

CHANGE

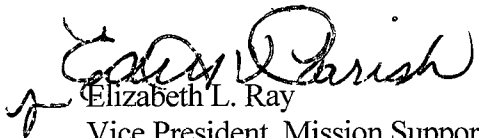
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

JO 7930.2M
CHG 2

Effective Date:
October 20, 2011

SUBJ: Notices to Airmen

- 1. Purpose of This Change.** This change transmits revised pages to Federal Aviation Administration Order JO 7930.2M, Notices to Airmen, and the Briefing Guide.
- 2. Audience.** This change applies to selected offices in Washington headquarters, service center offices, the William J. Hughes Technical Center, the Mike Monroney Aeronautical Center, and air traffic field offices and facilities.
- 3. Where Can I Find This Change?** This change is available on the FAA Web site at http://www.faa.gov/air_traffic/publication and https://employees.faa.gov/tools_resources/orders_notices/.
- 4. Explanation of Policy Change.** See the Explanation of Changes attachment which has editorial corrections and changes submitted through normal procedures. The Briefing Guide lists only new or modified material, along with background and operational impact statements.
- 5. Distribution.** This change is distributed to selected offices in Washington headquarters, service center offices, the William J. Hughes Technical Center, the Mike Monroney Aeronautical Center, and air traffic field offices and facilities.
- 6. Disposition of Transmittal.** Retain this transmittal until superseded by a new basic order.
- 7. Page Control Chart.** See the page control chart attachment.


Elizabeth L. Ray
Vice President, Mission Support Services
Air Traffic Organization

Date: 9-7-11

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Initiated By: AJV-0
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Notices to Airmen (NOTAM)

Explanation of Changes

Effective: October 20, 2011

a. 1-2-1. POLICY;
1-3-1. AIR TRAFFIC;
1-3-3. OFFICE OF AIRPORT SAFETY AND STANDARDS;
1-3-4. TECHNICAL OPERATIONS AVIATION SYSTEM STANDARDS;
1-3-5. FLIGHT STANDARDS SERVICE;
1-4-1. WORD MEANINGS;
3-1-4. FDC PRESIDENTIAL, SPECIAL SECURITY INSTRUCTIONS, OR EMERGENCY AIR TRAFFIC RULES TFRS;
3-3-1. USE OF CONTRACTIONS AND ABBREVIATIONS;
4-1-2. NATIONAL NOTAM OFFICE RELATIONSHIPS;
4-2-1. NOTAM COMPOSITION;
4-4-3. CANCELING PUBLISHED NOTAM DATA;
5-1-2. HANDLING REPORTED MOVEMENT AREA CONDITIONS;
5-1-3. NOTAM (D) MOVEMENT AREA INFORMATION;
5-1-7. PERSONNEL AND EQUIPMENT WORKING (PAEW);
5-2-2. NOTAM (D) LIGHTING AIDS;
5-3-1. GENERAL;
5-3-5. UNMONITORED NAVAIDS;
5-3-6. CATEGORY 2 AND 3 INSTRUMENT LANDING SYSTEM (ILS) STATUS;
5-3-7. NOTAM (D) NAVAID;
5-3-8. HOURS OF OPERATION;
5-4-3. NOTAM (D) COMMUNICATIONS OUTLETS;
5-5-2. NOTAM (D) SERVICES;
5-5-3. HOURS OF OPERATION;
5-5-4. FUEL AVAILABILITY;
5-5-5. NOTAM (D) WEATHER AND WEATHER REPORTING EQUIPMENT;
5-5-6. LOW LEVEL WINDSHEAR ALERT SYSTEM (LLWAS);
5-5-9. RADAR SERVICES;

6-1-5. SPECIAL USE AIRSPACE (SUA) AND RELATED AIRSPACE;
6-1-6. AIRSPACE AND ALTITUDE RESERVATIONS;
6-1-9. PARACHUTE JUMPING/SKY DIVING (PJE);
6-1-11. UNMANNED ROCKETS, UNMANNED FREE BALLOONS, HOT AIR BALLOONS, AND HIBAL
6-1-12. GLIDERS/HANG GLIDERS;
6-2-1. GENERAL;
7-1-4. INTERIM IFR FLIGHT PROCEDURES;
7-2-1. FDC NOTAM EXPIRATION;
7-2-2. CANCELLING FDC NOTAMS;
8-3-1. MILITARY NOTAM AVAILABILITY;
9-1-1. RETRIEVING INTERNATIONAL NOTAMS;
9-1-2. INTERNATIONAL NOTAM DATA AVAILABILITY;

Several changes are being made in the formatting of notices to airmen to become compatible with systems already in use to originate and disseminate NOTAMs. New keywords ODP, SID, STAR, CHART, DATA, IAP, VFP, ROUTE, and SPECIAL are added. This change also specifies that NOTAMs relating to SIDs, graphic ODPs, and STARs are issued as FDC NOTAMs. The keyword RAMP will no longer be used, and ramp NOTAMs will appear under the keyword APRON. Components of an ILS in a NOTAM are distinguished by preceding the component with "ILS" followed by "RWY" and the runway number. Friction Measuring Device NOTAMs for reporting the friction measuring device out of service must not contain the name of nomenclature of the device. Windshear detection systems LLWAS, TDWR, and WSP are described in NOTAMs as a microburst/windshear detection system.

b. 5-5-7. RUNWAY VISUAL RANGE

The intent of this change is to move RVR from under the keyword “SVC” and relocate to the keyword “RWY”. paragraph 5-5-7 will be deleted from Section 5. Services NOTAMs and will be included in paragraph 1-2-1 under the keyword “SVC.”

c. 5-5-8. TERMINAL DOPPLER WEATHER RADAR (TDWR)

The intent of this change is to delete the subject paragraph from the directive since this information is addressed in the change to paragraph 5-5-6 Microburst/Windshear Detection System.

d. 6-1-10. DEPARTURE PROCEDURES AND STANDARD TERMINAL ARRIVALS

This change specifies that graphic ODP, SID, and STAR NOTAMs be issued as FDC NOTAMs vice NOTAM Ds. New policy and examples have been added to Chapter 7.

e. 6-1-11. GLIDERS/HANG GLIDERS

This change incorporates glider and hang glider procedures into the directive.

f. 9-2-1. RELAY OF CANADIAN NOTAMS BY USNOF

The intent of this change is to delete paragraph 9-2-1 and remove the list of available Canadian locations from paragraph 9-2-2 with a subsequent change. Due to the inaccurate data between Canada and U.S. NOTAMs, NOTAM originators will be directed to contact the Canadian website for the most current and up-to-date NOTAM data.

g. 9-2-2. AVAILABLE CANADIAN LOCATIONS

This change removes the list of available Canadian locations from paragraph 9-2-2. A change to paragraph 9-2-3, Request for Canadian NOTAMs from the Canadian NOTAM System, will direct NOTAM originators to contact the Canadian website for the most current and up-to-date NOTAM data

h. 9-2-3. REQUEST FOR CANADIAN NOTAMS FROM THE CANADIAN NOTAM

The intent of this change is provide information to direct the user to access the Canadian website for the most current NOTAM data.

i. Additional editorial/format changes were made where necessary. Revision bars were not used because of the insignificant nature of these changes.

PAGE CONTROL CHART

REMOVE PAGES	DATED	INSERT PAGES	DATED
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Section 2. Scope

1-2-1. POLICY

Authorized personnel assigned to facilities that collect and/or disseminate NOTAMs must be familiar with the provisions of this order that pertain to their operational responsibilities.

a. The United States NOTAM Office (USNOF) is the authority ensuring NOTAM formats. To ensure NOTAMs are issued consistent with NOTAM Policy, submitters must comply with USNOF personnel directions.

b. All NOTAMs will be processed, stored and distributed by the United States NOTAM System (USNS).

c. Prior civil "L" NOTAMs will be reclassified as "D" NOTAMs (Military L series will remain unchanged).

d. For the purpose of NOTAMs, the term Movement Area includes Runways, Taxiways, Ramps, Aprons, and Helipads.

e. All D NOTAMs must have one of the following keywords as the first part of the text:

RWY, TWY, APRON, AD, OBST, NAV, COM, SVC, AIRSPACE, ODP, SID, STAR, CHART, DATA, IAP, VFP, ROUTE, SPECIAL, or (O).

1. RWY (Runway). Keyword used to describe a hazard associated with landing and takeoff surfaces to include runway lighting, signage, and other airport services or attributes associated with a specific runway.

EXAMPLES-

!STL STL RWY 12L/30R CLSD EXC TAXI

!LEX LEX RWY 5 REIL OTS

!PRC SJN RWY 13/31 NOW RWY 14/32

!BWI BWI RWY 28 RVR OTS

2. TWY (Taxiway). Keyword used to describe a hazard pertaining to taxiway, taxiway lighting, and signage.

EXAMPLES-

!LNS LNS TWY A LGTS OTS

!DSM DSM TWY P1, P3 CLSD

EXAMPLE-

!DSM DSM RAMP SOUTH CARGO RAMP CLSD

3. APRON (Apron/Ramp).

EXAMPLES-

!ATL ATL APRON NORTH TWY L3 APRON CLSD

!BNA BNA APRON NORTH APRON CLSD

!DSM DSM APRON SOUTH CARGO RAMP CLSD

4. AD (Aerodrome). Keyword used to describe a hazard or potential hazard on or within 5 statute miles of an airport, heliport, helipad, or maneuvering area.

EXAMPLES-

!LAL LAL AD GRASS LDG STRIP LCTD 400 S RWY

9R/27L 1700 X 55 AVBL VMC DALGT PPR SUN N

FUN WEF 0804151100-0804232359

!CDB AK05 AD CLSD PERM

!RIU O88 AD HELI DCMSND

!AOO PA06 AD CLSD TSNT

!BET BET AD CLSD EXC SKI

!AOO 29D AD CLSD EXC PPR 0330-1430 MON-FRI

!BUF D67 AD CLSD EXC HI-WING

!CEW CEW AD CLSD WEF 0709041400-0709041800

!CDB AKA AD OPEN

5. OBST (Obstructions). Keyword used to describe a hazard caused by a moored balloon, kite, tower, crane, stack, obstruction, or obstruction lighting outage.

EXAMPLES-

!MIV N52 OBST TOWER 580 (305 AGL) 7 SW LGTS

OTS (ASR NUMBER) TIL 0712302300

!PIE CLW OBST CRANE 195 (125 AGL) .25 NE

(2755N08241W) TIL 0711032000

NOTE–

Insert latitude/longitude, if known, immediately after cardinal direction in the format shown above.

6. NAV (Navigation Aids). Keyword used to describe a hazard caused by the changes in the status of ground-based radio navigational aids.

EXAMPLE–

*!PNC PER NAV VOR UNUSBL 045–060 BYD 20
BLW 2000*

7. COM (Communications). Keyword used to describe a hazard caused by communication outlet commissioning, decommissioning, outage, and unavailability and air-to-ground frequencies.

EXAMPLES–

!DCA PSK COM RCO OTS

!IPT IPT COM VOR VOICE OTS

8. SVC (Services). Keyword used to describe a hazard associated with airport services or air traffic management services.

EXAMPLES–

!MIV MIV SVC FUEL UNAVBL TIL 0709301600

*!SHD SHD SVC TWR 1215–0300 MON–FRI/1430–2300
SAT/1600–0100/SUN TIL 0709170100*

!OLY OLY SVC AWOS 119.275 OTS

*!IAD IAD SVC MIRCOBURST/WIND SHEAR
DETECTION OTS*

9. AIRSPACE (Airspace). Keyword used to describe a hazard which impacts, restricts, or precludes use of airspace.

EXAMPLES–

*!CHO CHO AIRSPACE HELIUM BALLOONS 30 NE 1
NMR 10000/BLW WEF 0710121800–0710121830*

*!BKW BKW AIRSPACE PYROTECHNIC DEMO
1000/BLW 8 W .5 NMR AVOIDANCE ADZD
WEF 0712312230–0712312300*

NOTE–

Examples of keywords (ODP, SID, STAR, ROUTE, and SPECIAL) relating to instrument flight procedures are shown in Chapter 7.

10. ODP (Obstacle Departure Procedure). Keyword used when a NOTAM applies to a textual or graphic obstacle departure procedure.

11. SID (Standard Instrument Departure). Keyword used when a NOTAM applies to a published standard instrument departure.

12. STAR (Standard Terminal Arrival). Keyword used when a NOTAM applies to a published standard terminal arrival.

13. CHART (Chart). Keyword used to describe a chart correction that becomes effective before the next publication cycle.

14. DATA (Data). Keyword used to describe a hazard associated with a data set change.

15. IAP (Instrument Approach Procedure). Keyword used when a NOTAM applies to a published instrument approach procedure.

16. VFP (Visual Flight Procedure). Keyword used when a NOTAM applies to visual flight procedures such as CVFP and RVFP.

17. ROUTE (Route). Keyword used to describe a hazard or change associated with published ATS routes and related information.

18. SPECIAL (Special). Keyword used when a NOTAM applies to a special instrument flight procedure.

19. (O) – Other Aeronautical Information. Aeronautical information received from any authorized source that may be beneficial to aircraft operations and does not meet defined NOTAM criteria. Any such NOTAM will be prefaced with “(O)” as the keyword following the location identifier.

EXAMPLE–

*!LOZ LOZ (O) CONTROLLED BURN OF HOUSE 8 NE
AER RWY 23 WEF 0910211300–0910211700*

NOTE–

Keyword (O) should be used for NOTAMs pertaining to aircraft operations greater than 5 SM from an aerodrome.

f. (U) – Unverified. (U) is used preceding a keyword. For use only where authorized by letters of agreement. Movement area or other information received that meets NOTAM criteria and has not been confirmed by the airport manager (AMGR) or designee. If Flight Service is unable to contact airport management, Flight Service must forward (U) NOTAM information to the USNS. Subsequent to USNS distribution of a (U) NOTAM, Flight Service will inform airport management of the action taken as soon as practical.

EXAMPLE–

!ORT 6K8 (U) RWY ABANDONED VEHICLE

g. Any NOTAM associated with “Personnel and Equipment Working” (PAEW), will be associated with RWY, TWY, AD, or APRON and a direction from the associated movement area as appropriate.

EXAMPLES–

!CHO CHO RWY 23 PAEW FIRST 500 ADJ SE SIDE

!SBY SBY TWY E PAEW SOUTH SIDE BTN RWY 5/TWY G

1–2–2. PROCEDURAL APPLICATIONS

Apply the procedures in this order except when other procedures are contained in a letter of

agreement or other appropriate FAA documents, provided they only supplement this order and that any standards they specify are not less than those in this order. FAAO JO 7210.3, Facility Operation and Administration, contains administrative procedures for developing and executing those letters and documents.

1–2–3. AVOIDANCE OF DUPLICATION

Prior to issuing a NOTAM on any NOTAM criteria data, check all appropriate charts and publications to assure the information does not duplicate or fall within the published data. Do not issue a NOTAM on information that duplicates or falls within published data.

Section 3. Responsibilities

1-3-1. AIR TRAFFIC

a. All air traffic employees, regardless of position, must immediately report any situation or condition considered hazardous to flight to an air traffic facility for appropriate action.

NOTE-

Situations that present an immediate hazard should be reported to the ATC facility most concerned. Other situations should be reported on a first priority basis to the flight service station.

b. Air traffic personnel must accept all airmen information regardless of source or subject matter, provided the occurrence is no more than 3 days in the future. Obtain the name, title (if appropriate), address, and telephone number of the person furnishing the information and forward all data to the appropriate tie-in FSS.

NOTE-

Forwarding the NOTAM data to the tie-in FSS does not relieve the forwarding facility from the responsibility of coordinating the information with other affected ATC facilities.

c. The party that submits the NOTAM to the USNS is responsible for the classification, accuracy, format, dissemination, and cancellation of NOTAM information. FSS personnel receiving NOTAM information that requires action by another FSS must forward the information to that FSS for appropriate action.

d. FSS specialists/service area office specialists are responsible for issuing a NOTAM that is not covered in any example or NOTAM criteria in FAAO JO 7930.2. Advise the USNOF when this type of NOTAM is being issued.

NOTE-

Prior to issuance of this type of NOTAM, a discussion with a NOTAM specialist (USNOF) shall take place to coordinate formats and adherence with standard NOTAM procedures as best as possible.

e. Mission Support Services, Aeronautical Information Management, has the responsibility to ensure that data submitted complies with the policies, criteria, and formats contained in this order. This Aeronautical Information Management responsi-

bility is delegated to the Aeronautical Information Management National Flight Data Center (NFDC). The operational compliance function is executed by the USNOF, System Operations Programs, NOTAM Programs. When operational personnel of the USNOF determine that NOTAM information submitted is not in compliance with the criteria or procedures as prescribed, they must call this to the attention of the transmitting FSS. USNOF will forward unresolved issues to Safety and Operations Support, Operational Procedures, for clarification and further action.

REFERENCE-

FAAO JO 7930.2, para 4-1-2 National NOTAM Office Relationships.

f. The U.S. NOTAM Office, along with the National Flight Data Center is responsible for:

1. Issuing FDC NOTAMs and NOTAM Ds pertaining to changes to DPs and STARs.
2. Operating the NOTAM system.
3. Managing the agency's aeronautical information data base.
4. Collecting, validating, and disseminating data for use by the charting and publication entities of FAA, government, and industry.

NOTE-

NOTAM office phone numbers: toll free 1-888-876-6826; toll 1-703-904-4557. FAX number is 1-703-904-4437.

1-3-2. TECHNICAL OPERATIONS SERVICES

The Technical Operations Services, System Management Office (SMO) manager, or representative, is responsible for:

a. Initiating NOTAM information for shutdown, restoration, or any condition that affects the operations of NAVAIDs, frequencies, or other electronic aids that affect safety of flight. This includes forwarding data of programmed changes in the NAS, such as frequency changes, commissioning/decommissioning, etc.

b. Coordinating with appropriate air traffic facilities prior to shutdown or changes that affect safety of flight.

NOTE–

1. *Technical operations personnel are expected to submit approval requests for routine maintenance shutdowns sufficiently in advance to assure that approval will be received with ample time for issuance of a NOTAM 5 hours before a shutdown will occur.*

2. *Routine shutdowns of air traffic system components should be planned to occur during the hours of least traffic activity regardless of the time of day.*

1–3–3. OFFICE OF AIRPORT SAFETY AND STANDARDS

The Office of Airport Safety and Standards is responsible for enforcing the airport management responsibilities as outlined in the Code of Federal Regulations (CFR).

REFERENCE–

FAAO 5010.4, Airport Safety Data Program, and 14 CFR Parts 139 and 157.

1–3–4. TECHNICAL OPERATIONS AVIATION SYSTEM STANDARDS

Mission Support Services - Aeronautical Products Group personnel identify those safety-of-flight conditions relating to instrument flight procedures that require the issuance of NOTAMs. FDC NOTAMs are issued for revisions to standard instrument approach procedures (SIAPs), air traffic service (ATS) routes, textual and graphic departure procedures (both ODPs and SIDs), STARS, and special instrument flight procedures. NOTAMs regarding NAVAID restrictions are initiated by the Technical Operations Aviation System Standards, Flight Inspection Operations, under Order 8200.1, United States Standard Flight Inspection Manual.

REFERENCE–

FAAO 8260.19, Flight Procedures and Airspace.

1–3–5. FLIGHT STANDARDS SERVICE

The Flight Procedure Standards Branch, AFS-420, is responsible for development of policy guidance and procedures for the issuance, tracking, and cancellation of NOTAMs relating to instrument flight procedures. This policy is contained in FAA Order 8260.19, Flight Procedures and Airspace, and applies to the following: SIAPs, ATS routes, textual and graphic ODPs, SIDs, and special instrument flight procedures. (See paragraph 1–3–1 for procedures addressing STAR NOTAMs.)

1–3–6. TRANSPORTATION SECURITY ADMINISTRATION (TSA)

The TSA Aviation Command Center initiates requests for the establishment of temporary flight restrictions required by hijack situations. These requests are normally made to the service area office; however, these requests may be made directly to air traffic facilities.

