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**DATA IDENTIFICATION DOCUMENT FOR THE
MODEL 1, PACKAGE 2, DATA BASE OF THE
FLIGHT SERVICE AUTOMATION SYSTEM**

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DATA REPORT

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16. Abstract This document is part of an ongoing effort in the development of a data base for the Flight Service Automation System (FSAS). It identifies the files and data needed to assemble the data base for Model 1, Package 2, requirements as specified by Federal Aviation Administration (FAA)-E-2685.					
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1. INTRODUCTION.

1.1 PURPOSE.

This document is part of an ongoing effort in the development of a data base for the Flight Service Automation System (FSAS). It identifies the files and data needed to assemble the data base for Model 1, Package 2, requirements as specified by Federal Aviation Administration (FAA)-E-2685. Although this document identifies the majority of data needed at this time, new files may be added or deleted at a later date.

A purpose and reference section are included for each file. In some cases one, but not necessarily all references to the specification are listed. The purpose section gives a brief explanation of the file. This document is designed to only identify the needed files. A more detailed description of file format and data requirements will be found in the Adaptation Data Logical Characteristics Document (DOT/FAA/CT-81/178).

1.2 BACKGROUND.

FSAS MODEL 1, PACKAGE 2, FILES

<u>FILE NAME</u>	<u>REFERENCE</u>
ATCA - Air Traffic Control Address File	3.4.6.2.1
AWAY - Airway Route File	3.4.2.5.1.1 3.3.2.3(1)
FPSTORE - Flight Plan Storage File	3.4.3.2.1 Appendix A
*FSASID - Facility and Position Identifiers File	3.4.7.2 3.4.9.2
**HALASDR - High and Low Altitude Single Direction Routes	3.3.2.3(4)
**HIPREF - High Altitude IFR Preferred Routes File	3.3.2.3(4)
IFPSTOR - International Flight Plan Storage File	3.4.3.2.1 Appendix A
*KFLAG - Key Word and Flag File	3.4.1.1 and Table 4
LOCFIX - Location/Fix File	3.3.2.3 1,2,7,9
**LOPREF - Low Altitude IFR Preferred Routes File	3.3.2.3(4)

**MILTRN - Military Training Routes File	3.3.2.3(10)
POSCAP - Position Capabilities File	3.4.7.2 3.4.7.4 3.4.8.1 3.4.9.2
PRAM - Parameter Adaptation File	Appendix F
SEQUE - Sequence Presentation File	3.4.2.1 3.4.2.5.2.4.4
SIDRTE - SID Route File	3.4.2.5.1.1 3.3.2.3(3)
STARTE - STAR Route File	3.4.2.5.1.1 3.3.2.3(3)
SUBFIX - Substitute Fix File	3.4.3
WXDATA - Service A and B Source File	3.3.2.1.2 3.4.2.5.1.1

*These files were deleted from Model 1, Package 2, Data Base.
**These files were included in the SEQUE file as static data.

2. DATA IDENTIFICATION FILES.

2.1 AIR TRAFFIC CONTROL ADDRESS FILE (ATCA).

2.1.1 Purpose.

This file contains the Center teletype three-letter identification and the associated computer system identification for Air Route Traffic Control Centers (ARTCC's).

2.1.2 Reference.

FAA-E-2685, paragraph 3.4.6.2.1.

2.2 AIRWAY ROUTE FILE (AWAY).

2.2.1 Purpose.

This file contains the adapted airways used by the FSAS. Airway adaptation for low altitude, high altitude, and area navigation (RNAV) routes are included in this file. Each airway is identified by a unique name (two to eight characters).

2.2.2 Reference.

FAA-E-2685, paragraphs 3.4.2.5.1.1 and 3.3.2.3 (1).

2.3 FLIGHT PLAN STORAGE FILE (FPSTORE).

2.3.1 Purpose.

This file contains all the prestored flight plans in the system and the associated data for activation.

2.3.2 Reference.

FAA-E-2685, paragraph 3.4.3.2.1, appendix A.

