

ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AL 7930.1

ALASKAN REGION

7/31/97

SUBJ: ALASKAN REGIONAL SUPPLEMENTAL AVIATION INFORMATION (SAI)

1. **PURPOSE.** This order provides procedures to Alaskan Region flight service stations for processing aviation and landing area information which does not meet NOTAM "D" or "L" criteria.
2. **DISTRIBUTION.** This order is distributed to the branch level in the Air Traffic Division and to Fairbanks AFSS, Kenai AFSS, Juneau AFSS, and Ketchikan FSS.
3. **EFFECTIVE DATE.** This Order is effective August 25, 1997.
4. **BACKGROUND.**

a. The National Transportation Safety Board (NTSB) report dated December 1, 1995, recommended the FAA modify the NOTAM system in Alaska. They recommended, contrary to national regulations, that we accept and disseminate unverified airport information received from any source. This was intended to increase the availability of accurate and timely airport information at remote locations where the employment of full-time, on-site airport managers is not practical. Similar requests from Flight Standards, the State of Alaska Department of Transportation and Public Facilities (DOT&PF), and many other system users were also received.

b. Additionally, changes to the NOTAM system excluded many items previously categorized as NOTAM "L's". However, users continued to express the need for this information. A national system was not available that could provide, or would allow for, the type of retention and distribution necessary for processing this airport information. These circumstances created the need for another method of maintaining and distributing this information. Consequently, the Alaskan Region developed the SAI program to satisfy user needs as well as the NTSB's recommendation.

(1) Kenai AFSS, in cooperation with the State of Alaska DOT&PF, developed test procedures and implemented a small-scale test. Initial program testing occurred in the Bethel area, due to the immediate need expressed by Flight Standards personnel. As a result of the program's success in the Bethel area, the test was subsequently expanded throughout Alaska at all State owned and operated airports

(2) The SAI program was advertised in the Alaskan Region Flight Standards Newsletters, the Alaskan Region web site, Letters to Airmen, and through a notice to the public. Many comments on the program were received from users and Air Traffic facilities. These comments were reviewed and as a result the procedures have been expanded to include all airports.

5. DEFINITIONS.

a. Other Information (“O”). Aviation information received from any source that does not meet NOTAM criteria. “O” reports should be limited to conditions that indicate a possible hazard to aviation and be generally limited to aircraft movement areas and services. An example of this would be the non-availability of fuel.

b. Unofficial Aeronautical Information (“U”). Landing area information received that meets NOTAM criteria and has not been confirmed by the responsible Airport Manager (AMGR) or their designee.

6. RELATED PUBLICATIONS. National orders 7110.10, Flight Services, and 7930.2, Notices to Airmen.

7. PROCEDURES. Alaskan Region AFSS/FSS’s shall:

a. Accept and record “O” and/or “U” information from any source.

b. Record and maintain “O” and/or “U” information for their flight plan area only.

c. Forward “O” and/or “U” information outside of their flight plan area to the AFSS/FSS having the NOTAM responsibility for that airport.

d. Disseminate information to appropriate AMGR’s as defined through Letters of Agreement.

e. Maintain the “O” information until one of the following conditions are met:

(1) The AMGR or their designee directs you to delete the information.

(2) The predetermined cancellation time, if one was included in the report, has passed.

(3) Seven days have passed since receipt of the information.

f. Maintain “U” information until one of the following conditions are met:

(1) The AMGR or their designee directs you to delete the information.

(2) The report is confirmed by the AMGR or their designee and is issued as a NOTAM.

(3) Twenty-four hours have passed since receipt of the information and there has been no action by the AMGR.

g. Provide available “O” and “U” information along with NOTAMs when NOTAMs are required or requested to be given.

8. RESPONSIBILITIES. Air Traffic managers shall negotiate Letters of Agreement for locations requiring the cooperation and concurrence of other persons, facilities, and/or organizations. It is the responsibility of each AFSS air traffic manager to ensure that their facilities are in compliance with the provisions of this Order and with resulting LOA's signed by the Hub Manager. Additionally, all AFSS and FSS air traffic managers shall ensure that facility personnel are trained on these procedures.

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