1–3–7. AIRPORT MANAGEMENT

Specific airport management responsibilities are outlined in 14 CFR Parts 139 and 157. Airport managers are required to abide by applicable provisions of these and pertinent regulations regardless of application of any procedure in this order.

Section 4. Terms of Reference

1-4-1. WORD MEANINGS

As used in this order:

- a. “Shall” or “must” means a procedure is mandatory.
- b. “Should” means a procedure is recommended.
- c. “May” or “need not” means a procedure is optional.
- d. “Will” indicates futurity, not a requirement for application of a procedure.
- e. “Shall not” or “must not” means a procedure is prohibited.
- f. Singular words include the plural.
- g. Plural words include the singular.
- h. Miles means nautical miles unless otherwise stated.
- i. Times means Coordinated Universal Time (UTC/ZULU) unless otherwise stated.

1-4-2. NOTES

Statements of fact of an introductory or explanatory nature and relating to the use of directive material have been identified and worded as NOTE.

1-4-3. REFERENCES

When another paragraph of this order is referenced in the text, the referenced paragraph number will be printed out in full. When a paragraph is referenced in a Reference subparagraph, the referenced paragraph’s title, followed by its number, will be printed in regular type. When other documents and directives are referenced in a Reference subparagraph, the document/directive and the paragraph number will be printed in regular type.

1-4-4. MANUAL CHANGES

When revised, reprinted, or additional pages are issued, they will be marked as follows:

- a. Each revised or additional page will show the change number and effective date of the change.

- b. Vertical lines in the margin of the text will mark the location of substantive procedural, operational, or policy changes; i.e., when material which affects the performance of duty is added, revised, or deleted.

1-4-5. DEFINITIONS

The terms used in this order and the definitions assigned them for use in the air traffic control system, except as defined below, are contained in the Pilot/Controller Glossary. The Pilot/Controller Glossary is maintained and published in FAAO JO 7110.10, Flight Services; FAAO JO 7110.65, Air Traffic Control; and the Aeronautical Information Manual (AIM).

- a. **ACCOUNTABILITY LOCATION.** This is the location identifier of the location in the NOTAM computer that keeps track of the NOTAM numbering.

- b. **AERONAUTICAL INFORMATION.** Any information concerning the establishment, condition, or change in any component (facility, service, or procedure of, or hazard) of the National Airspace System. This information is published and/or disseminated by means of aeronautical charts, publications, and/or NOTAMs.

- c. **AIRPORT OPERATING CERTIFICATE.** A certificate issued by the FAA, pursuant to 14 CFR Part 139, to airports serving or expected to serve scheduled air carrier operations in aircraft with a seating capacity of more than thirty passengers. These airports are maintained and operated in accordance with an Airport Certification Manual (ACM) prepared by airport management and approved by the FAA.

- d. **ALASKA SUPPLEMENT.** See Supplement.

- e. **CENTER AREA NOTAM (CAN).** CANs are NOTAMs issued on airway changes, temporary flight restrictions (TFRs) and laser light activity that fall within an ARTCCs airspace. CANs will be issued in the FDC format by the USNOF.

- f. **CERTIFICATED AIRPORT.** An airport certificated under 14 CFR Part 139. These airports are so indicated in the Airport/Facility Directory.

g. CHART SUPPLEMENT. See Supplement.

h. LIMITED AIRPORT OPERATING CERTIFICATE. A certificate issued by the FAA, pursuant to 14 CFR Part 139, to airports serving or expected to serve only unscheduled air carrier operations in aircraft with seating capacity of more than thirty passengers. These airports are maintained and operated in accordance with Airport Certification Specification (ACS).

i. NOTAM D. A notice distributed by means of telecommunications containing information concerning the establishment, condition, or change in any aeronautical facility, service, procedure, or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

j. PACIFIC CHART SUPPLEMENT. See Supplement.

k. SUPPLEMENT (Alaska, Pacific).

1. Alaska. This chart supplement is a joint civil–military flight information publication designed for use with other flight information publications, en route charts, Alaska Terminal publication, USAF TACAN charts covering Alaska and portions of southwestern and northwestern

Canada, World Aeronautical Charts, and sectional aeronautical charts. The Supplement contains an Airport/Facility Directory of all airports (including certificated (14 CFR Part 139) airports shown on en route charts and those required by appropriate agencies), communications data, navigational facilities, special notices, and procedures applicable to the area of chart coverage.

2. Pacific. This chart supplement is a civil flight information publication, designed for use with flight information publications, en route charts and the sectional aeronautical chart covering the State of Hawaii and that area of Pacific served by U.S. facilities. The Supplement contains an Airport/Facility Directory of all airports (including certificated (14 CFR Part 139) airports open to the public and those requested by appropriate agencies), communications data, navigational facilities, special notices and procedures applicable to the Pacific area.

1. TIE-IN STATION. A flight service station designated to provide prescribed services for civil, military, national and international facilities; e.g., NOTAM purposes and flight information messages.

NOTE–

Facilities shall avoid duplication of published data.

Chapter 3. General Operating Procedures

Section 1. General

3-1-1. TIE-IN STATIONS

a. Service area offices shall designate an FSS as tie-in point for NOTAM purposes for all facilities in the NAS. The facilities assigned should normally be within the confines of the FSS's flight plan area.

b. Letters of agreement between facilities or other agencies and the FSS should be executed to assure proper handling of NOTAMs.

c. The tie-in FSS is responsible for forwarding the NOTAM data to the NFDC for publication in accordance with the procedures in this order.

3-1-2. CLASSIFYING NOTAMs

a. FSS specialists are responsible for classifying, formatting, disseminating, and monitoring the currency of NOTAMs. FSS specialists must edit the content of all NOTAM data received from the originating source to conform to the NOTAM system requirements. The FSS must forward the NOTAM material received concerning another facility's area of responsibility to that facility for appropriate dissemination.

b. FSSs must accept all aeronautical information. Information obtained from other than authorized personnel must be confirmed before issuance.

c. NOTAM data received from state inspectors or state contracted inspectors must be confirmed by airport managers or appropriate authority before issuance of NOTAMs except in case of data that presents an immediate hazard to aircraft operations. If a NOTAM is issued without confirmation, advise the airport manager as soon as possible. In case of conflict between airport management and the named state airport inspector, contact FAA regional airports personnel for resolution.

REFERENCE-
FAAO JO 7930.2, Para 5-1-2 Handling Reported Movement Area Conditions.

3-1-3. NOTAM LOGS

FSS air traffic managers must ensure that NOTAMs originated by their facility and FDC NOTAMs received must be accounted for as follows:

a. Log all NOTAMs on FAA Form 7930-1 or local form containing at least the same data for each accountability (NOTAM file) location.

b. Incoming FDC NOTAMs and cancellations must be logged on FAA Form 7930-2, or other suitable method, containing at least the same data. The remark section should contain enough information to identify the location and NAS component affected.

NOTE-

1. Using this log, a pilot weather briefer should be able to advise a pilot if there is an FDC NOTAM current for a given location. If the pilot requests the NOTAM, it may be obtained on request-reply or other available means.

2. Appendix 2 and appendix 3 contain examples of NOTAM logs.

c. Electronic NOTAM logs are acceptable to be used in any FSS and can replace any paper log.

d. When you receive an FDC NOTAM and the previous number(s) have not been received, obtain the NOTAM on request-reply.

REFERENCE-
FAAO JO 7930.2, Para 7-2-5 Retrieving FDC NOTAMs.

3-1-4. FDC PRESIDENTIAL, SPECIAL SECURITY INSTRUCTIONS, OR EMERGENCY AIR TRAFFIC RULES TFRs

a. The USNOF must send Title 14 CFR, Part 91, Section 139, Emergency Air Traffic Rules; Section 141, Flight Restrictions in the Proximity of the Presidential and Other Parties; Part 99, Section 7, Special Security Instructions NOTAMs; and any revisions, modifications, or cancellations, directly to all flight service stations via NADIN using the flight service group address of "KXXXXAFSS."

b. Upon receipt of these messages, the watch supervisor at each flight service station hub or parent facility must ensure that the NOTAM is received at each of their subordinate facilities. The hub or parent facility must notify the USNOF within 15 minutes by receipt message to “KDZZNAXX.” The receipt message must include:

1. R.
2. The FDC number, including the letters FDC.
3. The initials of the watch supervisor.

NOTE–

Only the hub or parent facility need to acknowledge the NOTAM. For automation processing, the receipt message must adhere to the following format:

EXAMPLE–

R FDC 4/1234 XX

c. The USNOF must make a record of all receipt messages received.

d. If no receipt message is received by the USNOF within 90 minutes of issuance of the FDC Presidential, Special Security Instructions, or Emergency Air Traffic Rules NOTAM, the USNOF will follow-up with a phone call to the facility watch supervisor.

e. The watch supervisor of the flight service station must be responsible for:

1. Logging the Presidential, Special Security Instructions, or Emergency Air Traffic Rules FDC NOTAM in the facility log.

2. Notifying the specialists on duty that a Presidential, Special Security Instructions, or Emergency Air Traffic Rules FDC NOTAM has been issued.

3. Putting the Presidential, Special Security Instructions, or Emergency Air Traffic Rules FDC NOTAM in the facility status information area.

4. As part of the FSS supervisor’s watch checklist, the watch supervisor must check the FDC list that is issued twice a day by the USNOF to ensure that every Presidential, Special Security Instructions, or Emergency Air Traffic Rules FDC NOTAMs have been received in the facility.

5. If no supervisory personnel are on duty and a controller-in-charge (CIC) is assigned to these duties, emergency situations and/or in-flight services as defined in FAA Order JO 7110.10, Flight Services must take precedence over compliance with the supervisory duties contained in this paragraph.

NOTE–

The purpose of this procedure is to ensure that:

1. *All flight service specialists know about the Presidential, Special Security Instructions, or Emergency Air Traffic Rules TFRs so that pilots are briefed appropriately.*

2. *All affected air traffic facilities receive immediate notification when these TFRs are issued.*

Section 3. Use of Terms

3-3-1. USE OF CONTRACTIONS AND ABBREVIATIONS

a. Contractions and abbreviations outlined in FAAO JO 7340.2, Contractions, must be used in the NOTAM system. If there are no contractions/abbreviations, use plain text. Words of five letters or less may be contracted or spelled out (for example), either WTR or WATER is acceptable; for indicating hyphenated and abbreviated days of the week, MON-FRI is acceptable.

b. The Pilot/Controller Glossary must be used to define terms in the NOTAM system.

c. Location identifiers used in the NOTAM system are those contained in FAAO JO 7350.8, Location Identifiers.

d. The term “WKEND” means Saturday and Sunday. The term “WKDAYS” means Monday through Friday.

e. Contractions and abbreviations published on instrument flight procedure charts may be used in the text of FDC NOTAMs relating to approach and departure procedures.

3-3-2. EXPRESSION OF TIME IN THE NOTAM SYSTEM

a. The day begins at 0000 and ends at 2359.

EXAMPLES-

*!DCA LDN NAV VOR OTS WEF
0708051600-0708052359*

*!DCA LDN NAV VOR OTS WEF
0709050000-0709050400*

b. Times used in the NOTAM system are UTC and must be stated in 10 digits (year, month, day, hour, and minute).

c. Do not use sunrise (SR) or sunset (SS) in NOTAM data as these NOTAMs will not be retrieved or displayed when using time parameters in certain present and future automated systems. If the source of the data continues to use SR/SS, advise the source that the time from the SS-SR table will be used. For extended periods of time, use the times from the table and extend it to the next whole hour.

3-3-3. RUNWAY IDENTIFICATION

Identify runways with the prefix RWY followed by the magnetic bearing indicator, e.g., RWY 12/30, RWY 12, or RWY 30. Where the magnetic bearing indicator has not been established, identify the runway to the nearest eight points of the compass, e.g., RWY NE/SW, RWY N/S N 200 CLSD.

3-3-4. TAXIWAY IDENTIFICATION

Identify taxiways with the prefix TWY followed by the taxiway identifier letter or letter/number as assigned. For multiple taxiways, preface the initial taxiway identifier with TWY, and separate additional taxiway identifiers by commas, hyphen (meaning thru), or specify “all.” If not identified, describe as adjacent to a runway or direction from the runway.

EXAMPLES-

*!DCA DCA TWY C, B3 CLSD
!DCA SHD TWY PARL TWY ADJ RWY 9/27 CLSD
!DCA DCA TWY A-D, F, H CLSD
!DCA SHD TWY ALL LGTS OTS*

Chapter 4. NOTAM Procedures

Section 1. General

4-1-1. ACCEPTING NOTAM INFORMATION

FSS facilities shall accept and document all aeronautical information regardless of source, provided the occurrence is no more than 3 days in the future. Information from other-than-authorized authorities shall be verified prior to NOTAM issuance.

4-1-2. NATIONAL NOTAM OFFICE RELATIONSHIPS

a. The USNOF is charged with monitoring the USNS. The USNOF must monitor the NOTAM system for compliance with the criteria and procedures set forth in this order. When questions arise on NOTAM dissemination, formats, contractions or other aspects of the distribution system, the USNOF should be consulted. The USNOF is the authority to ensure NOTAM formats. To ensure NOTAMs are issued consistent with Policy, originators must comply with USNOF personnel directions.

b. Discrepancies in procedures or format must be recorded, and Aeronautical Information Management must forward a list of the discrepancies to Flight Services, Safety and Operations Support, Operational Procedures, and the service area office.

c. Editing:

1. The USNOF may edit any NOTAM (except FDC NOTAMs relating to instrument flight procedures) that does not conform to the formats and/or examples contained in this order. The contents of a NOTAM must not be changed without notifying the originating facility.

NOTE-

FDC NOTAMS relating to instrument approach and departure procedures are initiated by the Mission Support Services – Aeronautical Products Group under the Flight Standards Service policy contained in FAA Order 8260.19, Chapter 2, Section 6.

2. Should the USNOF edit a NOTAM and change the intent, the NOTAM must be cancelled by the issuing facility and reissued as a new NOTAM, after consultation with the USNOF.

Section 2. Preparing NOTAMs for Dissemination

4-2-1. NOTAM COMPOSITION

a. NOTAMs must contain these elements from left to right in the following order:

1. An exclamation point (!);
2. Accountability Location (the identifier of the accountability location);
3. Affected Location (the identifier of the affected facility or location);
4. Keyword (one of the following: RWY, TWY, APRON, AD, COM, NAV, SVC, OBST, AIRSPACE, ODP, SID, STAR, CHART, DATA, IAP, VFP, ROUTE, SPECIAL, or (O));
5. Surface Identification (optional – this must be the runway identification for runway related NOTAMs, the taxiway identification for taxiway-related NOTAMs, or the ramp/apron identification for ramp/apron-related NOTAMs);
6. Condition (the condition being reported); and
7. Time (identifies the effective time(s) of the NOTAM condition). Times must be formatted in accordance with paragraph 4-2-1, NOTAM Composition.

b. NOTAMs issued when the condition of a number of facilities, NAVAIDs, services, or landing areas/runways are related to the same event (for example, date/time, facility closing, part-timing, runway closures, etc.) must be issued as separate NOTAMs.

c. Each NOTAM concerning a specific aid, service, or hazard must be a complete report including all deviations unless reference is made to other restrictions already published.

d. If information is published elsewhere and is still valid, reference must be made to that publication with the statement, “PLUS SEE (publication).” A NOTAM issued not stating “PLUS SEE (publication)” indicates the NOTAM replaces previously published similar data.

EXAMPLE-

!XYZ XYZ NAV VOR UNUSBL 010-030 BYD 10 BLW 4000 PLUS SEE AFD

e. NOTAMs must state the abnormal status of a component of the NAS and not the normal status. The only exception is for data that has been published and is being replaced; for example, RWY 9/27 OPEN.

f. All NOTAMs should have an expected time or date/time of return to service or return to normal status. Absence of a date/time group will mean that the condition is in effect and will continue until further notice (UFN). Do not transmit UFN in the NOTAM text. The absence of a return to service time may be grounds for automatic publication by NFDC.

g. The forward slash, “/”, is used in the NOTAM text to indicate “and”; for example, RWY 17/35 CLSD, or RWY 1/19 CLSD 12500/OVR.

NOTE-

The plus-sign (+) will not be used in NOTAM data.

h. Altitude and height must be in feet MSL up to 17,999; for example, 275, 1225 (feet and MSL shall not be written); and in flight levels (FL) for 18,000 and above; for example, FL180, FL550. When MSL is not known, specify AGL; for example, 1304 AGL, etc.

i. WEF: Indicates the date/time a condition will exist or begin.

EXAMPLES-

!ABC ABC NAV VOR OTS WEF 0710281600

Explanation:

The VOR is expected to go out of service at 1600 on October twenty-eight, 2007, and remain out until further notice.

!ABC ABC NAV VOR OTS WEF 0711281600-0711281800

Explanation:

The VOR is expected to go out of service at 1600 on November twenty-eight, 2007, and remain out until 1800 on November twenty-eight, 2007. At 1800, the NOTAM will be cancelled automatically by the USNS.

j. TIL: Indicates the date/time a condition will expire or terminate.

EXAMPLE–

!ABC ABC NAV VOR OTS TIL 0712281800

Explanation:

The VOR is expected to remain out of service until 1759. At that time, this NOTAM will be cancelled automatically by the USNS.

k. DLY: Indicates the event will occur at the same time during the stated time period.

EXAMPLE–

*!ABC ABC AD CLSD 1100–1900 DLY WEF
0711011100–0711151900*

Explanation: *The airport is closed from 1100 to 1900 daily from November 1, 2007, at 1100 until November 15, 2007, at 1900. This NOTAM will be automatically cancelled by the USNS on November 15, 2007, at 1900.*

l. A NOTAM can contain only one effective period and/or one event/condition. If there is more than one effective period and/or event/condition, issue separate NOTAMs.

4–2–2. NOTAM ACCOUNTABILITY

Maintain separate accountability (NOTAM file) for each location whose weather report is disseminated via WMSCR and for the location of the tie-in FSS.

a. Issue NOTAMs for a weather reporting location whose report is disseminated via WMSCR under the location identifier of the weather report.

b. Issue all other NOTAMs under the location identifier of the tie-in FSS. This includes NOTAMs for weather reporting locations whose report is not disseminated via WMSCR.

c. Make NOTAM accountability changes by mail, administrative message, or FAX when known sufficiently in advance. When the published accountability for a NOTAM is incorrect, change it by issuing a NOTAM under the published accountability. As soon as practicable after issuance, contact the USNOF by telephone or message and request they make the accountability change in the USNS tables. Issue all subsequent NOTAMs under the corrected accountability. If there are any current NOTAMs for the location, cancel and reissue those NOTAMs under the new accountability after the USNS tables have been changed. Notify Aeronautical Information Management of any NOTAM accountability changes.

4–2–3. NOTAMs FOR NAVAID IN DIFFERENT FSS FLIGHT PLAN AREA

a. When monitoring a NAVAID located in a different FSS flight plan area, issue NOTAMs under the accountability of that FSS or the weather reporting location in accordance with paragraph 4–2–2 NOTAM Accountability. Notify the other FSS of the issuance, subsequent action(s), and cancellation.

b. When notified of NOTAM action taken by another FSS monitoring a NAVAID located in your flight plan area, record the information on FAA Form 7230–4, Daily Record of Facility Operation.

Section 4. Canceling/Extending NOTAMs

4-4-1. EXTENDING NOTAM DURATION

When there is a need to extend an existing NOTAM time duration, cancel the original NOTAM and reissue the data as a new NOTAM with the new time.

4-4-2. CANCELLATION OF NOTAMs

a. To cancel a NOTAM, use the same serial number assigned to the original NOTAM by the USNS computer, preceded by the letter "C." If the serial number of a NOTAM cancellation is invalid (number not in a master file), no action is taken within the NOTAM system. A cancellation shall receive the same dissemination as the NOTAM it cancels. Do not carry the NOTAM text in the cancellation.

