

Federal Aviation Agency



AC NO: AC 210-1

FLIGHT INFORMATION

EFFECTIVE:

2/8/64

SUBJECT: NATIONAL NOTICE TO AIRMEN SYSTEM

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1. **PURPOSE.** This circular announces the FAA policy and criteria for the preparation and dissemination of essential flight information to pilots and other aviation interests as established by FAA Order OA 7930.1, National Notice to Airmen System. It also contains other pertinent information so that members of the aviation public will be better informed and can more effectively utilize the system.
 2. **BACKGROUND.** Present Notices to Airmen disseminate a wide variety and a vast quantity of aeronautical information to users. Much of this information is given a priority handling which is not necessarily in keeping with the importance of the material. This situation results in over-burdening the system and essential information is oftentimes delayed and fails to receive proper attention from users because of the large volume of information involved. To insure that the Notice to Airmen System properly serves its intended purpose, new operationally oriented criteria governing the admittance of items into the system, have been developed. These criteria will not lessen the services provided to the user but will increase the effectiveness of such services. Also included in the new system is the implementation of a separate NOTAM summary which will include the maximum use of plain language.
 3. **INTRODUCTION.** Current and complete flight information concerning the National Airspace System is essential to airmen in order to assure safety of air operations. Basic flight information necessary to accomplish this is disseminated by FAA in recognized publications such as the Airman's Guide; Flight Information Manual; Aeronautical Charts, etc. When changes occur in the National Airspace System and the elements of change are time critical, they must be disseminated rapidly to the areas of prime concern as their absence could have an adverse effect on the safety of flight. The National Notice to Airmen System has been developed to provide for the currency of this basic flight information.
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4. **POLICY.** Information which is not otherwise available to airmen and other aviation interests and the lack of which would have an adverse effect on the safety of flight will be disseminated as Notices to Airmen.
5. **DEFINITIONS.**
 - a. **National Airspace System.** The common system of air navigation and air traffic control encompassing communication facilities, air navigation facilities, airways, controlled airspace, special use airspace, and associated flight procedures authorized by Federal Aviation Regulations for domestic and international aviation. In addition to all designated airspace, this system includes the following components:
 - (1) **Air Navigation Facility.** Any facility used in, available for use in, or designed for use in, aid of air navigation, including landing areas, lights, any apparatus or equipment for disseminating weather information, for signaling, for radio/directional finding, or for radio or electrical communication, and any other structure or mechanism having a similar purpose for guiding or controlling flight in the air or the landing and takeoff of aircraft.
 - (2) **Landing Area.** Any locality, either of land or water, including airports and intermediate landing fields, which is used, or intended to be used, for the landing and takeoff of aircraft, whether or not facilities are provided for the shelter, servicing, or repair of aircraft, or for receiving or discharging passengers or cargo.
 - b. **Notice to Airmen.** A notice identified either as a NOTAM or Airmen Advisory containing information concerning the establishment, condition, or change in any component of, or hazard in, the National Airspace System, the timely knowledge of which is essential to personnel concerned with flight operations.
 - (1) **NOTAM.** A Notice to Airmen in message form requiring expeditious and wide dissemination by telecommunications means.
 - (2) **Airmen Advisory.** A Notice to Airmen normally only given local dissemination, during preflight or in-flight briefing, or otherwise during contact with pilots.
6. **CRITERIA.** FAA personnel charged with the responsibility for communications functions have been instructed to accept all material offered as Notice to Airmen information. However, they will apply the following criteria in determining how the data will be processed:

- a. Material meeting the following criteria shall be transmitted by telecommunications means as a NOTAM when:
 - (1) A landing area condition exists which precludes safe operation of aircraft. This concerns only situations which would normally result in a pilot's or operator's decision to divert aircraft.
 - (2) There is an unscheduled change in, or irregular operation of, any component of the National Airspace System which precludes the use of a facility for normal aircraft operations. An unscheduled change is one not planned or foreseen sufficiently in advance to allow dissemination by other means.
 - (3) Any scheduled and published change to components of the National Airspace System affecting operations is rescheduled or modified with insufficient time for publication of the new information.
 - (4) New or modified instrument procedures or changes in operating minimums are established for which there is insufficient time for publication in advance of the effective date.
- b. Material which does not meet the NOTAM criteria (a. above) shall be classified as an Airmen Advisory and given expeditious local dissemination; and/or the information transmitted to the National Flight Data Center (NFDC) for publication.
- c. A few examples of NOTAMs and Airmen Advisories are outlined below:

<u>NOTAMs</u>	<u>AIRMEN ADVISORIES</u>
Unscheduled airport closing	Fuel jettisoning
Navigation facility out	Birds/animals on field
Unscheduled runway closing	Ramp or taxiway defects
New or rescheduled IFR procedure	Men/equipment on field

- 7. IMPLEMENTATION. The National Notice to Airmen System will be implemented on March 15, 1964. The NOTAM Summary will be implemented not later than 60 days thereafter.
- 8. PUBLIC PARTICIPATION. The success and effectiveness of the National Notice to Airmen System is dependent to a large degree on the cooperation and participation of all members of the aviation public. Anyone who is aware of any situation or condition which may directly or indirectly compromise or adversely affect safety of aircraft and aircraft operations should report the hazard to FAA personnel.

9. ADDITIONAL INFORMATION. Information may be obtained by contacting the nearest Flight Service Station or by reference to the FAA Air Traffic Service Handbook, Communications Procedures, AT P 7300.1.

Copies and revisions of the Handbook may be obtained for \$2.50 from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20553.



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