

Cancelled

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ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: NATIONAL NOTICE TO AIRMEN SYSTEM

1. PURPOSE. This circular announces reestablishment of criteria for preparing and disseminating changes to essential flight information to pilots and other aviation interests as established by FAA Order 7930.1, National Notice to Airmen System; provides a new definition for the term "NOTAM;" and advises of the issuance of a NOTAM handbook containing essential information and detailed explanations for the use of those issuing, receiving, or otherwise concerned with NOTAMs.
2. BACKGROUND. Current and complete information concerning the National Airspace System (NAS) is essential to users, whether pilots, controllers, or others concerned, in order to assure safety of air operations. Flight information is disseminated by means of scheduled U.S. Government aeronautical charts and flight information publications, printed amendments to these charts and publications, and Notice to Airmen. Collectively these elements form the overall FAA "system" for disseminating flight information. Within that "system," the "subsystem" known as the "National Notice to Airmen System" or "FAA NOTAM System" forms a vital part whose contribution and effectiveness is dependent upon proper management and use of that system. The National Notice to Airmen System is primarily intended to provide a means of publicizing time-critical information, essentially the unanticipated changes to the NAS occurring so rapidly or existing for such a short period of time that issuance in scheduled aeronautical charts or publications is not feasible. Adherence to the criteria and instructions provided in this circular is imperative if the National Notice to Airmen System is to serve its intended purpose.
3. CANCELLATION. This circular cancels Advisory Circular AC 210-1, February 8, 1964, Subject: National Notice to Airmen System.

4. POLICY. The National Notice to Airmen System is used to advise of unanticipated or "temporary" changes to components of or hazards in the NAS, or "permanent" changes in these components or hazards until the aeronautical charts and/or publications are amended.
5. DEFINITIONS.
 - a. National Airspace System. The common network of U.S. airspace; navigation aids; communications facilities and equipment; air traffic control equipment and facilities; aeronautical charts and information; rules, regulations and procedures, technical information, and FAA manpower and material. Included are system components shared jointly with the military. In addition to all designated airspace, the system includes the following components:
 - (1) Air Navigation Facility. Any facility used in, available for use in or designed for use in an aid to air navigation, including landing areas, lights, any apparatus or equipment for disseminating weather information, for signaling, for radio direction-finding, or for radio or other electronic communication, and any other structure or mechanism having a similar purpose for guiding or controlling flight in the air or the landing or takeoff of aircraft.
 - (2) Airport or Landing Area. An area of land or water that is used or intended to be used for the landing and takeoff of aircraft, and includes its buildings and facilities, if any.
 - b. Notice to Airmen. A NOTAM containing information (not known sufficiently in advance to publicize by other means) concerning the establishment, condition or change in any component (facility, service or procedure) of, or hazard in the National Airspace System, the timely knowledge of which is essential to personnel concerned with flight operations.
 - (1) NOTAM(D). A NOTAM given (in addition to local dissemination) distant dissemination via teletypewriter beyond the area of responsibility of the Flight Service Station. These NOTAMS will be stored and repeated hourly until canceled.
 - (2) NOTAM(L). A NOTAM given local dissemination by voice, (teletypewriter where applicable), and a wide variety of means such as: Telautograph, teleprinter, facsimile reproduction, "hot line," telecopier, telegraph, and telephone to satisfy local user requirements.

- (3) NOTAM Summary. A compilation of current NOTAMS(D) in abbreviated plain language.

c. FDC NOTAM. A notice to airmen, regulatory in nature, transmitted by the National Flight Data Center (NFDC) and given all-circuit dissemination. All FDC NOTAMS will be issued through the NFDC and a consolidated printout of current FDC NOTAM identification numbers will be made available over teletype circuits on a periodic basis.

- (1) "Permanent," as applied herein to information issued by FDC NOTAM, means a permanent change to current published information that will be reflected in future publications of aeronautical charts.

- (2) "Temporary," as applied herein to information issued by FDC NOTAM, means a temporary condition of limited duration that will not necessarily be reflected in future publications of aeronautical charts.

6. GENERAL CRITERIA FOR NOTAMS. Basically, the definition for NOTAMS (see paragraph 5) contains the general criteria to be applied. Additional details are provided in paragraphs 7, 8, 9, 10, and 11, grouped by kind of information, circumstance, or application.

