

# ACF Spring 2014

## Naming of FAA Certified, Nationally Disseminated AWOS-3 Systems on Private Use Airports

**Submitted by:** Regina H. Sabatini  
**Organization:** Aeronautical Information Management, AJV-22  
**Phone:** 847-915-8787  
**E-mail:** [Regina.h.sabatini@faa.gov](mailto:Regina.h.sabatini@faa.gov)  
**Date:** 4/8/14

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.

# JO 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.

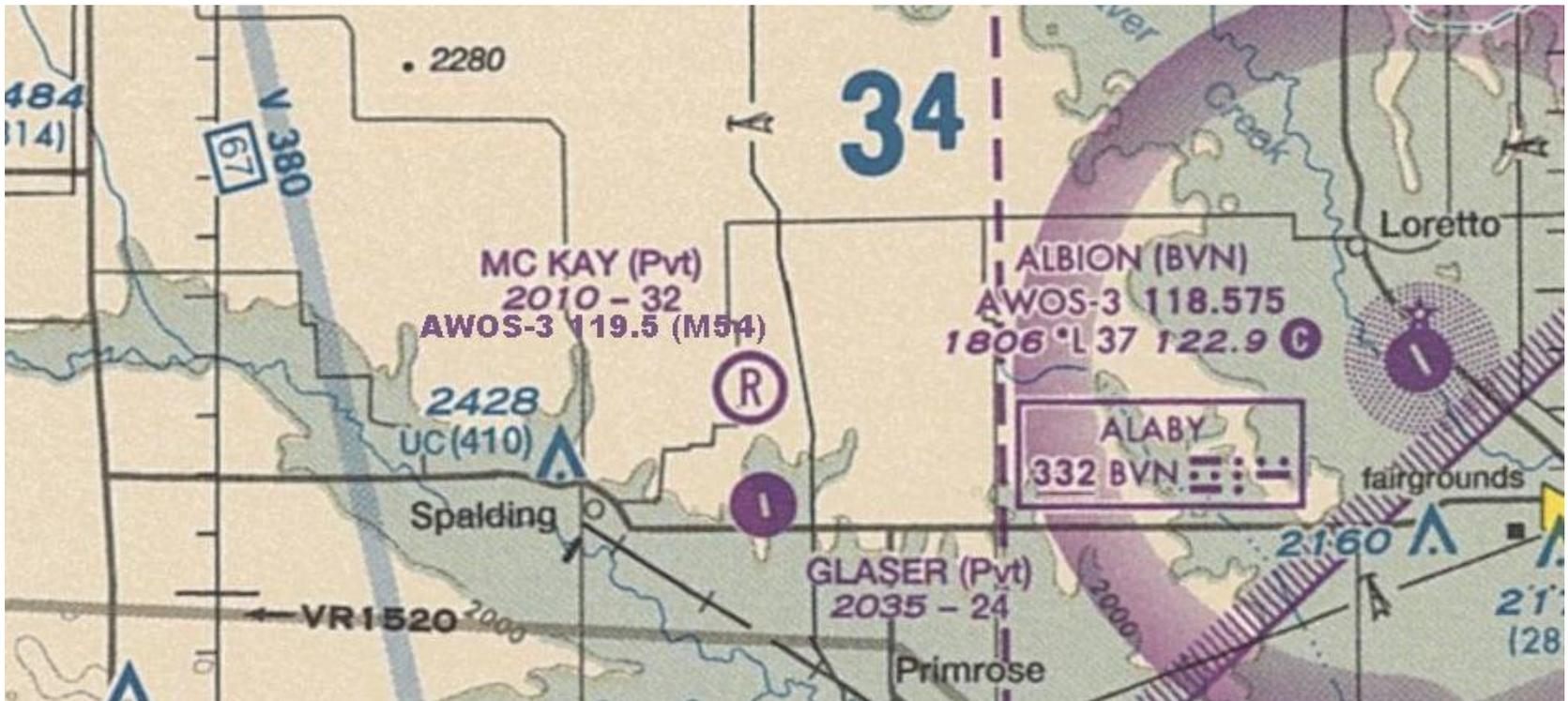
## Chart Concept 1

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.

