



TAD-494.6  
AC NO: 210-3

DATE: 5/22/70

# ADVISORY CIRCULAR

## DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

**SUBJECT:** NATIONAL NOTICE TO AIRMEN SYSTEM - ELIMINATION OF NOTAM CODE

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1. **PURPOSE.** This circular announces changes in criteria and procedures for the Notice to Airmen System required to accommodate the transmission of all domestic Notice to Airmen data in clear contracted language and eliminate use of the NOTAM code on the domestic Service A circuits.
  2. **BACKGROUND.** The present Notice to Airmen System was implemented on 15 March 1964 with the first NOTAM summary issued 21 March 1964. On 9 December 1965 the NOTAM criteria was changed to eliminate the transmission of Notice to Airmen data, on the Service A Telecommunications System, concerning changes in airport conditions, except for IFR airports with approved approach procedures and VFR airports which are designated as the destination point on a daily average of two or more general aviation VFR flight plans.
    - a. From 9 December 1965 to the present time, because of the Service A circuits operating at full capacity, only minor changes to criteria and procedures have been accomplished.
    - b. For a considerable time period one of the objectives for system improvement has been the elimination of the NOTAM code for domestic NOTAM transmission, and implementation of the use of clear contracted English for the transmission of all Notice to Airmen data. This goal cannot be attained and continue the present NOTAM criteria.
    - c. A listing of NOTAM data has now been developed that can be eliminated from the system, without derogation of service, and provide the necessary circuit time to implement the transmission of Notice to Airmen data in clear contracted English. The listing of data to be eliminated has been coordinated and concurred in by all concerned offices.
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### 3. CRITERIA CHANGE.

- a. The following data will be eliminated from the Service A system and disseminated locally by air traffic field facilities.
- (1) Data pertaining to obstruction light outages within a control zone served by a tower. Other obstruction light outages will be disseminated by the Flight Service Station (FSS) personnel as they are at the present time.
  - (2) Data pertaining to short term maintenance outages of navigational aids of one hour or less.
  - (3) Information pertaining to fan markers not associated with an Instrument Approach Procedure.
  - (4) Runway information except that which restricts and/or precludes the use of a hard-surface runway when it is the longest available runway on the airport, or when the runway is served by an instrument approach procedure with straight-in minimums, or when the runway is 4000 feet or more in length.
  - (5) Data pertaining to substitute routes and SIDs.
- b. In addition to the above, braking action will be handled in the following manner. When braking action is NIL, the data will be transmitted as a NOTAM. Braking action other than NIL will be handled locally by Air Traffic Control Tower (ATCT) and FSS personnel as advisory information and will not be appended to the hourly weather reports.

4. PROCEDURE. All domestic Notice to Airmen data will be disseminated in contracted English. The Contractions Handbook 7340.1 will be used as the official source document in determining the proper contractions to be used. Notice to Airmen data transmitted on the Service A weather circuits will appear in the following manner: For example, the glide path of the instrument landing system at Washington National is to be shut down for maintenance from 06-2100. The Washington FSS issues the following NOTAM on the 0100 Service A weather report → DCA 2/1 GP OTS 06-2100. The NOTAM would appear on the 0200 weather report as → DCA 2/1 GP OTS 06-2100. At 0300 another NOTAM is issued and 2/1 is still current. The 0300 weather report would show → DCA 2/2 11-29 CLSD ✕ 2/1 GP OTS 06-2100. If both NOTAMs remained current at the time the 0400 weather report was transmitted the report would show → DCA 2/2 11-29 CLSD ✕ 2/1 GP OTS 06-2100. Prior to the 0500 transmission of the hourly weather report runway 11-29 is opened. The 0500 weather report would show → DCA C2/2 ✕ 2/1 GP OTS 06-2100. Because DCA NOTAM 2/1 will remain current until 2100 each hourly weather report will show → DCA 2/1 GP OTS 06-2100 until the NOTAM appears in the NOTAM summary. When the

originating station (DCA) determines the NOTAM has appeared in the NOTAM summary the following will be appended to the weather reports → DCA ✕ 2/1. → DCA ✕ 2/1 will be carried on the DCA weather report until 2100 at which time the NOTAM should be cancelled because the time duration has expired. This procedure will provide the depiction of all NOTAMs on the summary or on the hourly sequenced weather report.

5. EFFECTIVE DATE. The above described criteria changes and implementation of clear contracted English for the transmission of all domestic Notice to Airmen data will be implemented 1 July 1970. Flight Services Handbook 7110.10 will be revised accordingly.



WILLIAM M FLENER  
Director, Air Traffic Service