2.4 FACILITY AND POSITION IDENTIFIERS FILE (FSASID).

2.4.1 Purpose.

This file contains the facility and position identifiers authorized for use in the FSAS for Model 1, Package 2. Identifiers shall be assigned to each Flight Service Data Processing System (FSDPS) and one for each Automated Flight Service Station (AFSS) for use on both Service A and B circuits. Each position within an AFSS will have an identifier, as well as each group of the same type position, for the purpose of message routing and alerts. Each FSDPS will have data terminal equipment (DTE) which will be located at the Operator Control Console. Each AFSS will have a facility supervisory terminal (FST), one of which will also have system supervisory terminal (SST) capabilities.

2.4.2 Reference.

FAA-E2685, paragraphs 3.4.7.2, 3.4.9.2, and 3.4.7.4.

2.5 HIGH AND LOW ALTITUDE SINGLE DIRECTION ROUTES FILE (HALASDR).

2.5.1 Purpose.

This file contains a list of the the data for high and low altitude single direction routes (HALASDR). The source for HALASDR data is the Controller Chart Supplement (Section 8) Preferred Routes. However, for clarity, these data are presented as a separate file rather than being included in the HIPREF OR LOPREF files.

2.5.2 Reference.

FAA-E-2685, paragraph 3.3.2.3(4).

2.6 HIGH ALTITUDE IFR PREFERRED ROUTES FILE (HIPREF).

2.6.1 Purpose.

This file contains the data on preferred instrument flight rules (IFR) routes for the high altitude strata. The information is formatted by the use of unique key characters and related alpha symbols. The data corresponds with the Controller Chart Supplement (Section 8).

2.6.2 Reference.

FAA-E-2685, paragraph 3.3.2.3(4).

2.7 INTERNATIONAL FLIGHT PLAN STORAGE FILE (IFPSTOR).

2.7.1 Purpose.

This file contains the prestored international flight plans for the system. The purpose of the file is to make flight plans for aircraft that operate on a regular schedule available to the system. The prestored flight plans will be inserted in the proposed list and made eligible for transmission to the appropriate facility on a daily, weekly, or monthly basis. Each AFSS will have its own input for this file and will follow the guidelines for prefiled flight plans as specified in FAA Order 7210.3 (Facility Management Handbook).

2.7.2 Reference.

FAA-E-2685, paragraph 3.4.3.2.1, appendix A.

2.8 KEY WORD AND FLAG FILE (KFLAG).*

2.8.1 Purpose.

This file contains all the key words and flag designators used by the system.

2.8.2 Reference.

FAA-E-2685, paragraph 3.4.11 and table 4.

2.9 LOCATION/FIX FILE (LOCFIX).

2.9.1 Purpose.

This file contains location identifiers authorized by the FAA Order 7350 (location identifiers). A location identifier takes the place of the name and location of an airport, navigation aid, weather station, or air traffic control facility. Location identifiers are used in air traffic control, telecommunications, computer programming, weather reports, and related services. In addition, this file will contain latitude/longitude information.

2.9.2 Reference.

FAA-E-2685, paragraphs 3.3.2.3 (1),(2),(7), and (9).

2.10 LOW ALTITUDE IFR PREFERRED ROUTES FILE (LOPREF).**

2.10.1 Purpose.

This file contains a list of the data on preferred IFR routes for the low altitude strata. The data correspond with the Controller Chart Supplement (Section 8).

2.10.2 Reference.

FAA-E-2685, paragraph 3.3.2.3(4).

2.11 MILITARY TRAINING ROUTES FILE (MILTRN).

2.11.1 Purpose.

This file will consist of a list of each military training route, such as IFR military training routes (IR), VFR military training routes (VR), and military operation areas (MOA).

2.11.2 Reference.

FAA-E-2685, paragraph 3.3.2.3(10).

2.12 POSITION CAPABILITIES FILE (POSCAP).

2.12.1 Purpose.

The purpose of this file is to show the relationship of FSDPS's with their associated AFSS's, the relationship of the operational positions with the terminals within the AFSS to equate minimum capabilities to the operational positions, and the assignment of capabilities to terminals. One AFSS associated with each FSDPS will have the SST function. Each remaining associated AFSS will have the FST function instead of the SST function.