AWOS-3 M54 at Private Use Airport reassigned to (PVT) M54



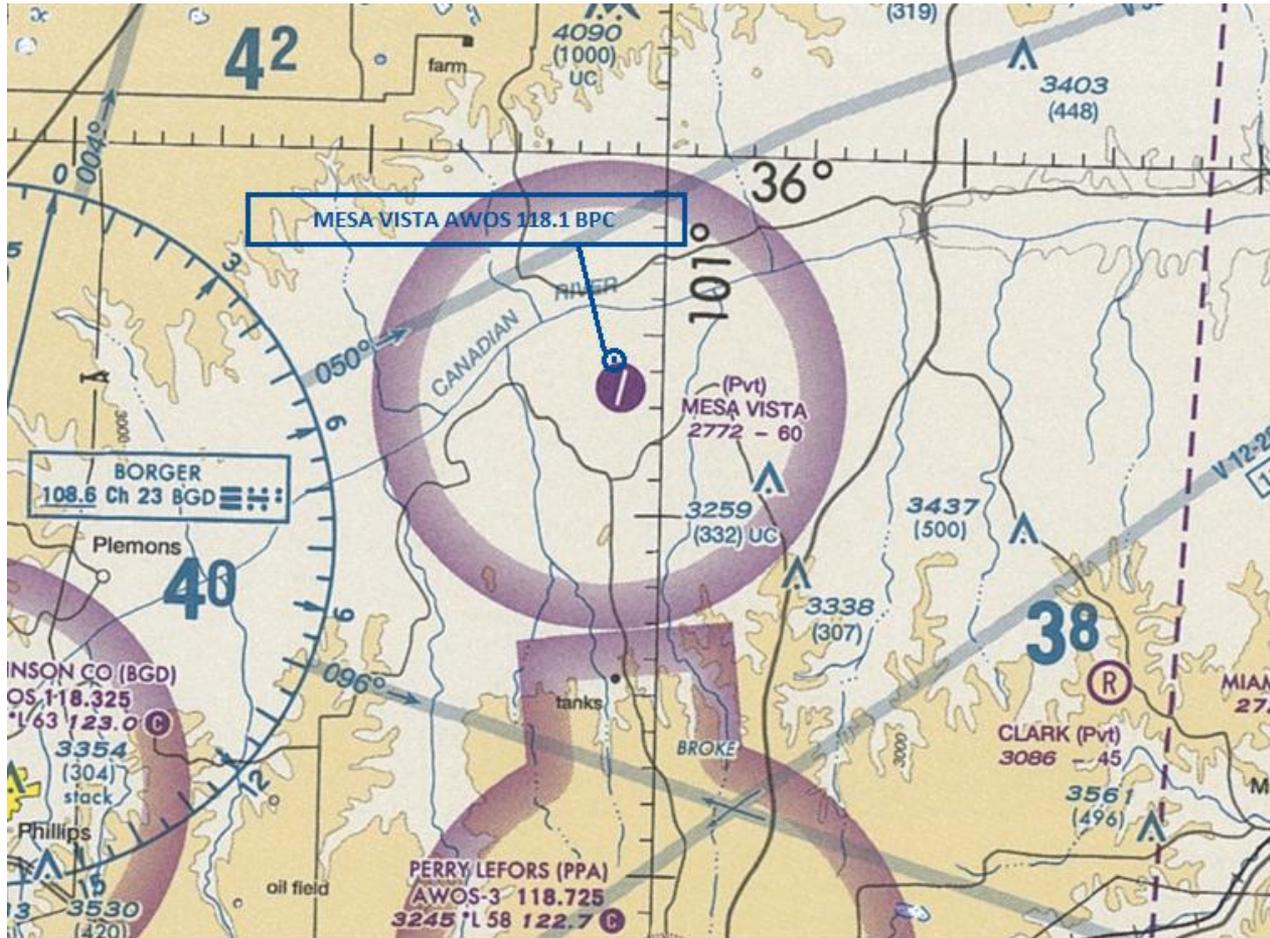
\*\*TEST CASE- There is not a Weather System nor a Private Use Airport at this location.

