

AERONAUTICAL CHARTING FORUM
Charting Group
Meeting 14-01 – April 29- May 1, 2014

RECOMMENDATION DOCUMENT

FAA Control # ACF-CG RD 14-01-279

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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Date: 4/8/14

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.

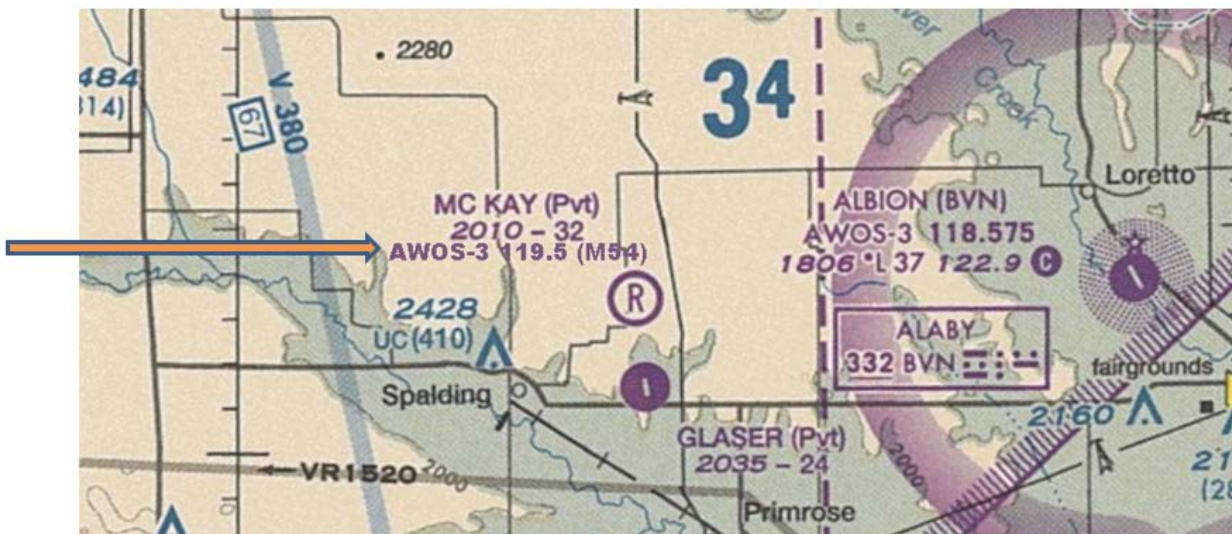
- **e.** Two-letter, two-number identifiers are assigned to private-use landing facilities in the United States and its jurisdictions which do not meet the requirements for three-character assignments. They are keyed by the two-letter Post Office or supplemental abbreviation (listed below) of the state 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.

Slide 3

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.

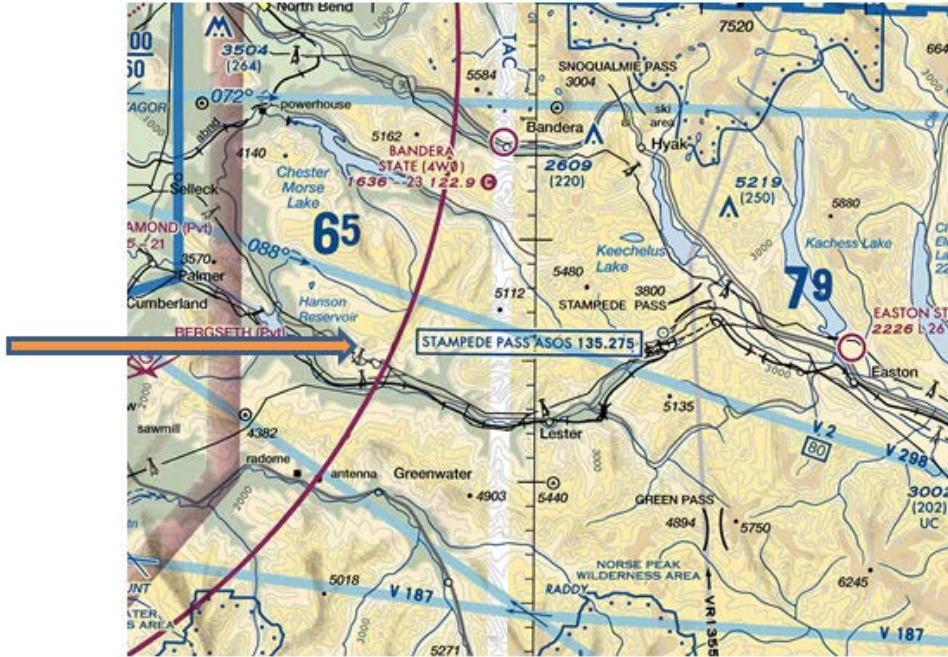
AWOS-3PT BPC as Stand Alone at Private Use Airport Mesa Vista Airport (PVT) TX13