The operational positions in an AFSS are Preflight (P), In-flight (I), Data Coordinator (D), En Route Flight Advisory Service (E), Transcribed Weather Broadcast (T), Facility Supervisor or System Supervisor (S). The following definitions will be used in this document: (1) Capabilities make up functions and can be assigned independent of the function. (2) Certain functions make up the minimum requirements for operational positions. (3) Capabilities, functions, and operational positions can be assigned to hardware terminals in AFSS's. This file applies to all FSDPS's.

2.12.2 Reference.

FAA-E-2685, paragraph 3.4.7.2, 3.4.7.4, 3.4.8.1, and 3.4.9.2.

2.13 PARAMETER ADAPTATION FILE (PRAM).

2.13.1 Purpose.

This file contains the parameters specified or implied by FAA-E-2685. PRAM values are utilized to facilitate time action items or maximum values within the data base. It should be noted that these values may be unique for each FSDPS.

2.13.2 Reference.

FAA-E-2685, appendix F.

2.14 SEQUENCE PRESENTATION FILE (SEQUE).

2.14.1 Purpose.

The purpose of this file is to provide the format for retrieval of information from the nonstatic and static data bases in the form of sequence presentations. The system shall provide for a minimum of 512 sequence presentations per FSDPS. All sequences of an FSDPS will be accessible to all of its associated AFSS's. The exact number of sequences each AFSS will be assigned depends upon the operational requirements of each AFSS.

The information, names, or numbering of the sequences is site-dependent and can be different for each FSDPS, with the exception of six sequences which will have the same names and information for all FSDPS's. Those sequence names and information are as follows:

<u>Sequence Name</u>	<u>Information</u>
IR	IFR Military Training Routes
VR	VFR Military Training Routes
MOA	Military Operation Areas
PRL	Low Altitude Preferred Routes
PRH	High Altitude Preferred Routes
PRS	Single Direction Preferred Routes

2.14.2 Reference.

FAA-E-2685, paragraphs 3.4.2.1 and 3.4.2.5.2.4.4.

2.15 SID ROUTE FILE (SIDRTE).

2.15.1 Purpose.

This file contains all the standard instrument departure (SID) routes in the U.S. A SID is a named route identified by three to six characters which are unique within adapted route identifiers. SID's must be filed (by name) as the second element of field RT. A SID serves one or more airports and may have multiple transition fixes adapted. The adaptation may contain a route for each transition fix adapted for the SID.

2.15.2 Reference.

FAA-E-2685, paragraphs 3.4.2.5.1.1 and 3.3.2.3(3).

2.16 STAR ROUTE FILE (STARTE).

2.16.1 Purpose.

This file contains all the standard terminal arrival routes (STAR's) in the U.S. The purpose of the STAR file is to provide arrivals with the same type processing provided by SIDRTE for departures, one common route with multiple transitions.

STAR's must be filed by STAR name in the next to last element of field RT. A STAR is identified by three to six characters which are unique within the route identifiers and may be adapted to serve one or more airports.

The STAR adaptation may contain a route for each transition fix (TFIX) adapted for the STAR. This adapted route is the route from the TFIX to the entry fix of the STAR.

2.16.2 Reference.

FAA-E-2685, paragraphs 3.4.2.5.1.1 and 3.3.2.3(3).

2.17 SUBSTITUTE FIX FILE (SUBFIX).

2.17.1 Purpose.

The SUBFIX file is used to equate fixes that have the same location but different identifiers. One of the primary uses would be to equate International Civil Aviation Organization (ICAO) identifiers to U.S. identifiers. All fixes that are equated must be adapted in the LOCFIX file.

2.17.2 Reference.

FAA-E-2685, paragraph 3.4.3.

2.18 SERVICE A AND B SOURCE FILE (WXDATA).

2.18.1 Purpose.

This file identifies the weather and message data transmitted on Service A and B. It also identifies the message types and the information pertaining to them. The message types are weather reports and Service B messages. The reporting station may be a location identifier, an originating office, or a route number. This file also includes, when appropriate, the system parameters that control the retention of some message type data, message size, and sequence for normal updates.

2.18.2 Reference.

FAA-E-2685, paragraphs 3.3.2.1.2 and 3.4.2.5.1.1.

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