Subject: Naming of FAA certified, nationally disseminated AWOS-3 systems on private use airports.

Background/Discussion: The FAA has seen an increase in the number of FAA certified, nationally disseminated AWOS-3 systems on private use airports. This is an exciting trend that improves the National Airspace System (NAS) with minimal cost to the Federal Government however, this trend challenges the real and perceived norms related to weather sensor FAA Identifier assignment, NOTAM and charting. These need to be addressed.

In accordance with FAA Order 7350.8 Location Identifiers:

- Private use airports are assigned four character identifiers
- Public use airports are assigned three character identifiers

Typically, when an AWOS is located on airport, the AWOS identifier matches the airport identifier. However in the case of the private use airport, using a four character identifier for an AWOS limits the usefulness of the AWOS in that national dissemination, METARs and NOTAMs become impossible and charting becomes complicated.

Stand-alone weather systems which are located independent of airports are assigned three character identifiers. These stand-alone systems produce METARs. Charting and NOTAMs are straightforward.

Current AWOS systems at private use airports have been assigned three characters which allows METARs and NOTAMs, but these are inconsistently charted because of their affiliation with the private use airport.

We’d like to explore two or more proposed solutions with the stake holders present at the ACF. Obtain feedback on the proposed solutions, identifying real and perceived complications to the naming of NAS supporting systems at private use airports.

Recommendations:

Concept 1 - Reassign the private use airport with a three character FAA identifier and then assign that same identifier to the weather system.

Concept 2 - Assign a three character FAA identifier to the weather system that is independent of the four character private use airport identifier. Treat the weather sensor as if it is a standalone facility.

Concept 3 - Suggestions?

Comments:

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Attachment

Slide 1

FAA Joint Order 7350.8

1–2–7. ASSIGNMENT SYSTEM

- a. Three-letter identifiers are assigned as radio call signs to aeronautical navigation aids; to airports with a manned air traffic control facility or navigational aid within airport boundary; to airports that receive scheduled route air carrier or military airlift service, and to airports designated by the U.S. Customs Service as Airports of Entry. Some of these identifiers are assigned to certain staffed aviation weather reporting stations or for airports commissioning Automated Weather Observation Systems, level III (AWOS-III) or higher that have paved runways 5,000 ft or longer.

- e. Two-letter, two-number identifiers are assigned to private-use landing facilities in the United States and its jurisdictions which do not meet the requirements for three-character assignments. They are keyed by the two-letter Post Office or supplemental abbreviation (listed below) of the state with which they are associated. The two-letter code appears in the first two, middle, or last two positions of the four-character code.

Slide 2

Chart Concept 1

Reassign the private use airport with a three character FAA identifier and then assign that same identifier to the weather system. Add the AWOS information under the airport elevation and runway length.

AWOS information will include AWOS Type, Frequency and AWOS identifier. AWOS identifier matches the Private Use Airport Identifier.

**TEST CASE- There is not a Weather System nor a Private Use Airport at this location.**
Chart Concept 2
Assign a three character FAA identifier to the weather system that is independent of the four character private use airport identifier.
Treat the weather sensor as if it is a standalone facility.
AWOS-3PT BPC as Stand Alone at Private Use Airport Mesa Vista Airport (PVT) TX13

**This configuration currently exists, however BPC is not charted or printed to the A/F D**
Slide 4

SMP FAA ASOS
Stand Alone Charted and NOTAMed
Location- Stampede Pass, WA

Slide 5

SXT FAA ASOS
Stand Alone Charted
Location- Sexton Summit, OR
SPL NONFED AWOS-3PT
Stand Alone Not Charted
Location- South Padre Island, TX
Regina Sabatini, AJV-22, summarized the topic. Regina stated that there has been an increase in FAA-certified AWOS-3 systems that are located on private-use airports. As a result, questions have arisen regarding to how those weather systems should be identified, covered by NOTAM and depicted on aeronautical charts.

Currently, private-use airports are assigned four character identifiers and public-use airports are assigned three character identifiers. Typically when an AWOS is located on an airport, the identifier matches the airport identifier. For AWOS systems located on private airports, however, there are limits in the usefulness in using a matching four character identifier. The identifier of an AWOS on a private airport would not be compatible with METARs and NOTAMS. Independent Stand-alone weather systems that are not associated with an airport are currently assigned three character identifiers. Regina proposed two solutions to the problem and solicited for feedback from the group;

1. Reassign the private use airport a three character FAA location identifier and then assign that same identifier to the weather system located on airport.
2. Assign a three character FAA identifier to the weather system that is independent of the four character private use airport identifier and treat the weather system as a standalone facility.