FORMAT:
!ABC C05/005

b. Stations canceling NOTAMs shall check the NOTAM data to insure the NOTAMs deletion. Retransmit cancellations not acted upon.

c. Cancel NOTAMs containing erroneous information and reissue. Transmit a new NOTAM when data is received amending a current NOTAM, and cancel the previous NOTAM.

4-4-3. CANCELING PUBLISHED NOTAM DATA

a. When data appearing in a NOTAM is printed correctly in a publication or on a chart, cancel the NOTAM, but not the data. The cancellation must be formatted in the following manner:

EXAMPLES-

!ABC C05/005 PUBLISHED

or

!DEF C06/006 CHARTED

NOTE-

1. A cancellation which is transmitted without an explanation means the NOTAM is canceled; e.g., *!GHI C07/007*

2. This type of cancellation is used by non-automated users.

b. NOTAMs must remain current until the data is published in one or more of the following, with the exception of NAVAID NOTAMs, which must remain in effect until the NAVAID is returned to service or decommissioned.

1. Airport/Facility Directory (AFD).
2. En Route Low Altitude Charts.
3. En Route High Altitude Charts.
4. Instrument Approach Procedures (IAPs).
5. Notice to Airmen Publication.

NOTE-

The Notice to Airmen Publication (NTAP) is not an accepted medium for FDC NOTAMs relating to instrument approach and obstacle departure procedures and airways. These NOTAMs must remain current until published in the Terminal Procedures Publication (TPP) or applicable en route chart.

6. Standard Terminal Arrivals (STARs).
7. Departure Procedures (DPs).
8. Supplements (Alaska and Pacific).
9. Charts (VFR):
 - (a) Sectional Charts.
 - (b) World Aeronautical Charts (WACs).
 - (c) Terminal Area Charts (TACs).

NOTE-

NOTAMs for Prohibited Areas P-40, P-49, and P-56, even if published on a chart, will not be deleted from the database. This would also include any published FDC (TFR) NOTAMs in the Washington, DC, Special Flight Rules Area.

c. NOTAMs concerning Army airfield operations, in addition to the above listed sources, must be researched in the Army Aviation Flight Information Bulletin, if applicable.

Chapter 5. NOTAM Criteria

Section 1. Movement Area NOTAMs

5-1-1. ORIGINATORS OF MOVEMENT AREA NOTAMs

a. The term Movement Area as used for the purpose of NOTAMs include Runways, Taxiways, Ramps, Aprons, helipads and maneuvering areas.

b. Airport management is responsible for observing and reporting the condition of a movement area. The automated/flight service station (AFSS/FSS) air traffic managers shall coordinate with appropriate airport managers to obtain a list of airport employees who are authorized to issue NOTAMs.

c. At public airports without an airport manager, the AFSS/FSS air traffic manager shall coordinate with the appropriate operating authority to obtain a list of persons delegated to provide NOTAM information.

NOTE-

Letters of agreement should be executed between airport management and ATC facilities outlining procedures to be used for originating NOTAMs.

5-1-2. HANDLING REPORTED MOVEMENT AREA CONDITIONS

a. Copy any information received verbally and record the name, title (if appropriate), address, and telephone number of the person submitting the information. Information obtained from other than an authorized airport or FAA employee must be confirmed before issuance. If you are informed of or observe a condition that affects the safe use of a movement area, relay the information to the airport management for action.

NOTE-

This includes data received from airport inspectors.

b. If unable to contact airport management, classify and issue a NOTAM publicizing the unsafe condition always stating the condition and including the word "UNSAFE;" for example, RWY number or TWY letter or letter/number UNSAFE DISABLD

ACFT. Inform airport management of the action taken as soon thereafter as practical.

EXAMPLES-

!CRW CRW RWY 15/33 UNSAFE BRKS IN ASPH SE END

!PIE CLW RWY 16/34 UNSAFE DISABLD ACFT

NOTE-

Only airport management can close any portion of an airport.

REFERENCE-

14 CFR Part 139.

c. (U) – Unverified aeronautical information (for use only where authorized by letters of agreement). Movement area or other information received that meets NOTAM criteria and has not been confirmed by the airport manager (AMGR) or designee. If Flight Service is unable to contact airport management, Flight Service must forward (U) NOTAM information to the USNS. Subsequent to USNS distribution of a (U) NOTAM, Flight Service will inform airport management of the action taken as soon as practical. Any such NOTAM will be prefaced with "(U)" preceding a keyword, following the location identifier.

EXAMPLE-

!ORT 6K8 (U) RWY 7/25 ABANDONED VEHICLE WEF 1110122330

5-1-3. NOTAM (D) MOVEMENT AREA INFORMATION

a. Taxiways must be prefaced with TWY followed by the taxiway identifier letter or letter/number as assigned. For multiple taxiways, preface the initial taxiway identifier with TWY, and separate additional taxiway identifiers by commas, or specify "all." If not identified, describe as adjacent to a runway or direction from the runway.

b. For guidance on NOTAM D composition, see paragraph 4-2-1, NOTAM Composition.

c. Disseminate the following reported conditions as a NOTAM D:

1. Commissioning or decommissioning of a movement area or portions thereof. State the type of surface and lighting when known. State if unlighted.

Surface:	
ASPH	asphalt/tar/macadam
CONC	concrete
GRVL	gravel/cinders
DIRT	dirt
SOD	sod

Lighting:	
LGTD	lighted
UNLGTD	unlighted

EXAMPLES–

!ICT MEJ RWY 16/34 CMSND 4800X75 CONC/LGTD

!ICT MEJ RWY 17/35 CLSD PERM

!CDB AK05 AD CLSD PERM

!RIU 088 AD HELI DCMSND

2. Movement area closures and openings.

EXAMPLES–

!ANB A09 AD CLSD

!AOO PA06 AD CLSD TSNT

!BET BET AD CLSD EXC SKI

!AOO 29D AD CLSD EXC PPR 0330–1430 MON–FRI

!BUF D67 AD CLSD EXC HI–WING

!CEW CEW AD CLSD WEF 1109041400–1109041800

!CDB AKA AD OPEN

NOTE–

AKA airport was published as being closed.

EXAMPLES–

!CLE 15G AD NOW PUBLIC

!CLE 15G AD NOW PRIVATE

NOTE–

1. *First example shows 15G is now open to the public and a public–use airport.*

2. *The second example shows 15G is now closed to the public and is no longer a public–use airport. The FSS shall contact the USNOF to have 15G deleted from the NOTAM tables after the NOTAM has been cancelled.*

EXAMPLES–

!TYS TYS TWY C CLSD

!TYS TYS TWY A3, A4, A5 CLSD

!EKX EKX TWY ALL CLSD

!DFW DFW TWY JS SOUTH 200 CLSD/TWY ER WEST OF TWY K CLSD

!DFW DFW TWY P CLSD BTN TWY EL AND TWY B/TWY P CLSD BTN TWY A AND TWY ER/TWY ER CLSD BTN RWY 17C/35C AND TWY Q

!BNA BNA APRON NORTH APRON CLSD

NOTE–

Conditions pertaining to single or multiple taxiways. Use Runway format, identifying each taxiway by letter or letter/number as assigned, separated by commas, a slant, or specify “all”. If not identified, describe as adjacent to a runway or direction from the runway.

3. Conditions that restrict or preclude the use of any portion of a runway, a taxiway, a ramp, an apron or a waterway.

NOTE–

Weight bearing capacity of a runway can be changed only by authorization of the Manager, Airports Division (appropriate region). Declared distances can only be authorized by the FAA Office of Airport Safety and Standards, Airport Design Division, AAS–100.

EXAMPLE–

!AOO 29D RWY 10 FIRST 1000 CLSD EXC TAXI

NOTE–

Runway 28 is not affected. The first 1,000 feet of runway 10 is closed for both landing and takeoff but is available for taxi.

EXAMPLE–

!AGC AGC RWY 10/28 W 900 CLSD

NOTE–

Both Runways 10 and 28 are affected. This example is also used to show a threshold that has been relocated.

EXAMPLE–

*!BDL BDL RWY 6/24 CLSD EXC 1 HR PPR
203–627–3001 WEF 0909131300–0909132000*

NOTE–

Runways 6 and 24 are closed except by 1 hour prior permission from that telephone number during the times stated.

EXAMPLE–

!BNA BNA RWY 36 CLSD

NOTE–

Runway 18 is not affected.

EXAMPLE–

*!ALS ALS RWY 20 THR DSPLCD 600 NONSTD
MARKING*

NOTE–

The first 600 feet of runway 20 is closed to landing aircraft. Aircraft departing on runway 20 or landing or departing runway 2 may use the full length. The threshold displacement is marked by nonstandard markings.

EXAMPLE–

!BNA M54 RWY 18/36 CLSD JET

NOTE–

Runways 18 and 36 are closed to jet aircraft. When closing a runway to a type of operation use the appropriate contractions. e.g., JET, ACR, SKED ACR, B747, etc.

EXAMPLE–

!BIG BIG RWY 9/27 CLSD OVR 13500

NOTE–

Runways 9 and 27 are closed to all aircraft weighing more than 13,500 pounds. Do not use class of aircraft when closing runways. Always use aircraft weight.

EXAMPLE–

!DAY I17 RWY 8/26 CLSD TGL

NOTE–

Runways 8 and 26 closed to touch and go landing. When closing a runway to a given operation use the appropriate contractions; e.g., TGL, TSNT, STUDENT, LDG, TKOF, etc.

EXAMPLES–

*!CMH CMH RWY 10R/28L CLSD EXC 10 MIN PPR
120000/OVR 1330–2200 DLY TIL 0910172200*

*!GNV 31J RWY 10/28 E 3800 CLSD EXC 12500/OVR
1200–2100 DLY*

!ICT 3K7 RWY 17/35 CLSD 4000/OVR

*!MCN CCO RWY 14/32 CLSD/PARL TWY 3000X75
AVBL DAY VMC/NO TSNT/NO PLA/NO STUDENT*

!MLT MLT RWY 16/34 UNMARKED

*!ROW ROW RWY 3/21 CLSD EXC NE 9500 RWY 3
AVBL TKOF TIL 0911211450*

!TYS TYS TWY A BTN TWY A2, A3 CLSD

!DSM DSM APRON SOUTH CARGO RAMP CLSD

!BNA BNA APRON NORTH APRON EAST SIDE CLSD

!EKX EKX AD CLSD NGT EXC 1 HR PPR

4. Runway friction measuring as reported by airport management.

(a) Readings issued in thirds of a runway for the landing runway(s) only. Do not combine runways into a single NOTAM. NOTAMs must not be issued if all readings are above the value 40. If a NOTAM was issued and the airport manager advises that the readings are above 40, the previous NOTAM must be cancelled.

EXAMPLES–

*!DCA DCA RWY 18 RFT MU 40/30/40 WEF
1112211100*

!RIC RIC RWY 36 TAP MU 20/20/20 WEF 1109011200

NOTE–

1. A MU value of 40 indicates 40 or greater.

2. Friction measuring reports are to be expressed using the name of the FAA–approved device, followed by the word “MU” (pronounced “mew”), followed by the reported values, then followed by the actual time of the measurement.

3. Use the following abbreviations to indicate the type of friction measuring device used:

BOW	Bowmonk Decelerometer (Bowmonk Sales)
BRD	Brakemeter–Dynamometer
ERD	Electronic Recording Decelerometer (Bowmonk)
GRT	Griptester (Findlay, Irvine, LTD)
MUM	Mark 4 Mu Meter (Bison Instruments, Inc.)
RFT	Runway friction tester (K.J. LAW Engineers)
SFH	Surface friction tester (high pressure tire) (SAAB, Airport Surface Friction Tester AB)
SFL	Surface friction tester (low pressure tire) (SAAB, Airport Surface Friction Tester AB)
SKH	Skiddometer (high pressure tire)(AEC, Airport Equipment Co.)
SKL	Skiddometer (low pressure tire) (AEC, Airport Equipment Co.)
TAP	Tapley Decelerometer (Tapley Sales)
VER	Vericom (VC3000)

(b) Equipment status.

EXAMPLE–

!MSP MSP SVC FRICTION MEASURING DEVICE OTS WEF 1109141000

REFERENCE–

AC 150/5200–30A, Airport Winter Safety and Operations.

5. When reported by airport management, braking action is reported as fair, poor, or nil.

EXAMPLES–

!ANC Z15 RWY 1/19 BA NIL WEF 0709041300

!AKN AKN RWY 18/36 BA POOR WEF 0708051400

!ANC ANC RWY 1/19 BA FAIR WEF 0710061500

NOTE–

1. Do not include the type of vehicle in the NOTAM.
2. A braking action report from a landing aircraft should be processed as a PIREP.
3. Classify according to the most critical term used. The quality of the braking action is described by the terms “fair,” “poor,” and “nil,” as received from airport management. Combining airport management and PIREP information is appropriate only with airport management authorization.

6. Change of runway identification.

EXAMPLES–

!PRC SJN RWY 13/31 NOW RWY 14/32

!PRC SJN RWY 2/20 NOW RWY 3/21

7. Rubber accumulation on the runways.

EXAMPLE–

!MAF MAF RWY 16R/34L RUBBER ACCUM NW 2500

8. Wind direction indicators (WDI).

EXAMPLE–

!ACY ACY AD WDI LIGHTS OTS WEF 1108151200

!SGF SGF AD WINDCONE LIGHT OTS WEF 1110051430

!ACY ACY AD WDI RWY 04 LIGHTS OTS WEF 1111221500

!MCI MCI AD WDI UNAVAILABLE WEF 1109070700

9. Change in runway distances available. For example, take-off distance available (TODA), take-off run available (TORA), landing distance available (LDA).

EXAMPLE–

!LAS LAS RWY 25R TORA 12986/LDA 12554 WEF 1112010500

10. Change of traffic pattern.

EXAMPLE–

!PRC PRC RWY 3L RP 1300-1800 DLY WEF 1109151300

5–1–4. REPORTING OF SNOW, ICE, SLUSH, AND WATER CONDITIONS

a. The term BARE is not to be used in NOTAMs.

REFERENCE–

ICAO Annex 15 and AC 150/5200–28, Notices to Airmen (NOTAMs) for Airport Operators.

b. Measurement. The depth is always expressed in terms of thin (less than ¼ inch), ¼ inch, ½ inch, and 1 inch. When 1 inch is reached, additional reports should be in multiples of 1 inch and the use of fractions discontinued. If a variable amount is reported, such as 3 to 5 inches, show the greater depth. When a snow depth of 35 inches is reached, additional reports should be in multiples of feet only. If a report is halfway between two reportable values, roundoff to the next higher reportable value.

c. Coverage. Do not express the condition in terms of percentage of coverage. A surface not completely covered should be described as having patches of snow, ice, etc.; e.g., PTCHY $\frac{1}{2}$ IN SNW (surface). The absence of a described surface indicates the entire landing area.

d. Conditions.

1. Snow.

EXAMPLE–

!MIV MIV RWY 10/28 $\frac{1}{4}$ IN LSR WEF 0712251505

NOTE–

Millville runways 10 and 28 have one quarter inch of loose snow covering their runways and this NOTAM was observed at 0712251505.

EXAMPLE–

!FAI INR RWY 16/34 18 IN LSR WEF 0711132300

NOTE–

Mckinley Park's runways 16 and 34 have 18 inches of loose snow covering the runways.

EXAMPLE–

!ENA 5HO RWY 16/34 THN PSR WEF 0709131520

NOTE–

Hope's runways 16 and 34 have a thin layer (less than a $\frac{1}{4}$ inch) of packed or compacted snow.

EXAMPLE–

!ENA CLP RWY 8/26 PTCHY THN WSR WEF 0712132300

NOTE–

Clarks Point's runways 8 and 26 have less than full coverage of a thin layer of wet snow.

EXAMPLE–

!ENA AK63 RWY 1/19 $\frac{1}{2}$ IN SN WEF 0711132359

NOTE–

Twin Hill's runways 1 and 19 have $\frac{1}{2}$ inch of undefined snow.

EXAMPLES–

!ANI ANI RWY 10/28 THN LSR OVR 1 IN PSR WEF 0711132000

!ANI ANI RWY 10/28 THN LSR OVR THN PSR WEF 0712132000

!PAQ PAQ RWY 9/27 6 IN RUF FRZN SN WEF 0710131900

!TYS TYS TWY ALL EXC TWY G 2 IN LOOSE SN WEF 0712231220

!MEM MEM RAMP FEDEX FEEDER RAMP $\frac{1}{2}$ IN LOOSE SN WEF 0712292345

!BNA BNA APRON AIR CARGO APRON THN SN WEF 0711301645

!EKX EKX AD 6 IN LOOSE SN WEF 0712101500

2. Ice.

EXAMPLE–

!AKN AKN RWY 11/29 THN IR WEF 0712131750

NOTE–

King Salmon's runways 11 and 29 have a thin layer of smooth ice.

EXAMPLE–

!AKN AKN RWY 18/36 1 IN RUF IR WEF 0712132145

NOTE–

King Salmon's runways 18 and 36 are covered with 1 inch of rough ice (or frozen slush).

EXAMPLE–

!ENA BGQ RWY 6/24 5 IN WSR OVR RUF IR WEF 0711132230

NOTE–

Big Lake's runways 6 and 24 are covered with 5 inches of wet snow, over rough ice, depth unknown.

EXAMPLES–

!TYS TYS TWY ALL EXC TWY G $\frac{1}{2}$ IN ICE WEF 0712051430

!MEM MEM RAMP FEDEX FEEDER RAMP $\frac{1}{2}$ IN ICE WEF 0711220815

!BNA BNA APRON AIR CARGO APRON THN ICE WEF 0712020200

!EKX EKX AD 2 IN PTCHY SLUSH/ICE WEF 0711292215

3. Snow and ice.

EXAMPLE–

!ENA BGQ RWY 6/24 5 IN SIR WEF 0910131910

NOTE–

Big Lake's runways 6 and 24 are covered with 5 inches of snow and ice.

EXAMPLES–

*!MOT MOT TWY ALL ½ IN LOOSE SN OVR ICE WEF
0912202200*

*!MEM MEM RAMP FEDEX FEEDER RAMP ½ IN
FRZN SN OVR ICE WEF 0912070700*

*!BNA BNA APRON AIR CARGO APRON THN SN OVR
ICE WEF 0912251115*

*!EKX EKX AD 6 IN LOOSE SN OVR ICE WEF
0912011545*

4. Slush.**EXAMPLE–**

!BTT BTT RWY 1/19 1 IN SLR WEF 0709132100

NOTE–

Bettles' runways 1 and 19 are covered with 1 inch of slush.

EXAMPLES–

*!IAD IAD RWY 1L/19R ½ IN FRZN SLR (may be
described as RUF IR) WEF 0710041600*

*!MEM MEM RAMP FEDEX FEEDER RAMP ½ IN
SLUSH WEF 0712052210*

*!BNA BNA APRON AIR CARGO APRON SLUSH WEF
0712101200*

!EKX EKX AD 1 IN SLUSH WEF 0711211235

*!EKX EKX AD PTCHY 2 IN SLUSH/ICE WEF
0712242345*

5. Water.**EXAMPLES–**

!CLE CLE AD ½ IN WTR WEF 0912241700

!CLE CLE AD PTCHY ½ IN WTR WEF 0911250900

NOTE–

Do not refer to puddles.

EXAMPLES–

*!MEM MEM RAMP FEDEX FEEDER RAMP ½ IN
WATER WEF 0908241205*

*!BNA BNA APRON AIR CARGO APRON 1 IN WATER
WEF 0909102200*

!EKX EKX AD 1 IN WTR WEF 0910101000

NOTE–

Words of five letters or less may be contracted or spelled out in accordance with paragraph 3–3–1 (for example, either WTR or WATER is acceptable).

6. Drifting or drifted snow.**NOTE–**

DRFT is used to describe one or more drifts. When the drifts are variable in depth, report the greater depth.

