



FAA
Aeronautical Information Services (AIS) AJV-A

AISWG - Aeronautical Information Services Working Group

Meeting Minutes 19-01 | May 22nd, 2019

1. Old Business:

- a. **12-089 (April 3, 2012): UAS Standards and Charting.** Issue: During discussion of Issue 12-085 (Activity Areas Data), Paul Eure stated that as UASs become more prevalent, the FAA must develop standards to accommodate these new aircraft. Paul stated that the En Route Service Unit is in the process of developing separation standards for UASs, but is having difficulty attempting to coordinate with the UAS office (AFS-80). Paul also briefed that six Unmanned Aircraft Systems (UAS) training and research areas are being established across the US. Paul asked who should be contacted to coordinate the charting and publication of these areas?

Status 04-03-12: New issue initiated by Paul Eure, AJE-31. During discussion of the NFDCs plan to database certain activity areas, Paul Eure stated that six UAS training and research areas are being established across the US, and asked what group should be contacted to coordinate charting and publication of these areas. Val Watson responded that coordination should go through the UAS Office (AFS-80). Paul responded that this office has been somewhat non-responsive to date, and added that En Route has been trying to coordinate development of separation standards for UASs through this office with little success. Mike Foster added that the military services are working with FAA HQ on this issue as well. Paul responded that he was only referring to civilian UASs at this point. Chris Criswell responded that coordination should involve both the civilian and military UAS offices. George Bland stated that the military services are incorporating UASs into the NAS, not just at designated areas. Paul responded that the same process is happening on the civilian side, as it was mandated by Congress, which is why En Route is developing the separation standards, but that these research areas must also be included on the VFR charts once they are established. Lance Christian stated that the Las Vegas UAS Center for Excellence has a lot of experience with these activities and would be a good source of information. Paul responded that to implement these standards in six months as anticipated, they need a solution now. Val stated that AeroNav Products already has a specification available for charting these areas, but just needs the data. Chris added that the UAS Office is the authoritative source of this

data, and that the NFDC relies on the authoritative source for publication and charting data. Greg Pray and Mike Foster volunteered to coordinate this issue through the civilian and military UAS offices, respectively.

IOU:

- 1) Paul Eure will report on the separation standards being developed by En Route, and provide more information on the six UAS research areas being established at the next AISWG meeting.
- 2) Greg Pray will contact a representative of the UAS office handling civilian UASs and invite them to the next AISWG meeting to provide more information.
- 3) Mike Foster will contact a representative of the UAS office handling military UASs and invite them to the next AISWG meeting to provide more information.

Status 07-10-12: The following status update of the three open IOUs from the last meeting was provided:

- 1) Paul Eure briefed that since AFS will not develop standards because no safety case has been made, En Route will attempt to reverse engineer standards from the recommendations of the safety panel. He stated that Congress has mandated that standards must be established by 2014. IOU OPEN.
- 2) Greg Pray contacted Mike Connor and invited him to the AISWG to brief the group. Mike C. briefed that Congress has set strict guidelines for developing procedures involving UASs, and that he will keep Greg updated on changes through the end of the year. Chris Criswell asked what groups in the FAA were handling the new guidelines regarding UASs. Mike C. responded that these were handled by AJV-115 along with AFS-407. Chris asked if there was any guidance on charting for UASs. Mike C. responded that there is no published guidance for submitting requests, but they must go through AJV-115. Brad Rush stated that only areas with continuous UAS activity should be charted to avoid chart clutter. Mike C. responded that he can work to establish the criteria for charting, but needs contacts to help. Brad responded that Val Watson should be the contact for charting, and that Chris Criswell should be the contact for data. Chris asked when guidance on UASs would be available. Mike C. responded that 7210 series notice was being developed to provide guidance to Air Traffic, but did not have a date for release. IOU OPEN.
- 3) During the discussion of item (2), Mike C. also provided information on UAS coordination with the military. Lance Christian asked if AJV-115 and AFS-407 were also coordinating with the military. Mike C. responded yes, they are coordinating with the DoD and NASA. Mike Foster responded that military COAs are going through the OE/AAA system. Mike C. agreed and added that outside of COAs, the military is going through AJV-115. Lance added that military UAS experts will

need to be consulted for criteria, and Michael Clayton agreed. Mike F. responded that USAASA was representing the US Army on all UAS matters. Mike C. added that coordination on UAS matters has currently been handled through the DoD Policy Board on Federal Aviation (PBFA). George Bland responded that Col. Carl King (email: carl.king@pentagon.af.mil, phone: 202-385-4594) is involved with the PBFA and would serve as a contact for military coordination. Val asked how many military UAS areas have been established. Mike F. responded that approximately 50-100 have come through the COA process. John DeMaria responded that to his knowledge there has only been one UAS area submitted for charting. Chris added that a majority of the existing areas fall within restricted airspace and therefore are not charted. IOU OPEN.

IOU:

- 1) Paul Eure report on the separation standards being developed by En Route at the next AISWG meeting.
- 2) Chris Criswell and Val Watson will collaborate with Mike Connor to establish charting criteria for UASs and report progress at the next AISWG.
- 3) Mike Connor will contact Col. Carl King to coordinate military UAS standards and report progress at the next AISWG. Mike Foster will confirm that USAASA is the US Army lead for UAS.

