



# Federal Aviation Administration

## National Part 139 CertAlert

**\*\*Advisory\*\*Cautionary\*\*Non-Directive\*\*Advisory\*\*Cautionary\*\*Non-Directive\*\*Advisory\*\*Cautionary\*\*Non-Directive\*\***

**Date:** 29 June 2018 **No. 18-04**

**To:** All Title 14 CFR Part 139 Airport Operators

**Subject:** Notices to Airmen (NOTAMs) Additional Emphasis for Airport Operators

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**1. Purpose.** This CertAlert reiterates some areas of importance already identified in Advisory Circular 150/5200-28F, *Notices to Airmen (NOTAMS) for Airport Operators*. It also serves as a reminder to certificate holders and other airport operators of their obligation to ensure:

- a. Quick and clear publication of important information in airport master records and flight publications,
- b. Timely outage notifications via NOTAM to appropriate air traffic control (ATC) facilities, and
- c. Dissemination of information via NOTAM when airports reach capacity for a certain category of aircraft.

When used appropriately, these notifications will enhance safety at airports throughout the National Airspace System (NAS).

**2. Background.** Three specific areas can benefit from improved NOTAM communication.

a. ***Ensuring comprehensive airport status NOTAM information in aviation publications.*** A recent aircraft accident highlighted the importance of ensuring airport operators publish the information for extended period NOTAMs (e.g., extended temporary and permanently closed airports and runways, extended unavailability of airport lighting or other powered airport infrastructure, impacts on pilot controlled lighting, etc.) in the airport's 5010 Master Record and Chart Supplement. Airport operators should submit changes in airport status to the NOTAM system when they take effect. The airport operator should ensure these changes are clearly stated in the Master Record and Chart Supplement. Once the information is published in the Chart Supplement, NOTAM information should be updated to reflect what has been published. For permanent (PERM)

NOTAMs, if the airport operator submits a PERM NOTAM, it should be allowed to remain active only until the information is published in aviation master records and flight publications. Once it is published, the airport operators should then cancel this NOTAM, as PERM NOTAMs will not auto-expire.

b. ***Providing time-critical NOTAM notification to appropriate ATC facilities.*** AC 150/5200-28F, paragraph 1.6.1.2, requires the airport operator to coordinate the issuance/cancellation of NOTAMs with the air traffic facility responsible for providing clearance to aircraft at the airport. This applies to both towered and non-towered airports, and the coordination may include an enroute air traffic control facility (ARTCC), terminal radar approach (TRACON) facility, or the airport's air traffic control tower (ATCT). It is imperative air traffic facilities be notified sufficiently in advance, or as soon as practicable, of any changes to the status of any facility or surface area operated and maintained by the airport that may affect the safe and expeditious movement of aircraft. Incidents and accidents have occurred when this notification has not been completed with enough advance notice to air traffic facilities and inbound aircraft have attempted to land. The airport operator may need to use non-automated means (telephone or radio) to contact air traffic controllers in an ATCT, TRACON, and ARTCC because some are not equipped with automated means of receiving NOTAM information. Airport operators should be aware whether the air traffic control facilities that provide air traffic control services for their airports still rely on non-automated means for notification of changes to airport conditions.

c. ***Issuing NOTAM information when airports reach capacity for certain aircraft categories.*** Concerns from the International Air Transport Association (IATA) highlight the need for airport operators to better address design Group VI aircraft (Tail Height 66' - < 80' Wingspan 214' - < 262') capacity at airports once the maximum allowable number is reached. To address IATA concerns, airport operators should issue a NOTAM when an airport is no longer capable of handling any design Group aircraft (I-IV), except for emergency landings. The NOTAM alerting any new potential design Group user to this airport condition change should be issued using the NOTAM example illustrated in paragraph 2.3.17 of AC 150/5200-28F.

**3. Recommendations.** Airport operators should align their practices with what is already illustrated in AC 150/5200-28F and review their airport operations to determine if these situations require new or additional attention.



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