

**AERONAUTICAL CHARTING MEETING**  
**Charting Group**  
**Meeting – October 28 - 29, 2020**

**RECOMMENDATION DOCUMENT**

**FAA Control #20-02-348**

**Subject: NASR Improvements to Handle ARTCC/RCAG Frequencies**

**Background/Discussion:**

NASR features a resource called Air Route Traffic Control Center, which stores all ARTCC frequencies in the NAS. IFR terminal procedure (SID/STAR/IAP) charts occasionally list these frequencies in the header when an ARTCC provides approach and departure service at that airport. There is currently a substantial completeness issue where the data attribution of charted CENTER (ARTCC) frequencies in NASR is incomplete, which prevents database suppliers from including these frequencies in ARINC 424 PV (Airport Communication) records.

NASR's ARTCC resource is organized by RCAG (remote control air-ground) site. The names of each RCAG site are depicted on the "postage stamps" on IFR Enroute charts:



IFR Enroute charts include sectorization lines which provide clear links to these ARTCC frequencies. These, in turn, correspond with RCAG sites as depicted in eNASR:

RCAG Frequencies			
Item 36 of 131			
Site Name:	EL PASO/B/		
State Code:	TX		
Frequency:	128.2		
Altitude:	LOW		
Usage:			
Charted:	<input checked="" type="checkbox"/>		
Serviced Airports			
Airport ID	Airport Name	City	State
DMN	DEMING MUNI	DEMING	NM
LRU	LAS CRUCES INTL	LAS CRUCES	NM

“Serviced airports” are listed for some RGAC sites, and such links are indicative of frequency use by one or more IFR Terminal procedures at those airports.

DEMING, NEW MEXICO

AL-478 (FAA)

20058

WAAS CH <b>70419</b> <b>W22A</b>	APP CRS <b>222°</b>	Rwy Idg <b>5675</b> TDZE <b>4310</b> Apt Elev <b>4314</b>
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# RNAV (GPS) RWY 22

DEMING MUNI (DMN)

**▼** DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). Baro-VNAV NA when using Las Cruces altimeter setting.  
**▲** When local altimeter setting not received, use Las Cruces altimeter setting and increase all DA 114 feet and all MDA 120 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cats C and D visibility ¼ mile, increase Circling Cat B visibility ¼ mile and Circling Cats C and D visibility ½ mile. Rwy 22 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 22 NA at night, Circling Rwy 8, 22 NA at night.

MISSED APPROACH: Climb to 9000 direct GINEC and on track 274° to FAAST and hold.

ASOS <b>118.525</b>	ALBUQUERQUE CENTER <b>128.2 285.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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Provided such links are set consistently across all procedure types for all airports, each airport with charted CENTER/ARTCC frequencies should appear as a “Serviced Airport” under the RCAG site(s) that serves the airport. These links would enable ARINC 424 database suppliers to identify *all* relevant airport communication frequencies (as used on IFR Terminal procedures) and include them as coded PV records. This is currently not the case, however, and NASR omissions exist across almost all ARTCC facilities. It is entirely likely for an IFR Terminal procedure to chart an ARTCC frequency without its airport being listed as a “Serviced Airport” in the NASR Air Route Traffic Control Center resource.

(JAIKE.JAIKE3) 20198

AL-890 (FAA)

## JAIKE THREE ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

WASHINGTON CENTER 132.52 NEW YORK APP CON 132.8 379.9 CDW ARR ATIS 136.6	ZENNS WANES ESSEX COUNTY MORRISTOWN MUNI TETERBORO
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ARTCC ZDC

General Radar & Frequencies Airports Nav aids

**Radar Sites**

Site Name	State	Radar Type
BEDFORD	VA	ARSR
BENSON	NC	ARSR
BINNS HALL	VA	ARSR
FORT FISHER	NC	ARSR
PITTSBURGH(OAKDALE)	PA	ARSR
RIVERHEAD	NY	ARSR
THE PLAINS	VA	ARSR
TREVOSE	PA	ARSR

RCAG Frequencies 61 of 103

Site Name: MODENA  
 State Code: PA  
 Frequency: 132.525  
 Altitude: LOW  
 Usage: DISCRETE  
 Charted:

**Serviced Airports**

Airport ID	Airport Name	City	State

**Recommendations:**

Garmin recommends that a day-forward change be made to the processing and NASR storage of charted ARTCC frequencies on IFR terminal procedures. Each ARTCC frequency used or shown on such a procedure should trigger its respective airport to be listed as a “Serviced Airport” in NASR. This would enable the NASR database to more accurately reflect the uses of various ARTCC/RCAG frequencies, as well as enable ARINC 424 database suppliers to reference NASR when creating PV records for each airport. The result would be a complete set of PV records, to include each charted frequency regardless of type, for each airport served by a given procedure. The pictured example (JAIKE.JAIKE3) serves KTEB, KMMU, KCDW, KLDJ, KSMQ, and 47N. Without these 6 airports shown in NASR as Serviced Airports for the 132.525 RCAG frequency, database suppliers have no way of including 132.525 as a PV record at the airports.