Status 10-02-12: The following status update of the three open IOUs from the last meeting was provided:

- 1) Paul Eure briefed that no progress has been made on defining separating standards for UAS. Paul Eure, Randy Willis and Brad Rush recommended that this issue be removed as an ASIWG issue. The group agreed. IOU CLOSED.
- 2) Mike Connor briefed that the UAS test sites have been postponed. Chris Criswell asked about the current symbology and notations used to mark UAS operations on charts. Mike Connor responded that current operations are conducted using a Certificate of Authorization (COA) and many operations are within existing restricted airspace. Valerie Watson asked if we could have someone from the UAS office involved with making a charting reference or symbol. Valerie Watson also indicated that the draft Order 7900.3 contains a process for submitting UAS charting requests. IOU OPEN.
- 3) Mike Connor introduced Randy Willis (AJV-115) as the POC for UAS operations. Randy Willis briefed that current UAS operations will continue to involve waivers and coordination between the Military and operators of airspace and airports. Randy said he will need to reevaluate the subject related to temporary vs. permanent UAS operations and the difference between short and long term

authorizations. Some “temporary” authorizations are over 2 years old. Current goal is to have integration with NAS in 2015. IOU OPEN.

IOU:

- 1) Randy Willis will report back to the group on UAS authorizations.
- 2) Chris Criswell will provide Mike Connor a copy of draft Order 7900.
- 3) Mike Connor will report back on the status of developing charting criteria.

Status 01-08-13: The following status update of the three open IOUs from the last meeting was provided:

- 1) Mike Conner indicated that the UAS Authorizations are all handled through the COA process. IOU OPEN.
- 2) Chris Criswell indicated that when draft Order 7900.3 is ready he will distribute to the AISWG. IOU OPEN.
- 3) Mike Conner briefed that a draft Advisory Circular is being written that defines UAS charting standards. Mike will provide the draft AC to Chris Criswell who will distribute with the AISWG minutes. IOU OPEN.

IOU:

- 1) Mike Connor will report back on any changes to UAS authorizations.
- 2) Chris Criswell will distribute draft Order 7900.3 to the AISWG.
- 3) Mike Connor will report back on the status of developing charting criteria.

Status 04-02-13: The following is a status update from the last AISWG.

- 1) Mike Connor stated that the FAA UAS Support Office (AJV-115) is working on an advisory circular which will provide guidance on how to submit UAS charting request and criteria for charting. Chris Criswell indicated that Order 7900.3 should be referenced with the advisory circular. IOU OPEN.
- 2) Chris Criswell reiterated that NFDC is targeting late summer or early fall for the final Order 7900.3 which will include a fillable pdf form for UAS data. IOU OPEN.

IOU:

- 1) Mike Connor will report back on the development of the UAS advisory circular which includes guidance for the submission of UAS charting requests.
- 2) Mike Connor will distribute the most recent draft of the UAS advisory circular.
- 3) John Graybill will keep the group updated on the status of Order 7900.3 and the associated fillable pdf forms.

Status 07-09-13: No status updates for were provided for the three open IOU's from the last AISWG. IOU OPEN.

IOU:

- 1) Mike Connor will report back on the development of the UAS advisory circular which includes guidance for the submission of UAS charting requests.
- 2) Mike Connor will distribute the most recent draft of the UAS advisory circular.
- 3) John Graybill will keep the group updated on the status of Order 7900.3 and the associated fillable pdf forms.

Status 11-05-13: John Graybill updated the group on the progress of the 7900.3 and the fillable pdf forms which will be used to submit UAS areas. Mike Connor was not present to provide updates. IOU OPEN.

IOU:

- 1) Mike Connor will report back on the development of the UAS advisory circular which includes guidance for the submission of UAS charting requests.
- 2) Mike Connor will distribute the most recent draft of the UAS advisory circular.
- 3) John Graybill will keep the group updated on the status of Order 7900.3 and the associated fillable pdf forms.

Status 01-07-14: John Graybill stated that no additional progress has been on the 7900.3 and the fillable pdf forms which will be used to submit UAS areas. Mike Connor was not present to provide updates. IOU OPEN.

**NOTE: Mr. Scott Gardner will replace Mr. Mike Connor as the AISWG UAS POC. Scott Gardner, 202-267-8192, scott.gardner@faa.gov*

IOU:

- 1) Mike Connor will report back on the development of the UAS advisory circular which includes guidance for the submission of UAS charting requests.
- 2) Mike Connor will distribute the most recent draft of the UAS advisory circular.
- 3) John Graybill will keep the group updated on the status of Order 7900.3 and the associated fillable pdf forms.

Status 04-08-14: No updates were provided. John DeMaria took the action to contact Scott Gardner for a response to the IOU's. IOU OPEN.

IOU:

- 1) Scott Gardner will report back on the development of the UAS advisory circular which includes guidance for the submission of UAS charting requests.
- 2) Scott Gardner will distribute the most recent draft of the UAS advisory circular.
- 3) John Graybill will keep the group updated on the status of Order 7900.3 and the associated fillable pdf forms.