## 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.

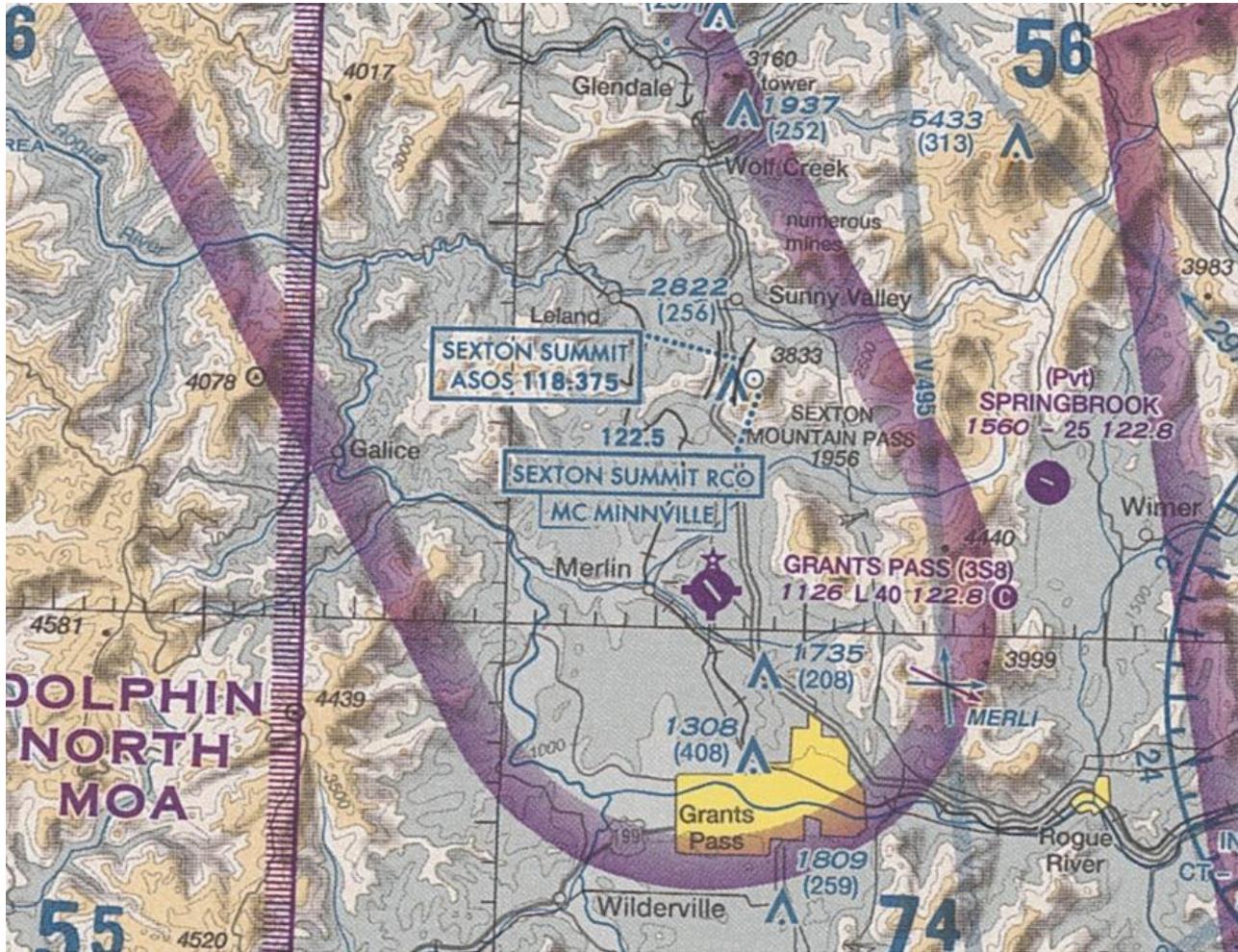
AWOS-3PT BPC as Stand Alone at Private Use Airport Mesa Vista Airport (PVT) TX13