In addition, the “Usage” field should also be populated to indicate these frequencies are used on terminal procedures. Potential implementations are shown below denoted with asterisks.

RCAG Frequencies			
Item 61 of 103			
Site Name:	MODENA		
State Code:	PA		
Frequency:	132.525		
Altitude:	LOW		
Usage:	DISCRETE, *IAP*, *STAR*		
Charted:	<input checked="" type="checkbox"/>		
Serviced Airports			
Airport ID	Airport Name	City	State

**Comments:**

**Submitted by:** Steven Madigan, Andrew Lewis

**Organization:** Garmin International

**Phone:** 913-440-6025

**E-mail:** [Steven.Madigan@garmin.com](mailto:Steven.Madigan@garmin.com), [Andrew.Lewis@garmin.com](mailto:Andrew.Lewis@garmin.com)

**Date:** 8/25/2020

Please send completed form and any attachments to:  
[Valerie.S.Watson@faa.gov](mailto:Valerie.S.Watson@faa.gov) and [Jennifer.L.Hendi@faa.gov](mailto:Jennifer.L.Hendi@faa.gov)

**MEETING 20-02**

Steve Madigan, Garmin, presented the new recommendation. He explained that in the National Airspace System Resource (NASR) there is a resource for Air Route Traffic Control Center (ARTCC) that contains ARTCC frequencies. The problem is that the frequencies stored here are not organized in a way that allows database suppliers to use this data to create a complete airport communication record. Garmin recommends that NASR list each ARTCC frequency shown on IFR terminal procedures referenced to the subject airport as a "Serviced Airport". This would enable the NASR database to more accurately reflect the uses of the various ARTCC frequencies and enable ARINC 424 database suppliers to use NASR to create a complete airport communication record for each airport.

Rocky Rizzutti, FAA/AJV-A313, said that the Aeronautical Data Team is aware of this limitation in NASR and that they have received similar requests from the Terminal Charting Team. He said that the database has limitations regarding the storage of ARTCC data and that is why they are not currently able to tag specific frequencies to serviced airports.

Valerie Watson, FAA/AJV-A250, stated that as far as the recommendation relates to arrivals and departures, there is a related ACM item ([17-02-312](#)) that is working toward the standardization of communications on Departure Procedures (DPs) and Standard Terminal Arrival (STAR) charts. As procedures are amended, only ATIS and APP CON will be shown on STARs and only DEP CON on DPs unless other communications are specifically requested on the procedure source form. Center frequencies should begin to be removed from DPs and STARs in the future. Steve said he is familiar with that related recommendation, but that those changes are going to take time for widespread implementation and he is concerned about getting this problem fixed in the interim. Valerie agrees that this change will take several years and that it will not fix all of these issues.

Krystle Kime, FAA/AJV-A222, said that part of the problem is that frequencies are submitted from a variety of sources. It is her hope that with the standardization of the DP and STAR communications, Center frequencies will not be requested as often in the future on those procedures. Rocky said that based on the previous request from Terminal Charting, his team has already submitted the request to update NASR. Scott Jerdan, FAA/AJV-A310, stated that this represents a significant change to NASR and his office currently has limited ability to push through large scale NASR changes. Brian Murphy, FAA/AJV-A350, said this request had not been given a high priority, but they are still aware of the need for this change. He agreed with Krystle that part of the problem is the mix of data sources for this information and he voiced the data flow will have to be documented ahead of the system change.

Valerie summarized that there is concurrence that a change is needed in NASR for accommodating ARTCC frequencies referenced to the airports/procedures they serve and though it may take time to accomplish, the update should be supported.

**STATUS: OPEN**

**ACTION:** Brian Murphy, FAA/AJV-A350, will report on the status of the request to improve the databasing of Air Route Traffic Control Center (ARTCC) frequencies in the National Airspace System Resource (NASR) database.

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**MEETING 21-01**

Samer Massarueh, FAA/AJV-A223, reviewed the issue. Brian Murphy, FAA/AJV-A350, said changes to the National Airspace System Resource (NASR) database had been on hold until recently. He said Aeronautical Information Services (AIS) is currently investigating this issue. He pointed out that improvements to the databasing of ARTCC frequencies are wanted internally within AIS as well as by outside organizations and will receive a high priority. He said he will have a better idea of the timeline and nature of revisions by the October ACM.

