



Repl. by -42A/10-658

AC NO: 90-42

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# ADVISORY CIRCULAR

## DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

**SUBJECT: TRAFFIC ADVISORY PRACTICES AT NONTOWER AIRPORTS**

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1. PURPOSE. This circular establishes, as good operating practices, procedures for pilots to exchange traffic information when operating to or from nontower airports.
  2. BACKGROUND. Various rules, techniques, and experiments have been tried to devise some method of reducing aircraft collision potential around nontower airports by augmenting the primary method of collision avoidance; i.e., "see and be seen." There has been no standard published procedure or good operating practice whereby aircraft can exchange or announce traffic information while approaching or departing an airport which does not have a tower or flight service station (FSS).
  3. DISCUSSION. There is no substitute for "alertness" or, stated in controller jargon, "keeping your head on a swivel" while in the vicinity of an airport, especially since the other aircraft may not have communications capability. Adding an audio alertness to the visual alertness and adhering to the following recommended practices will enhance safe operation into and out of nontower airports by making pilots aware of other traffic.
  4. RECOMMENDED TRAFFIC ADVISORY PRACTICES.
    - a. At an airport with a functioning FSS (full-time FSS or part-time FSS during operating hours).
      - (1) When inbound, contact the FSS on 123.6 MHz about 15 miles from the airport and furnish your position, altitude, and intentions.
      - (2) When outbound, contact the FSS on 123.6 MHz before taxiing and furnish your position on the airport and intentions.

- (3) In both cases the FSS will provide information on runway, wind, airport conditions, and the reported or observed position of any other aircraft.
- b. At an airport with nonfunctioning FSS (part-time FSS when it is closed).
- (1) When inbound, tune to 123.6 MHz about 15 miles from the airport and listen for broadcasts from any other aircraft. Then, about five miles from the airport, broadcast your position, altitude, and intentions. Follow this up with appropriate announcements of your position on downwind, base, and final.
  - (2) When outbound, tune to 123.6 MHz before taxiing and listen for broadcasts from any other aircraft. Then, broadcast your position on the airport and intentions. Follow this up with an announcement before you taxi onto the runway for takeoff.
- c. At a non-FSS airport listed as having UNICOM.
- (1) When inbound, tune to 122.8 MHz about 15 miles from the airport and listen for any other aircraft communicating with the UNICOM operator. Then, about five miles from the airport, inform the UNICOM operator of your position, altitude, and intentions.
  - (2) When outbound, contact the UNICOM operator on 122.8 MHz before taxiing and furnish your position on the airport and intentions.
  - (3) In both cases the UNICOM operator will provide runway, wind, and at his discretion, traffic information.
- d. At a non-FSS airport with a nonfunctioning UNICOM operator (listed as having UNICOM but aircraft cannot establish radio contact).
- (1) When inbound, about five miles from airport broadcast on 122.8 MHz your position, altitude, and intentions. Follow this up with appropriate announcements of your position on downwind, base, and final.
  - (2) When outbound, broadcast your position on the airport and intentions on 122.8 MHz. Follow this up with an announcement before you taxi onto the runway for takeoff.

e. At a non-FSS, non-UNICOM airport.

- (1) When inbound, tune to 122.9 MHz about 15 miles from the airport and listen for broadcasts from any other aircraft. Then, about five miles from the airport, broadcast your position, altitude, and intentions. Follow this up with appropriate announcements of your position on downwind, base, and final.
- (2) When outbound, tune to 122.9 MHz before taxiing and listen for broadcasts from any other aircraft. Then, broadcast your position on the airport and intentions. Follow this up with an announcement before you taxi onto the runway for takeoff.

f. Examples of broadcasts when not communicating with an FSS or UNICOM operator.

(1) Inbound:

THIS IS APACHE TWO TWO ZERO FIVE ZEBRA, FIVE MILES EAST OF STRAWN AIRPORT, TWO THOUSAND DESCENDING TO ENTER DOWNWIND FOR RUNWAY ONE SEVEN.

APACHE TWO TWO ZERO FIVE ZEBRA, DOWNWIND FOR RUNWAY ONE SEVEN.

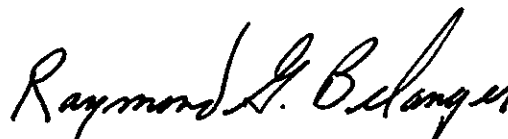
APACHE TWO TWO ZERO FIVE ZEBRA, ON BASE FOR RUNWAY ONE SEVEN.

APACHE TWO TWO ZERO FIVE ZEBRA, ON FINAL FOR RUNWAY ONE SEVEN.

(2) Outbound:

THIS IS QUEENAIRE SEVEN ONE FIVE FIVE BRAVO TAXIING ONTO RUNWAY TWO SIX AT STRAWN AIRPORT FOR TAKEOFF.

5. MISCELLANEOUS. Approximately one-fourth of nontower/non-FSS airports have a licensed UNICOM operator. These are listed in Part II of the Airman's Information Manual. To minimize frequency congestion, make all radio contacts and broadcasts as brief and concise as possible. Also, by delaying your initial call on 122.8 or 122.9 MHz until five miles from the airport, the interference at adjacent airports will be lessened.



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