Status 07-08-14: Scott Gardner requested that all new UAS charting requests to him. Corpus Christi TX has an example of UAS description. Scott Gardner will use the UAS Charting criteria AC developed by Mike Connor as a starting point for establishing policy for UAS charting. Jennifer Hendi and Tom Harris will gather existing published UAS charting information and send it to Scott Gardener to be vetted. IOU OPEN.

IOU:

- 1) Scott Gardner will report back on the development of the UAS advisory circular which includes guidance for the submission of UAS charting requests.
- 2) Jennifer Hendi and Tom Harris will provide the existing published UAS charting information and provide it to Scott Gardner.

Status 10-07-14: Scott Gardner was not present to provide an update on the draft UAS advisory circular.

IOU: Scott Gardner will report back on the development of the UAS advisory circular which includes guidance for the submission of UAS charting requests.

Status 02-03-15: Scott Gardner has been replaced by Eric Lautenschlager. John Graybill provided an update that NFDC will coordinate with Eric Lautenschlager regarding what UAS data should be included in NASR and the process for submitting that data to NFDC

IOU: John Graybill will report back on the status of adding UAS data to NASR. John will request that Eric Lautenschlager provide an update on the development of the UAS advisory circular which includes guidance for the submission of UAS charting requests.

Status 04-07-15: John Graybill reported that he met with Eric Lautenschlager. John stated that they are defining a shared vetting process for UAS charting provided an update that NFDC will coordinate with Eric Lautenschlager regarding what UAS data should be included in NASR and the process for submitting that data to NFDC.

IOU: John Graybill will report back on the status of adding UAS data to NASR. John will request that Eric Lautenschlager provide an update on the development of the UAS advisory circular which includes guidance for the submission of UAS charting requests.

Status 07-07-15: John Graybill reported that requirements for storing Unmanned Aircraft Activity (UAA) area data in NASR were included in the Activity Area Resource specifications submitted to the NASR team in June. Currently, requests to chart UAA areas are submitted to Visual charting from the UAS office. Visual Charting creates a NFDD add-on page for the entry and then, subsequently, adds the symbol to the chart. Once NASR has been modified to store UAA data, NFDC will take over responsibility for accepting and publishing UAA data in the NFDD.

IOU: John Graybill will report back on storing UAA data in NASR and the publication of UAA.

Status 10-05-15: John Graybill and Langston Majette will work with the UAS office on finalizing the charting criteria. John will update the group on UAS incorporation into NASR. IOU Open.

**Note: Langston Majette now works in the FAA UAS office.*

Status 04-05-16:

- 1) Langston Majette provided the following update from his detail to support UAS work in the Mission Support Services AJV-0 office: The ATO UAS Integration Team is working to see if a UAS symbol should be added to VFR charts but unsure of the scale of the work. They are currently developing a policy for model and hobbyist UAS operators (who want representation on VFR charts). The UAS symbol was not developed to chart model aircraft activities. However if it is deemed a safety concern, it could be used. This angle of the issue is still under discussion.
- 2) Langston Majette shared that the ATO UAS Integration Team is also working to establish criteria for UAS entries for the "Special Notices" section of the Chart Supplement. With the current absence of criteria, too many generic entries provide minimal safety value to pilots.
- 3) John Graybill said UAS symbology on VFR charts / Charting Supplements relates to populating miscellaneous activity areas into the NASR database.

IOU: Langston is working to engage AJV-115 to establish charting and chart supplement guidance by this summer. Updates from Langston Majette next AISWG meeting. IOU OPEN.

Status 07-12-16:

- 1) Langston Majette provided the following update from his detail to support UAS work in the Mission Support Services AJV-0 office: Work to establish VFR charting & Chart Supplement publication criteria has been temporarily put on hold due to the UAS Integration Team's focus on rolling out Part 107, effective August 29th, which will identify UAS activity that does not require charting. Langston reassured the working group that the ATO UAS Integration Team knows that the current box used for charting is not an adequate long-term charting solution. UAS access will be granted to Class E airspace first, followed by Class D, and ending with Class B access in December.
- 2) John DeMaria has received charting requests affecting Brownsville, El Paso, San Antonio, Albuquerque, Billings, Great Falls and Washington sectionals.
- 3) Val Watson shared that once charting criteria is established; the old boxes can be replaced.

IOU: Langston Majette will re-enter the AISWG request to establish VFR charting & Chart Supplement publication criteria into the ATO UAS Integration Team work after the first phase of airspace access is granted. He will provide an update at the next AISWG meeting. IOU OPEN.