Valerie Watson, AVJ-3, indicated that she supports proposal number 2, however she still saw outstanding issues with it. There is currently no place in NASR to differentiate whether an automated weather system is FAA-certified and available for private or public use. Valerie stated that there is a concern that some of the privately owned AWOS systems on private airports have not been databased. Once these privately owned AWOS systems have been databased, how will the charting office know which ones are certified and available for public use? Regina responded that only certified, public use facilities will be databased in the ASOS/AWOS file of NASR and made available for charting.

John Moore, Jeppesen, asked if there could be instances where a public instrument approach procedure refers to an AWOS on a private airport. Brad Rush, AJV-3, stated that today, the remote weather systems utilized on IAPs are located at public-use airports and are referred to by name only. Valerie stated that if, in the future, these stand-alone AWOS systems were utilized on IAPs, the chart could refer to the AWOS system only and not make reference to the private airport. She stated that we may need to consider identifying these systems by ident, as the private-use airport on which they are situated may not be published.

Ted Thompson, Jeppesen, asked how the AWOS will be referred to and how pilots will know where the AWOS is located. Regina stated that all of these weather systems would be contained in the ASOS/AWOS file of NASR and would contain positional information (Latitude/Longitude) and a location identifier. After some discussion, it was concluded by the group that all AWOS should be published with both name and identifier on the charts and when referenced in a note (as in a remote weather source on an IAP).

Cathy Riccio, AJV-22, indicated that in her conversations with Rick Funkhouser, AJV-22, he indicated that he would like to assign a four character private-use identifier to the AWOS systems located on private-use airports so that the airport and the weather system could be tied by the same location identifier. Regina stated that this option was investigated but was not viable because it is not compatible with METAR transmission or NOTAM publication, both requirements for nationally-disseminated, public-use weather systems.

Lynette Jameson, AJR-B1, expressed her support for proposal number two, referencing the compatibility with the NOTAM system.

Regina concluded that the consensus of the group supports proposal number two. She stated that her next step will be to take that option through the Safety Risk Management process.

**STATUS: OPEN**
**ACTION:** Regina Sabatini, AJV-22, will proceed with the concept of assigning a three character identifier to AWOS systems on private use airports and will report back at the next ACF.

**ACTION:** Valerie Watson, AJV-3, will draft a charting specification change to support charting stand-alone ASOS/AWOS (which includes those located on private-use airports) with both the name and the identifier on Visual & Enroute charts.

**ACTION:** Brad Rush, AJV-3, will work with AFS-420 to determine if policy should be changed to include ASOS/AWOS location IDs in remote weather system notes on IAPs.

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**MEETING 14-02**

Regina Sabatini, AJV-221, briefed the issue. Regina stated that guidance on stand-alone AWOS systems is out for comment and will likely not be published in Joint Order 7350.9B until the spring of 2015. Valerie Watson, AJV-344, stated that she will wait on initiating changes to the charting specifications until after the Order is officially released and the direction is firmly defined.

**STATUS: OPEN**

**ACTION:** Regina Sabatini, AJV-221, will provide an update on the publishing of FAA Order 7350.9.

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**MEETING 15-01:**

Valerie Watson, AJV-553, reviewed the issue. There was no update available on the progress made on the publishing of FAA Order 7350.9.

Valerie asked Tom Schneider, AFS-420, if the 8260.19 policy needs to be changed to support use of stand-alone AWOS location identifiers in remote weather system notes on IAPs. Valerie presented an example of the note as it is currently published. Tom agreed that he will have to look into revising the guidance when establishment & publication of stand-alone automated weather systems has been finalized.

Ted Thompson, Jeppesen, asked how stand-alone weather systems will be published. Mike Wallin, AJV-5331, will look into the publication of these systems and report at the next ACF. It was noted that Stand Alone AWOS-3 systems are already in use and are currently published in the AFD.

**STATUS: OPEN**

**ACTION:** Mike Wallin, AJV-5331, to report back on incorporation of stand-alone weather systems in FAA Order 7350.9.

**ACTION:** Mike Wallin, AJV-5331, to investigate how and when stand-alone weather systems will be published in NASR.