

GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM
Instrument Procedures Group
(Transcribed/Re-Formatted)
HISTORY RECORD

FAA Control # 96-02-171

SUBJECT: Temporary vs. Permanent FDC NOTAMS

BACKGROUND/DISCUSSION: Temporary FDC NOTAMS, when applicable to standard instrument approach procedures (SIAPs) are intended for temporary conditions, such as construction cranes that affect MDA/DH, visibility minimums, etc. Although Order 8260.19C states that a time line (120 days) is the primary determinate of a temporary vs. permanent SIAP FDC NOTAM, ALPA believes it is the nature of the change that is more pertinent.

A case in point: AVN-120 issued a temporary FDC NOTAM to correct a minima error in the Fullerton, CA LOC Rwy 24 SIAP. This was a change that has a substantial effect on published minimums and was also likely permanent, at least until the SIAP can be reviewed and reworked by AVN-120. Both Jeppesen and NOS would have charted the permanently changed minimums had a Chart Change-Permanent (CCP) NOTAM been issued.

RECOMMENDATION: ALPA believes that pilot users of either the NOS or Jeppesen chart product shouldn't be burdened with a long-term reference (beyond 2-4 weeks) to a "T" NOTAM where there is permanent effect on minima. The FDC SIAP NOTAM policy should be changed to require either a "P" or "CCP" NOTAM when a discrepancy is found that will require a long-term change to minima, as opposed to a construction crane, or some other temporary condition. Further, if a construction crane, for example, were scheduled to be in place for more than 120 days, then the time-line should apply in that case to trigger a CCP NOTAM. In other words, temporary NOTAMS should be for temporary conditions.

COMMENT: This recommendation affects FAA Handbook 8260.19C.

Submitted by: Captain Tom Young, Chairman
Charting and Instrument Procedures Committee
AIR LINE PILOTS ASSOCIATION
March 6, 1997

INITIAL DISCUSSION (MEETING 96-02): Discussion led by Tom Young, ALPA, noting that, though there has been an improvement in cleaning up T-NOTAMS, there are still many cases where T-NOTAMS are used for permanent SIAP changes. A better methodology would be to use CCP NOTAMS which will authorize charting agents to change approach charts. The problem is exacerbated when AVN-100 does not have staffing/time to formally amend procedures. Lyle Wink (AFS-440) briefed that his office has been developing better policy guidance to facilitate SIAP amendments. AFS-440 will brief progress at next meeting. **Action:** Item Open (AFS-440).

MEETING 97-01: Jim Nixon, AFS-440 stated that they were still working methods of expediting changes to IAPs, and will report on progress at next meeting. **Action: Item Open (AFS-440).**

MEETING 97-02: Jack Corman, AFS-440 briefed current "T" NOTAM policy from 8260.19c: "shall be used when the amended procedure will be effective for less than 120 days. If the condition is longer or becomes permanent, an amended FAA 8260 series for, incorporating the NOTAM material and any additional changes to the procedure, must be submitted prior to the expiration of the temporary time frame. "P-NOTAM..." shall be used when the amended procedure will be effective for more than 120 days." "The chart change permanent (CCP) NOTAM is a sub-category of the P NOTAM used to more effectively use the NOTAM system for changes to instrument procedures. This sub-category will be absorbed into the description of a "P" NOTAM. AFS-440 will report on progress at the next meeting. **Action: Item Open (AFS-440).**

MEETING 98-01: Discussion led by Wally Roberts, ALPA indicated that aircrews are not receiving all T-NOTAM's during pre-flight briefings. General discussion is that the NOTAM system is not responsive to user needs. Jim Terpstra, Jeppesen and Art Dodds, NOAA discussed charting T-NOTAM's. Bill Hammett, AFS-420 briefed that the proposed revision to Order 8260.19 will allow T-NOTAM's for 4 charting cycles (224 days) vice 120 days prior to requiring a procedure amendment. He also briefed that a policy change for P-NOTAM's should make publication of IAP changes easier for AVN and chart agents to process. Howard Swaney, AFS-420 briefed that NOTAM issues would be addressed during a scheduled 15 May meeting between AFS, AVN and ATO. Dick Powell, ATA-100 briefed a proposed NOTAM system review by the year 2000. Paul Smith, NBAA reminded the group that a comprehensive SSER of the NOTAM system, conducted several years ago, should be re-addressed prior to 'reinventing the wheel' with a totally new study. Hopefully an ATO-300 representative can attend the next meeting to provide input. AFS-420 will report on progress at the next meeting. **Action: Item Open (AFS-420)**

MEETING 98-02: Bill Hammett, AFS-420, briefed that Change 1 to Order 8260.19 has gone to press. The Order amends the Temporary NOTAM time from 120 days to 224 days, believed to be a more reasonable time frame for charting. He also noted that there are changes to P-NOTAM policy that should make the procedure amendment process easier for AVN-100. Mike Werner, AVN-160, briefed that an increase in 8260-series forms automation will further enhance the timeliness of procedure amendments and should reduce the number of P-NOTAM's. Gary Bobik, ATO-300, provided a briefing on the NOTAM system, policy, and procedures. He noted that once an FDC NOTAM is in the system, it is given the widest

dissemination. He also briefed plans for the NOTAM system to adopt the ICAO filtering system which should provide better dissemination- this should be in place in approximately 2 years. He noted that AT0-300 is currently conducting a review of the NOTAM system. Paul Best, AFS-400, stated that industry should be a participant. Howard Swaney, AFS-420, briefed this will be a key issue at an upcoming managers meeting with AFS-420, AVN-100, ATA-100 and NOAA. The group agreed that this issue could be closed. **Status: Item Closed**