Status 10-04-16: Langston Majette shared that there is a newly established office of primary responsibility (OPR) for unmanned aircraft systems (UAS) integration and tactical operations, AJV-115, in the ATO's Mission Support service unit. AJV-115 will be the authority on UAS charting criteria and new requests for charting will be directed to this office first. The AIS 'portal' currently under development will accommodate this new process. AJV-115 is hesitant to establish UAS charting criteria based on the current state of the NAS because it is evolving so rapidly during these initial stages of integration. They point out that UAS charting criteria necessitates a reframed perspective; given that a symbol at a point in space is not needed when UAS are everywhere. AIS will continue to hold internal meetings to ensure UAS are appropriately integrated into the aeronautical information databases and products under AJV-5 purview. Topics will include discussion of what attributes are needed for collection, what data would need publication, the utility of an Order identifying the office of responsibility (OPR) for data of origination versus dissemination, etc. Langston will soon provide a demo of the AIS 'portal' to AJV-115 and connect their leadership with AIS' NASR database leadership.

IOU: Jennifer Hendi and Bob Carlson will re-send material on existing UAS information on AIS products to Langston Majette who will in turn share it with AJV-115. IOU closed.

Status 1-10-17: Langston Majette was not in attendance due to a UAS meeting in Fort Worth. Jennifer Hendi and Bob Carlson received no word

back after re-submitting UAS information currently displayed on AIS (AJV-5) products to Langston after the AISWG meeting last October. The working group discussed how this agenda item has been open for over 4.5 years without effecting progress towards establishing UAS charting criteria. AISWG members from the legacy AJV-2 directorate (Aeronautical Information Management) offered that the work group could look to parachute jumping areas as a model to create charting criteria for UAS. The directorate invited parachute jumping industry leaders in to collaboratively create charting criteria with a focus on safety and best data management practices. More recently, now AJV-5 (Aeronautical Information Services) did the same with paragliding industry leader representatives to the same end. The working group discussed the pros and cons of closing this agenda item out in this forum to shift it to another forum in hopes of more success and ultimately debated the value to AISWG participants of getting a quarterly update on the progress of obtaining UAS charting criteria from an FAA organization outside of AJV-5.

IOU: AJV-5 is speaking with the Mission Support Service unit UAS office AJV-115 this week. Jill Olson will get an update from this discussion and from Langston Majette concurrently to see where things stand and send out a brief to AISWG members.

Status 4-11-17: Final action with Airspace AJV-11 to finalize standards – Charting standards will be in an AC – no draft now. Last comm on this was in early Feb. Randy Willis manager of AJV 11 stated this is targeted for 4QFY17. AJV-11 has been inundated with airspace authorization requests. As we modernize this process they will be freed up to handle this. Current requests go from AJV-5 to Langston Majette and then over to Randy so he is aware of the need. The threshold in the draft is very high and most requests would meet this so we are holding

Safety risk management decision (SRMD) panels and pathfinder requests are how the existing symbols got on the visual charts. Some may no longer even need to be charted. There is no maintenance process for what is on the chart right now. Langston Majette is the process currently and is aware that this is not sustainable. What is on the chart now is the result of a combined effort of safety panels that included several organizations within the FAA. Are SRMD panel records available within the FAA? Also, there are notices in the back of the books that are loose ends – put in before establishing the small UAS rule. These were added when UAS activity wasn't everywhere. AVS UAS gateway is intended to be a repository connecting folks to various lines of business handling UAS data.

Status 7-11-17: WG established. AJV-115 John Paige and AJV-5 met for kickoff. Discussed draft AC and Memo that outlines proposed requirements for charting guidelines. This led to productive discussions about the process

of this UAS data from submission, to creation, to data basing and charting. AJV-115 is concerned about being the entryway for the public to submit UAS data. The future vision is that AJV-115 would then be the authorized submitters to the portal and this policy would be covered in the future FAO 7900.2D.

Status 10-10-17: Langston Majette shared that the working group meeting occurred to discuss process / work flow. AJV-115 and AJV-5 have different perspectives on how this work will flow. AJV-115 doesn't have the capacity to receive requests for charting of UAS areas and would prefer the requests go directly to AJV-5. AJV-5 envisions AJV-115 vet these requests from the public and then AJV-115 will be the authorized submitters of these UAS sites into the AJV-5 portal. AJV-5 has revised the Advisory Circular draft and UAS memo per homework from the last working group. Langston received these and handed these products to John Page. Minimum requirements and thresholds that John Page is working on may not serve the public's or the agency's purposes a year from now. Should we hold another working group or let this simmer. There was an initial flurry of UAS charting requests in 2012 and 2013 (just here and there after 2013) but there have been no more UAS charting requests since 2013. An advantage of AJV-115 handling requirements and requests is that as they are aware of changes to requirements they are easily able to apply the new requirements to any new requests. This is a slated objective for FY18Q2 for AJV-115.

IOU OPEN - Langston will coordinate the next working group meeting; one agenda item of which will be to look into taking out current notices (potentially out of date, no longer accurate, etc.)

Status 01-09-18: Langston unable to attend. Langston shared via email dated 1/13/17 that, "Yes, I still have the IOU to coordinate this effort in moving the discussion forward. While nothing has yet matriculated, I have been in touch with John Page (AJV-115) since the last AISWG meeting, making sure this issue does not fall off the radar. There have been quite a few things that have come up within AJV-1 that have taken precedence/priority over everything else. I will continue to work with John Page and AJV-5 to move this forward."

