand-alone DME’s operating where the VOR portion of the VOR/DME turned off. The VOR component is NOTAM’d OTS.

Status 10-07-14: Valerie Watson is seeking additional guidance from the Aeronautical Charting Forum (ACF) before proceeding with changes to charting standards. **IOU OPEN.**

IOU: 1. Val Watson will update the group on the charting requirements at the next AISWG.

I. 14-099 (April 8, 2014): Standardize Elevations to NAVD88. ISSUE: Mr. Rick Fecht of Aeronautical Navigation Products (AJV-2) presented the issue. Airport elevation values appear to be charted from various datum, unknown to the user. NASR contains and publishes elevations in several or unspecified datum(s): NGVD29, EGM96, NAVD88 and NULL values. The AIM Obstacle Repository System (ORS) obstruction database is converting elevations from NGVD29 to NAVD88 within the conterminous US. Visual charting will publish obstruction MSL heights based on the ORS database NAVD88 datum. Terrain spot elevations will also be migrated to the same NAVD88 datum as well. Since elevations are captured within the database to a tenth of a foot and charted to the foot, it would appear to be both ours and our users interests if we identify or standardize the elevations to one datum. Separate datum can influence the elevation values on the order of two meters. Observation is that NASR airport/runway elevations have the option for several specified or NULL datum while NAVAID and ILS equipment elevation datum are not identified.

Status 10-07-14: Raymond Zee stated that the Nav Lean team plans on having the conversion capability completed by September 2015 **IOU OPEN.**

IOU: 1. Raymond Zee will report back on additional details from the Nav Lean team..

2. New Business:

3. Next Meeting: The next four meetings will be held at AeroNav Products in Silver Spring, MD with VTC from AeroNav Products in Oklahoma City, OK on Tuesday, **April 7, 2015, July 7, 2015, October 6, 2015 and January 5, 2014.** Start time is 8:30 AM and dress is business casual.