EXAMPLE–

*!SFF SFF AD 4 IN LOOSE SN 9 IN DRFT WEF
0711071900*

NOTE–

Conditions prevail throughout the airport surface.

EXAMPLES–

!AVP AVP RWY 4/22 5 IN DRFT WEF 0712201600

*!IPT IPT RWY 9/27 5 IN LSR 10 IN DRFT WEF
0712051200*

*!MEM MEM RAMP FEDEX FEEDER RAMP 4 IN
DRFT WEF 0712091111*

*!BNA BNA APRON AIR CARGO APRON 3 IN DRFT
WEF 0712152015*

*!EKX EKX AD 3 IN LOOSE SN 6 IN DRFT WEF
0712021000*

7. Plowed/swept.**NOTE–**

PLW/swept are used when indicating that a portion of a surface has been plowed or swept and is either bare or has depth, coverage, and conditions different than the surrounding area. When known, the surrounding area items will be specified as RMNDR and listed after the plowed information. Plowed/swept is omitted when the entire runway, taxiway, ramp or apron has been plowed.

EXAMPLE–

*!OQU OQU RWY 16/34 PLW 100 WIDE RMNDR ½ IN
SIR WEF 0911132112*

NOTE–

Quonset State's runway is wider than 100 feet and the area inside the center 100 feet is bare. The ½ inch of snow and ice (SIR) is outside the plowed area.

EXAMPLE–

*!FAI FAI RWY 1/19 PTCHY THN PSR SWEPT 75 WIDE
WEF 0910131530*

NOTE–

Fairbanks' runways 1 and 19 are wider than 75 feet and the area inside the center 75 feet has patchy, thin-packed snow on them even though they have been swept.

EXAMPLES–

*!MOT MOT TWY ALL PLW 50 WIDE RMNDR 6 IN
LOOSE SN WEF 0912202200*

*!BNA BNA APRON AIR CARGO APRON EAST 1000
PLW WEF 0912202000*

8. Sanded, deiced.**EXAMPLE–**

!MGW MGW RWY 18/36¹ IN IR SA WEF 0911021300

NOTE–

This means that the entire runway has been sanded. If less than the published dimensions have been treated, indicate the length and/or width.

EXAMPLE–

!YAK YAK RWY 11/29 THN SIR SA 80 WIDE RMNDR BRAP WEF 0912061530

NOTE–

Less than full width is sanded, and the conditions outside of the sanded area are as listed.

EXAMPLES–

!IAD IAD RWY 12/30 DEICED LIQUID WEF 0912172100

!IAD IAD RWY 12/30 DEICED SOLID 150 WIDE WEF 0912061615

NOTE–

Report the deicing material used as either “LIQUID” or “SOLID,” as this may have operational significance to the pilot.

NOTE–

Words of five letters or less may be contracted or spelled out in accordance with paragraph 3–3–1 (e.g., either SLD or SOLID is acceptable).

EXAMPLES–

!MOT MOT TWY ALL DEICED SOLID WEF 0712202200

!MEM MEM RAMP FEDEX FEEDER RAMP DEICED LIQUID WEF 0712202000

!BNA BNA APRON AIR CARGO APRON DEICED LIQUID WEF 0712202000

!EKX EKX AD DEICED SOLID WEF 0712202000

9. Snowbanks.**EXAMPLES–**

!BTV BTV RWY 15/33 3 IN SN 24 IN SNBNK WEF 0711111915

!BTV BTV RWY 15/33 2 IN LSR PLW 100 WIDE 24 IN SNBNK WEF 0712101750

!BTV BTV RWY 15/33 2 IN LSR PLW 100 WIDE 10 IN BERM WEF 0710091415

NOTE–

Snowbanks shall be assumed to be at the edge of a movement surface, or when plow/swept are used, at the edge of the plowed/swept area.

EXAMPLES–

!BGR BGR TWY ALL 4 FT SNBNK WEF 0712121200

!BGR BGR RAMP SOUTHEAST RAMP 6 FT WINDROWS WEF 0712201330

!BNA BNA APRON SOUTH AIR CARGO APRON 4 FT SNBNK WEF 0712292330

!EKX EKX AD 3 FT SNBNK WEF 0712012200

10. Mud.**EXAMPLES–**

!ENA ENA RWY 1/19 PTCHY 2 IN MUD WEF 0710132140

!ENA ENA RWY 1/19 THN MUD WEF 0709132210

11. Frost.**EXAMPLE–**

!JNU JNU AD THN FROST WEF 0709132315

12. Frost Heave.**EXAMPLE–**

!BET BET RWY 11/29 FROST HEAVE NW 500 WEF 0711050030

13. Cracks.**EXAMPLE–**

!ORT TSG RWY 12/30 NMRS 5 IN CRACKS WEF 0712050105

14. Ruts.**EXAMPLE–**

!TAL TAL RWY 6/24 4 IN RUTS W 1000 WEF 0712051400

15. Soft Edge.**EXAMPLE–**

!TAL TAL RWY 6/24 SOFT EDGES WEF 0711051622

e. Every snow NOTAM shall have the time that the conditions were observed by the airport operator as the last element of the NOTAM. If no time was given, inquire as to when the condition was observed. If still unable to obtain a time, use the time when the NOTAM information was given to the flight service specialist. See snow NOTAM examples in paragraph 5–1–4d, for guidance.

f. Each NOTAM on snow, ice, slush, and water shall contain coverage, measurement (if known), conditions, and time of NOTAM observation issued in that order.

5-1-5. CERTIFICATED AIRPORT AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF)

a. Issue a NOTAM D on airports (not runways) certificated under 14 CFR Part 139, when notified by airport management that required ARFF equipment is inoperative/unavailable, and replacement equipment is not available. Except as indicated in paragraph 5-1-5c, airport management has 48 hours to replace or substitute equipment before the index changes. Air carriers and others must be notified that ARFF equipment is out of service. Each NOTAM shall have an ending time as obtained from airport management. If unable to obtain an ending time, add 48 hours to the time of receipt and advise airport management.

NOTE-

1. The ARFF Index for each certificated airport is published in the AFD. Legend item 16 in the AFD lists indices and ARFF equipment requirements. ARFF Index Limited is not a NOTAM. At certificated airports listed in the AFD, the certificate holder (airport management) is required to notify air carriers by NOTAM when required ARFF equipment is inoperative/unavailable and replacement equipment is not available immediately. If the required Index level of capability is not restored within 48 hours, airport management is required to limit air carrier operations.

2. Permanent changes to the ARFF Index occurring during publication cycles are issued as FDC NOTAMs.

REFERENCE-

Title 14 CFR Part 139.

EXAMPLES-

*!FTW FTW SVC ARFF VEHICLE OTS INDEX
UNCHANGED TIL 0910242100*

b. If the ARFF vehicle is still out of service after 48 hours, the airport manager shall notify the AFSS/FSS of a temporary index change and approximate duration time.

EXAMPLE-

!FTW FTW SVC ARFF NOW INDEX A TIL 0709072300

NOTE-

Even though the ARFF index is now A, four or less Index B aircraft may still operate into Fort Worth.

c. If the ARFF Index is listed in the AFD as A and the ARFF vehicle is out of service, issue the following NOTAM:

EXAMPLE-

*!STS STS SVC ARFF UNAVBL/AP CLSD TO ACR
MORE THAN 30 PAX*

5-1-6. CONTINUOUS SNOW OR ICE REMOVAL OPERATIONS ON MULTIPLE RUNWAYS

A single NOTAM may be issued for continuous snow removal operations on alternating runways when all of the following conditions are met:

a. The air traffic control tower is in operation during the valid period of the NOTAM.

b. Anticipated alternating closure time for each runway is two hours or less.

c. Maximum valid time is limited to the period of continuous alternating snow removal.

d. Operations are based on a letter of agreement between airport management, the FSS, and ATCT.

EXAMPLES-

*!DEN DEN RWY ALL RWYS ALTNLY CLSD SNOW
REMOVAL WEF 0910231500*

*!SLC SLC RWY INSTR RWYS ALTNLY CLSD SN
REMOVAL WEF 0911241600*

*!DEN DEN RWY ALL RWYS ALTNLY CLSD ICE
REMOVAL WEF 0912251700*

*!SLC SLC RWY INSTR RWYS ALTNLY CLSD ICE
REMOVAL WEF 0911261800*

NOTE-

Words of five letters or less may be contracted or spelled out in accordance with paragraph 3-3-1 (for example, either SN or SNOW is acceptable).

5-1-7. PERSONNEL AND EQUIPMENT WORKING (PAEW)

Disseminate the following reported conditions as NOTAM (D):

Any NOTAM associated with Personnel and Equipment Working (PAEW) on or adjacent to a runway, taxiway, ramp, aerodrome, or apron must begin with one of the following keywords: RWY, TWY, AD, or APRON. Additionally, the appropriate direction must be specified.

EXAMPLES-

!IAD IAD RWY 1L/19R PAEW NORTHWEST

!IAD IAD RWY 1L/19R PAEW ADJ

!CHO CHO RWY 23 PAEW ADJ NORTHEAST 500

NOTE-

This criteria is used for runway checks and other events of short durations. Otherwise the runway should be closed.

EXAMPLES-

*!SBY SBY TWY E PAEW SOUTH SIDE BTN RWY 5/
TWY G*

*!MEM MEM APRON WEST HALF FEDEX FEEDER
RAMP PAEW TIL 1112260400*

*!BNA BNA APRON PAEW SOUTHEAST THIRD AIR
CARGO APRON TIL 1112232000*

Section 2. Lighting Aid and Obstruction NOTAMs

5-2-1. GENERAL

a. Originate NOTAMs concerning conditions of lighting aids you are responsible for controlling or monitoring.

b. Report outages or irregular operations of all lighting aids within your flight plan area. Conditions requiring a NOTAM should be coordinated with the appropriate air traffic facilities.

c. Obstructions including those with light outages shall be prefaced with OBST as a keyword following the Location Identifier. Obstructions include towers, cranes, stacks, etc. Height is identified as MSL (when known) and AGL. LGTS OTS refers to a top light or flashing obstruction light regardless of its position. Obstruction lights on terrain (hills) are identified as MSL only.

d. Commercial operators are required to report the improper functioning of any obstruction light or lights by telephone to the nearest flight service station or office of the FAA. Reporting the operating status of other types of obstruction lights is the responsibility of the operator.

REFERENCE—
47 CFR Section 17.48.

e. The following information is required when reports are received concerning an obstruction light outage:

1. Height of the obstruction in MSL (if known) and AGL.

EXAMPLES—
!SBY SBY OBST TOWER UKN (235 AGL) 3 NW
UNLGTD (ASR 1235179) TIL 0909302300

!MIV N52 OBST TOWER 580 (195 AGL) 1.44 SW
UNLGTD (ASR UNKN) TIL 010302300

NOTE—
When MSL is unknown, so indicate in the text of the NOTAM, as noted in the example above.

2. Location in nautical miles and 16 points of the compass from the nearest airport.

3. Name, title (if appropriate), and telephone number of the person making the report.

4. When possible, name, title (if appropriate), and telephone number of person responsible for the

obstruction lights if other than paragraph 5-2-1e3 above.

5. Return-to-service time. See paragraph 5-2-2d.

6. Antenna structure registration number (ASR) see paragraph 5-2-2d.

f. For obstructions without lights, the obstruction will be identified as in paragraph 5-2-1c above.

5-2-2. NOTAM (D) LIGHTING AIDS

a. The flight service specialist is responsible for formatting the information correctly.

NOTE—
The examples used in this order are representative of the format discussed in this paragraph.

b. For guidance on NOTAM D composition, see Paragraph 4-2-1, NOTAM Composition.

c. Disseminate NOTAMs on lighting aids for public-use civil landing areas listed in the AFD.

d. Disseminate information about commissioning, decommissioning, or outages of these lighting systems as follows:

1. Approach light systems (ALS).

(a) When commissioning approach light systems, indicate the exact type of system; e.g., MALSR, etc.

EXAMPLE—
!ANB EUF RWY 36 MALSR CMSN WEF 0905112300

(b) Once commissioned and published, approach light systems need only be shown as ALS.

EXAMPLES—
!ANB EUF RWY 36 ALS DCMSN

!ANB EUF RWY 18 ALS OTS

!CLE CLE RWY 6L ALS OTS EXC SSALR

2. Sequence flashing lights (SFL/RAIL).

EXAMPLES—
!ANB EUF RWY 18 SFL OTS

!ANB EUF RWY 18 RAIL OTS

3. Visual Approach Lighting systems.**(a) Visual Approach Slope Indicator (VASI).****EXAMPLES–***!SBY SBY RWY 5 VASI OTS**!RIC RIC RWY 22 VASI LEFT SIDE OTS***NOTE–***Partial operation may occur with VASI–12 and VASI–16 systems where the light units are located on both sides of the runway.***(b) Precision Approach Path Indicator (PAPI).****EXAMPLE–***IAD IAD RWY 1L PAPI OTS***(c) Runway End Identifier Lights (REIL).****EXAMPLE–***!DCA DCA RWY 18 REIL OTS***(d) Threshold lights (THR LGTS).****EXAMPLE–***SAV SAV RWY 27 THR LGTS OTS***4. Runway edge lights (RWY LGTS)**

(a) When commissioning runway edge light systems, indicate the exact type of system; for example, LIRL, MIRL, HIRL, etc.

EXAMPLE–*!DRI OR9 RWY 13/31 MIRL CMSN*

(b) Once commissioned and published, runway edge lights must only be shown as RWY LGTS.

EXAMPLE–*!BNA BNA RWY 13/31 RWY LGTS OTS*

(c) Runway lights obscured due to snow and ice.

EXAMPLE–*!BTV BTV RWY 1/19 LGTS OBSC WEF
0910131300–0910141300***NOTE–**

1. All runway 1/19 lights are completely obscured. The reason for the obscuration should not be reported.

2. Lights that are partially obscured should not be reported.

5. Runway centerline light system (RCLL).**EXAMPLE–***!ATL ATL RWY 8R/26L RCLL OTS***6. Touchdown zone lights (TDZ LGT).****EXAMPLE–***!ATL ATL RWY 8R TDZ LGT OTS***7. Lead-in light system (RLLS).****EXAMPLE–***!DCA DCA RWY 18 RLLS OTS***8. Airport lighting total power failure.****EXAMPLE–***!SPA SPA AD LGT OTS*

9. Pilot-controlled lighting (PCL) frequency when it controls approach lights or runway lights.

EXAMPLES–*!SBY SBY SVC PCL OTS**!ANB EUF RWY 18/36 RWY LGTS PCL OTS**!JLN JLN RWY 18/36 PCL OTS EXC LOW INTST**!JLN JLN RWY 18/36 PCL OTS MED INTST CONT**!BFD 8G5 RWY LGTS PCL CMSND KEY 122.7 7
TIMES HIGH/5 TIMES MED/3 TIMES LOW INTST
0200–1100 DLY**!SBY SBY SVC PCL NOW 122.8***NOTE–***PCL frequency need not be an ATC frequency.***10. Lighted Signage**

Any lighted signs will be associated with appropriate runway, taxiway, ramp, or apron.

EXAMPLES–*!SEA SEA TWY C STOP BAR LGT AT RWY 16R AND
EAST SIDE RWY 16L OTS**!IAD IAD TWY U7 HOLD SHORT SIGN AT RWY 1L
LGT OTS***11. Taxiway lighting.****(a) Taxiway and taxiway centerline lights.****EXAMPLES–***!SHD SHD TWY K TWY LGTS OTS**!ROA ROA TWY E CNTRLN LGTS BTN TWY E1 AND
RWY 15/33 OTS***(b) Turnoff Lights (TURNOFF LGTS)****EXAMPLE–***!IAD IAD RWY 1C TWY Y4 TURNOFF LGTS OTS***12. Airport rotating beacons (ABN).****EXAMPLE–***!SPA SPA AD ABN OTS*

13. Obstruction light outages that meet one or more of the following criteria must include a return-to-service time:

(a) All obstruction light outages within a 5-statute mile (4.3 nautical miles) radius of an airport, or obstruction light outages outside a 5-statute mile radius that exceed 200 feet above ground level (AGL).

EXAMPLES—

!MIV N52 OBST TOWER 580 (195 AGL) 1.44 SW LGTS OTS (ASR NUMBER) TIL 0911302300

!GSP GSP OBST TOWER 1528 (564 AGL) 12 E LGTS OTS (ASR NUMBER) TIL 0910291930

(b) Location is within 500 feet either side of the centerline of a charted helicopter route. Use a fix-radial-distance as the reference point with the affected location being the nearest public-use airport in your flight plan area.

EXAMPLE—

!PWK PWK OBST TOWER 1049 (330 AGL) OBK014007 LGTS OTS (ASR NUMBER) TIL 0909301915

REFERENCE—

14 CFR Section 77.23.

NOTE—

Types of obstructions are towers, cranes, stacks, etc. Height is identified as MSL (when known) and AGL. LGTS OTS refers to a top light or flashing obstruction light regardless of its position. Obstruction lights on terrain (hills) are identified as MSL only.

(c) When a notice of light outage is received without a return-to-service time, inform the sponsor that you will be adding 15 days to the current time for the return-to-service time, at which time the NOTAM will be auto canceled. Advise the sponsor that any return-to-service time earlier than the 15 days shall be called in immediately.

(d) When an obstruction light outage NOTAM is auto canceled after 15 days, the canceled

NOTAM, including the tower number/ASR number (antenna structure registration number), will be forwarded to the appropriate FCC field office. The ASR number must be obtained from the sponsor when the outage is called in, and put in the text of the NOTAM.

EXAMPLE—

!MIV 06/001 2N6 OBST TOWER 314 (231 AGL) 4.3 NNW LGTS OTS (ASR 1055889) TIL 0712302300

NOTE—

Appendix 5 lists FCC Field Office FAX numbers.

5-2-3. MOORED BALLOONS AND KITES/OBSTRUCTIONS

Upon receipt of a waiver to 14 CFR Part 101, but not more than 3 days prior to the event, issue a NOTAM containing the following information:

a. Date/time the activity will begin.

b. Size of the affected area in a nautical mile radius.

c. Location of the center of the affected area in relation to the nearest VOR/DME or VORTAC when it is 25 nautical miles or less from the center of the activity.

1. Also include reference to the nearest public-use airport when the center of the activity is 25 nautical miles or less from the nearest public-use airport.

2. The nearest public-use airport when the center of the activity is more than 25 nautical miles from the nearest VOR/DME or VORTAC.

EXAMPLES—

!SJT SJT OBST MOORED BALLOON 1 NMR SJT095018 510/BLW WEF 0709251400-0709261400

!SJT SJT OBST MOORED BALLOON 30 NE 1 NMR 610/BLW TIL 0710271700

!ABQ ABQ OBST KITE 1 NMR ABQ020002 505/BLW WEF 0710011900-0710012100

Section 3. NAVAID NOTAMs

5-3-1. GENERAL

a. Originate NOTAMs concerning NAVAIDs for which your facility has monitor responsibility.

b. NAVAID NOTAMs will be prefaced with the keyword NAV following the Location Identifier.

EXAMPLE-

■ *DCA LDN NAV VOR UNMONITORED*

5-3-2. REPORTING NAVAID MALFUNCTIONS

The person in charge of the watch shall report any known or reported malfunctions of a NAVAID to technical operations or appropriate personnel and coordinate issuance of a NOTAM.

5-3-3. UNPROGRAMMED EXTENDED SHUTDOWNS

Unprogrammed extended facility shutdowns or other unanticipated outages that are expected to last more than 30 days shall be promptly reported to NFDC by administrative message or FAX. When possible, the expected duration of the shutdown is to be included in the message.

NOTE-

Except for emergency shutdowns, technical operations personnel are expected to give at least 1-hour notice to the FSS.