Status 04-10-18: Langston Majette provided an update that AJV-115 will be setting up a KSN like structure system with email capability for information to be submitted. No time frame, but they are working with AJV-5 on this endeavor. They are also looking at the criteria and working to refine as to what gets charted and what does not. They are working to make the criteria very strict which will reduce the number of UAS charting. Langston will return at next meeting to provide more updates.

Status 07-17-18: The AIS working group opened discussion around how much progress the agency as a whole has made to integrate UAS into the NAS. Aviation Safety's AUS and Mission Support Services' temporary Emerging Technologies Integration (ETI) division are responsible for much of these successes. There was a brief mention of the Low Altitude Authorization Notification LAANC system. This system is separate from the IAS working group's challenge to govern and manage UAS data and information in AI products and services.

The working group discussed the challenges of providing UAS information in AI products and services without clear requirements or data from upstream in the Enterprise Information Management (EIM) process. In 2012, our colleague Paul Eure from legacy ATC / EnRoute Services AJE- 31 opened this issue, with a request to chart in this working group back in 2012, with a request to chart six Unmanned Aircraft Systems (UAS) training and research areas. The AIS working group has since unsuccessfully pursued a process for governing and managing UAS data and information as an asset, to facilitate agency-wide decisions about receiving, retaining, and disseminating it per enterprise business need. Our main obstacle is that, operationally, this working group is downstream in the flow of data and information (not to mention the rapidly evolving environment of an industry based in new tech).

Per current aeronautical information publications, there are 19 UAS symbols on chart products. Each of these symbols exist because AJV-115 submitted a special request for charting (circumventing any regular data submission or data base process) directly to the Visual Chart team in AJV-5. The Visual Charting team then created a NFDD add-on page and then they added the symbol to the chart. No new requests have been submitted in a long time and it is not clear if this AI is still current and publishable. AUS requests that the UAS symbol key main in the chart legend and wants to be a part of this conversation moving forward along with AFS-800. AJV-115 ultimately wants to collaborate to draft an updated advisory circular (AC) to address things such as altitude, proximity to airports, etc. AJV-5 would like to move forward from an enterprise perspective with a formal data submission and databasing process that meets agency-wide stakeholder business needs, not just AJV-5 and AJV-115.

Existing visual chart symbols are 2 years or more old. If a new request comes in for charting, AJV-5 forwards the request to AJV-115. This office then determines if the request should be charted or go into the chart supplement AJV-115 agrees that the current charted symbols may no longer be valid and agreed to the responsibility to verify the Certificate of Authorization (COA) for each by accessing the COA Application Processing System CAPS. CAPS is a web application developed in support of the Federal Aviation Administration (FAA) Modernization and Reform Act of 2012 (FMRA), PL 112-95, § 333 & 334. The FMRA directs the FAA to safely integrate Unmanned Aircraft

Systems (UASs) into the National Airspace System (NAS). CAPS provides an interactive online application process to request a COA for a specific flight operation, or a blanket COA (permitting nationwide flights in Class G airspace at or below 400 feet).

UAS Symbols on VFR Charts (see attachment for source)

- Billings Sectional - 4 symbols
 - N46°02'34"/W108°48'00"
 - N48°31'40"/W108°36'13"
 - N48°20'30"/W107°46'00"
 - N48°19'00"/W106°57'00"
- Great Falls Sectional - 6 symbols
 - N46°02'34"/W108°48'00"
 - N46°21'23"/W109°09'27"
 - N47°04'53"/W109°57'05"
 - N47°17'00"/W110°33'00"
 - N48°36'27"/W109°06'12"
 - N48°31'40"/W108°36'13"
- Albuquerque Sectional - 2 symbols
 - N32°06'22"/W108°33'36"
 - N34°37'56"/W106°43'19"
- El Paso Sectional – 2 symbols
 - N32°06'22"/W108°33'36"
 - N31°49'05"/W108°35'36"
- Phoenix Sectional - 1 symbol: 31-44-30N, 110-08-00W
- Washington Sectional - 1 symbol: 39-02-15N, 074-53-00W
- Albuquerque Sectional - 3 symbols
 - 34-28-00N, 104-11-30W
 - 34-33-55N, 105-08-00W
 - 34-32-25N, 106-07-15W

Per current aeronautical information publications there are 23 UAS Special Notices in the Chart Supplement. Any of these special notices that is not databased in NASR is submitted directly to AJV-5's Airport Mapping team through the Aeronautical Chart Change Portal.

UAS Special Notices in the Chart Supplement (see attachment for source)

- Coastal Launch Sites and Arctic Area Operations
- Medina County, OH
- Western Kansas
- Western Nebraska
- Northeast North Dakota (within Rolette, Towner, Cavalier, Pembina, Pierce, Ramsey, Benson, Eddy, Foster, Wells, Walsh, Nelson, Grand Forks, Griggs, Steele and Traill Counties)
- Queen Anne's County, MD
- Canyon County, ID

- City of Seattle, WA
- City of Arlington, TX
- City of Corpus Christi, TX (vicinity)
- Hondo, TX
- Montgomery County, TX
- Southern Texas, TX (Intl Border between El Paso & Port Isabel)
- Miami-Dade, FL
- Southeastern, AZ (along the international border)
- Southern California (Ventura County; El Mirage Field Adelanto; Special Ops Area)
- Eastern Colorado
- Mesa County, CO
- Western Colorado
- Northern Nevada (Fallon Approach Control Airspace and the Fallon Range Training Complex)
- Nevada & Utah (within the desert and reveille MOAs)

As Mission Support Services' ETI temporary division merges back into existing AJV structure, the Airspace Regulations & ATC Procedures Group (specifically AJV-115 team) will continue to support agency mission around UAS. AUS wants to be a part of the conversation moving forward along with AFS-800.

