

# **AIR FORCE CENTRAL NOTAM FACILITY**

## **MISSION**

The Air Force Central NOTAM Facility was the single military source for issuing NOTAM. It collected, processed, and sent out information about air traffic control facilities, services, and potential flight hazards to the Department of Defense and selected users. The facility daily exchanged data with more than 300 Department of Defense collection facilities, as well as 125 international NOTAM offices and 15 foreign military NOTAM offices.

## **LINEAGE**

Air Force Central Notam Facility

## **STATIONS**

Carswell AFB, TX

## **ASSIGNMENTS**

## **COMMANDERS**

## **HONORS**

**Service Streamers**

**Campaign Streamers**

**Armed Forces Expeditionary Streamers**

**Decorations**

## **EMBLEM**

## **MOTTO**

## **OPERATIONS**

In 1970, when the Air Force and the FAA cancelled plans to consolidate their NOTAM systems,

the Air Force relocated the main Washington, D.C. facility to Carswell AFB, Texas, where computer and automated communications would be available. Between 1971 and 1977, NOTAM facilities in the Canal Zone, Japan, Vietnam, Hawaii, and Europe were closed down. With new data processing equipment at Carswell AFB, AFCS began management of the single, centralized NOTAM facility.

AFCS began to improve the NOTAM service with hourly updating of the NOTAM product using a computer data base and by using the high-speed terminals of the weather network to provide the data directly to the flight planning environment. By 1980, AFCC had made plans and tested an automated system that would respond directly to the request for a particular flight planner. The automatic response to query would eliminate current NOTAM summary boards and decrease flight planning errors. Future plans called for automation of the central facility at Carswell AFB, Texas, and development of a system that would automate the information exchange with FAA NOTAM facilities.

Proud of its past record and ever sensitive to its responsibilities for providing safe and effective air traffic services, AFCC worked continually to update its services and equipment. For example, AFCC continued to improve a variety of pilot information systems such as the Notice to Airmen (NOTAM) System and instrument procedures for airport terminals

By the early 1980s, the manual processing method for NOTAMs was slow and needed updating. Attempts to automate the system met unexpected problems with the contractor in 1982 and 1983. After studying various alternatives, AFCC concluded that it was cheaper to combine the military and the FAA's NOTAM systems into one than to continue the Air Force's automation efforts.