

AGENDA
Aeronautical Information Services Working Group (AISWG)
Meeting 14-04 October 7, 2014
FAA AeroNav Products
Silver Spring, MD and Oklahoma City, OK

1. Old Business: (Refer to AISWG meeting minutes for history.)

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 07-08-14: The following status updates are from the two open IOUs from the last meeting:

1. Eric Fredricks said that the DCP's will need to be re-coordinated. Eric said that coordination for DCPs should not take much time. Once the DCP comments in then a Safety Risk Management Decision Memo (SRMDM) to mitigate the concerns. **IOU OPEN.**
2. Per Steve VanCamp the Instrument Procedure Handbook (IPH) was published on May 13, 2014. **IOU CLOSED.**

IOUs: 1) Eric Fredricks from the ATO En Route Service Unit will report back on progress of DCPs for controller guidance for JO 7110.65 and the PCG.

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 07-08-14

1. Airport Proof of Concept findings report will be released next week. Reginald will get report. Points & holding development project is just now kicking off. NAV Lean Timeframe of 2015 may not be feasible, and NAV Lean program office is looking at alternative approach. It will look at business processes to see if efficiencies can be gained with new IBM BPM. Reginald will brief executive team on current status. **IOU OPEN.**

IOUs: Diana Young will brief the AISWG at the next meeting on the status of the Nav lean effort.

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 07-08-14: Rick Funkhouser briefed the group that Order 7900.3 should be complete by calendar year-end. The 7900.3 Forms will be included with the Order. The order will also provide guidance on how to populate and submit forms. The draft order is currently being circulated internally within AJV-2, forms are still being developed. Chris Criswell asked Rick if he has coordinated with the Nav Lean Program. **IOU OPEN.**

IOU: 1) John Graybill will keep the group updated on the status of Order 7900.3 and coordination with the Nav Lean Program.

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 07-08-14: Raymond Zee briefed the group that the review of 20:1 surfaces by airports has caused instrument procedures to be cancelled. The Office of Airports has worked with the Terrain and Obstacle Data (TOD) team on a process to receive the new obstacle heights into ORS and AirNav. This process has been established outside of Airports GIS. Depending on Nav Lean funding The Office of Airports plans on developing the ability to accept new obstacle heights within Airports GIS. **IOU OPEN.**

IOU: Raymond Zee will report back at the next meeting on progress made to develop the capability to accept new obstacle heights in Airports GIS and then serve the new data to ORS and AirNav.

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 07-08-14: The Master List of AIM OPR's was provided to the AISWG and will be posted to <https://nfdc.faa.gov/xwiki/bin/view/AISWG/WebHome>. Michael LaJuene and George Bayer from the PMO stated that JPAMS is currently in development. Phase 1 will phase out legacy system – new JPAMS will replace paper manuals with digital – HTML and PDF. The new format will be searchable. Phase 2 is the DCP process – changes being handled digitally will reduce change cycle time. Phase 1 development completes by end of September. October 1 is Phase 1 completion goal. Phase 2 follows, DCP workflow process should be finalized by end of July. AJV-8 is the group supplying requirements. Mike requested assistance with assessing all required DCP workflows. Overlap timeframe between implementation of JPAMS and phase out of DCPs will be lengthy. Training will be conducted prior to go-live; go-live will be summer of 2015. The legacy DCP process/system will phase out by 2016.

IOU OPEN.

IOU: 1. George Bayer and Mike LaJuene will schedule a meeting with AJV-2/3 to discuss DCP workflows to be built into JPAMS.

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 07-08-14: Scott Gardner requested that all new UAS charting requests to him. Corpus Christi TX has an example of UAS description. Scott Gardner will use the UAS Charting criteria AC developed by Mike Connor as a starting point for establishing policy for UAS charting. Jennifer Hendi and Tom Harris will gather existing published UAS charting information and send it to Scott Gardener to be vetted. **IOU OPEN.**

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.

2) Jennifer Hendi and Tom Harris will provide the existing published UAS charting information and provide it to Scott Gardner.

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 07-08-14: Tom Harris reported that the memo from AJV-2 to AJV-3 has not been provided. The NFDC Airport Manager, Janet Myers is currently evaluating the requirements and should have a decision for next step by the next AISWG.

IOU OPEN.

IOU: 1. Tom Harris will report back on the decision by NFDC Airport Manager. 2. Tom Harris will provide a NFDD example to AJV-2 and NGA (Just Nahlik). 3. Tom Harris will provide an update on the NFDC to Local time to UTC conversion progress within NASR.

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 07-08-14: Raymond Zee provided three different options. Raymond stated that the Part 139 definition for Joint Use Airports will not change due to its purpose. The Part 139 Joint Use definition is aligned with federal grants for the Airport Improvement Program and not intended to be used for air traffic operational purposes. It was agreed that the Part 139 definition should remain unchanged, the definition in Order 5000.5 should be removed and the list within Order 5000.5 should be updated with the DOD airports that have joint-use agreements. The DOD list is straight forward – identifies joint-use which means civilian aircraft may use military airport. In NASR the FAA currently databases over 2000 joint-use airports. It was requested that the Office of Airports provide a memo stating that purpose of the Part 139 definition. Raymond Zee will prepare a memo the intent of the definition,

including NASR data changes needed as a result of the new list. July 14 is target date for memo from Ray Zee. **IOU OPEN.**

IOU: 1. Raymond Zee will work with DOD on revising Order 5000.5. 2. Raymond Zee provide a memo describing the intent of the Part 139 definition and necessary NASR data changes to the Director of AJV-2/3.

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 07-08-14: Anna Cushman responded to the AOV question concerning SMS compliance. Anna stated that 2004 guidance and process are already in place regarding coordination of spaceport activities with air traffic. George Sempeles will contact Julie Price, the AOV POC to the ATO.

Anna is finalizing a draft paper for spaceport data requirements and charting criteria. She is waiting for the associate administrator to approve within AST. Anna will continue to work with Val Watson of Aero Nav Products and Steve Brison, John Graybill, and Steve Broman of NFDC on finalizing the spaceport data requirements and charting criteria. **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 07-08-14: Rick Funkhouser briefed on the progress of Order 7900.2 and the form which will support the collection of Standalone data. NASR is ready to support the collection and distribution of the standalone DME. The digital form will support DME w/o having to designate MagVar. Jennifer Hendi stated that more questions need to be answered about the charting specs, before an IACC requirements document can be submitted. "Do Standalone DME's even need to be charted?" Val Watson and Jennifer Hendi will continue to work the charting requirements for Aero Nav Products. Rick Funkhouser Order 7900.2 and associated forms will be signed by Lynn Ray to week of July 21st and will be made available to the AISWG at that time.

IOU OPEN.

IOU: 1. Rick Funkhouser will provide NASR screen shot examples and NFDD examples. 2. Val Watson will update the group on the charting requirements at the next AISWG.

k. 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 07-08-14: Raymond Zee said that utilizing the GCR contract to convert the datums is out of scope for the GCR contract. Raymond said that at the point Airports GIS migrates over NASR airport data there are plans to convert all the airport datums to NAD 83/NAVD88. **IOU OPEN.**

IOU: 1. Raymond Zee will report back on time frames for the data migration from NASR to Airports GIS.

2. New Business:

I. 14-100 (October 7, 2014): Clearance Delivery/Relay phone numbers: The Flight Services Program Operations Group (AJR-B2) wants to coordinate the re-alignment of Clearance Delivery/Relay phone numbers to the appropriate Terminal (ATCT) or Enroute (ARTCC) facility. What are the impacted aeronautical databases and aeronautical products?

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