IOU OPEN – AJV-115 will identify the COA validating each symbol. in the (this stores every approved Special Use Airspace SUA operation). IOU null and void per Langston Majette 10/9/18.

IOU OPEN – AJV-5 and AJV-115 will collaborate to uncover original source for each UAS special notice currently published. IOU null and void per Langston Majette 10/9/18.

Status 10-09-18: The ATO (AJV-115?) is collaborating with AUS (Dave Russell) on an interim policy to determine which UAS symbols and which UAS special notices are still relevant to the NAS. The appropriate EIM community of interest, for example, the Aeronautical Information Products and Services Community of Interest (AIPS Col), may discuss if the FAA is capturing the right UAS data needed to fulfill our mission around AIPS. Then this stewardship community of practice (AISWG) may make a recommendation on what system changes need to be made to capture the data in a way that meets this requirement.

Status 05-22-19: Discussed at April 2019 Aeronautical Information Products and Services Community of Interest (AIPS Col); see hyperlink to minutes below. "Since around 2012, special requests resulted in the creation of individual UAS symbols and notices in certain AI Products & Services without standardization. Since, the agency has established satisfactory ways of

alerting the flying public of UAS activity outside of these one-off symbols and notices on certain AI Products & Services. Therefore, there is no business case to create a standardization process for these special requests. Establishing a business case for maintaining the existing special requests is unclear.” To reiterate – AIS will not database these exceptions so getting the okay to remove them is prudent.

<https://ksn2.faa.gov/afn/IT/CDO/EIM/Governance/AIPSCOI/AIPS%20COI%20Meeting%20Artifacts/Col%20AIPS%202019Apr17%20Minutes.pdf>

IOU OPEN - Dave Russell in AUS-430 will pursue formal permissions to remove the COAS from charting with one exception – will retain the note in the legend. Same process desirable for chart supplement.

b. 16-108 (July 12, 2016): Hang Gliding / Paragliding Site Charting Criteria.

Issue: Katie Murphy, Manager, AIS Visual Charting Sub Team B shared that the United States Hang Gliding and Paragliding Association (USHPA) has provided a list of more than 400 hang gliding and paragliding sites in the United States. The number of flights at these sites ranges from 1 to thousands per year. Visual Flight Rules charting needs to depict some of these sites on the charts. However, a minimum flight activity number must be established for charting purposes. AIS Visual Charting Team believes discussing this with the AISWG would be beneficial.

Status 07-12-16: Rick Fecht shared that VFR Charting is looking for help to develop charting criteria. It was discussed that AJV-5 Aeronautical Information Services does not decide what charting criteria is; Flight Standards or some other FAA organization does. The working group also discussed the need to catalogue the sites in a source database such as NASR. It was concluded that this will be opened as an issue with IOUs and follow up discussion at the next AISWG.

IOU Closed: AJV-5 will find out whom in the FAA: 1) is responsible for determining charting criteria, and 2) governs hang / paragliding activity.

Status 10-04-16: The AIS Enroute & Visual Charting group AJV-52 will develop proposed charting criteria to include a minimum flight activity number. Then, the AIS Governance group AJV-55 will collaborate with the Aviation Safety line of business for their modification and approval. Data related questions will be addressed in the newly opened issue on MAA data.

Status 1-10-17: The AIS Enroute & Visual Charting group AJV-52 is developing proposed charting criteria to include a minimum flight activity number. An update will be provided for the next AISWG meeting. IOU OPEN.

Status 04-11-17: Jill Olson provided the following to FAA's Aviation Safety for review. There are approximately more than 400 hang gliding and paragliding sites in the United States and the number of flights at these sites ranges from 1 to thousands per year. AJV-5's Visual Flight Rules (VFR) charting needs to depict some of these sites on our charts, but feel that a minimum flight activity number must be established for charting purposes. Our thought is to propose depicting showing sites that exceed 400 flights per year.

Tony Ferrante with FAA's Aviation Safety responded with the following. We've discussed your proposal, and we reviewed the standards we currently use for other activities such as parachute operations. We believe you should establish criteria that includes a minimum established in-operation time as well as a minimum operations per year time. For example, for a PJA symbol to be charted, a jump site must be established for at least one year and there must be at a minimum 1000 jumps per year. While we agree with your proposal to depict a site that exceeds 400 flights per year, we ask that consider also including a minimum in-operations time of one year for consistency.

