



AC NO: 90-42A

DATE: 16 Aug 72

# 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 practice, procedures for pilots to be apprised of, or exchange traffic information, when approaching or departing uncontrolled airports.
  2. CANCELLATION. Advisory Circular AC 90-42, dated 9 December 1968, is cancelled.
  3. DISCUSSION.
    - a. Various rules, techniques, and experiments have been tried to minimize aircraft collision potential around uncontrolled airports by augmenting the primary method of collision avoidance; i.e., "see and be seen." There has been no standard published procedure whereby aircraft can exchange or announce traffic information while operating to or from uncontrolled airports.
    - b. There is no substitute for alertness while in the vicinity of an airport, particularly since other aircraft may not have communications capability. An airport may have a flight service station (FSS), UNICOM operator, or no facility at all. Pilots should predetermine what, if any, service is available at a particular airport. Combining an aural/visual alertness and complying with the following recommended practices will enhance safety of flight into and out of uncontrolled airports.
  4. RECOMMENDED TRAFFIC ADVISORY PRACTICES. As standard operating practice all inbound traffic should continuously monitor the appropriate field facility frequency from 15 miles to landing. Departure aircraft should monitor the appropriate frequency either prior to or when ready to taxi.
    - a. Inbound Aircraft.
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Initiated by: AAT-360

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FEDERAL AVIATION ADMINISTRATION  
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AC 90-42B

DATE 1/25/80

# ADVISORY CIRCULAR



DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Washington, D.C.

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

1. PURPOSE. This circular contains good operating practices and procedures for use when approaching or departing airports that do not have a tower in operation.

2. CANCELLATION. Advisory Circular AC 90-42A, dated August 16, 1972, is canceled.

3. DISCUSSION.

a. In the interest of promoting safety, the Federal Aviation Administration (FAA) through its Airman's Information Manual (AIM) and advisory circular publication provides good operating practices and/or procedures for pilots to obtain airport information, be aware of other traffic or exchange traffic information when approaching or departing an uncontrolled airport.

b. There is no substitute for alertness while in the vicinity of an airport, particularly since other aircraft may not have communications capability or pilots may not communicate their presence or intentions. An airport may have a flight service station (FSS), UNICOM operator, or no facility at all. Pilots should predetermine what, if any, service is available at a particular airport. Check current directory/supplement publications or appropriate navigation charts to determine which frequency should be used. Combining an aural/visual alertness and complying with the following recommended practices will enhance safety of flight into and out of uncontrolled airports.

4. RECOMMENDED TRAFFIC ADVISORY PRACTICES. As standard operating practice, all inbound traffic should continuously monitor the appropriate field facility frequency from 10 miles to landing. Departure aircraft should monitor the appropriate frequency from start of taxi until 10 miles from the airport unless the FARs or local procedures require otherwise.

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Initiated by: AAT-320

a. Recommended Outbound/Inbound Reports -

<u>FACILITY AT AIRPORT</u>	<u>FREQUENCY</u>	<u>BROADCAST POSITION</u>	
		<u>OUTBOUND</u>	<u>INBOUND</u>
1. UNICOM OPERATOR (No Tower or FSS)	Communicate with UNICOM operator on 122.7, 122.8, or 123.0 as appropriate. If unable to contact UNICOM operator, use appropriate UNICOM frequency to broadcast position or intentions in the blind.	Before taking runway for takeoff.	Entering downwind, and final.
2. Part-Time Tower Closed, FSS Closed	Broadcast position or intentions in the blind on tower frequency.	Before taking runway for takeoff.	Entering downwind, and final.
3. FSS Closed (No Tower)	Broadcast position or intentions in the blind on 123.6.	Before taking runway for takeoff.	Entering downwind, and final.
4. No Tower, FSS or UNICOM Operator	Broadcast position intentions in the blind on 122.9.	Before taking runway for takeoff.	Entering downwind, and final.
5. Part-Time Tower Closed, FSS Open	Communicate with FSS on tower frequency for airport information. At non-FAA tower locations use 123.6.	Before taxiing and taking runway for takeoff.	10 miles from airport, entering downwind and final.