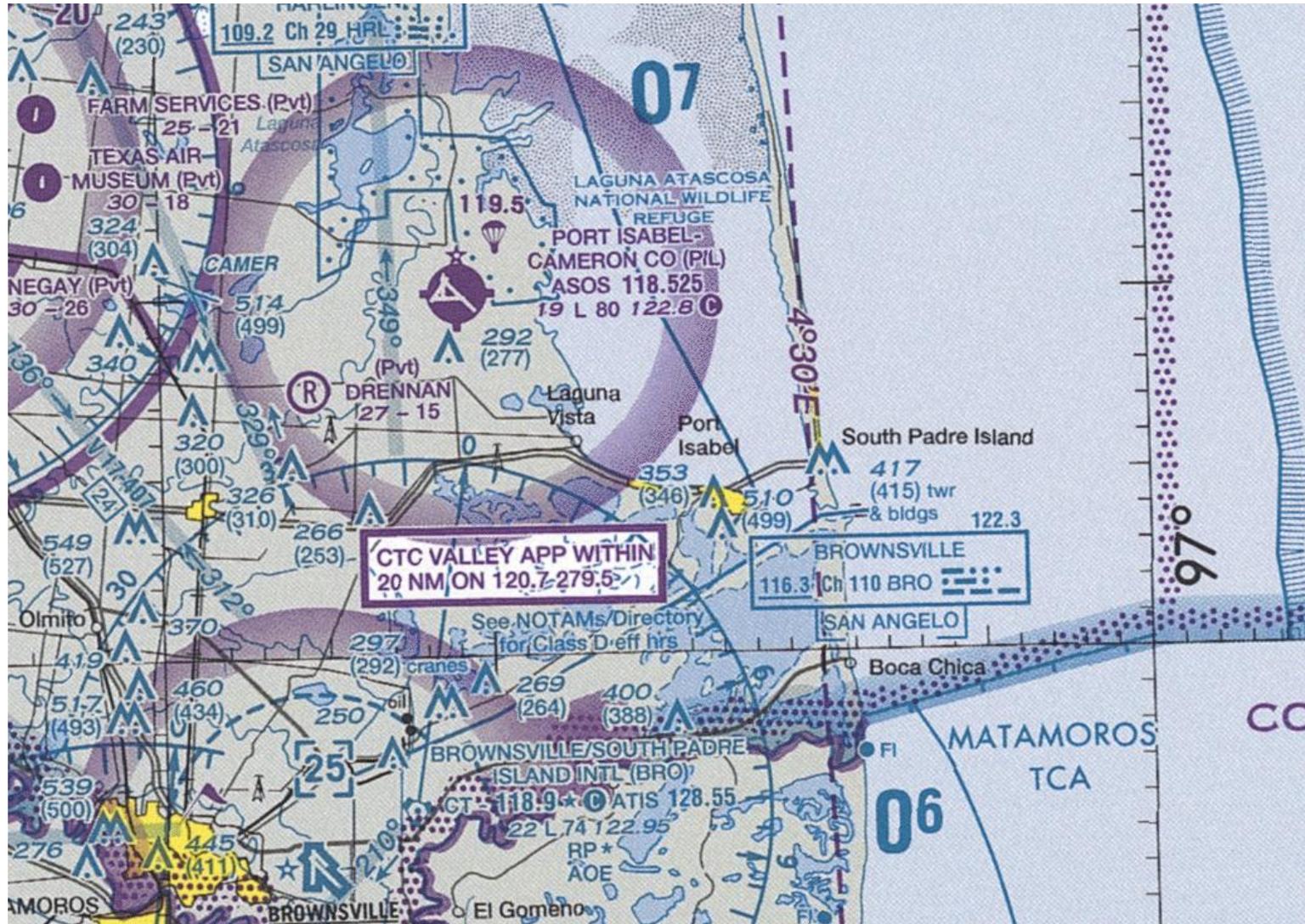
\*\*This configuration currently exists, however BPC is not charted or printed to the A/F D