5-3-4. NAVAID MAINTENANCE SHUTDOWNS

Information concerning maintenance shutdown of NAVAIDs that are a part of the NAS shall be handled as follows:

a. Routine maintenance shutdown. When possible, approval should be obtained sufficiently in advance of the proposed shutdown time to allow dissemination of a NOTAM at least 5 hours before a shutdown will occur. A routine maintenance shutdown request shall not be denied because of an inability to issue a NOTAM 5 hours in advance of the shutdown.

b. Emergency shutdown. When possible, at least 1-hour advance notice should be obtained so that appropriate dissemination may be made prior to shutdown.

c. Extended maintenance shutdown. Notify the NFDC sufficiently in advance to permit publication of the information prior to the shutdown date. When this is not possible, disseminate a NOTAM not more than 3 days before the shutdown.

5-3-5. UNMONITORED NAVAIDs

a. All VOR, VORTAC, and ILS equipment in the NAS have automatic monitoring and shutdown features in the event of malfunction. Unmonitored, as used in this order, means that the personnel responsible for monitoring the facility have lost aural and visual monitoring capabilities and cannot observe the status of the facility. It does not refer to the automatic monitoring feature.

b. When a navigational aid's operational status cannot be monitored at the controlling or monitoring facility, but all indications or reports are the facility is operating normally, issue a NOTAM placing the aid in an unmonitored status.

c. When issuing a NOTAM describing a facility as unmonitored, do not use the category of monitor, only the contraction UNMON.

EXAMPLE-

DCA LDN NAV VOR UNMONITORED ■

d. If the NAVAID is reported as being out of service, the unmonitored NOTAM must be canceled.

5-3-6. CATEGORY 2 AND 3 INSTRUMENT LANDING SYSTEM STATUS

a. Category 2 and/or 3 approaches are automatically cancelled or not authorized when a NOTAM has been issued for any fundamental component needed for the approaches. Those components are the glide slope (GP), localizer (LLZ), approach lighting system (ALS), and the runway edge lights (RWY LGTS). ■

b. Category 2 and/or 3 approaches may not be authorized due to the failure of additional equipment, such as the outer marker (OM), inner marker (IM), locator at the outer marker (LO), distance measuring ■

equipment (DME), sequence flashing lights/runway alignment indicator lights (SFL/RAIL), touchdown zone lights (TDZL), runway centerline lights (RCLL), RVR touchdown (RVRT), RVR midpoint (RVRM), and RVR rollout (RVRR). The determination of impact to higher category ILS operations will be made by the Tech Ops Control Center specialist in accordance with the guidance contained in FAA Order 6750.24, and a separate NOTAM request for loss of ILS category will be made if the equipment failures warrant this action.

EXAMPLES–

ATL ATL NAV ILS_RWY 8L CAT 2 NA

!ATL ATL NAV ILS_RWY 8L CAT 3 NA

*!ATL ATL NAV ILS_RWY 8L CAT 2/3 NA WEF
1111251600-1111251900*

5–3–7. NOTAM (D) NAVAID

a. The flight service specialist is responsible for formatting the information correctly.

NOTE–

The examples used in this order are representative of the format discussed in this paragraph.

b. For guidance on NOTAM D composition, see paragraph 4–2–1, NOTAM Composition.

c. Disseminate commissioning, decommissioning, outages, or unmonitored status of NAVAIDs (more than 1 hour or 30 minutes for radar) that are part of the NAS as NOTAMs. NAVAID outage NOTAMs will remain active until the NAVAID is returned to service or decommissioned.

d. Restrictions to NAVAIDs are normally published by segment; for example, 020-055 degree radials. Do not carry more than one NOTAM describing the restrictions of a NAVAID. To correct a given segment, issue a completely new NOTAM for that segment. Add “PLUS SEE (publication)” when other restrictions to the NAVAID are published. The absence of this statement from the NOTAM indicates that all other restrictions have been canceled.

EXAMPLES–

*!SAV SAV NAV VOR UNUSBL 010–030 BYD 35 BLW
10000*

*!PNC PER NAV VOR UNUSBL 045–060 BYD 20 BLW
2000*

*!FMN FMN NAV VOR UNUSBL 090–180/270–360 BYD
25 BLW 5000*

e. Instrument Landing Systems (ILS). Distinguish components of an ILS from nonprecision approach NAVAIDs by preceding the component with “ILS” followed by “RWY” and the runway number (including single ILS airports).

EXAMPLES–

!SHV SHV NAV ILS RWY 32 110.3 CMSN

!SUS SUS NAV SNOOP NDB/ILS RWY 8R LO OTS

!SHV SHV NAV ILS RWY 5 DCMSN

!DCA DCA NAV ILS RWY 18 LLZ OTS

!DTW DTW NAV ILS RWY 30 LLZ RTS

!CDR CDR NAV ILS RWY 2 FAN MKR OTS

!ANB EUF NAV ILS RWY 18 GP UNUSBL BLW 768

*!ANB EUF NAV ILS RWY 36 GP UNUSBL CPD APCH
BLW 1240*

*!TOL TOL NAV ILS RWY 25 CAT 1 UNUSBL DA TO
TDZ*

NOTE–

At airports that have LLZ approaches only, precede the outage with “ILS.” Fan markers are NOTAM material as long as they are associated with an ILS approach.

f. Simplified directional facility (SDF).

EXAMPLE–

!BKW 107 NAV SDF RWY 4 OTS

g. Localizer type directional aid (LDA).

EXAMPLE–

!DCA DCA NAV LDA RWY 18 OTS

h. VOR/DME.

EXAMPLES–

!OJC OJC NAV VOR/DME 113.0/CH 77 CMSN

!OJC OJC NAV VOR/DME DCMSN

!OJC OJC NAV VOR OTS

!OJC OJC NAV DME OTS

i. VORTAC.

1. VORTAC (all components, VOR/DME/TACAN).

EXAMPLES–

!GSO GSO NAV VORTAC 116.2/CH 109 CMSN

!GSO GSO NAV VORTAC DCMSN

!OJC OJC NAV VORTAC OTS

2. VOR out of service (DME/TACAN operational).

EXAMPLE–

!GSO GSO NAV VOR OTS

3. DME out of service (VOR operational/TACAN out).

EXAMPLE–

!GSO GSO NAV TACAN OTS

NOTE–

When the DME portion of a VORTAC fails or is removed from service for maintenance, the TACAN automatically becomes inoperative.

4. TACAN azimuth out of service (VOR/DME operational).

EXAMPLE–

!GSO GSO NAV TACAN AZM OTS

5. VOT – out of service

EXAMPLE–

!SBY SBY NAV VOT OTS 1110242000-1110250300

j. TVOR.

1. TVORs serving one airport, and not associated with airway structure, must have NOTAMs issued using the associated airport identifier as the affected facility.

EXAMPLE–

!ILN ILN NAV MXQ VOR OTS

2. TVORs serving more than one airport, or associated with airway structure, must have NOTAMs issued using the TVOR identifier as the affected facility.

EXAMPLE–

!DAY XUB NAV VOR OTS

k. NDB or NDB/LO as follows:

1. Terminal NDBs. Those NDBs located on or serving only that airport must have NOTAMs issued using the associated airport as the affected facility.

EXAMPLE–

!DCA DCA NAV GTN NDB OTS

2. If an NDB serves more than one airport, issue a NOTAM using the identifier of the NDB as the affected facility.

EXAMPLE–

!MIV PNJ NAV NDB OTS

NOTE–

1. *PNJ serves TEB and CDW.*

2. *Except in Alaska, collocated NDB/LOs are assigned five-letter names. All other NDBs are assigned three-letter identifiers.*

3. NDB/LO outages.

(a) NDB/LO serving one airport must be issued with the three-letter identifier of the airport as the affected location.

EXAMPLES–

!SBY SBY NAV COLBE NDB/ILS RWY 32 LO OTS WEF 1109241430-1109241700

!SUS SUS NAV SNOOP NDB/ILS RWY 8R LO OTS

(b) NDB/LO serving more than one airport must be issued under the three-letter identifier of each airport that it serves. This procedure may require coordination with other facilities.

EXAMPLES–

!MCI MCI NAV HUGGY NDB/ILS RWY 9 LO OTS WEF 11010241300-1110241700

!FLV FLV NAV HUGGY NDB OTS WEF

1111241300-1111241700

NOTE–

In the above examples, Huggy NDB serves as a LO to runway 9 at Kansas City Intl (MCI) and issued by Columbia (COU), Missouri AFSS. It also serves Fort Leavenworth/Sherman AAF (FLV), Kansas, as an NDB and issued by Wichita (ICT), Kansas.

1. NAVAID identification change.

EXAMPLE–

!IND IND NAV VORTAC ID NOW VHP

NOTE–

When the NOTAM is cancelled, the FSS must notify the USNOF to have the old identifier deleted from the NOTAM tables.

m. Global Positioning System (GPS).

1. All GPS navigational aid outages will be reported directly to the USNOF by Air Force Space Command (AFSPACECOM) monitoring facility. The USNOF will issue NOTAMs under the accountability "GPS" with an affected location of "GPS."

EXAMPLE–

!GPS GPS NAV PRN 16 OTS

NOTE–

Global position system pseudorandom noise (PRN) number 16 is out of service until further notice.

EXAMPLE–

*!GPS GPS NAV PRN 16 OTS WEF
1109231600–1109242300*

NOTE–

1. *Global position system pseudorandom noise (PRN) number 16 is out of service from September twenty-third two thousand eleven at sixteen hundred until September twenty-fourth two thousand eleven at twenty-three hundred.*

2. *GPS outages will be issued internationally under the affected location of "KNMH."*

2. Use standard request/reply procedures to obtain all current GPS NOTAMs.

EXAMPLES–

*GG KDZZNAXX
121413 KDCAYFYX
)SVC RQ DOM LOC=GPS*

or

*GG KDZZNAXX
121413 KDCAYFYX
)SVC RQ INT LOC=KNMH*

or

*ORIGIN: PRECEDENCE:GG TIME:
ACK:N
ADDR:KDZZNAXX
TEXT:)SVC RQ INT LOC=KNMH*

NOTE–

GPS operations are included in the Aeronautical Information Manual.

3. All GPS test/anomaly NOTAMs will be reported to the USNOF by the Technical Operations ATC Spectrum Engineering Services, Spectrum Assignment and Engineering Services. The USNOF will issue NOTAMs under the accountability "GPS" with an affected location of the associated center.

EXAMPLE–

*GPS 10/017 ZAB NAV GPS SIGNAL UNREL CONE
SHAPED WI 257 NMR FHU FL400/ABV TO 135 NMR
NEAR 10000 TO 96 NMR AT 5000 TO 76 NMR AT 3000
TO 48 NMR AT 1000 0600–1200 DLY WEF
1111160600–1111191200*

NOTE–

Spectrum Assignment and Engineering Services will notify the closest flight service station with the new NOTAM information.

n. Wide Area Augmentation System (WAAS).

1. WAAS area-wide NOTAMs are issued when WAAS assets are out of service and will contain the term "UNAVAILABLE." They may also be issued when the WAAS vertical and/or lateral availability for a large area is predicted to be "UNRELIABLE." These NOTAMs are generated by an automated Service Volume Model (SVM) tool or from the NOCC. They will be issued by the USNOF as FDC NOTAMs when a WAAS asset failure affects a large area, or as Center NOTAMs if all airports with RNAV approaches within a center's boundary do not have WAAS availability.

EXAMPLES–

*!KFDC KFDC WAAS ATLANTIC SATELLITE UNAVBL,
WAAS LPV AND LNAV/VNAV MNM UNAVBL EAST OF
110 DEGREE WEST LONGITUDE FOR CONUS AND
PUERTO RICO WEF 1109241600*

*!FDC FDC WAAS UNREL 341100N/1245600W TO
345100N/1232200W TO 342600N/1231900W TO
341700N/1245300W OR THE AML120123 TO
AML190200 TO RIC270150 TO RIC3602321 WEF
1109231200*

*!FDC ZDC WAAS LPV AND LNAV/VNAV MNM UNREL
WEF 1109241400-1109241600*

NOTE–

The first example shows the WAAS Atlantic Ocean Region West Geostationary Satellite serving the Eastern part of the United States being out of service. The second example is issued when WAAS LNAV is predicted to be unreliable over a geographical area due to WAAS assets and/or GPS

satellite outages. The third example indicates WAAS vertical guidance LPV and LNAV/VNAV for all airports with RNAV approaches in the Washington Center airspace are predicted to be unreliable

2. WAAS site-specific NOTAMs are issued when the WAAS SVM predicts vertical and/or lateral availability for an airport will not be available. Site-specific NOTAMs will use the term "UNRELIABLE." MILOPS sends SVM predictions in NOTAM format to the FSS for entering the WAAS site-specific NOTAMs into the U.S. NOTAM system (USNS).

EXAMPLES–

*!OSH OSH NAV WAAS LPV AND LNAV/VNAV MNM
UNREL WEF 1110231700-1110231930*

*!DCA DCA NAV WAAS MNM UNREL WEF
1109241500-1109241630*

NOTE–

The first example indicates the LPV and LNAV/VNAV minimums for Area Navigation (RNAV) approaches at Oshkosh are predicted to be unreliable for WAAS-equipped aircraft. The second example is for all RNAV minimums (LNAV, LNAV/VNAV, and LPV) at Reagan National are predicted to be unreliable for WAAS-equipped aircraft.

3. If a failure occurs and the MILOPS server cannot distribute these NOTAM requests to either

the FSS or NOTAM office, a fax message will be generated to whichever facility needs to issue a WAAS NOTAM. Using this fax message, an area-wide or site-specific NOTAM will then be submitted into the USNS for the generation of a WAAS NOTAM.

o. Ground Based Transceiver (GBT).

1. When a GBT is out of service and/or expected by Technical Operations personnel to be out of service for more than 30 minutes, issue a NOTAM D.

2. The identifier used for the issuance of NOTAMs must be the 3-letter identification where the GBT is located.

EXAMPLES–

!BET BET NAV GBT OTS

!ANI ANI NAV GBT OTS WEF 1109211600-1109211900

5-3-8. HOURS OF OPERATION

Changes in the hours of operation of a NAVAID due to other than seasonal daylight time changes.

EXAMPLE–

*!SBY SBY NAV ILS RWY 32 UNMONITORED
0200-0900 DLY*

Section 4. Communications Outlets NOTAMs

5-4-1. GENERAL

Originate NOTAMs concerning communications outlets for which your facility has monitor responsibility.

5-4-2. REPORTING COMMUNICATIONS OUTLET MALFUNCTIONS

The specialist in charge of the watch shall report any known or reported malfunctions of a communication outlet to technical operations or appropriate personnel and coordinate issuance of a NOTAM.

5-4-3. NOTAM (D) COMMUNICATIONS OUTLETS

a. The flight service specialist is responsible for formatting the information correctly.

NOTE-

The examples used in this order are representative of the format discussed in this paragraph.

b. For guidance on NOTAM D composition, see paragraph 4-2-1, NOTAM Composition.

c. Disseminate the following conditions as NOTAM D pertaining to the operation of communications outlets that are part of the NAS when an outage occurs or when a scheduled shutdown is expected to be more than 1 hour.

1. Commissioning, decommissioning, outage, or unavailability of communications outlets for the following:

EXAMPLE-

*!GSO GSO COM REMOTE COM OUTLET 122.55
CMSND*

(a) All published ATC frequencies and all communication frequencies will be issued with the affected frequency when out of service.

EXAMPLE-

!INW INW COM REMOTE COM OUTLET 122.6 OTS

NOTE-

Winslow's other frequency 255.4 is still operating. If both were out of service, you would just put "INW COM RCO OTS."

EXAMPLES-

!DCA PSK COM CD 121.7 OTS

*!BNA MBT COM GROUND COM OUTLET 135.075
OTS*

!ENA ENA COM LOCAL AIRPORT ADVISORY OTS

NOTE-

Local Airport Advisory frequency out of service.

EXAMPLE-

*!DDC DDC COM REMOTE AIRPORT ADVISORY
SERVICE NOT AVBL*

(b) If several frequencies are out, but one is still operating, issue the out-of-service frequencies in one NOTAM.

EXAMPLES-

!DCA PSK COM REMOTE COM OUTLET OTS

!IPT IPT COM VOR VOICE OTS

*!DCA OKV COM REMOTE TRANSMITTER/RECEIVER
OTS*

!FAI FAI COM FISH REMOTE COM OUTLET OTS

*!!GCK GCK COM REMOTE COM AIR TO GROUND
OTS WEF 1111020500*

NOTE-

If the NAVAID is out of service or unmonitored, the VOICE is automatically out of service.

2. En Route Flight Advisory Service (EFAS):

(a) Outage of communications outlets must be advertised as a separate NOTAM for each outlet.

EXAMPLES-

*!CRW CRW COM EN ROUTE FLIGHT ADVISORY
SERVICE 122.0 OTS*

*!BGR BGR COM EN ROUTE FLIGHT ADVISORY
SERVICE 133.925 OTS*

(b) Commissioning or non-availability of a new outlet.

EXAMPLES-

*!CRW CRW COM EN ROUTE FLIGHT ADVISORY
SERVICE NOT AVBL*

*!CRW CRW COM EN ROUTE FLIGHT ADVISORY
SERVICE 133.925 CMSND*

NOTE–

Individual outlet NOTAMs must be issued by the FSS facility that has NOTAM responsibility for the outlet after notification by the flight watch control station (FWCS) broadcast facility.

Section 5. Services NOTAMs

5-5-1. GENERAL

Originate NOTAMs concerning services for which your facility has reporting responsibility. VFR Traffic Advisory Service and CENRAP are not NOTAM D and shall be carried as aeronautical information. NOTAMs associated with any affected service will be prefaced with the contraction SVC as a keyword following the Location Identifier.

5-5-2. NOTAM (D) SERVICES

a. The flight service specialist is responsible for formatting the information correctly.

NOTE-

The examples used in this order are representative of the format discussed in this paragraph.

b. For guidance on NOTAM D composition, see paragraph 4-2-1, NOTAM Composition.

c. Commissioning, decommissioning, or outage of TWRs, APPs, RAPCONs, AFSSs, FSSs, and ARTCCs that are part of the NAS.

d. Hazardous In flight Weather Advisory Service (HIWAS):

1. Outage of HIWAS service outlets must be advertised as a separate NOTAM for each outlet.

EXAMPLE-

!LYH LYH SVC HAZARDOUS INFLIGHT WEATHER ADVISORY SERVICE OTS

NOTE-

HIWAS is considered a service because it is broadcast and not a two-way communication system.

2. Commissioning or non-availability of a new HIWAS outlet.

EXAMPLE-

!LYH LYH SVC HAZARDOUS INFLIGHT WEATHER ADVISORY SERVICE 122.0 CMSND

NOTE-

Individual outlet NOTAMs must be issued by the FSS facility that has NOTAM responsibility for the outlet after notification by the HIWAS broadcast facility.

e. Automatic Terminal Information Service (ATIS).

EXAMPLE-

!BZN BZN SVC ATIS OTS

5-5-3. HOURS OF OPERATION

Disseminate the following conditions as NOTAM:

a. Change in the hours of operation an air traffic control facility or a service; for example, EFAS, due to other than seasonal daylight time changes.

EXAMPLES-

!ROA ROA SVC TWR CLSD TIL 1112061330

*!SHD SHD SVC TWR CLSD 1215-0300
MON-FRI/1430-2300 SAT/1600-0100 SUN
WEF 1110041215- 1110170100*

*!GNV 31J SVC TWR CLSD 0300 -1215
MON-FRI/2300-1430 SAT/0100-1600 SUN
WEF 1110140630-1110301600*

*!CXO ZHU SVC DEL RIO APPROACH CONTROL
CLSD WEF 1108091800-1108100300*

NOTE-

Approach controls located within multiple ARTCC airspace must have a separate NOTAM for each ARTCC.

EXAMPLES-

*!CKB ZOB SVC CLARKSBURG APPROACH
CONTROL CLSD WEF 1110100600-1110101400*

*!CKB ZDC SVC CLARKSBURG APPROACH
CONTROL CLSD WEF 1110100600-1110101400*

*!CKB ZID SVC CLARKSBURG APPROACH CONTROL
CLSD WEF 1110100600-1110101400*

b. Establishment of a temporary air traffic control tower. Specify the frequency(ies) to be used and, if necessary, how the frequency(ies) are to be used.

