

AERONAUTICAL CHARTING MEETING
Charting Group
Meeting 21-02 – October 26 - 28, 2021

RECOMMENDATION DOCUMENT

FAA Control #21-02-367

Subject: Improve NASR Storage of GCO Frequencies

Background/Discussion:

As of AIRAC 2109, there are approximately 220 Ground Comm Outlet (GCO) frequencies present in the NASR APT.txt subscriber file. Rather than being stored in the TWR.txt record, which is designed to hold communications frequencies of varying types, the GCOs are stored as textual Airport Remarks.

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Line 151809: RMK27427.1*A WIA110-100 GCO AVBL ON FREQ 121.725 THRU MINNEAPOLIS APCH CTL.
Line 151955: RMK27465.*A WIA110-7 GCO AVBL ON FREQ 121.725 MSP CD & FLT SVCS.
Line 152541: RMK27570.*A WIA110-5 GCO AVBL ON FREQ 121.725 THRU FLT SVCS.
Line 154859: RMK27781.3*A WYA110-4 GCO AVBL ON FREQ 121.72 THRU SALT LAKE ARTCC CD, CASPER FSS NOT AVBL.
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This increases workload and complexity for ARINC 424 database suppliers who wish to provide those frequencies to pilots since the frequencies are stored as text rather than as comms data.

General Remarks	
Rmk Nr	Remark
4	BIRDS ON & INVOF ARPT.
6	AVOID NOISE SENSITIVE AREA 1 MI SW; SEE CITY OR MOREY CO WEBSITES FOR DETAILS.
9	GCO AVBL ON FREQ 121.725 THRU FLIGHT SVC AND MADISON APCH CTL.
10	FOR CD WHEN GCO UNA CTC CHICAGO ARTCC AT 630-856-4562.
11	RWY 01/19 CLSD FM NOV 01 THRU APR 30.

There is definite value from a supplier's perspective in providing these types of frequencies as ARINC PV (airport comms) records – they are often used on various TPP procedures.

MIDDLETON, WISCONSIN

AL-6171 (FAA)

21224

WAAS CH 62912 W10A	APP CRS 101°	Rwy Idg TDZE Apt Elev	4001 928 928
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RNAV (GPS) RWY 10
MIDDLETON MUNI - MOREY FLD (C29)

RNP APCH.		MISSED APPROACH: (Do not exceed 185K until APOOZ) Climb to 4000 direct APOOZ then climbing left turn on track 011° to FAVOM then climbing left turn on track 281° to CIKAS and track 270° to NEGUS and hold.	
▽ Circling NA to Rwy 1 and 19. Helicopter visibility reduction below ¾ SM NA. ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.			
AWOS-3 118.675	MADISON APP CON ★ 135.45 343.7	GCO 121.725	UNICOM 123.0 (CTAF) 0

Recommendations:

Garmin recommends a NASR coding change that would provide airport GCO frequencies within the established TWR.txt or other frequency-specific record type.

Use	Sectorization	Use Code
GCO/GROUND COMM OTLT		

This could be done instead of OR along side of the current practice of listing frequencies in the textual remarks. It would allow database suppliers to more easily extract and pack the correct frequencies for a given airport without relying on manual interrogation of notes.

Comments:

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Date: 9/28/2021

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MEETING 21-02

Steven Madigan, Garmin, presented the new recommendation. He said as of AIRAC 2109, there are approximately 220 Ground Communication Outlet (GCO) frequencies present in the National Airspace System Resource (NASR) APT.txt subscriber file. Rather than being stored in the TWR.txt record, which is designed to hold communications frequencies of varying types, the GCOs are stored as textual airport remarks. Garmin recommends a NASR change that would house airport GCO frequencies within the established TWR.txt or other frequency-specific record type.