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

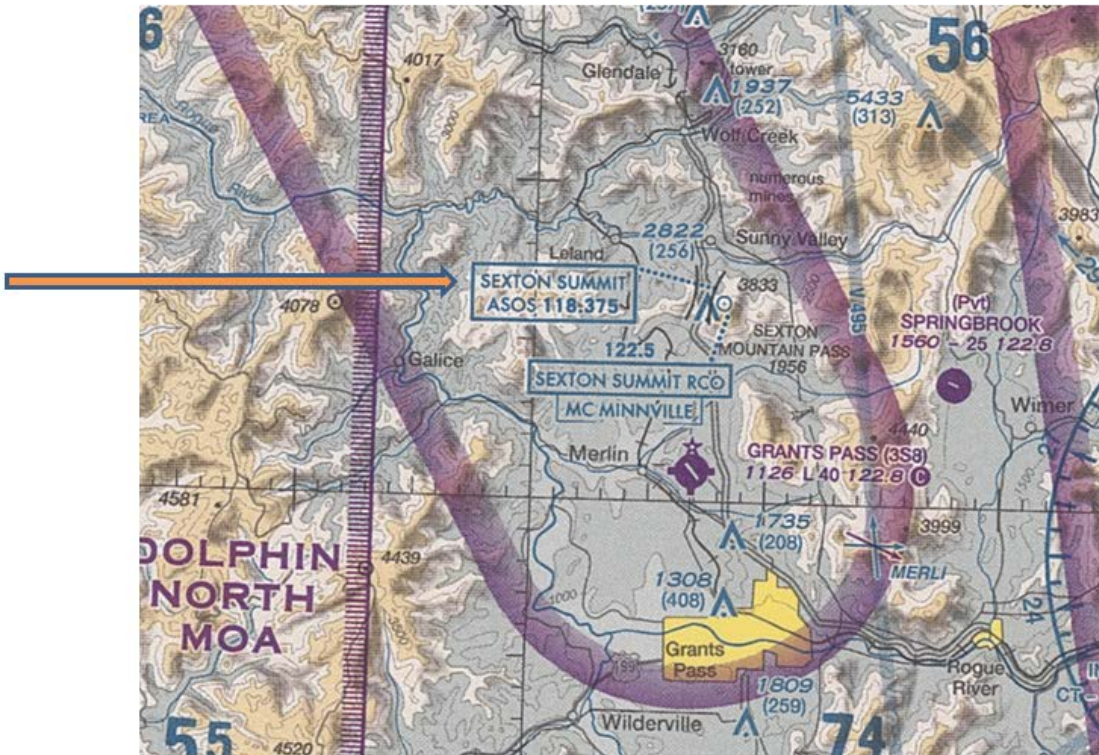
Slide 4

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



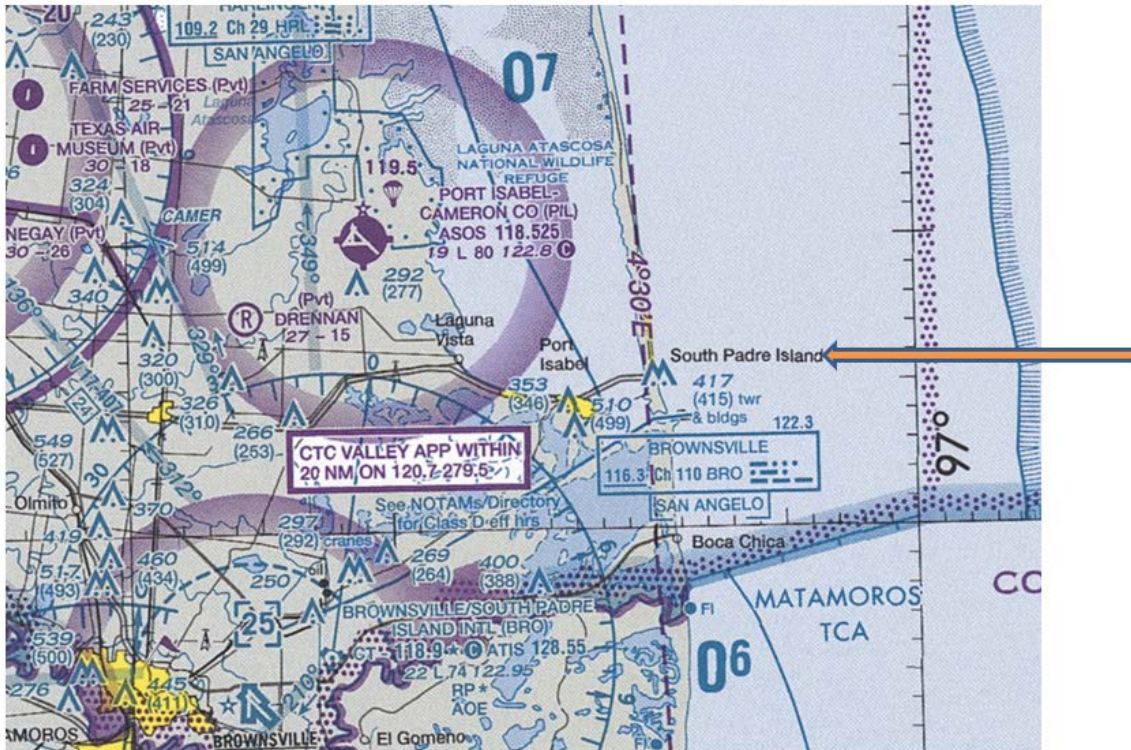
Slide 5

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



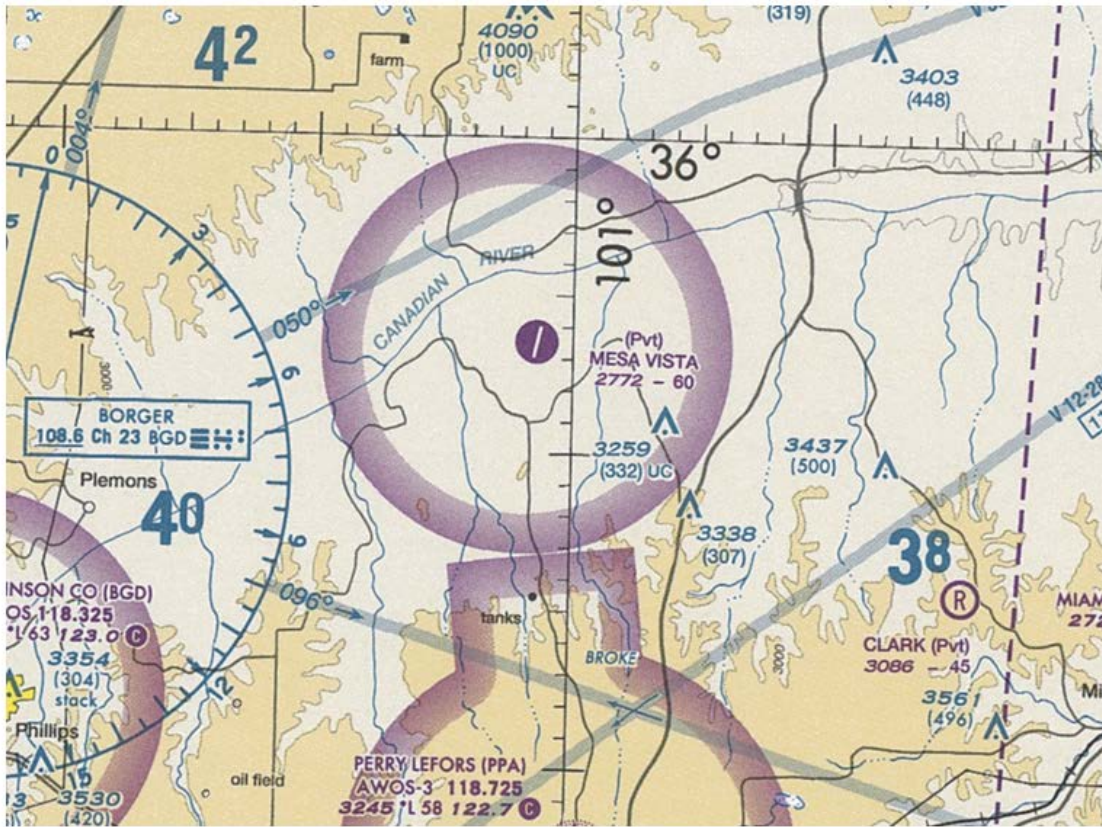
Slide 6

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



Slide 7

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



Slide 8

AIRPORTS

- Other than hard-surfaced runways
- Seaplane Base
- Hard-surfaced runways 1500 ft. to 8069 ft. in length
- Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

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

ADDITIONAL AIRPORT INFORMATION

- Private ("Pvt") - Non-public use having emergency or landmark value
- Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc. DoD users, for complete airport information consult DoD FLIP.
- Heliport Selected
- Unverified
- Abandoned - paved having landmark value, 3000 ft. or greater
- Ultralight Flight Park Selected

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 FSS FAR 91
 Special Air Traffic Rules & Airport Traffic Patterns. NO SVFR Location Identifier

NAME (NAM) (PNAM) ICAO Location Indicator

Runways with Right Traffic Patterns (public use) CT - 118.3 * Ⓢ ATIS 123.8
