**10-077 (January 5, 2010): Offshore Fixes in International Waters.** ISSUE: The 8260.19, Chapter 8, paragraph 841.2.b states that for offshore fixes in international waters (more that 12 NM offshore) the state code of OA, OG, or OP is to be used.

"8260.19, PP 841-2-b: STATE. Enter the two-letter identifier of the state in which the fix or navigation facility is located. The state is left blank if the country is other than the U.S. For offshore fixes at or inside the U. S. 12-mile territorial limit, name of the nearest state must be used. If the fix is outside the U. S. 12-mile territorial limit, use OA for Offshore Atlantic, OG for Offshore Gulf of Mexico or OP for Offshore Pacific."

This creates a problem for uniquely identifying these offshore fixes in a navigation database. Fix name and ICAO region are the two attributes that uniquely identify fixes. AeroNav Services recommends using the ICAO region code rather than OG, OA, or OP.

Status 01-05-10: New issue presented by Scott Jerdan of AeroNav Services. The “OA”, “OG” and “OP” designators for off shore fixes are not compatible with National Flight Database (NFD) programming. Scott recommended that the ICAO region code be used. Curtis Davis questioned the ICAO code and recommended using the country code. Scott responded that the country code would not provide the degree of accuracy that the regional code would and agreed to provide a map for reference. Tom Schneider asked the impact on NASR. Jeff Waterman supported the recommendation and stated that it would resolve many DOD data problems. Paul Eure stated he would need to check the impact on ARTCC host computers. The group consensus was to pursue the recommendation. **OPEN.**

IOUs: Scott Jerden to provide recommended ICAO regional codes for consideration. Curtis Davis to assess the impact on NASR to either revising the state code attribute to accommodate the ICAO region codes (as a short term solution) or adding an ICAO region code field to fix files (long term solution). Paul Eure to research the impact on ARTCC systems.

Status 03-30-10: Scott Jerden briefed that he has been working with Curtis Davis of NFDC and the addition of an ICAO regional Code does not appear to be a problem. Scott asked whether DOD has a digitized ICAO map that may facilitate determining regional codes. Lance Christian agreed to check. Adrienne Funk stated that this is a bigger issue than it appears, especially in the Caribbean. She believes that a single-letter regional code will not resolve the problem and that a two-digit country code must be used because there could be duplicate fix names used by separate countries within the same ICAO region. Rick Mayhew stated that NASR has the ability to populate fix names within a specific ARTCC based on the ARTCC boundary. Therefore, NASR should be able to populate a two-digit country code based on the coordinates of that country's boundary. Scott agreed that a two-digit country code would be better. Brad Rush recommended this be sourced on the 8260-2. **OPEN.**

IOU: Lance Christian to check whether NGA has a digitized vector ICAO area/country map.

Status: 06-29-10: Lance Christian briefed that NGA does have a shape file of country borders and an ICAO regional map in DAFIF; however, the data is currently being updated. Scott Jerdan stated that he met with NFDC representatives on May 14 and it was agreed that if NFDC added the ICAO regional codes to NASR, the problem would be resolved. Rick Mayhew added that NFDC will support this initiative. Scott agreed to provide Tom Schneider with language for Order 8260.19. Tom stated that this could be included in Change 1 to the .19E. Brad Rush added that this would also require a change to IFP-FIX. Ray Nussear asked whether this change would get to the three ATO Service Areas. The consensus was no, unless someone forwarded the requirement to them. Paul Eure agreed to get an en route POC for each of the 3 Service Areas. **OPEN.**

IOUs: 1) Paul Eure to provide an en route POC for each of the 3 Service Areas; 2) Scott Jerdan draft and forward to AFS-420 proposed language for Change 1 to Order 8260.19.

Status 10-05-10: Paul Eure stated that he doesn't know whom to contact at the Service Areas. He recommended that Brad Rush have the FPOs provide this information. Scott Jerdan briefed that AeroNav services and NFDC are in agreement to use the ICAO codes as defined by FIR boundaries. He agreed to provide Tom the language and a graphic from ICAO for inclusion in 8260.19. Editor's Note: Jim Spencer of NAVFIG provided the following email to the Chair, which is included in the minutes: "The 8260-2 issues are still a concern for the DoD as a whole. Navy especially since we are still not up and running in IFP-FIX. If there is going to be a change to the 8260-2 to include ICAO region or country code, the Navy needs sufficient time to revise its present system to support the field addition. OR, the NFDC/AVN/ATO/AERONAV/AJR/AJW will have to research and add it to all Navy fix submissions. I am really hoping that Navy can overcome its current connectivity issues and utilize IFP-FIX through the FAA, which will make any changes a moot point since the FAA will have to update the software to support the change." **OPEN.**

IOU: Scott Jerdan draft and forward to Tom Schneider proposed language and an associated graphic for Change 1 to Order 8260.19E.