7. CRITERIA FOR LANDING AREA NOTAMS.

a. NOTAMS may be issued on all civil landing areas which are open to the public, or those with Standard Instrument Approach Procedures and so indicated on U.S. Government aeronautical charts and publications.

b. The following "runway classification" will be considered in determining whether a NOTAM(D) or NOTAM(L) is to be issued:

- (1) A NOTAM(D) for all landing areas annotated in the Airmen's Information Manual when one or more of the following are affected:

- (a) Longest available runway.
- (b) Runway served by Standard Instrument Approach Procedure.
- (c) Runways with lengths of 4,000 feet or more.

- (2) A NOTAM(L) for those categories not contained in paragraph 7b(1).

- c. Consistent with the classification stated in paragraph 7b, the following information will be reported as a NOTAM:
- (1) Commissioning, decommissioning, or closure of the landing area or portions thereof.
 - (2) Commissioning, decommissioning or any major change to visual aids on or serving the landing area.
 - (3) Conditions which restrict or preclude the use of any of the runways, waterways, taxiways, or ramps.
 - (4) Occurrence or removal of temporary obstructions to aircraft operations in the movement area.
 - (5) Braking action.
 - (6) Snow conditions.
 - (7) Slush or standing water conditions.
 - (8) Hazardous activity on or near runways.
 - (9) Interruption or resumption of service of significant units of airport rescue/ firefighting facilities.

8. CRITERIA FOR AIR NAVIGATION AID NOTAMS.

- a. NOTAMS may be issued on all air navigation aids forming part of the National Airspace System.
- b. Consistent with paragraph 8a, the following information on air navigation aids will be reported as a NOTAM:
- (1) Establishment ("commissioning") or withdrawal ("decommissioning").
 - (2) Interruption or return to operation.
 - (3) Change of frequency, or frequencies.
 - (4) Change in notified hours of service.
 - (5) Change of identification.
 - (6) Change of orientation of directional aids.
 - (7) Irregularity or unreliability of operation, including air ground communications services.

9. CRITERIA FOR LIGHTING AID NOTAMS.

- a. NOTAMS may be issued on obstruction lights, aeronautical (light) beacons, instrument approach light systems, runway lighting (edge lights, touchdown zone, centerline, runway remaining, taxiway, turnoff, and identifier), and airway beacons.
- b. Consistent with paragraph 9a, the following information on lighting aids will be reported as a NOTAM:
 - (1) Commissioning or decommissioning of airport lighting system.
 - (2) Outage occurring during the required illumination period of those lights, lighting, and systems cited in paragraph 9a.

10. CRITERIA FOR SPECIAL DATA NOTAMS.

NOTAMS (grouped here as "Special Data NOTAMS" for convenience only) may be issued on the following:

- a. Air Defense emergencies.
- b. Aircraft jettisoning fuel.
- c. Ground missile emergencies.
- d. High altitude balloon flights.
- e. Parachute jumping.
- f. Skydiving.
- g. Bird activity.
- h. Substitute routes due to navaid shutdowns.
- i. Standard instrument departures.
- j. Standard terminal arrival routes.
- k. Changes in special use airspace.
- l. Changes in operating hours of airport activities.

11. CRITERIA FOR FDC (ALL CIRCUIT) NOTAMS.

FDC (All Circuit) NOTAMS may be issued on the following:

- a. Temporary flight restrictions (in accordance with Federal Aviation Regulations).
- b. Revisions to airway minimum enroute altitude (MEA), changeover points published in FAR Part 95.
- c. Revisions to standard instrument approach procedures published in FAR Part 97.
- d. Airport Certification Information.
- e. Corrections to aeronautical charts and/or flight information publications.
- f. Any circumstance, event, or condition which (because of its nature and importance) requires speedy dissemination to the widest possible audience.

12. NOTAM HANDBOOK (7930.2). An FAA NOTAM Handbook will be maintained by Air Traffic Service, Flight Services Division, AAT-400 reflecting the policies and setting forth detailed NOTAM procedures for all users of the NOTAM system. The Handbook will contain complete guidance material concerning criteria, responsibilities, procedures, terminology, and examples as well as other elements necessary for the establishment and management of an effective NOTAM system.

13. PUBLIC PARTICIPATION. The 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 component change or situation or condition which may directly or indirectly compromise or adversely affect safety of aircraft operations should report the hazard to FAA personnel.

14. ADDITIONAL INFORMATION. Further information concerning NOTAMS may be obtained by contacting the nearest FAA facility. The National Notice to Airmen Handbook, 7930.2 will be published at a later date.


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Administrator