Status 07-11-17: Would these be data based if they don't meet charting criteria? There are instances of parachute jumping areas that don't meet criteria for charting but are in the data base. Should there be two separate criteria; one for data basing and one for charting? What are the criteria for AJV-5 as the data baser to ensure currency of the data if at all? The 7900.2D could be considered as a place to house policy that establishes a requirement for Authorized submitters to validate data currency. A separate WG to reassess the MAA data workflow will be established within AJV-5.

Post meeting research: Scott Jerdan (AJV-5) shared that, "there is most certainly a need to "data base" information that doesn't get charted. We support the NAS not just charting. However, we always need a source and the source needs to make sure changes are sent to NFDC. Also, we need an order or other document that spells out who is responsible to send NFDC the information, that they need to send us updates, and how to send the information." Val Watson (AJV-5) added that with respect to data basing criteria, "all databases serve different purposes and populate the data that accomplish those purposes. The closest thing to this for the NASR database would, I suppose, be the NASR SOPs."

Status 10-10-17: Closed IOU - AJV-5 will assess Aviation Safety's recommendations to the proposed minimum flight activity number and determine an appropriate response. This charting criteria will not be included in charting specifications.

IOU Closed - AJV-5 is okay with Aviation Safety's recommendation; Jill Olson will confirm our response to Aviation Safety (Tony Ferrante; Alex McDowell). AJV-5 will check the portal form to see if these criteria

would be worked into the web form (Done; see 1/9/18 status). Concern about socializing the new process to the hang gliding association to ensure ATC facilities are aware of hang gliding activities in their area (as of 1/9/18; AFS will talk to the hang gliding folks).

IOU Closed – AJV-5 will put together a working group on the new process for submitting hang gliding data through ATC and AJV-5 will take the opportunity to discuss charting criteria, if these criteria will go before the ACF, what to do with currently charted old hang gliding data, and how to manage latest large list of sites from key stakeholder, Hang gliding association.

Status 01-09-18: AFS-800 has determined that they will put this into an order – meeting with them today for a continued conversation with them. They are willing to put something out in the interim since the order will take a while to get out. AFS will talk to the hang gliding folks.

AJV-5 confirmed that currently the 7900.2D portal form that captures data related to hang gliding / paragliding request information does not ask for, a) established in-operation time (number of years jump site has been established for), b) operations per year time (jumps per year at jump site), or c) flights per year (at jump site). However, it could be put in the Remarks section, if needed and these would go in the MAA resource in NASR.

Post Meeting update: The conversation with AFS went very well. They are continuing their work to develop the criteria for what constitutes what should get charted, etc. They hope to have something out within the next 6 months – due to various other commitments, etc. AJV-5 told them that was fine and that we have a work around to get us through, we just want to have something in criteria that states an official source, etc.

IOU - AJV-5 will provide AFS with a copy of the 7900.2d as well as some bullets on our organization and who does what. AJV-5 will ask AFS what to do with currently charted old hang gliding data, and how to manage latest large list of sites from key stakeholder, Hang gliding association. AJV-5 will keep an eye out for the AFS order defining Hang Gliding data authoritative source and hang gliding charting criteria.

Status 04-10-18: Jill Olson reached back out to Mike Millard – AFS 830 and Sue Gardner – AFS-800 for status update. They are working an aviation event together this week and will discuss and get back with further information. Goal would be for criteria to be determined and put in an order and authorized submitters of the data.

Status 07-17-18: AFS-800 collaboration lost momentum over the summer. The main goal is policy some what like the AC 105-2E - Sport Parachuting. CJ will reach out to AFS-800 to jump start coordination. Post meeting: AJV-5 reached out to Mark Giron, manager, AFS-830 to reinvigorate collaboration on policy for hang gliding / paragliding activity, glider operation areas, ultralight activity, and aerobatic practice areas.

Status 10-09-18: No updates in meeting. Post meeting AFS-830 (Mike Millard) reached out to Jill Olson to re-visit our collaboration on a safety policy addressing hang glider, glider, ultralight, paraglider, and aerobatic practice areas. AFS-830 is wrapping up the language in the proposed Notice to address all the different aeronautical activities in one document, which if it gets approved through the DCB (Document Control Board) will turn into a new section in the 8900.1. They plan to share a draft with AJV-A (legacy AJV-5) in advance.

Status 05-22-19: AIS provided feedback on draft Order text from Mike Millard. Mike was wrapping all MAA guidance up into a single Order with similar requirements for each operating type.

IOU Open - Jill will ask Mike for an update following this meeting.

- c. **16-109 (October 4th, 2016): FAA Order 7900.2D.** Issue: There is no Order identifying the FAA office of primary responsibility as data steward of MAA data (to include aerobatic practice areas, hang gliding, para gliding, etc.), authoritative sources, approved replicated sources, custodians, etc.

Status 1-10-17: Rick Mayhew explained how the future FAA Order 7900.2D will identify authoritative sources of MAA information for submitting to AJV-5 for entering into NASR. This order will publish later in fiscal year 2017. The new FAA Order 7900.2D will address this for MAA and a host of other aeronautical data submitted to AJV-5 for entry into the NASR database. Collaboration on the draft order with organizations affected by this order (including AISWG members) will help answer these tough questions. The order will also be reviewed from an FAA enterprise information management (EIM) perspective by the new Community of Interest (Col) on aeronautical information products and services for best data & information management and governance practices.