**STATUS: OPEN**

**ACTION:** Brian Murphy, FAA/AJV-A350, will report on the status of the request to improve the databasing of Air Route Traffic Control Center (ARTCC) frequencies in the National Airspace System Resource (NASR) database.

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**MEETING 21-02**

Samer Massarueh, FAA/AJV-A223, reviewed the issue. Colleen Kubont, FAA/AJV-A350, said the National Airspace System Resource (NASR) improvements to accommodate this request will be included in a large database revision that will likely be released in 2023. In the meantime, the Aeronautical Data Team (ADT) created an FRQ.csv file, which consolidates all NASR frequency information from the subscriber files. The file is available now with the [subscriber files](#) (see the "Frequency Data" section) and provides some of the information requested. Users can provide feedback in the [Aeronautical Information Portal](#).

Doug Willey, ALPA, asked whether the ADT routinely reaches out to air traffic facilities to ensure they do not submit inaccurate or incomplete frequency information. Valerie Watson, FAA/AJV-A250, said AJV-A does not solicit data; however, ADT does reach out if a specific concern is brought to their attention or if an error or omission is obvious. Jon Gdowik, FAA/AJV-A313, agreed and suggested concerns about specific frequencies be sent as an inquiry to the Portal. These concerns will then be routed to the appropriate specialist for investigation and resolution.

Scott Jerdan, FAA/AJV-A310, summarized that ADT has come up with a temporary and partial solution with the FRQ.csv file, but the ultimate solution is the large NASR communications update that is planned for 2023.

**STATUS: OPEN**

**ACTION:** Brian Murphy, FAA/AJV-A350, will report on the status of the request to improve the databasing of Air Route Traffic Control Center (ARTCC) frequencies in the National Airspace System Resource (NASR) database.

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**MEETING 22-01**

Brian Murphy, FAA/AJV-A350, reported that the National Airspace System Resource (NASR) improvements to the databasing of Air Route Traffic Control Center (ARTCC) frequencies is still planned to be included in the large database revision planned for 2023. In the meantime, the Aeronautical Data Team (ADT) created an FRQ.csv file, which consolidates all frequency information from the NASR subscriber files. Brian said the FRQ.csv files have been available for about six months now and he hopes that they are useful. He also said they have added additional CSV files to the original output.

Steve Madigan, Garmin, thanked Brian for putting out the CSV files, stated that they are extremely useful and asked if they can be used as legal source. Brian said if they are posted on the AJV-A website, they are official source. There shouldn't be any data found in the CSV files that isn't in the legacy text files.

Mark Mentovai, Manhattan Flight Club, asked why the CSV file has to be downloaded separately. Brian said he can take that recommendation back and consider adding the CSV files to the ZIP file for the legacy information.

Steve asked if the intent is eventually to sunset the text files and replace them with the CSV files. Brian said there is no plan to get rid of the legacy text files at this point.

**STATUS: OPEN**

**ACTION:** Brian Murphy, FAA/AJV-A350, will report on the status of the request to improve the databasing of Air Route Traffic Control Center (ARTCC) frequencies in the National Airspace System Resource (NASR) database.

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**MEETING 22-02**

Brian Murphy, FAA/AJV-A350, reported that the National Airspace System Resource (NASR) improvements to the databasing of Air Route Traffic Control Center (ARTCC) frequencies is still planned to be included in the large database revision. He referred to his earlier briefing regarding the hold on NASR enhancements. He said his team will continue to work to gather requirements for this change so they can be ready to work it when NASR updates become possible. In the meantime, his team will continue to provide the CSV data files.

**STATUS: OPEN**

**ACTION:** Brian Murphy, FAA/AJV-A350, will report on the status of the request to improve the databasing of Air Route Traffic Control Center (ARTCC) frequencies in the National Airspace System Resource (NASR) database.

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**MEETING 23-01**

Brian Murphy, FAA/AJV-A350, reported that the National Airspace System Resource (NASR) improvements to the databasing of Air Route Traffic Control Center (ARTCC) frequencies is still planned to be included in the large database revision. He explained that there is still a hold on NASR enhancements. He said his team will continue to work to gather requirements for this change so they can be ready to work it when NASR updates become possible. In the meantime, his team will continue to provide the CSV data files.

**STATUS: OPEN**

**ACTION:** Brian Murphy, FAA/AJV-A350, will report on the status of the request to improve the databasing of Air Route Traffic Control Center (ARTCC) frequencies in the National Airspace System Resource (NASR) database.