

**Aeronautical Information Services Working Group (AISWG)**  
**Meeting 15-03 July 7, 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 04-07-15:

1. Kevin Aurandt of AJV-823 En Route Procedures reported that he has received negative feedback regarding the proposal. Kevin said he believes that the turning restrictions should be resolved and will discuss further with Paul Eure. Val Watson will provide Kevin a list of MTA's in the NAS. **IOU OPEN.**

IOUs: 1) Eric Fredricks will report back on progress of the DCP.

**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 04-07-15

1. Lauren Priem updated the group that the Nav Lean Program Office is calling 18 of the 21 Nav Lean recommendations complete. Nav Lean recommendations 6, 7 and 21 are scheduled to be complete by October 1, 2015 . **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 04-07-15:** John Graybill reported that NFDC is in the process of finalizing NASR requirements to support Activity Area types: Glider, Hang Glider, Ultralight, Aerobatic Practice, Space Launch Activity (SLA), and Unmanned Aircraft (UA). The target date for adding this resource to NASR is late fall, 2015. The draft Order 7900.3 will contain instructions for submitting this data to NFDC.

Michael Wallin from NFDC stated that "Activity Area" Special Notices will be vetted by NFDC and distributed via a NFDD add-on page.

Val Watson stated that she will submit any charting specification changes to the IACC MPOC. **IOU OPEN.**

**IOU:** 1) John Graybill will keep the group updated on the status of Order 7900.3, the Activity Area resource in NASR, and the creation of digital forms for submitting this data. 2) Val Watson will update the group on charting specification changes.

**d. 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 04-07-14:** Michael LaJuene will be retiring end of June. Michael suggested contacting Heather Hemdal, Director of Air Traffic Procedures in order to determine if the Master List of AIM OPR's is currently being maintained. Chris Criswell will contact Heather Hemdal to request that the Master List of AIM OPR's be posted on the Air Traffic Pubs website.

**IOU OPEN.**

**IOU:** 1. Chris Criswell will provide an update concerning completeness of the Master List of AIM OPR's and publishing the AIM OPR list on the ATO Pubs website.

**e. 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 04-07-15:** John Graybill reported that he met with Eric Lautenschlager. John stated that they are defining a shared vetting process for UAS charting provided an update that NFDC will coordinate with Eric Lautenschlager regarding what UAS data should be included in NASR and the process for submitting that data to NFDC

**IOU:** 1) John Graybill will report back on the status of adding UAS data to NASR. John will request that Eric Lautenschlager provide an update on the development of the UAS advisory circular which includes guidance for the submission of UAS charting requests.

**f. 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 04-07-15:** Tom Harris did not have an update. **IOU OPEN.**

**IOU:** 1. Tom Harris will discuss with his management and report back on the outcome of the memo.

**g. 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 04-07-15:** Drew Goldsmith reported that the Office of Airports will be using the Part 139 definition when the new Airport Data and Information Program (AC19) is stood up in October. Order 5000.5 should be recognized as out of date, and APP is aware of the need to update it. **IOU OPEN.**

IOU: 1. Drew Goldsmith will report back at the next AISWG.

**h. 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 04-07-15: John Graybill briefed that NFDC has continued working data Space Launch Activity Areas requirements with Anna Cushman for NASR. The target date for adding this resource to NASR is late fall, 2015.

John Graybill stated that the Space Launch Activity Area information will be disseminated as a NFDD add-on page.

Val Watson stated that she will submit any charting specification changes to the IACC MPOC.

Lynette Jamison expressed concern that the space launch NOTAMs may not follow the NOTAM Order 7930 format. Anna stated that 9 of the 11 spaceports should comply with the format.

IOU: 1) Anna Cushman and John Graybill will report back on the progress made NASR Space Launch Activity Area requirements. 2) Val Watson will report back on charting specification changes.

**i. 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 04-07-15: Valerie Watson reported that the Stand Alone DME working group has been meeting. Dale Courtney will be presenting on Stand Alone DME's at the April Aeronautical Charting Forum.

**IOU OPEN.**

IOU: 1. Val Watson will update the group on the outcome of the Stand Alone DME working group and ACF presentation.

**j. 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 04-07-15: In order to determine the amount of non-NAVD88 airport elevations John Johnson will request Doug Sage provide a report for all NASR airport feature elevations that are not NAVD88. The report will be used to determine the variety of datums currently in NASR. **IOU OPEN.**

IOU: 1. John Johnson will provide the report to the group

**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, **July 7, 2015, October 6, 2015, January 5, 2016 and April 5, 2016.** Start time is 8:30 AM and dress is business casual.