EXAMPLE-

*!PBF PBF SVC TEMPO TWR 121.0 1400-2100 DLY
WEF 1109221400-1110222100*

NOTE-

Services for a temporary tower are available between 1400 and 2100 daily, and frequency 121.0 will be used to control aircraft on all movement areas and traffic patterns.

EXAMPLE-

*!PBF PBF SVC TEMPO TWR LC 121.0 1400-2100 DLY
WEF 1110031300-1110031900*

NOTE-

Services for a temporary tower are available between 1400 and 2100 daily, and frequency 121.0 will be used to control arriving and departing aircraft from the designated runway(s) only. Taxiing will be at pilot's discretion.

EXAMPLE–

*!PBF PBF SVC TEMPO TWR LC 121.0 GC 121.7
1400-2100 WEF 1110241400-1110242100*

NOTE–

Services for a temporary tower are available between 1400 and 2100 daily; frequency 121.0 will be used to control arriving and departing aircraft from the designated runway(s), and 121.7 will be used for controlling taxiing aircraft.

EXAMPLE–

*!PBF PBF SVC TEMPO TWR LC/CD 121.0 1400-2100
WEF 1111041400-1111042100*

NOTE–

Services for a temporary tower are available between 1400 and 2100 daily, and frequency 121.0 will be used to control arriving and departing aircraft from the designated runway(s) and for issuing clearances.

c. Total failure of an air traffic facility (for example, loss of communications, NAVAID monitoring, etc.).

1. Air route traffic control centers (ARTCC).

EXAMPLE–

*!DCA ZDC SVC WASHINGTON ARTCC OTS WEF
1112061100*

2. Approach control.

EXAMPLES–

*!DCA ZDC SVC GREENSBORO APPROACH
CONTROL OTS WEF 1109280900*

*!MCN ZTL SVC GREENSBORO APPROACH
CONTROL OTS WEF 1110130500*

NOTE–

If an approach control area covers two or more ARTCCs, a NOTAM has to be issued for each ARTCC.

3. Flight service stations.

EXAMPLES–

*!MIA ZMA SVC MIAMI AFSS CLSD WEF
1110201520-1110202359*

NOTE–

If a flight service station's flight plan area covers two or more ARTCCs, a NOTAM has to be issued for each ARTCC.

4. Air traffic control towers.

EXAMPLE–

!GSO GSO SVC TWR OTS WEF 1010130500

d. Traffic delays due to Presidential and other parties' aircraft operations:

1. Traffic delays required by the arrival and the departure of Presidential aircraft.

2. Transmit the NOTAM at least 8 hours in advance. The time period the NOTAM will be in effect will normally be 15 minutes before to 15 minutes after the arrival and the departure times. Avoid any reference to Presidential activities.

EXAMPLES–

!LIT LIT SVC ATC DLA WEF 1110131800–1110131830

!LIT LIT SVC ATC DLA WEF 1110132100–1110132130

NOTE–

Presidential aircraft includes the aircraft and the entourage of the President, the Vice President, or other public figures designated by the White House.

REFERENCE–

FAAO JO 7210.3, Chapter 5, Section 1, Presidential Aircraft, and FAAO 2100.6, Flight Restrictions in the Proximity of the Presidential and Other Parties.

e. Traffic Management Program Alerts (TMPA)

1. When requested by the associated arrival ARTCC TMU, issue an alerting NOTAM for each airport where an arrival/departure reservation is required. NOTAMs should be in the self-canceling format whenever possible.

EXAMPLES–

*!ORL ORL SVC TMPA SEE NTAP RSVN RQRD WEF
1110211400-1110270200*

*!LAL LAL SVC TMPA SEE TM MSG RSVN RQRD
1300-1800 DLY WEF 1110221300-1111041800*

NOTE–

Details of each traffic management program are published in Part 4 of the NTAP or included in a special traffic management program advisory message.

2. When a flow control message (for example, arrival delays, ground stops, ground delays, airborne holding, etc.) is received from the Air Traffic Control System Command Center (ATCSCC), the tie-in AFSS/FSS for the affected airport(s) must issue a NOTAM(s) in the self-canceling format.

EXAMPLES–

*!JFK JFK SVC TMPA SEE ATCCC MSG WEF
1110231900–1110232300*

*!JFK JFK SVC TMPA SEE ATCCC MSG TIL
1110232300*

5–5–4. FUEL UNAVAILABILITY

Issue a NOTAM if any type of fuel, as published, is temporarily unavailable.

EXAMPLE–

*!CXO ARM SVC 100LL FUEL NOT AVBL WEF
1111011200-1111041800*

5–5–5. NOTAM (D) WEATHER AND WEATHER REPORTING EQUIPMENT

a. Accept NOTAM information on Federal AWOS–3 systems from technical operations personnel. They are responsible for system monitoring and for requesting that NOTAMs be issued by the associated FSSs.

NOTE–

Technical operations personnel are responsible for requesting that NOTAMs be issued by the associated FSSs when the following occur: (1) total system failure (which includes date-time code failures); and (2) altimeter setting is reported as “missing”. AWOS-3 weather reports will be disseminated with missing report elements including altimeter settings. The letter “M” will appear on the operator’s terminal in place of any missing elements. No report will be disseminated when there is a total system failure.

1. When malfunctions or discrepancies are reported to a facility, they must be verified by any of the following methods:

(a) A certified observer, airport manager, or fixed base operator at the observation site.

(b) Reports regarding a given observation by two (2) pilots within two (2) miles of the airport prior to the observation.

(c) Technical operations personnel.

2. When verified, issue a NOTAM and notify the responsible technical operations office of the discrepancy, unless they reported the outage. If notified of system failure or other irregularity by other than a technical operations office that cannot be verified by the methods given above, forward the information to technical operations office for resolution. Accept NOTAM cancellation information only from the responsible technical operations office.

b. Accept NOTAM information on ASOS from the forecast office. The person on duty at the forecast office will request that NOTAMs be issued regarding ASOS system malfunctions. When malfunctions or discrepancies of an ASOS system are reported to a facility, they will be reported to the forecast office.

Accept NOTAM cancellation information only from the forecast office.

c. The flight service specialist is responsible for formatting the information correctly.

NOTE–

The examples in this order are representative of the format discussed in the paragraph.

d. For guidance on NOTAM D composition, see paragraph 4–2–1, NOTAM Composition.

e. Disseminate the following conditions as NOTAM:

1. Commissioning or decommissioning of weather reporting. When commissioning an automated system which has a frequency/telephone number, include that information in the NOTAM.

EXAMPLES–

!DAN DAN SVC AWOS–3 CMSN 120.3/202–426–8000

!INT INT SVC ASOS CMSN 134.725/352-799-5881

!DRT DRT SVC AWOS DCMSN

!PBF PBF SVC WX REP DCMSN

2. The failure or nonavailability of weather reporting.

EXAMPLE–

!DAN DAN SVC AWOS–3 ALSTG NOT AVBL

NOTE–

The AWOS–3 altimeter setting is being reported as “missing” on the weather report.

EXAMPLE–

!DDC DDC SVC WX REP NOT AVBL 0600–2200 DLY

*!PBF PBF SVC WX REP NOT AVBL WEF
1112140700-1112141200*

NOTE–

The nonautomated weather reporting service provided by the FAA or the NWS is not available as published.

3. AWOS unreliable/inaccurate elements.

EXAMPLES–

!MLC MLC SVC ALSTG UNREL

!PWA PWA SVC CIG UNREL

!COU COU SVC WND UNREL

!SJT SJT SVC T UNREL

!DRI DRI SVC CIG/VIS UNREL

NOTE–

An element (for example, ceiling, visibility, wind, temperature, dew point, and altimeter setting) disseminated in the weather report as unreliable and/or inaccurate will be described in the NOTAM as UNREL.

4. The broadcast frequency of the ASOS or AWOS is inoperative or returned to service.

EXAMPLES–

!DAN DAN SVC AWOS 120.3 OTS

!LOZ LOZ SVC ASOS 119.075 RTS

NOTE–

The failure of the telephone line and/or circuit used for connection to WMSCR must not be the basis for a NOTAM.

5–5–6. MICROBURST/WINDSHEAR DETECTION SYSTEM

Issue a NOTAM if a system failure rendering the microburst/windshear detection system (for example, LLWAS, TDWR, and WSP) unusable is reported. NOTAMs are not issued for failure of individual system components, such as a remote sensor(s).

EXAMPLE–

*!IAD IAD SVC MICROBURST/WINDSHEAR
DETECTION SYSTEM OTS WEF
1112010930-1112021700*

5–5–7. RADAR SERVICES

Radar is out and expected by technical operations personnel to remain out for more than 30 minutes. Radar services for en route facilities are described using ARSR. Radar services for terminal facilities are described using GCA, SSR, SMR, PAR, and TAR. The contraction “RADAR SVC” must not be used. When describing the radar service, do not use the model number. The identifier used for the issuance of NOTAMs for en route facilities must be the name of the ARSR site affected. List the service restrictions with reference to the nearest NAVAID. Identifiers used for the issuance of NOTAMs for terminal facilities must be the location identifier affected.

EXAMPLE–

*!MSP MSP SVC SURFACE MOVEMENT RADAR OTS
WEF 1109221300-1109221700*

*!IAD IAD SVC TERMINAL AREA RADAR OTS WEF
1111241500-1111242359*

*!CRW CRW SVC SECONDARY SURVEILLANCE
RADAR OTS WEF 1109121700-1109131700*

*!SFO SFO SVC PRECISION RUNWAY MONITOR OTS
WEF 1111071345-1111071900*

Chapter 6. Airpace NOTAMs

Section 1. Airspace

6-1-1. GENERAL

Airspace NOTAMs will be prefaced with the keyword AIRSPACE following the location identifier.

6-1-2. FORMATTING AIRSPACE NOTAM (D)s

a. The flight service specialist is responsible for formatting certain airspace information into NOTAMs except for the SUA Management System (SAMS) generated SUA, military training routes (MTR), and aerial refueling (AR) tracks and anchors NOTAMs. Those occasions are identified in this section.

NOTE-

The examples used in this order are representative of the format discussed in this section.

b. For guidance on NOTAM D composition, see paragraph 4-2-1, NOTAM Composition.

6-1-3. NOTAM (D) HOURS OF OPERATION SURFACE AREAS

Disseminate the following conditions as NOTAM:

a. Change in the hours of operation of a surface area due to other than seasonal daylight time changes.

EXAMPLES-

!HEF HEF AIRSPACE CESA HRS 0730-1700 DLY TIL 0709011700

!LYH LYH AIRSPACE CDSA HRS 0615-2100 MON-FRI /0830-1700 SAT/1000-1900 SUN TIL 0710121900

b. Only those surface areas identified in the airspace section of the AFD as part time are subject to change by NOTAM. All others can be changed only through rulemaking action.

6-1-4. RESTRICTED AREAS

a. A NOTAM must be issued to activate a restricted area at other than published times for those charted restricted areas that contain the statement:

“BY NOTAM,” “INTERMITTENT BY NOTAM,” or “OTHER TIMES BY NOTAM.” A NOTAM must not be issued to make other changes to the charted dimensions or which would exceed the lower or upper published altitude limits.

NOTE-

1. *Descriptions of restricted areas are found in the Federal Register initially. Supplemental changes or new descriptions are found in the Federal Register issued daily except Sunday, Saturday, and Federal holidays. When a frequent need (more than once a week) exists to activate an area to a lower altitude, it would be more appropriate to formally subdivide the airspace through rulemaking action.*

2. *This information is received from the controlling facility/agency (ARTCC, approach control, RAPCON, etc.) and must be referenced to the nearest VOR/DME, NDB, or VORTAC. Restricted areas must be bracketed by no more than two VOR/DMEs, NDBs, or VORTACs without the permission of the Flight Services, Safety and Operations Support, Operational Procedures.*

EXAMPLES-

Single:

!IPT RAV AIRSPACE R5802A ACT TIL 0911211230

Bracketed:

!PIE OMN AIRSPACE R2907A ACT TIL 0910211800

!OCF OCF AIRSPACE R2907A ACT TIL 0909211800

b. Flight Services may generate a Distant NOTAM for restricted area and AR route information received from SUA Management System (SAMS) via a Service B message.

NOTE-

When the USNS receives a NOTAM submitted by Flight Services, it will be validated and numbered. This will be a duplicate NOTAM that allows Flight Services to display the NOTAM for presentation in pilot weather briefings.

6-1-5. SPECIAL USE AIRSPACE (SUA) AND RELATED AIRSPACE

A NOTAM must be issued through the SUA Management System (SAMS) to activate special use airspace if activated by NOTAM only or at other than published times for those SUA that contain a

NOTAM provision in their legal description, under the appropriate ARTCC(s):

a. SUA, for the purpose of this manual, includes restricted area, military operations area (MOA), Warning Area, and Alert Area airspace only.

1. A NOTAM must be issued to activate SUA at other than published times for those areas that contain a NOTAM provision (for example, “BY NOTAM,” “INTERMITTENT BY NOTAM,” or “OTHER TIMES BY NOTAM”) in their times of use legal description per FAA Order 7400.8, or if that SUA can only be activated by NOTAM. A NOTAM must not be issued to make other changes to the charted dimensions or which would exceed the lower or upper published altitude limits.

2. NOTAMs issued for SUA activation and cancellation for uncharted and unpublished times must be Center NOTAMs issued for SUA inclusive areas for accountability locations of SUAE, SUAC, and SUAW corresponding to the FAA Service Areas East, Central, and West respectively.

b. Related airspaces include military training routes (MTR) and aerial refueling tracks and anchors. The provisions of para 6-1-5 apply to related airspaces as well as SUA.

1. A NOTAM must be issued to activate SUA and related airspaces at other than published or charted times for those areas that contain a NOTAM provision (i.e., “BY NOTAM,” “INTERMITTENT BY NOTAM,” or “OTHER TIMES BY NOTAM”) in their times of use legal description per FAA Order 7400.8, and related Government charting, or if that SUA or related airspaces can only be activated by NOTAM. A NOTAM must not be issued to make other changes to the charted dimensions or which would exceed the lower or upper published altitude limits.

2. NOTAMs issued for SUA and related airspaces activation and cancellation for uncharted and unpublished times must be Center NOTAMs issued for SUA inclusive areas for accountability locations of SUAE, SUAC and SUAW corresponding to the FAA Service Areas East, Central and West respectively.

EXAMPLE-

*!SUAC ZMP AIRSPACE CRYPT NORTH MOA
5000-16000 WEF 0907150400-0907150600*

c. Lights Out/Night Vision Goggle (NVG) Operations in MOAs.

Upon notification of a lights out/NVG operation in an authorized MOA (as listed in FAA exemption 7960), issue a NOTAM containing the following information:

1. Lights Out/NVG Operations
2. MOA name
3. Altitude
4. Date/time the activity will begin and end.

EXAMPLE-

*!SUAW ZLA AIRSPACE LGTS OUT/NVG TRNG
DESERT AND REVEILLE NORTH/SOUTH MOA
9000/BLW AVOIDANCE ADVISED WEF
0912070200-0912070500*

NOTE-

NOTAMs for lights out/NVG operations are scheduled times only, identified 48 hours in advance.

6-1-6. AIRSPACE AND ALTITUDE RESERVATIONS

a. Central Altitude Reservation Function (CARF/ARTCC) altitude reservation NOTAMs must be transmitted by the USNOF to the WMSCR system for distribution. The information will be stored in the USNS database and available for request/reply. If the altitude reservation affects international airspace, it will be sent and stored as an international NOTAM.

1. Altitude reservation involving a single ARTCC.

EXAMPLE-

*!CARF ZNY AIRSPACE STATIONARY AIRSPACE
RESERVATION WITHIN 100 NM RADIUS FJC360020
5500-FL270 WEF 0911131500-0911231700*

2. Altitude reservation involving two or more ARTCCs.

NOTE-

If CARF reserved airspace covers two or more ARTCCs, a CARF NOTAM may be issued for each ARTCC as shown below.

EXAMPLES-

*!CARF ZDC AIRSPACE STATIONARY AIRSPACE
RESERVATION 50 NM EITHER SIDE OF A LINE
FROM ILM TO CRE 5500-16000 WEF
0910131300-0910151300*

*!CARF ZJX AIRSPACE STATIONARY AIRSPACE
RESERVATION 50 NM EITHER SIDE OF A LINE*

FROM ILM TO CRE 5500–16000 WEF
0912131300–0912151300

b. Missile firing and offshore airspace reservations. ARTCCs shall issue as a NOTAM missile firing exercises and offshore airspace reservations. These NOTAMs shall be transmitted as an international NOTAM to all offices requesting distribution of this data. These NOTAMs will remain current in the international NOTAM file of the USNS and will be available via request/reply.

EXAMPLE–

GG (addressee)
220302 KDZZNAXX

Axxxx/xx NOTAMN

Q) KZOA/QRRML/////

A) KZOA

B) 1103240351 C) 1103240455

E) QRRML WATER OPERATIONS WILL BE CONDUCTED WITHIN THE FOLLOWING AREAS:
KZOA 3411N12456W 3451N12322W 3426N12319W
3417N12453W PHZH 3040N14545W 3054N14453W
3037N14447W 3023N14539W

IN THE INTEREST OF SAFETY ALL NONPARTICIPATING PILOTS ARE STRONGLY ADVISED TO AVOID THE ABOVE AREAS. IFR TRAFFIC UNDER ATC JURISDICTION SHOULD ANTICIPATE REROUTING IN VICINITY OF IMPACTS.
F) SFC G) UNL

REFERENCE–

FAAO JO 7930.2, para 9–1–1, Retrieving International NOTAMs.

6–1–7. AIRCRAFT OPERATIONS

a. Upon receipt of a waiver to 14 CFR Part 91, but not more than 3 days prior to the event, issue NOTAMs for air shows, demonstrations, and aerobatics areas. The NOTAM text will include the area affected by reference to nautical mile radius and altitude.

1. Use the following data in the formulation of the NOTAM:

- (a) Date/time the activity will begin.
- (b) Size of the affected area in a nautical mile radius.
- (c) Location of the center of the affected area in relation to:
 - (1) The nearest VOR/DME or VORTAC when it is 25 nautical miles or less from the center of the activity.

(2) The nearest public–use airport, when the center of the activity is more than 25 nautical miles from the nearest VOR/DME or VORTAC.

(d) Affected altitudes.

(e) Duration of the activity.

(f) Name, address, and telephone number of the person requesting authorization or giving notice.

(g) Identification of the aircraft to be used.

(h) Aircraft radio frequencies available.

2. Disseminate information received as follows:

EXAMPLES–

!MIV MIV AIRSPACE AIRSHOW ACFT 10000/
BLW 5 NMR MIV AVOIDANCE ADZD WEF
0908122100–0908122300

!SAV SAV AIRSPACE DMSTN ACFT 15000/BLW 5 NMR
SAV AVOIDANCE ADZD WEF
0910122100–0910122300

!DSM DSM AIRSPACE AEROBATIC ACFT
4500/BLW 6 NMR DSM AVOIDANCE ADZD WEF
0912291200–0912292200

!SGF SGF AIRSPACE AEROBATIC AREA 3000–
8500 3 NMR SGF AVOIDANCE ADZD WEF
0912301400–0912301800

b. Upon receipt of a waiver, but not more than 3 days prior to the event, issue NOTAMs for unmanned aircraft. The NOTAM text will include a description of the area.

1. Use the following data in the formation of the NOTAM for Unmanned Aircraft operations.

(a) Date/time the activity will begin.

(b) A description of the affected area in nautical miles.

(c) The altitudes affected.

(d) The identifier(s) of the affected ARTCC(s).

(e) Duration of the activity.

(f) FAA authorization to operate Unmanned Aircraft.

NOTE–

FAA authorization will be a Certificate of Authorization or Waiver, Special Airworthiness, or similar. FSS Personnel should receive a copy prior to issuance of the NOTAM.