 285 L 72 122.95 RP 23, 34 VFR Advsy 125.0 UNICOM
 RP * Special conditions exist - see A/FD. AOE Airport of Entry

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.

ACF 14-01:

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.

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.

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.

MEETING 15-02:

Valerie Watson, AJV-553, reviewed the issue. Rick Mayhew, AJV-533, briefed on actions taken by NFDC to address the issue. Rick stated that he and Valerie are going to work together to put together a list of all ASOS/AWOS systems that do not share the same location identifier as a public-use airport. They will submit that list to the non-federal weather office for verification. If they are certified for public use, they can be shown on the charts.

Gary Fiske, AJV-82, asked if these non-Federal AWOS systems are broadcasting over VHF frequencies, and if they can be picked up by pilots. Rick commented that yes, such stations could be picked up by pilots and that these stations utilize a frequency licensed by the FCC. What needs to be determined is whether these systems are inspected and maintained to FAA standards. If so, all agreed they should be charted.

Rune Duke, AOPA, commented that pilots see tremendous value in having access to any additional sources of weather information.

STATUS: OPEN

ACTION: Rick Mayhew, AJV-533, and Valerie Watson, AJV-553 to report back on their findings regarding the ASOS/AWOS list.

MEETING 16-01:

Rick Mayhew, FAA/AJV-533, reviewed the process for the establishment of a new private AWOS system. The problem he was finding was that there was no way to track or verify if private AWOS systems are being maintained and certified after initial certification. Rick stated that he has been in contact with the Non-Fed Weather Office regarding this issue but has not yet come up with a viable solution. Rick would like to develop a Public/Private Use flag in the weather resource in NASR, but would need the Non-Fed Weather Office to have a mechanism to alert NFDC when a system is no longer certified and should no longer be considered public-use.

Dale Courtney, FAA/AJW-292 commented that AWOS owners cannot opt out of maintenance and if they cannot comply, the system is shut down. Dale added that there is a tracking system for all certified public and private AWOS systems. Dale said that he would reach out to the Non-Fed Weather Office to close that loop and get the needed information fed to NFDC.

STATUS: OPEN

ACTION: Dale Courtney, FAA/AJW-292 will coordinate with the Non-Fed Weather Office to get the FAA Certified AWOS systems data to NFDC.