6. FSS Open (No Tower)	Communicate with FSS on 123.6 for airport information.	Before taxiing and taking runway for takeoff.	10 miles from airport, entering downwind and final.
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b. In communications with an FSS establish two-way communications before transmitting outbound/inbound intentions/information. Departing aircraft should state the aircraft type, full identification number, type of flight planned; i.e., VFR or IFR and the planned destination or direction of flight. If communications with a UNICOM is necessary after initial report to FSS, return to FSS frequency for traffic update.

c. An FSS provides wind direction and velocity, favored or designated runway, altimeter setting, known traffic, notices to airmen, airport taxi routes, airport traffic pattern information, and instrument approach procedures. These elements are varied so as to best serve the current traffic situation. Some airport managers have specified that under certain wind or other conditions designated runways are used. Pilots using other than the favored or designated runway should advise the FSS immediately. (Caution: all aircraft in the vicinity of an airport may not be in communication with the FSS.)

d. When unable to communicate with an FSS or UNICOM operator, use of the appropriate UNICOM, tower or FSS frequency to blind broadcast your position and/or intentions is recommended. If there is no tower, FSS, or UNICOM on the airport, multicom frequency 122.90 should be used for blind broadcast. To reduce frequency congestion and make it easier for other pilots to understand the message speak slowly and distinctly and keep your broadcast to an absolute minimum. Also listen for other aircraft who may be broadcasting in the blind. (Caution: all aircraft may not be complying with the recommended blind broadcast procedure.)

e. Recommended Blind Broadcast Phraseologies -

(1) Inbound

Example:

STRAWN TRAFFIC, APACHE TWO TWO FIVE ZULU, ENTERING DOWNWIND FOR RUNWAY ONE SEVEN STRAWN.

(2) Outbound

Example:

STRAWN TRAFFIC, QUEENAIRES SEVEN ONE FIVE FIVE BRAVO DEPARTING RUNWAY TWO SIX STRAWN.

## 5. AERONAUTICAL ADVISORY STATIONS (UNICOM).

a. UNICOM is a nongovernment air/ground radio communication facility which may provide airport advisory services at certain airports. Locations and frequencies of UNICOMs are shown on aeronautical charts and publications.

b. On pilot request UNICOM stations located at no tower/no FSS airports may provide pilots with weather information, wind direction, the runway the wind favors, and other necessary information.

## 6. COMMUNICATIONS WITH UNICOM STATION.

a. In communicating with a UNICOM station the following practices will help reduce frequency congestion, facilitate a better understanding of pilot intentions and location in the traffic pattern and enhance safety of flight:

(1) Select the correct UNICOM frequency.

(2) Call for runway in use approximately 10 miles from the airport. Listen on the frequency prior to transmitting since you may be able to pick up the runway in use and eliminate the need to make a transmission.

(3) State the identification of the UNICOM station you are calling in each transmission.

(4) Make sure you receive a response from the station being called since many stations and aircraft at other airports transmit on the same UNICOM frequency.

(5) Speak slowly and distinctly.

(6) To the extent practicable, confine your conversation to operational matters.

(7) UNICOM frequencies assigned to uncontrolled airports should not be used for air-to-air communications.

b. Recommended UNICOM Phraseologies:

(1) Inbound

Example:

FREDERICK UNICOM CESSNA 123 REQUEST AIRPORT ADVISORY.

FREDERICK UNICOM CESSNA 123 ENTERING DOWNWIND/FINAL FOR RUNWAY ONE NINE.

## (2) Outbound

Example:

FREDERICK UNICOM CESSNA 123 DEPARTING RUNWAY ONE NINE.

7. DESIGNATED UNICOM FREQUENCIES. The following listing depicts the frequencies which are currently designated by the Federal Communications Commission (FCC) for use as Aeronautical Advisory Stations (UNICOM).

<u>Frequency</u>	<u>Use</u>
122.700	uncontrolled airports
122.800	uncontrolled airports
123.000	uncontrolled airports
122.725	private airports (not open to public)
122.750	private airports (not open to public) and air-to-air communications
122.950	airports with a control tower
122.975	high altitude
123.050	heliports
123.075	heliports

8. USE OF UNICOM FOR ATC PURPOSES. UNICOM SERVICE SHALL NOT BE USED FOR AIR TRAFFIC CONTROL PURPOSES, except for the verbatim relay of ATC information limited to the following:

- a. Revision of proposed departure time.
- b. Takeoff, arrival, or flight plan cancellation time.
- c. ATC clearance, provided arrangements are made between the ATC facility and the UNICOM licensee to handle such messages.

9. MISCELLANEOUS. The rapid growth of general aviation and the increased traffic at many uncontrolled general aviation airports places an added burden on pilots to see-and-avoid aircraft while operating to or from such airports. It also behooves all pilots to stay alert at all times, anticipate the unexpected, and adhere to published airport advisory practices.



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