

AC NO: 210-2A

DATE: 9/19/69



# ADVISORY CIRCULAR

## DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

**SUBJECT:** ESTABLISHED SCHEDULE FOR FLIGHT INFORMATION EFFECTIVE DATES

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1. PURPOSE.

- a. To emphasize the importance of adherence to the established schedule of effective dates for flight information, and;
- b. To provide a copy of the schedule through June 1971.

2. CANCELLATION.

This circular cancels AC 210-2.

3. REFERENCES.

- a. Order 7031.20 - describes the policy for establishing effective dates for components of the National Airspace System (NAS) that are to be charted or published.
- b. Advisory Circular 210-2 - announced a one-week shift in the United States schedule for effective dates of flight information.

4. BACKGROUND.

- a. Reference 3a requires that all NAS changes which are published or charted shall fall on the 28-day cycle coincident with effective dates of aeronautical charts, flight information publications, and airspace actions, but cautions that changes should not be delayed to coincide with the 28-day cycle if to do so would be detrimental to safety or to operational requirements. Specifically mentioned in the referenced Order are commissioning, decommissioning, inaugurating, cancelling, or any alteration to a component of the NAS over which FAA has responsibility. Where FAA has no responsibility, as for example airports, those who do have responsibility are urged to follow the system.
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- b. Reference 3b shifted the United States schedule to bring it into compatibility with the international schedule date.
- c. Thus, to the extent practicable and fully consistent with safety and operational requirements, by adhering to the 28-day cycle or multiples thereof, the highest degree of regularity will be achieved and application and use of the information can be scheduled in an orderly fashion. The U. S. En Route Charts provide a good example of issuances on a 28-day schedule; the Standard Instrument Departure (SID) booklet on a 56-day cycle is a good example utilizing multiples of 28-days.
- d. The advantage of scheduling is especially important when NAS changes occasion collateral procedural changes which should be known to foreign as well as domestic operators in the NAS. Unless sufficient advance notice is provided and an orderly schedule followed, it is especially difficult to achieve compliance. While adherence to the 28-day schedule has not been as consistent as possible or desired, even the present degree of adherence has been enthusiastically received by industry and government alike.
- e. Ideally, when it is possible to notify in advance of the effective date of a change, this notification, likewise, should be made to fall on the 28-day cycle, thereby providing 28, 56, 84, etc., days of advance notification.
5. RECOMMENDED ACTION. Operators, owners, managers, and others having responsibility for or over facilities, procedures, or services within or affecting the NAS are reminded of the existence of the 28-day schedule for effective dates of flight information and are encouraged to adhere to this schedule. The 28-day schedule (asterisks show when 56-day SID book is effective) through June 1971 follows:

<u>1969</u>		<u>1970</u>		<u>1970</u>		<u>1971</u>	
*October	16	January	8	June	25	*January	7
November	13	*February	5	*July	23	February	4
*December	11	March	5	August	20	*March	4
		*April	2	*September	17	April	1
		April	30	October	15	*April	29
		*May	28	*November	12	May	27
				December	10	*June	24



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