2. Disseminate information received as follows using the affected ARTCC(s) as the affected location:

EXAMPLES–

!DEN ZDV AIRSPACE UNMANNED ACFT 50 NM EITHER SIDE GLD TO LAA 14000–16000 WEF 0912131300–0912151300

!IAD ZLA AIRSPACE UNMANNED ACFT 10 NMR 10 SW IAD 5000/BLW WEF 0910251000–0910251200

!PRC ZLA AIRSPACE UNMANNED ACFT 10000/BLW 10 NMR NYL WEF 0912122100–0912122300

3. Unmanned aircraft operations involving two or more ARTCCs.

EXAMPLES–

!CLE ZOB AIRSPACE UNMANNED ACFT 12000–15000 WITHIN AN AREA BOUNDED BY EKN049007 ESL188014 ESL187034 EKN170016 WEF 0911291600–0911300800

!DCA ZDC AIRSPACE UNMANNED ACFT 12000–15000 WITHIN AN AREA BOUNDED BY EKN049007 ESL188014 ESL187034 EKN170016 WEF 0911291600–0911300800

NOTE–

Use of ARTCC identifiers as the Affected Location for Unmanned Aircraft NOTAMs will ensure pilots receive the information for flight plan routes in the same Center airspace. Additional Pointer NOTAMs may be issued as necessary.

6–1–8. AERIAL REFUELING

A NOTAM must be issued for published and established routes as follows.

a. IFR. The ARTCC must notify the tie-in FSS at least 2 hours in advance when an established IFR aerial refueling track will be activated if any of the activity will be conducted outside restricted/warning or Class A airspace.

b. VFR. The scheduling activity must notify the tie-in FSS in advance when an established VFR refueling track will be activated if any of the activity will be conducted outside restricted/warning areas.

EXAMPLE–

!ABQ ABQ AIRSPACE AR115 ACT 0200–0500 DLY WEF 0909020200–0909070500

NOTE–

NOTAM (D)s will be issued for special refueling tracks/anchors outside Class A airspace so as to define the refueling area as specifically as mission security will allow.

REFERENCE–

FAAO JO 7610.4, para 10–6–6, Special Exercises, and para 10–6–7, Issue NOTAM.

6–1–9. PARACHUTE JUMPING/SKY DIVING (PJE)

a. Obtain the following data:

1. Date/time the activity will begin.
2. Size of the affected area in a nautical mile radius.
3. Location of the center of the affected area in relation to the nearest VOR/DME or VORTAC when it is 25 nautical miles or less from the center of the activity.

(a) Also include reference to the nearest public-use airport when the center of the activity is 25 nautical miles or less from the nearest public-use airport.

(b) The nearest public-use airport, when the center of activity is more than 25 nautical miles from the nearest VOR/DME or VORTAC.

EXAMPLES–

!CPR 12/045 DDY AIRSPACE PJE 2 NMR DDY205018/24 SW CPR 10000/BLW WEF 0912141400–0912141830

(Pointer NOTAM)

!CPR CPR AIRSPACE SEE DDY 12/045 PJE WEF 0912141400–0912141830

4. Affected altitudes.
5. Duration of the activity.
6. Name, address, and telephone number of the person requesting authorization or giving notice.
7. Identification of the aircraft to be used.
8. Aircraft radio frequencies available.

b. Disseminate information received as follows:

EXAMPLES–

(VOR F/R/D at airport)

*!DSM DSM AIRSPACE PJE 3 NMR DSM149009/OY5
10000/BLW WEF 0909211400–0909211600*

(VOR F/R/D)

*!DCA BRV AIRSPACE PJE 2 NMR BRV130025
12000/BLW WEF 0911301200–0911301600*

(airport)

*!CHO CHO AIRSPACE PJE 5 NMR 10000/BLW WEF
0909231400–0909231800*

(from an airport)

*!CHO CHO AIRSPACE PJE 30 NE 5 NMR 10000/BLW
WEF 0910231300–0910231600*

NOTE–

Activities that will prohibit the use of airspace will require the issuance of an FDC NOTAM by the USNOF.

REFERENCE–

14 CFR Section 91.137.

6–1–10. UNMANNED ROCKETS, UNMANNED FREE BALLOONS, HOT AIR BALLOONS, AND HIBAL

Upon receipt of a waiver to 14 CFR Part 101, but not more than 3 days prior to the event, issue a NOTAM containing the following information:

- a.** Date/time the activity will begin.
- b.** Size of the affected area in a nautical mile radius.
- c.** Location of the center of the affected area in relation to the nearest VOR/DME or VORTAC when it is 25 nautical miles or less from the center of the activity.

EXAMPLE–

*!ICT ICT AIRSPACE UNMANNED ROCKET 4 NMR
ICT190024 FL250/BLW WEF 0908181200–0908182000*

1. Also include reference to the nearest public-use airport when the center of the activity is 25 nautical miles or less from the nearest public-use airport.

2. The nearest public-use airport when the center of the activity is more than 25 nautical miles from the nearest VOR/DME or VORTAC.

EXAMPLES–

*!CPR 12/045 DDY AIRSPACE UNMANNED ROCKET 2
NMR DDY205018/24 SW CPR FL250/BLW WEF
1112141400*

(Pointer NOTAM)

*!CPR 12/049 CPR SEE DDY 12/045 UNMANNED
ROCKET WEF 1112141400*

d. Affected altitudes.

e. Duration of the activity.

f. For unmanned free balloons the forecasted trajectory and estimated time to cruising altitude or 60,000 feet standard pressure altitude, whichever is lower.

EXAMPLES–

*!ABQ ABQ AIRSPACE HIBAL ABQ180020 S BND
REACHING FL600 TIL 0910251800*

*!DEN DEN AIRSPACE HIBAL 30 S E BND REACHING
10000 TIL 0911181900*

*!COU COU AIRSPACE HOT AIR BALLOON 2 NMR
COU218015 1500/BLW WEF 0912291600–0912291800*

*!ABQ ABQ AIRSPACE HOT AIR BALLOON
SHOW/RALLY BALLOONS 8000/BLW 8 NMR ABQ
AVOIDANCE ADZD WEF 0910141400–0910141830*

NOTE–

Activities that will prohibit the use of airspace will require the issuance of an FDC NOTAM by the USNOF.

REFERENCE–

14 CFR Section 91.137.

6–1–11. GLIDERS/HANG GLIDERS

Obtain the following data:

- a.** Date/time the activity will begin.
- b.** Size of the affected area in a nautical mile radius.
- c.** Location of the center of the affected area in relation to the nearest VOR/DME or VORTAC when it is 25 nautical miles or less from the center of the activity.

EXAMPLE–

*!DEN BRK AIRSPACE HANG GLIDERS 2 NMR
BRK205018 10000/BLW WEF 1012141400*

1. Include reference to the nearest public-use airport when the center of the activity is 25 nautical miles or less from the nearest public-use airport.

EXAMPLE–

*!CPR DDY AIRSPACE GLIDERS 2 NMR
DDY205018/24 SW CPR 10000/BLW WEF 1012141400*

2. Include reference to the nearest public-use airport, when the center of activity is more than 25 nautical miles from the nearest VOR/DME or VORTAC.

EXAMPLE–

*!LAL LAL AIRSPACE GLIDERS 2 NMR LAL
10000/BLW WEF 1012141400*

3. Include reference to the affected ARTCC(s) when the center of the activity is more than 25 nautical miles from the nearest VOR/DME or

VORTAC and also more than 25 nautical miles from the nearest public-use airport.

EXAMPLE–

*!CDC ZLC AIRSPACE GLIDERS WITHIN AN AREA
BOUNDED BY DSS227054 DSS250060 DSS256049
DSS227039 FL180-FL230 1800-0200 DLY WEF
1010041800*

d. Affected altitudes.

e. Duration of the activity.

f. Name, address, and telephone number of the person requesting authorization or giving notice.

Section 2. Other Aeronautical Information

6-2-1. GENERAL

Aeronautical information received from any authorized source that may be beneficial to aircraft operations and does not meet defined NOTAM criteria. Any such NOTAM will be prefaced with “(O)” as the keyword following the location identifier. These NOTAMS should have an expected time or date/time of return to service or return to normal status.

Disseminate the following conditions as NOTAM D:

EXAMPLE-

*!LOZ LOZ (O) CONTROLLED BURN OF HOUSE 8
NORTHEAST APCH END RWY 23 WEF
0908211300-0908211700*

Chapter 7. FDC NOTAM Procedures

Section 1. Transmitting Data to NFDC

7-1-1. FDC NOTAM CATEGORIES

FDC NOTAMs refer to information that is normally regulatory in nature and includes, but is not limited to, the following:

- a. Interim IFR flight procedures:
 - 1. Airway structure changes.
 - 2. Instrument flight procedure changes to include special and standard instrument approach procedures, textual and graphic obstacle departure procedures (ODPs), standard instrument departures (SIDs), and standard terminal arrivals (STARs).
 - 3. Airspace changes in general.
 - 4. Special instrument approach procedure changes.
 - b. Temporary flight restrictions:
 - 1. Disaster areas.
 - 2. Special events generating a high degree of interest.
 - 3. Hijacking.
- REFERENCE—**
FAAO JO 7210.3, Chapter 18, Section 4. Parachute Jump Operations.
- c. Flight restrictions in the proximity of the President and other parties.
- NOTE—**
Presidential aircraft includes the aircraft and the entourage of the President, the Vice President, or other public figures designated by the White House.
- REFERENCE—**
FAAO JO 7210.3, Chapter 5, Section 1. Presidential Aircraft, and FAAO 2100.6, Flight Restrictions in the Proximity of the President and Other Parties.
- d. 14 CFR Part 139 certificated airport condition changes.
 - e. Snow conditions affecting glide slope operation.
 - f. Air defense emergencies.
 - g. Emergency flight rules.
 - h. Substitute airway routes.

- i. Special data.
- j. U.S. Government charting corrections.
- k. Laser activity.

7-1-2. FDC NOTAM NUMBERING

FDC NOTAM numbers are assigned consecutively by the USNS beginning with 0001 each year. The year of issuance and the serial number are separated by a forward slash; for example, 9/1323.

7-1-3. TEMPORARY OR PERMANENT FDC NOTAMs

Instrument flight procedure FDC NOTAMs must at the direction of Mission Support Services Aeronautical Products and Flight Inspection Group personnel, be affixed with either FI/T (Flight Information Temporary) or FI/P (Flight Information Permanent) under FAA Order 8260.19, Chapter 2, Section 6.

7-1-4. INTERIM IFR FLIGHT PROCEDURES

These procedures are originated by FAA flight operations and flight inspection and procedures personnel and are transmitted to USNOF. When these revisions cannot be published in advance of their effective dates, USNOF transmits them as FDC NOTAMs. Changes to airways will be issued as an FDC Center Area NOTAM. The applicable keyword (ODP, SID, STAR, CHART, DATA, IAP, VFP, ROUTE, and SPECIAL) will be included immediately following the “FI/T” or “FI/P” designator.

- a. Airway changes involving a single state and one or more ARTCCs will be issued with the identifier of the ARTCCs and the two-letter state code.

EXAMPLES—

*!FDC x/xxxx ZFW OK.. FI/T ROUTE AIRWAY ZFW ZKC.
V140 SAYRE (SYO) VORTAC, OK TO TULSA
(TUL) VORTAC, OK MEA 4300.*

*!FDC x/xxxx ZKC OK.. FI/T ROUTE AIRWAY ZFW ZKC.
V140 SAYRE (SYO) VORTAC, OK TO TULSA
(TUL) VORTAC, OK MEA 4300.*

b. Airway changes involving two to three ARTCCs and multiple states, will be issued under each of the ARTCCs location identifier.

EXAMPLES–

Two ARTCCs

!FDC x/xxxx ZBW FI/T ROUTE AIRWAY ZBW ZNY. VI
HARTFORD (HFD) VORTAC, CT TO DIXIE
INT, NJ MEA 3000.

!FDC x/xxxx ZNY FI/T ROUTE AIRWAY ZBW ZNY. VI
HARTFORD (HFD) VORTAC, CT TO DIXIE
INT, NJ MEA 3000.

EXAMPLES–

Three ARTCCs

!FDC x/xxxx ZBW FI/T ROUTE AIRWAY ZBW ZNY
ZDC. VI
HARTFORD (HFD) VORTAC, CT TO
WATERLOO (ATR) VORTAC, DE MEA 3000.

!FDC x/xxxx ZNY FI/T ROUTE AIRWAY ZBW ZNY
ZDC. VI
HARTFORD (HFD) VORTAC, CT TO
WATERLOO (ATR) VORTAC, DE MEA 3000.

!FDC x/xxxx ZDC FI/T ROUTE AIRWAY ZBW ZNY
ZDC. VI
HARTFORD (HFD) VORTAC, CT TO
WATERLOO (ATR) VORTAC, DE MEA 3000.

c. Airway changes involving four or more ARTCCs will be issued under FDC as the affected location.

EXAMPLE–

Four or more ARTCCs

!FDC x/xxxx FDC FI/T ROUTE AIRWAY ZBW ZNY ZDC
ZJX VI HARTFORD (HFD) VORTAC, CT TO
CRAIG (CRG) VORTAC, FL MEA 4000.

d. Standard Instrument Approach Procedure (SIAP) and Special Instrument Flight Procedure Format:

!FDC x/xxxx PSB FI/T IAP MID-STATE,
PHILIPSBURG, PA.
ILS RWY 16 AMDT 5...
NDB RWY 16 AMDT 5...
VOR RWY 24 AMDT 14...

ADD NOTE: WHEN LCL ALSTG NOT RECEIVED, USE UNIVERSITY PARK ALSTG AND INCREASE ALL DH/MDAS 100 FT; PROC NA AT NIGHT; ALTN MINS NA

!FDC x/xxxx SOP FI/T IAP MOORE COUNTY,
SOUTHERN PINES, NC.

VOR-A AMDT 2...

PROC NA

RNAV RWY 23 AMDT 2...

PROC NA

!FDC x/xxxx PMB FI/P IAP PEMBINA MUNI,
PEMBINA, ND

VOR RWY 33 AMDT 6...

ADD NOTE: CHART: PRINCETON RADIO
122.1R.

THIS IS VOR RWY 33 AMDT 6A.

!FDC x/xxxx PAJN FI/T SPECIAL JUNEAU
INTERNATIONAL, JUNEAU, AK

LDA-2 RWY 8 AMDT 9

PROCEDURE TURN NA

e. ODP and SID NOTAMs are initiated by Mission Support Services - Aeronautical Products Group as FDC FI/T NOTAMs. When SIDs serve multiple airports, a separate NOTAM must be issued for each affected airport. Use the following format:

FDC x/xxxx DFW FI/T SID DALLAS/

FORT WORTH INTL

PODDE THREE DEPARTURE

CHANGE NOTES TO READ: RWYS 17C/R,
18L/R: DO NOT EXCEED 240KT UNTIL
LARRN.

RWYS 35L/C, 36L/R: DO NOT EXCEED
240KT UNTIL KMART

f. STAR NOTAMs are issued by the USNOF as FDC FI/T NOTAMs based on input received from the ARTCC in whose airspace the STAR originates. When STARs serve multiple airports, a separate NOTAM must be issued for each affected airport. Use the following format:

!FDC x/xxxx DCA FI/T STAR RONALD REAGAN
WASHINGTON NATIONAL

WZRRD TWO ARRIVAL SHAAR TRANSITION:
ROUTE FROM DRUZZ INT TO WZRRD INT
NOT AUTHORIZED.

AFTER DRUZZ INT EXPECT RADAR
VECTORS TO AML VORTAC

NOTE–

Only temporary (FI/T) NOTAMs may be issued against graphic ODPs, SIDs, STARs and SPECIALs. The appropriate 8260 or 7100 series form must be submitted to affect permanent charting changes. NOTAMs on DPs and STARs will be carried on the system until published. At that time, the originating agency must cancel the NOTAM.

7-1-5. TEMPORARY FLIGHT RESTRICTIONS

a. Disaster areas are designated by the appropriate ARTCC. The ARTCC shall forward the NOTAM information directly to the USNOF (540) 422-4262/4263 or 1-888-USNOTAM (876-6826) for FDC NOTAM issuance, and to the FSS nearest the incident site for coordination purposes. The USNOF shall make FDC NOTAM dissemination, and the FSS shall act as “coordination facility” for preflight briefings for the ARTCC. The NOTAM shall contain:

1. The introductory phrase “FLIGHT RESTRICTIONS EFFECTIVE (time/date) UNTIL (termination time/date). PURSUANT TO 14 CFR SECTION 91.137 (and the appropriate paragraph and subparagraph number) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT...” When the actual termination time/date cannot be determined but can be approximated, use the estimated time/date. However, in natural disasters, such as an earthquake, use the phrase “UNTIL FURTHER NOTICE” in lieu of a termination time/date.

2. A clear definition of the area in nautical miles.

3. The altitude affected.

4. Reason for the TFR.

5. The FAA coordination facility and commercial telephone number.

NOTE-

If a TFR involves two ARTCCs, but the same state, the TFR shall be issued under each of the ARTCC's identifiers. If no state is provided, the TFR will be issued under the affected center's identifier and will be displayed on all weather briefings involving that ARTCC's area.

REFERENCE-

FAAO JO 7210.3, Chapter 18, Section 4, Parachute Jump Operations.

b. 14 CFR Section 91.137(a)(1) flight restrictions are issued for toxic gas/fuel/nuclear spills/rescue operations if explosives on board or top secret flight and actual or possible volcanic eruptions/hijackings.

EXAMPLE-

!FDC x/xxxx (ARTCC id) (state code) FLIGHT RESTRICTIONS (general location: town/city)

EFFECTIVE (immediately or yr-mo-dy-hr) UTC UNTIL (further notice or yr-mo-dy-hr) UTC. PURSUANT TO 14 CFR SECTION 91.137(a)(1) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT (reason) ONLY RELIEF AIRCRAFT OPERATIONS UNDER DIRECTION OF (agency in charge) ARE AUTHORIZED IN THE AIRSPACE AT AND BELOW _____ FEET (AGL or MSL) WITHIN A _____ STATUTE/NAUTICAL MILE RADIUS OF (latitude/longitude) AND THE (name of NAVAID)/(id)/ VORTAC OR VOR/DME _____ DEGREE RADIAL AT _____ NAUTICAL MILES. (Agency name and telephone number) OR (frequency) IS IN CHARGE OF THE OPERATION. Air Traffic Organization (ATO) Security Coordinator 202-267-3333 as the coordination facility, or a designated ATC facility.

NOTE-

Do not use the 1-800-WX-BRIEF telephone number for the flight service stations.

c. Title 14 CFR Section 91.137(a)(2) flight restrictions are issued for forest fires, spraying activities, and general rescue operations.

EXAMPLE-

!FDC x/xxxx (ARTCC id) (state code) FLIGHT RESTRICTIONS (general location: town/city) EFFECTIVE (immediately or yr-mo-dy-hr) UTC AND UNTIL (further notice or yr-mo-dy-hr) UTC. PURSUANT TO 14 CFR SECTION 91.137(a)(2) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT WITHIN A _____ STATUTE/NAUTICAL MILE RADIUS OF (latitude/longitude) AND THE (NAVAID name)/(id)VORTAC or VOR/DME _____ DEGREE RADIAL AT _____ NAUTICAL MILES AT AND BELOW _____ FEET (AGL or MSL) TO PROVIDE A SAFE ENVIRONMENT FOR (reason). (Agency requesting flight restriction)(telephone number) OR (frequency) IS IN CHARGE OF ON SCENE EMERGENCY RESPONSE ACTIVITIES. Air Traffic Organization (ATO) Security Coordinator 202-267-3333 as the coordination facility, or a designated ATC facility.

NOTE-

Do not use the 1-800-WX-BRIEF telephone number for the flight service stations.

d. 14 CFR Section 91.137(a)(3) flight restrictions are issued for special events that may generate a high degree of public interest. These flight restrictions have to have the service area office director's approval.