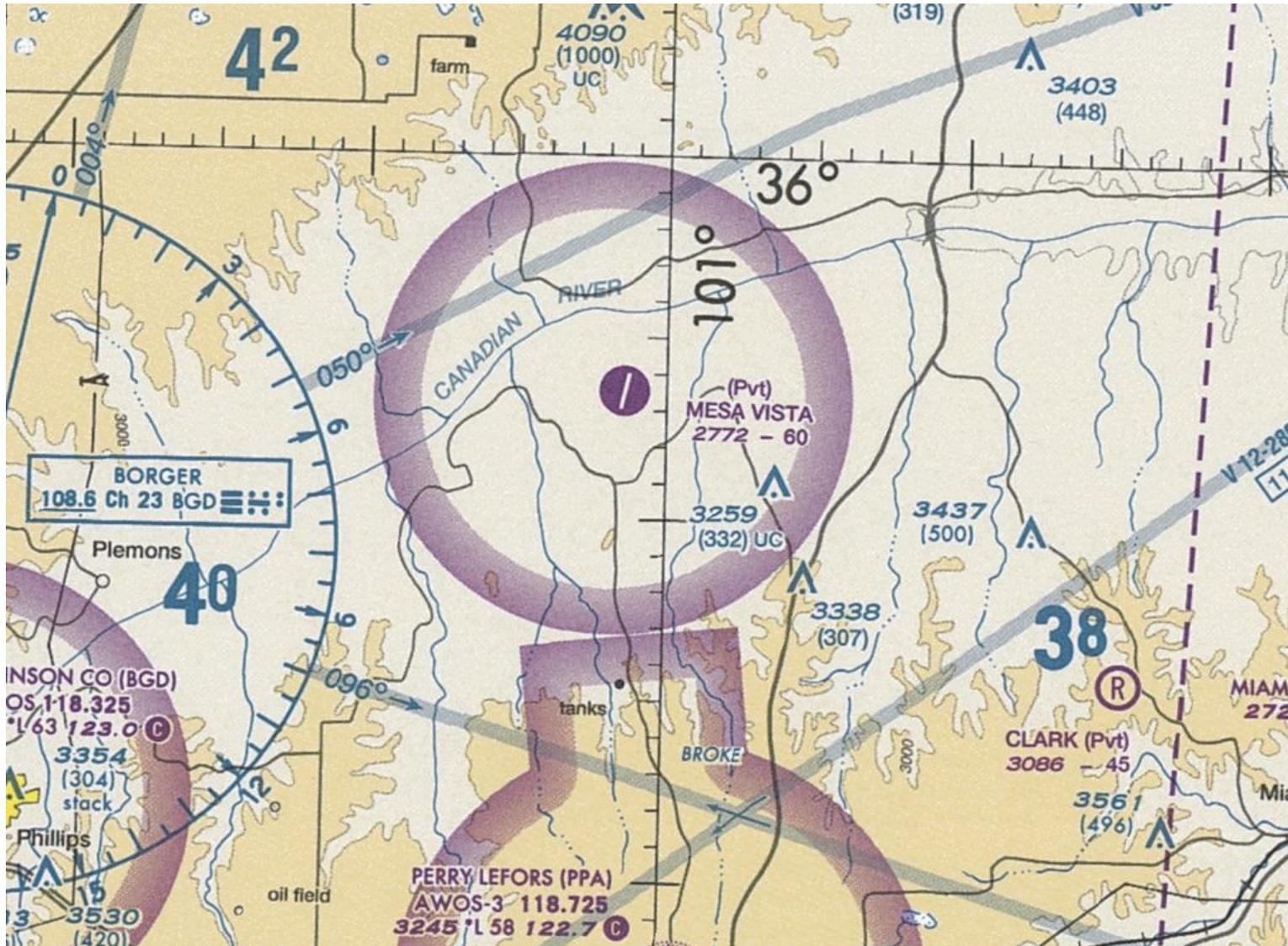
SXT FAA ASOS  
Stand Alone Charted  
Location- Sexton Summit, OR



