

Aeronautical Information Services Working Group (AISWG)
Meeting 15-04 October 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 07-07-15: Kevin Aurandt of AJV-823 En Route Procedures was not in attendance to update the working group. Tom Schneider and Val Watson pointed out that MTA guidance has been published within the Instrument Procedures Handbook (IPH) and Order 8260.3. If no progress has been made on resolving controller guidance for JO 7110.65 and the PCG by the next AISWG meeting recommend closing the issue. **IOU OPEN.**

IOUs: 1) Chris Criswell will contact Kevin Aurandt concerning resolving comments to the DCP.

b. 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 07-07-15: John Graybill reported that requirements for a new NASR Activity Area resource that would include Glider, Hang Glider, Ultralight, Aerobatic Practice, Space Launch Activity (SLA), and Unmanned Aircraft (UA) areas have been submitted and are awaiting development. The target date for inclusion into NASR has been pushed back to early 2016. Once IACC RD 751 has been finalized, a listing of all current Aerobatic Practice Areas will be published in the NFDD. **IOU OPEN.**

IOU: 1) John Graybill will keep the group updated on the status of NASR Activity Area resource. 2) Val Watson will update the group on IACC RD 751.

c. **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 07-07-15: Chris Criswell reported that he contacted the Air Traffic Procedures Group in order to determine if the Master List of AIM OPR's is currently being maintained. The last list provided to the AISWG by Michael LaJuene is the most current list. The Air Traffic Procedures Group does not plan to post the list on the Air Traffic Procedures website.
IOU OPEN.

IOU: 1) Chris Criswell will provide an update publishing the AIM OPR list.

d. **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 07-07-15: John Graybill reported that requirements for storing Unmanned Aircraft Activity (UAA) area data in NASR were included in the Activity Area Resource specifications submitted to the NASR team in June. Currently, requests to chart UAA areas are submitted to Visual charting from the UAS office. Visual Charting creates a NFDD add-on page for the entry and then, subsequently, adds the symbol to the chart. Once NASR has been modified to store UAA data, NFDC will take over responsibility for accepting and publishing UAA data in the NFDD.

IOU: 1) John Graybill will report back on storing UAA data in NASR and the publication of UAA.

e. **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 07-07-15: Tom Harris stated that Janet Myers is reviewing the memo which will implement the change. **IOU OPEN.**

IOU: 1) Tom Harris on the outcome of the memo.

f. **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 07-07-15: Drew Goldsmith reiterated The Office of Airports statement from the April 7, 2015 AISWG meeting. 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. Charting should develop a definition that can be used to support their operational requirements. **IOU OPEN.**

IOU: 1) Val Watson and Drew Goldsmith will report back at the next AISWG.

g. **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 07-07-15: John Graybill briefed that requirements for storing Space Launch Activity (SLA) areas in NASR were included in the Activity Area Resource specifications submitted to the NASR team in June.

UPDATE: Following the AISWG meeting, a group with representatives from Visual Charting, the Airport Survey and Mapping Team, Governance & Standards, Aero Data & Charting, NFDC, and Commercial Space Transportation met to finalize requirements for publication of SLA Areas in the NFDD. The SLA areas were subsequently published as an add-on page in NFDD 150, dated 8/5/2015. They will appear in the Special Notices section of the A/FDs and Supplements effective 15 October 2015. A remark will also be published in each airport associated, or nearby to, an SLA stating "Space Launch Activity Area – See Special Notices".

IOU: 1) Anna Cushman and John Graybill will report back on the publication of Space Launch Activity Areas.

h. 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 07-07-15: Valerie Watson reported that a follow-up Stand Alone DME working group meeting has not been held.

IOU OPEN.

IOU: 1) Val Watson will follow-up with Dale Courtney on the next Stand Alone DME working group.

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 07-07-15: John Johnson was not present to update the group. **IOU OPEN.**

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

j. 15-103 (July 7, 2015): DOD UAS Charts. ISSUE: Active Duty Army Warrant Officer Mr. Burrows presented on the topic of Unmanned Aircraft System instrument procedures and charts. Currently the Army is developing flight procedures for DOD UAS operations. UAS departures, arrivals and approach charts are all being developed for use by DOD UAS. The first test of the UAS instrument procedures will be at Cannon AFB, New Mexico. Mr. Burrows wants to engage the FAA UAS Office as soon as possible to avoid any duplication in effort.

IOU: 1) Eric Lautenschlager of AFS-80 will discuss the effort with Mr. Burrows and report back at the next AISWG. IOU OPEN.

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, **January 5, 2016, April 5, 2016, July 5, 2016 and October 5, 2016.** Start time is 9:00 AM and dress is business casual.