

# NOTICE

**U.S. DEPARTMENT OF TRANSPORTATION**  
**FEDERAL AVIATION ADMINISTRATION**  
Air Traffic Organization Policy

**N JO 7210.870**

**Effective Date:**  
May 21, 2014

**Cancellation Date:**  
May 20, 2015

**SUBJ:** Visibility Charts

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- 1. Purpose of This Notice.** This notice removes the requirement for National Weather Service (NWS) personnel to assist air traffic managers in preparing and maintaining visibility charts. It also allows the use of mapping programs, aircraft/vehicles, GPS, and/or surveying equipment to maintain visibility charts. It also requires air traffic managers to annually review and approve the accuracy of the charts.
- 2. Audience.** This notice applies to all ATO Terminal personnel and FAA contract tower personnel.
- 3. Where Can I Find This Notice?** This notice is available on the MyFAA employee Web site at [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/) and on the air traffic publications Web site at [http://www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/).
- 4. Cancellation.** This notice cancels with the publication of the next available change to FAA Order 7210.3Y.
- 5. Procedures/Responsibilities/Action.** This Notice amends FAA Order 7210.3, paragraph 2-9-6, Visibility Charts to read as follows:

## **2-9-6. VISIBILITY CHARTS**

**a.** Where facilities provide backup/augmentation of automated weather observations, or manual observations, the facility air traffic manager will select a designee that will prepare and maintain visibility charts in accordance with the following:

**1.** Prepare a chart(s) or list(s) for daytime and nighttime visibility markers. At local discretion, visibility markers may be depicted on separate daytime and nighttime charts or on a daytime/nighttime combination chart. Panoramic photographs marked with distances and cardinal compass points may also be used.

**2.** Daytime/Nighttime combination charts must use the following legend for each marker:



Daytime Visibility Markers



Nighttime Visibility Markers



Daytime/nighttime Visibility Markers

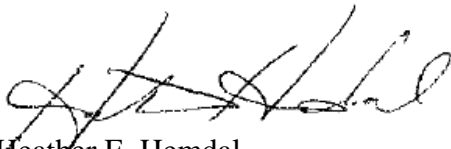
3. Each marker used must be identified and its distance from the observation point noted. Include the height of the marker if it is for estimating heights of clouds and obscuring phenomena.

4. Mapping programs, aircraft/vehicles, GPS and/or surveying equipment are all valid methods to develop visibility charts.

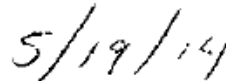
b. The air traffic manger must conduct an annual review and approve the visibility charts, lists, or photos to ensure their accuracy.

6. **Distribution.** This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support, and System Operations; the Office of ATO Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

7. **Background.** Effective October 1, 2013, NWS transferred the responsibility for training, oversight, certification, and facility inspection responsibilities for Limited Aviation Weather Reporting Stations (LAWRS), Contract Weather Observers (CWO), and non-Federal Weather Observers (NF-OBS), to the FAA. The non-Federal Observers are those working under the guidelines of the FAA NF-OBS Program (FAA Order 7900.5, Appendix B). The FAA will assume responsibility for issuing and tracking certifications for the specified weather observers, verifying that training and other weather observation qualifications are met, and inspecting facilities where observations are performed by the specified weather observers.



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Air Traffic Organization



Date Signed