Status 01-11-11: Scott Jerdan briefed that he is awaiting response from the En Route Service Unit, Oceanic Group (ATO-E). Thus far ATO-E has agreed that the use of a single ICAO region code character is acceptable for offshore points, they currently only use a "P" outside of any territorial waters in the Pacific and this same approach will be used on the East coast with an "A". Scott stated he plans to forward recommended guidance for 8260.19 by the end of February. The recommendation is planned to add another field to Form 8260-2 to document a single or two-character ICAO Regional Code for fixes. Two character codes will be used within 12 NM territorial limits and a single character will be used outside of the 12 NM territorial limit instead of OA, OP, or OA. Scott also shared an ICAO region code map with the group, which is attached. Paul Eure added that the ARTCC Host computer will be around for awhile pending conversion to ERAM. Scott responded that both systems will be accounted for until the conversion to ERAM is complete. **OPEN.**

IOU: Scott Jerdan to continue coordination with ATO-E. When complete, draft and forward to Tom Schneider proposed language and an associated graphic for Change 1 to Order 8260.19E.

Status 04-05-11: Tom Schneider briefed that he has received draft language for Order 8260.19E from Scott Jerdan as well as an ICAO map. Tom Schneider asked the source of the map. Jim Seabright stated that he believed it was from ICAO DOC 7910, but would have to confirm that with Scott. Tom added that it is too late to include this revision in Change 1; therefore, it will be included in Change 2. Marv White asked whether there has been a data field added in NASR to accommodate the ICAO code. Chris Criswell responded that the issue has been addressed by NFDC and it will be included in the next NASR update on August 25, 2011. Brad Rush asked whether the Navy problems had been addressed (see minutes of meeting 10-04). There was no Navy representative present. Monique Yates agreed to research the Navy's status. She also noted that Jim Spencer no longer works for NAVFIG and she will obtain a new NAVFIG POC for the AISWG. **OPEN.**

IOUs: 1) Monique Yates to research the Navy's status and provide an update on NAVFIG participation; and, 2) Scott Jerdan to verify the map source.

Status 07-12-11: Monique Yates coordinated with NAVFIG and they will continue to participate with Dan Lehman representing the Navy. Tom Schneider reported that Scott Jerdan has provided input for Order 8260.19E; however, it will be delayed to Change 2. Tom added that he does not intend to publish the ICAO map, but make reference to the applicable ICAO document. Issue will remain open for tracking until Change 2 is approved. **OPEN.**

IOU: Tom Schneider to track Change 2 to Order 8260.19E.

Status 09-27-11: Tom Schneider briefed that draft guidance has been included in Change 2 to Order 8260.19E, which should be out for formal coordination in November. The Change is still targeted for publication on February 9, 2012. **OPEN.**

IOU: Tom Schneider to track Change 2 to Order 8260.19E.

Status 01-10-12: Tom Schneider briefed that guidance has been included in Change 2 to Order 8260.19E, which is out for formal coordination and is targeted for publication on February 9. Danny Olson asked how the 12-NM distance used to designate a fix is located in international waters is determined. Curtis Davis responded that NFDC looks at a map and makes a physical measurement. **OPEN.**

IOU: Tom Schneider to track Change 2 to Order 8260.19E.

Status 04-03-12: Tom Schneider briefed that all changes were incorporated in Change 2 to Order 8260.19, which was effective March 21, 2012, and that a new MS Word version of Form 8260-2 should be available within a week. Curtis Davis added that NASR has been updated to include the ICAO region codes with fixes. Tom recommended that this issue be closed following confirmation with Scott Jerdan, who raised the issue. The group agreed. Following the meeting, Steven Habicht communicated the status and resolution of this issue with Scott Jerdan, who agreed that the issue could be closed. **CLOSED.**