MEETING 16-02:

Valerie Watson, FAA/AJV-553, reviewed the item. Dale Courtney, FAA/AJW-292, provided an update. Dale stated that he had been in communication with the Non-Fed Weather Office on the handling of the certification of weather systems, specific to [Joint Order 7900-2C](#). Dale emphasized that all weather systems that go through the Non-Fed Weather Office are required to be maintained and certified. He said that if they are privately owned and not for public use, they should not be submitted to the National Flight Data Center (NFDC) for publication.

Rick Mayhew, FAA/AJV-533, reported that there are a number of privately owned (or located at private-use airports) AWOS systems in National Airspace System Resources (NASR) that he suspects may not be certified for public-use. Dale responded that he would research the list and verify the status of those specific systems.

Valerie asked if the Non-Fed Weather Office is required by order to notify NFDC when a previously published weather system is no longer certified or if there is a change in the status of the system. Dale stated that once a system is certified, the proponent cannot opt out of maintenance and the certification does not expire.

Scott Jerdan, FAA/AJV-533, emphasized that NFDC has no way of knowing if a weather system is for private or public use. He would like to see a flag on the source coming from the Non-Fed Weather Office that distinguishes Public/Private use. NFDC could then add a Public/Private-Use field to NASR. This would ensure that private-use only systems are not published.

STATUS: OPEN

ACTION: Rick Mayhew, FAA/AJV-533 will provide Dale Courtney, FAA/AJW-292, the list of weather systems published in NASR that require verification.

ACTION: Dale Courtney, FAA/AJW-292, will verify the list supplied by Rick Mayhew, FAA/AJV-533.

ACTION: Scott Jerdan, FAA/AJV-533, will update the NFDC submission form used by the Non-Fed Weather Office to include a Public/Private Use checkbox for automated weather systems.

ACTION: Scott Jerdan, FAA/AJV-533, will update the weather resource field in NASR to add a Public/Private-use checkbox.

MEETING 17-01

Meeting was cancelled.

MEETING 17-02

Rick Mayhew, FAA/AJV-533, reviewed the history of this issue. Rick reported that he has written confirmation from the FAA Non-Fed Weather Office that all AWOS systems that they submit to the National Flight Data Center (NFDC) are certified. He said that they now have confidence that the data that is received can be published on the charts. Valerie Watson, FAA/AJV-553, stated that based on this information she will move forward with the specification changes supporting the charting of off-airport AWOS/ASOS.

Valerie then asked about remote altimeter notes published on Instrument Approach Procedures (IAPs) that currently only refer to automated weather systems located on public-use airports. The notes refer to the remote systems by name only. Valerie stated that if, in the future, these stand-alone AWOS systems were utilized on IAPs, the chart would have to refer to the AWOS system only and not make reference to the airport on which they are located. She suggested that we may need to consider identifying these systems in such notes by identifier and possibly including the frequency to insure that users have the information.

Rich Boll, NBAA, asked if the FAA plans use these AWOS systems (not located on public-use airports) in the development of instrument approaches. Tony Lawson, FAA/AJV-553, responded that the FAA does not currently utilize these AWOS systems in the development of IAPs. John Bordy, FAA/AFS-420, agreed and stated that there is not currently a policy in place for using AWOS systems that are not located at public-use airports. Therefore, Valerie stated that the remote altimeter notes as they are published now do not need to be changed unless there is a change in the policy in the future.

STATUS: OPEN

ACTION: Valerie Watson, FAA/AJV-553, will move forward with the specification change to chart stand-alone AWOS.

MEETING 17-01

Valerie Watson, FAA/AJV-553, reviewed the issue. Valerie stated that since we have confirmation that every AWOS submitted to the National Flight Data Center (NFDC) from the FAA Non-Fed Weather Office is certified and maintained to FAA standards for public use, she was able to move forward with the specification change to add stand-alone automated weather systems (i.e., not associated with a charted public-use airport or NAVAID) to Enroute and Visual charts. They will begin to appear on the charts for the 13 September 2018 effective date. There was agreement to close this item.

STATUS: CLOSE