Instrument Procedures Group
Meeting 18-02 – October 23, 2018
RECOMMENDATION DOCUMENT

FAA Control # 18-02-337

Subject: Improve remote altimeter airport notes.

Background/Discussion: Currently, notes that have an optional remote altimeter setting usually just list the city or airport name.

Example: If local altimeter setting not received, use Springfield altimeter setting...

In many cases, there may be several airports with similar names. There may also be more than one city with the same name nearby but located in different states.

One example of confusion over remote altimeter airport is located on the RNAV (GPS) RWY 7 at 4M7. The note reads "Use Springfield altimeter setting." There are two airport in two different states nearly in a town named Springfield. The Springfield AWOS is listed on the plate as 119.725. The closest Springfield airport is 17 NM south at M91, but the AWOS frequency does not match. The AWOS matches the Springfield airport at 6I2, 90 NM away.

Recommendations: Garmin recommends adding the airport identifier and appropriate frequency to the note. This will reduce pilot workload and possibility of confusion when selecting a remote altimeter setting.

Submitted by: Andrew Lewis
Organization: Garmin
Phone: 913-440-5845
E-mail: andrew.lewis@garmin.com
Date: 10/1/2018

Initial Discussion – Meeting 18-02: Andrew Lewis (Garmin) briefed a new RD issue, with a recommendation to add an identifier to procedure notes dictating use of a remote altimeter. Andrew mentioned the example of a note specifying use of "Springfield Altimeter" setting; however, the note did not uniquely identify which Springfield setting to use even though there are multiple Springfield altimeters. Andrew suggested either using the AWOS frequency or ID as a means to specify the intended setting. Valerie Watson (AJV-553) indicated she like the idea of using the identifier within the procedure note, but cautioned against using a frequency since those do change which would in turn require a procedure amendment. John Bordy (Flight Procedures and Airspace Group) asked if this would be a workload increase on developers, to which some discussion followed. It was determined that developers currently use the identifier now to select an AWOS facility to use, but that changes to the automation system may be needed to add the identifier to the note intended for charting. John mentioned Order 8260.19 would need to be amended to make this change; he will coordinate with Aeronautical Information Services to determine impact before drafting a change.

Action Item: John Bordy will coordinate with Aeronautical Information Services to determine impact, and if feasible, draft the required change within Order 8260.19.

Status: Item open.

Meeting 19-01: John Bordy, Flight Procedures and Airspace Group, briefed the issue directly from the slide: discussing a summary and current status. A review of Order 8260.19 found that there's already a requirement to include a state identifier whenever confusion could exist when there's more than one city with the same name in close proximity, for example, "When local altimeter setting not received, use Springfield, MO altimeter setting…" He also mentioned that the altimeter setting frequency on the RNAV (GPS) RWY 7 procedure at Russellville, KY has been corrected (although no state identifier was added). In light of the existing Order 8260.19 requirement, and the corrections made to the frequency on the procedure used in the original recommendation, is any change to policy actually really needed? Valerie Watson, AJV-A, stated there are stand-alone weather systems that aren't at airports, and; therefore, may not be associated with a city that has an airport. She also mentioned there are cities with multiple airports, so using city/state could be ambiguous whereas identifying weather systems with an identifier would be a means to identify them uniquely. Rich Boll, NBAA, prefers using the location identifiers of the airports of where the systems are located as opposed to cities/states. Valerie Watson suggested using the identifiers of the AWOS systems as that would address the stand-alone systems as well. John Bordy mentioned these suggestions would require changes to processes within AJV-A's Instrument Flight Procedures Group, so he took an action to obtain their feedback. John Bordy indicated he would introduce this item to the IFPP for consideration.

Action Items:

- John Bordy will coordinate with AJV-A Instrument Flight Procedures Group to determine impact.
- John Bordy will brief this at the US-IFPP 19-02.

Status: Item open.

Meeting 19-02: John Bordy, FAA Flight Procedures and Airspace Group, briefed the issue summary and current status from the slide. The issue is related to the use of city names to identify altimeter sources. John added Order 8260.19I language to specify that airport location identifiers would be used. Valerie Watson, FAA/AJV-A25, said the AWOS location identifier should be in the notes. John will discuss with Valerie to make sure the charting specification and Order 8260.19 document requirements are aligned, and will report back at the next meeting.

Action Items:

- FAA Flight Procedures and Airspace Group will report on status of issue.

Status: Item open.

Meeting 20-02: Jeff Rawdon, FAA Flight Procedures and Airspace Group (FPAG), briefed the issue summary and current status from the slide. These changes did not make it into Order 8260.19I, but will be slated for an upcoming revision. Valerie Watson, FAA Aeronautical Information Services, said no charting specification changes were needed. Dan Wacker, FPAG,

asked if any Aeronautical Information Manual (AIM) or Instrument Procedures Handbook (IPH) changes will be necessary. Doug Dixon, FAA Flight Operations Group (FOG), will check but thinks no changes will be necessary in the AIM. Joel Dickinson, FOG, will look at the IPH for any necessary changes. They both advised they will work any identified changes.

Action Items:

- Flight Procedures and Airspace Group will report on status of issue.
- Doug Dixon and Joel Dickinson, Flight Operations Group, will report on necessity of AIM and/or IPH changes, and report status of any revisions.

Status: Item open.