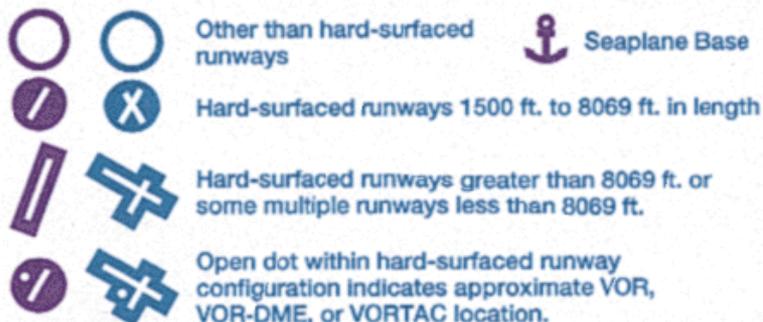
SPL NONFED AWOS-3PT  
Stand Alone Not Charted  
Location- South Padre Island, TX



BPC NONFED AWOS-3PT  
On Private Airport/Stand Alone Not Charted  
Location- Mesa Vista Airport (PVT) TX13

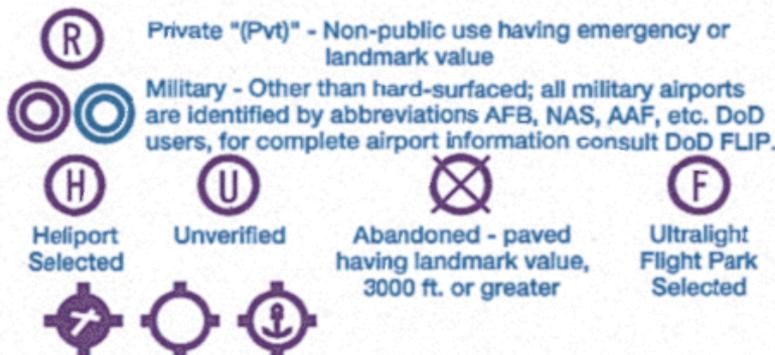


## AIRPORTS



All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

## ADDITIONAL AIRPORT INFORMATION



Services - fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. (Normal working hours are Mon thru Fri 10:00 A.M. to 4:00 P.M.) Consult A/FD for service availability at airports with hard-surfaced runways greater than 8069 ft.

★ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

## AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. **NAME** (NAM) (PNAM) ← Location Identifier ICAO Location Indicator shown outside contiguous U.S.

FSS NO SVFR ← FAR 91

Runways with Right Traffic Patterns (public use) **CT - 118.3** ★ **ATIS 123.8**

**285** L 72 122.95

RP ★ Special conditions exist - see A/FD. **RP 23, 34** ← UNICOM

**VFR Advsy 125.0** ← Airport of Entry **AOE**

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

Ⓢ - Follows the Common Traffic Advisory Frequency (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

\*L - Lighting limitations exist; refer to Airport/Facility Directory.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.