Scott Jerdan, FAA/AJV-A310, said he agrees with this change and said there is already a major rewrite planned for communications data in NASR. Brian Murphy, FAA/AJV-A350, said he can't give a specific timeline for when this change will be implemented, explaining this is a large ticket item encompassing a great deal of data, but holds a high priority. He said his team has captured the request for GCO frequencies so that it will be part of the rewrite. In the meantime, Brian suggested that Garmin look at the latest NASR subscriber files which include an FRQ.csv file. Using this file enables users to more easily ascertain communication frequencies. He understands that this is not a replacement for what is being asked but it may assist in the interim. Brian said they expect to start working the NASR communications rewrite next year with a potential release date in 2023.

Valerie Watson, FAA/AJV-A250, asked if it was possible to work the GCO piece separately, without waiting for the larger NASR update. Brian said he thinks it would be better to wait for the larger release. Jon Gdowik, FAA/AJV-A313, agrees with the enhancement, but doesn't think it belongs under the tower record. He thinks it might be better as part of the airport record since GCO frequencies are airport specific and many are located at non-towered airports. Steven said he agrees with Jon's suggestion. He also said he had spent some time evaluating the FRQ.csv file and conceded that it is helpful in the interim.

Valerie summarized the discussion. She said the Aeronautical Data Team concurs that GCO frequencies should be in a frequency field, probably best situated in the airport record. She said AJV-A will investigate this further to determine how it will be implemented, but it will likely need to wait to be part of the bigger NASR communications rewrite. In the meantime, the FRQ.csv file included in the NASR subscriber files should provide the information Garmin is looking for.

STATUS: OPEN

ACTION: Brian Murphy, FAA/AJV-A350, will report back on AJV-A's plan to provide airport GCO frequencies in a dedicated field in the NASR database.

MEETING 22-01

Brian Murphy, FAA/AJV-A350, reported that this request will be part of the larger National Airspace System Resource (NASR) communications upgrade to that is planned for 2023. Steve Madigan, Garmin, reported that, in the meantime, the FRQ.csv file has been working well for their needs and thanked Brian.

STATUS: OPEN

ACTION: Brian Murphy, FAA/AJV-A350, will report back on the implementation of airport GCO frequencies in a dedicated field in the NASR database.

MEETING 22-02

Brian Murphy, FAA/AJV-A350, reported that this request will be part of the larger National Airspace System Resource (NASR) database communications upgrade that is planned. He referred to his earlier briefing regarding the hold on NASR enhancements. He said they will

continue to work to gather requirements for this change so they can be ready to proceed when NASR upgrades become possible. In the meantime, his team will continue to provide the CSV data files.

Steve Madigan, Garmin, said they found the clearance delivery frequencies are also being stored as text and asked if that will be part of the future revision. Scott Jerdan, FAA/AJV-A310, said the data team can work with Garmin to pull the frequencies out of the textual remarks and place them in a more logical frequency format. Jon Gdowik, FAA/AJV-A313, said his team already has a cleanup project to transition as much information as possible out of remarks. He said they can work on the clearance delivery frequencies as part of that effort.

STATUS: OPEN

ACTION: Brian Murphy, FAA/AJV-A350, will report back on the implementation of airport GCO frequencies in a dedicated field in the NASR database.

ACTION: Jon Gdowik, FAA/AJV-A313, will report on the effort to pull clearance delivery frequencies out of remarks and put them in a more usable format.

MEETING 23-01

Brian Murphy, FAA/AJV-A350, reported that this request will be part of the larger National Airspace System Resource (NASR) database communications upgrade that is planned. He said there is still currently a hold on NASR enhancements. He said they will continue to work to gather requirements for this change so they can be ready to proceed when NASR upgrades become possible. In the meantime, his team will continue to provide the CSV data files.

Jon Gdowik, FAA/AJV-A313, reported on the effort to pull clearance delivery frequencies out of remarks and put them in a more usable format. He reported that there is currently a cleanup project to transition as much information as possible out of remarks, and clearance delivery frequencies are part of that effort.

Brian said Ground Communication Outlet (GCO) is in the FRQ.csv file now. He asked if Garmin looking for more information or if this item can now be closed.

Steve Madigan, Garmin, said he agrees with closing this item. The status of the NASR communications upgrade can continue to be tracked with issue [20-02-348](#).

STATUS: CLOSED