Status 04-11-17: Update name of item 16-109 to reflect that actual name of the draft order. This order will be circulated widely for informal comment followed by formal comment after AJV-5 has performed internal review. Updates will be provided at the next AISWG meeting.

Status 07-11-17: Forms have been approved. Now in first draft review stage within National Aeronautical Data Team. Provided demo on NFDC Portal smart forms. Discussed how it limits the submitters. NFDC outlined the need for the order as: 1) Need for 7900.2 and 7900.3 to be combined into one order. 7900.3 efforts had been ongoing since 2014. Progress stalled. 2) Need for data submission criteria to be standardized. 3) Need for authoritative sources to be identified. 4) Need for original documentation to be retrievable. 5) Need for Order to support new NASR Database MAA resource. 6) Need for Order to support AJV-5 automation efforts, machine readable fields. 7) How new digital/smart forms support the Order.

Status 10-10-17: In informal comment period now; the purpose of which is to socialize the revised order and the process changes it presents to folks across the agency who are affected. Currently scheduled to go public the end of November, early December.

Status 01-09-18: All comment periods are complete and coordination is complete, safety management activities are complete, and the ATO labor process is complete. The ATO COO has signed the clearance record along with all other LOB / SO affected. It is on the Administrator's desk for signature now.

Status 04-10-18: Order published in February – this topic is tied to 16-108.

Status 07-17-18: The AIS working group discussed the potential for closing this issue out since the order was published. The group decided not to, in order to track the loose ends to closure. Those loose ends include space launch activity areas (now tracked at the Aeronautical Information Products and Services Community of Interest AIPS Col level); hang gliding / paragliding (tracked above under issue 16-108); aerobatic practice areas. Aerobatic practice areas require more policy yet and are not tracked anywhere else yet. Additionally, CJ made a note of the need to update parachute jump data authority to include Flight Standards District Offices (FSDOs are all Federal) in the next revision of the 7900.2 order.

Status 10-09-18: See status of 16-108 above, for hang glider, glider, ultralight, paraglider, and aerobatic practice areas. Post meeting, the Chief Data Office has coordinated with Commercial Space Transportation AST to create an agreement for Space Launch Activity Area data exchange using the new FAA EIM platform.

Status 05-22-19: See status of 16-108 above, for hang glider, glider, ultralight, paraglider, and aerobatic practice areas.

- d. **19-113 (May 22nd, 2019): Processing of Military Flight Information Letters (FILs).** Issue: Challenges understanding intent / request; and duplicative NGA / FAA work.

Status 05-22-19: Challenges filtering pertinent info out of source. Difficult for FAA to decipher what changes are also. One potential solution is a form indicating what information is intended for FAA product versus NGA product. This challenge is separate from efforts to form one singular product via co-production.

IOU - Scott Jerdan will set up a telecom with NGA and a (military representative from all services) to breakdown the issue and metrics better for equal awareness across stakeholders. FAA will gather several examples of the issue in preparation for the telecom.

- Military representatives are: Bill Schwinn (Navy), James "Jim" Ray (Navy), Paul Hoegstrom (AFFSA), Kevin Keszler (AFFSA), Brittany Mohr (NGA), Tracy Lamprecht (NGA), Paul Pulse (NGA), Doug Edsall (Army)

2. New Business:

a. **NFDD / eNASR (National Airspace System Resource) / AIRNAV**

Relationship & USAF Stakeholder Use. In March of 2019, John Aragon, Source Liaison for the US and Canada representing Jeppesen/Boeing in Denver, asked AIS for clarification on the relationship between AIRNAV (replaced originally referenced AVNIS) and NASR (originally referenced eNASR.) Aragon explained that they are having to work with their Technical Standards department to come up with a process that works for all military stakeholders because while the Army accepts the NFDD as source, the USAF prefers the USAF GPD produced procedure packages, citing errors in the NFDD. Brian Murphy explained that eNASR does not link to AVNIS, or vice versa, in any way. eNASR and the NFDD are both outputs from NASR. NASR is the same system that generates the 28 Day subscriber files. AIS also provides Jeppesen web service access to FAA IFPA systems (which include AIRNAV information.) Ken Gochenour at Jeppesen has good knowledge on this. Murphy further explained that the NFDD is the US FAA's publication detailing the description, geographic location, and operational characteristics and status of all components of the NAS. Some of the information published in the NFDD is information sent to the FAA from the USAF. The NFDD, as well as the 28 Day NASR Subscriber files, are source the FAA stands behind.

- E-NASR will not have all the information the military needs.
- The military cannot get behind the FAA firewall without great cost.
- Potential best option - least expensive / most feasible: The military will explore a new process going through flight inspection for the internal data sheets using Bill Geyser as a point of contact.
- No new issue for AISWG.

3. Next Meeting: Wednesday, August 14th or 28th, 2019 – 0930 – 1030 Eastern

4. Attendance:

Present	Name	Organization	Phone	Email
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