EXAMPLE–

!FDC x/xxxx (ARTCC id) (state code) FLIGHT RESTRICTIONS (general location: town/city) EFFECTIVE (immediately or yr–mo–dy–hr) UTC AND UNTIL (further notice or yr–mo–dy–hr) UTC. PURSUANT TO 14 CFR SECTION 91.137(a)(3) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT FOR (reason) WITHIN A _____ NAUTICAL MILE RADIUS OF (latitude/longitude) AND THE (NAVAID name)/(id) VORTAC or VOR/DME _____ DEGREE RADIAL AT _____ STATUTE/NAUTICAL MILES AT AND BELOW _____ FEET (AGL or MSL). (Agency and telephone number) OR (frequency) IS IN CHARGE OF THE OPERATION. Air Traffic Organization (ATO) Security Coordinator 202–267–3333 as the coordination facility, or a designated ATC facility.

NOTE–

Do not use the 1–800–WX–BRIEF telephone number for the flight service stations.

e. Flight restrictions in the proximity of the President or other parties (14 CFR Section 91.141) will be issued only in response to requests from the Washington headquarters of the U.S. Secret Service through coordination with System Operations Services, System Operations Security, or Military Operations Security. After normal duty hours, the request for issuance of a temporary flight restriction shall be coordinated with the duty officer, Washington Operations Center, AEO–100. The duty officer will contact the designated Military Operations Security representative. In the event the representatives are unavailable, the duty officer will coordinate the NOTAM request with the shift supervisor of the Air Traffic Control System Command Center. Operational requirements may necessitate a change in format to Presidential TFRs at any time.

EXAMPLE–

!FDC x/xxxx (ARTCC id) (state code) FLIGHT RESTRICTIONS (general location) (mo–dy–yr). PURSUANT TO TITLE 14 SECTION 91.141 OF THE CODE OF FEDERAL REGULATIONS, AIRCRAFT FLIGHT OPERATIONS ARE PROHIBITED WITHIN THE FOLLOWING AREAS UNLESS OTHERWISE AUTHORIZED BY ATC. (TEXT TO FIT THE SITUATION)

7–1–6. SNOW CONDITIONS AFFECTING GLIDE SLOPE OPERATION

a. Snow and ice accumulation in the vicinity of glide slope antennas may affect facility performance to the extent that restrictions to the ILS landing minimums must be imposed. Technical operations SMO personnel at the glide slope location are required to initiate FDC NOTAM action to implement such restrictions through the USNOF.

b. Technical operations SMO personnel shall monitor snow conditions to determine when conditions permit the removal of the landing minimum restrictions. At such time, following the same procedures as for FDC NOTAM issuance, the technical operations SMO personnel shall initiate action to issue a new FDC NOTAM canceling the restricting FDC NOTAM.

EXAMPLE–

!FDC x/xxxx (airport id) F/T (name of the airport as shown on the approach plate) ILS RWY (nbr) AMDT (nbr)... DUE TO EFFECTS OF SNOW ON GLIDE SLOPE. MINIMUMS TEMPORARILY RAISED TO LOCALIZER ONLY FOR (all category, or list the appropriate category or categories of aircraft) AIRCRAFT. GLIDE SLOPE REMAINS IN SERVICE; HOWEVER, ANGLE MAY BE DIFFERENT THAN PUBLISHED.

7–1–7. AIR DEFENSE EMERGENCY

When an air defense emergency is declared and Emergency Security Control of Air Traffic (ESCAT) has been implemented, an FDC NOTAM will be issued in accordance with procedures in FAAO JO 7610.4, Special Operations, Chapter 6, Emergency Security Control of Air Traffic.

REFERENCE–

FAAO JO 7610.4, Chapter 6, Emergency Security Control of Air Traffic (ESCAT), and Appendix 17, Emergency Security Control of Air Traffic (ESCAT).

NOTE–

The following example FDC NOTAM is for guidance purposes only. Although the information contained in this example could conceivably cover all facets of an emergency situation, it does not mean that the information contained covers all emergency actions that might be placed into effect by the military when the provisions of the SCATANA Plan are implemented.

EXAMPLE–

AIR DEFENSE EMERGENCY DECLARED THROUGHOUT THE UNITED STATES AND POSSESSIONS. SCATANA HAS BEEN IMPLEMENTED IN ACCORDANCE WITH THE PLAN FOR THE SECURITY CONTROL OF AIR TRAFFIC AND AIR NAVIGATION AIDS (SCATANA). UNTIL FURTHER ADVISED, NO AIRCRAFT WILL BE ALLOWED TO OPERATE WITHIN THE AIRSPACE OVERLYING THE FOLLOWING AREAS: THE PACIFIC COASTAL ADIZ, THE SOUTHERN BORDER DOMESTIC ADIZ, THE GULF OF MEXICO COASTAL ADIZ, THE ATLANTIC COASTAL ADIZ, THE ALASKAN DOMESTIC ADIZ, THE ALASKAN DEWIZ, THE GUAM COASTAL ADIZ, AND THE HAWAIIAN COASTAL ADIZ UNLESS THE AIRCRAFT PROPOSING TO OPERATE WITHIN THE ABOVE AREAS HAVE A PRIORITY ASSIGNMENT OF “ONE” OR “TWO” IN ACCORDANCE WITH THE WARTIME AIR TRAFFIC PRIORITY LIST FOR MOVEMENT OF AIRCRAFT CONTAINED IN SECTION FIVE OF THE SCATANA PLAN. ALL PILOTS, REGARDLESS OF PRIORITY, CIVIL OR MILITARY, CHECK WITH THE NEAREST FAA OR MILITARY OPERATIONS FACILITY TO DETERMINE CURRENT RESTRICTIONS AND OBTAIN AN AIR TRAFFIC CONTROL CLEARANCE FROM FAA.

7-1-8. SPECIAL DATA

When time does not permit the publishing of special data NOTAMs (e.g., Department of State information, special air traffic programs, etc.), an FDC NOTAM will be issued under the affected location of “ZZZ” by the USNOF. These NOTAMs shall remain in the system until published. The USNOF shall forward a copy of the NOTAM to Aeronautical Information Management for publication. Once the information is published, the USNOF shall cancel the FDC NOTAM.

7-1-9. LASER LIGHT ACTIVITY

The service area office where the laser activity will occur shall notify the USNOF via telephone 888-876-6826 or FAX (540) 422-4298 within 7

days of a proposed activity. Additionally, service area offices, when coordinated with their respective FSS and/or ATCT, may delegate notification responsibility. The USNOF will issue the appropriate FDC NOTAM. If the event is canceled prior to the scheduled ending date/time, the service area office or their designee shall notify the USNOF to cancel the NOTAM.

EXAMPLE–

1. !FDC x/xxxx (ARTCC id) (state code).. (city/state). LASER LIGHT DEMONSTRATION WILL BE CONDUCTED AT (location), (latitude/longitude), (fix-radial-distance), (daily time in UTC if needed) FROM (date-time) UTC UNTIL (date-time) UTC. LASER LIGHT BEAM MAY BE INJURIOUS TO PILOTS'/PASSENGERS' EYES WITHIN _____ FEET VERTICALLY AND _____ FEET Laterally OF THE LIGHT SOURCE. FLASH BLINDNESS OR COCKPIT ILLUMINATION MAY OCCUR BEYOND THESE DISTANCES. (Name of facility)/(id)(type of facility) (telephone number) IS THE FAA COORDINATION FACILITY.

2. !FDC x/xxxx (ARTCC id) (state code).. (city/state). LASER RESEARCH WILL BE CONDUCTED AT (location), (latitude/longitude), (fix-radial-distance), (daily time in UTC if needed) FROM (date-time) UTC UNTIL (date-time) UTC AT AN ANGLE OF _____ DEGREES, FROM THE SURFACE, PROJECTING UP TO _____ FEET AVOID AIRBORNE HAZARD BY 5 NAUTICAL MILES. THIS BEAM IS INJURIOUS TO PILOTS'/AIRCREWS' AND PASSENGERS' EYES. (Name of facility)/(id) (type of facility) (telephone number) IS THE FAA COORDINATION FACILITY.

3. !FDC x/xxxx (ARTCC id) (state code). AIRBORNE TO GROUND LASER ACTIVITY WILL BE CONDUCTED FROM (date-time) UTC UNTIL (date-time) UTC BETWEEN (latitude/longitude), (fix-radial-distance) _____ FEET AND BELOW. AVOID AIRBORNE HAZARD BY 5 NAUTICAL MILES. THIS LASER BEAM IS INJURIOUS TO PILOTS'/AIRCREWS' AND PASSENGERS' EYES. (Name of facility)/(id) (type of facility) (telephone number) IS THE FAA COORDINATION FACILITY.

Section 2. Cancellation/Expiration

7-2-1. FDC NOTAM EXPIRATION

The NOTAM issuing authority is responsible for canceling FDC NOTAMs.

7-2-2. CANCELING FDC NOTAMs

a. When an FDC NOTAM expires, the issuing authority must issue a cancellation.

b. When an FDC NOTAM has an expiration time indicated in the text, the issuing authority must issue the cancellation upon expiration. This fact must be stated to the originator of the FDC NOTAM when the original FDC NOTAM is received.

c. When a new FDC NOTAM is issued to correct or in any way change a previously issued FDC NOTAM, a new NOTAM will be issued and a separate cancellation NOTAM will be issued to cancel the old NOTAM.

7-2-3. FDC NOTAM LIST

Twice each day the USNOF transmits a list of FDC NOTAM numbers issued during the previous 12 and 24 hours. The list is transmitted as a numbered FDC NOTAM between 0515 and 0545 and between 1715 and 1745 UTC. The 0500 list is a summary of the preceding 12 hours. The 1700 list is a summary of the preceding 24 hours. Each previous list is canceled by a separate FDC NOTAM.

EXAMPLE-

*!FDC 0/1611 FDC LIST JUN 230531
FDC 0/1606 CNL 0/1181 MSP
FDC 0/1607 CNL 0/1605 POM
FDC 0/1608 ELY
FDC 0/1609 FDC
FDC 0/1610 ABC*

7-2-4. RETAINING FDC NOTAMs

a. AIS facilities shall retain FDC NOTAMs concerning information within 400 NM of the facility until they are published and available in the facility. All FDC NOTAM storage and verification shall be completed by the Aviation Weather Processors (AWPs).

b. The WMSC retains FDC NOTAMs in full text for request/reply access for 6 hours after issuance.

c. After 6 hours, current FDC NOTAMs may be retrieved individually, by number, from the USNS via request/reply.

7-2-5. RETRIEVING FDC NOTAMs

a. Upon issuance, all FDC NOTAMs or FDC NOTAM cancellations are given all circuit distribution and are stored in the Consolidated NOTAM System (USNS). FDC NOTAMs remain in the USNS for the duration of their validity. FDC NOTAM cancellations remain in the USNS for 72 hours after transmission.

b. FDC NOTAMs and FDC NOTAM cancellations may be retrieved via request/reply. To minimize response delays, each FDC NOTAM and FDC NOTAM cancellation to be retrieved should be requested individually.

1. To retrieve an individual FDC NOTAM by number:

(a) When the location identifier and number are known:

EXAMPLE-

AIS:

*GG KDZZNAXX
DTG KFODYFYX
)SVC RQ FDC LOC=CID NT=0/2735*

(b) When the number only is known:

EXAMPLE-

*GG KDZZNAXX
DTG KFODYFYX
)SVC RQ FDC NT=0/2735*

2. To request all FDC NOTAMs for a given location:

EXAMPLE-

*GG KDZZNAXX
DTG KCOUYFYX
)SVC RQ FDC LOC=MCI*

NOTE-

All facilities must use their particular equipment's keyboard equivalent of the closed parenthesis or equal symbol as appropriate.

Section 3. Military NOTAM Retrieval

8-3-1. MILITARY NOTAM AVAILABILITY

a. All military NOTAMs are stored in the USNS data base. While current, they may be retrieved by both AFTN subscribers and FAA facilities via request/reply.

b. Refer to the DOD Flight Information Publication (Enroute), IFR, or VFR Supplements to determine whether NOTAM service is provided for a facility. A diamond symbol is used in the supplements to show that NOTAM service is provided.

c. Military NOTAMs are entered in the military system using the following NOTAM format:

EXAMPLE-
 GG KCFYNYX
 121345 KADW
 (MYYY/YY NOTAMN
 Q)/QMRLC
 A) KADW
 B) 1106021300
 C) 1106021500
 E) RWY 1L/19R CLSD

NOTE-
 Refer to AFM 11-208/AR 95-10/OPNAVINST 3721.20 (series) for acceptable NOTAM (Q) codes. Although similar, military NOTAM (Q) codes and international NOTAM (Q) codes are not the same.

8-3-2. MILITARY NOTAM RETRIEVAL

Formats for retrieving military NOTAMs via NADIN are as follows:

a. A request for a single NOTAM for a given location:

EXAMPLE-

AIS:
 GG KDZZNAXX
 DTG KDCAYFYX
)SVC RQ MIL ACC=KADW NT=M0134/00

b. A request for all military NOTAMs for a given location:

EXAMPLE-

AIS:
 GG KDZZNAXX
 DTG KSJTYFYX
)SVC RQ MIL LOC=KNGP

c. A request for all military NOTAMs for multiple locations (maximum of eight):

EXAMPLE-

AIS:
 GG KDZZNAXX
 DTG KEKNYFYX
)SVC RQ MIL
 LOC=KADW,KDAA,KNGP,KNGU,KNUW,
 KHST,KHIF

NOTE-

All facilities must use their particular equipment's keyboard equivalent of the closed parenthesis or the equal symbol as appropriate.

d. To review all NOTAMs for a joint-use airport; e.g., CHS, both civil (CHS) and military (KCHS) NOTAMs must be retrieved.

e. A request for all NOTAMs for a given location from all files (domestic, FDC, international, and military) that meets the military NOTAM criteria:

EXAMPLE-

AIS:
 GG KDZZNAXX
 DTG KEKNYFYX
)SVC RQ DOD LOC=KADW

RESPONSE:

GG KEKNYFYX
 DTG KDZZNAXX
)SVC RQ DOD LOC=KADW
 KADW ANDREWS AFB
 1L/19R RWY CLSD 2 JUN 1300 TO 2 JUN 1500

8-3-3. SERVICE MESSAGES

Receipt of the USNS generated service message "NOTAMS FOUND 0" indicates that there are no military NOTAMs on file for the number or location requested.

8-3-4. MILITARY NOTAM CRITERIA FOR MILITARY NOTAM SYSTEM

Military units issue NOTAMs pertaining to their bases and airspace based on the guidelines set forth in DOD joint departmental publication (JPD) AFM 11-208/AR 95-10/OPNAVINST 3721.20 (series), U.S. DOD Notice to Airmen (NOTAM) System.

Chapter 9. International NOTAMs

Section 1. General Procedures

9-1-1. RETRIEVING INTERNATIONAL NOTAMs

a. Appendix 1, International NOTAM (Q) Codes, contains the NOTAM codes used for international NOTAMs.

b. International NOTAM offices that provide NOTAMs to the U.S. NOTAM office are listed in ICAO DOC 7383 and the FAA International Flight Information Manual.

c. International NOTAMs transmitted and received by the U.S. NOTAM Office are stored in the USNS, and while current, may be retrieved by both AFTN subscribers and FAA facilities via request/reply.

d. The USNOF issues international NOTAMs concerning the OMEGA and GPS systems as well as certain special use airspace for ARTCCs which control oceanic airspace; that is, ARTCC and CARF altitude reservations (ALTRVs) and warning areas. Warning areas and ALTRVs are filed under the associated ARTCC ICAO location indicator (KZBW, KZHU, KZSE, KZJX, KZMA, KZNY, KZOA, KZLA, TJZS, PAZA, or PHZH). Information concerning permanent, long-term general data and selected foreign advisories are stored under KFDC location indicator. OMEGA and GPS information is stored under KNMH. These NOTAMs are numbered consecutively by location beginning with A001 each year. The year of issuance and the serial number are

separated by a forward slash; for example, A0211/00, A0002/00.

EXAMPLE-
 GG KSEAYFYX
 041749 KDZZNAXX
)SVC RQ INT LOC=KZSE NT=A0007/93
 040105 KZSE
 (A0007/93 NOTAMN
 Q) KZSE/QRRCA///// A) KZSE B) 1101042100 C) 1101050100
 E) QRRCA W460B
 F) SFC G) 2000 FT

NOTAMs FOUND 1

NOTE-
 Seattle AFSS requested an international NOTAM from the U.S. NOTAM System computer. The request was for Seattle Air Route Traffic Control Center (ARTCC) International NOTAM A0007/93 and received the data from the computer. The NOTAM was issued on the fourth of January at 0105 UTC. The affected location was Seattle ARTCC (KZSE) with an effective time of January fourth at 2100 UTC (B) and good through January fifth at 0100 UTC (C). The condition was that Warning Area W640B will be active during those times stated and for an altitude of surface (F) to 2000 feet MSL (G). There was only one NOTAM found.

9-1-2. INTERNATIONAL NOTAM DATA AVAILABILITY

a. The format of international NOTAMs with set fields and information is shown in the table below.

International NOTAM Format

Fields:								
181906	MYNNYNYX	(A0202/00	NOTAMN	MYNN	0011182315	0011200200	2315-0200 DAILY	RWY 05/23 CLSD
Explanation:								
				A	B	C	D	E
DTG of issuance	Address of the Intl NOTAM Office	NOTAM number	Contraction for a new NOTAM	Affected location	Effective time	Ending time	Daily times	Conditions

NOTE-
 NOTAMR (NOTAM replacement) and NOTAMC (NOTAM cancellation) are valid contractions and will be followed by another NOTAM number that is being replaced or canceled. NOTAMS is the contraction for a snow NOTAM.

b. Formats for retrieving international NOTAMs via NADIN are as follows:

NOTE–

All facilities must use their particular equipment's keyboard equivalent of the closed parenthesis or the equal symbol as appropriate.

EXAMPLE–

A request for a single NOTAM for a given accountability identifier:

AIS:

GG KDZZNAXX
042100 KDCAYFYX
)SVC RQ INT ACC=MYNNYNYX NT=A0211/00

Reply:

GG KDCAYFYX
042105 KDZZNAXX
)SVC RQ INT ACC=MYNNYNYX NT=A0211/00
181906 MYNNYNYX
A0211/00 NOTAMN

Q) MYNA/QMRLC/IV/NBO/A/000/999/
2502N07728W005

A) MYNN

B) 0011181730

C) PERM

E) RWY 05 CLSD TO BOTH LNG AND DEP ACFT
BUT MAY BE USED FOR TAX.

NOTE–

Bahamas International NOTAM office issued a new NOTAM numbered A0211 and was the 211th NOTAM issued for 2000. This NOTAM affected Nassau International Airport (MYNN) with a start time of November 18, 2000 at 1730 UTC and will be permanent. The condition is that runway 5 is closed to both landing and departing aircraft but may be used for taxiing.

EXAMPLE–

A request for all international NOTAMs for a given location:

AIS:

GG KDZZNAXX
DTG KDCAYFYX
)SVC RQ INT LOC=CYUL

EXAMPLE–

A request for a single international NOTAM issued in the KFDC series:

AIS:

GG KDZZNAXX
DTG KDCAYFYX
)SVC RQ INT ACC=KFDC NT=A174/00

EXAMPLE–

A request for a single oceanic airspace NOTAM for a given domestic ARTCC:

AIS:

GG KDZZNAXX
DTG KDCAYFYX
)SVC RQ INT ACC=KZNY NT=A135/00

EXAMPLE–

A request for all oceanic airspace NOTAMs for a given domestic ARTCC:

AIS:

GG KDZZNAXX
DTG KDCAYFYX
)SVC RQ INT LOC=KZNY

EXAMPLE–

A request for multiple international locations:

AIS:

GG KDZZNAXX
DTG KDCAYFYX
)SVC RQ INT
LOC=EGGN,EDDF,LIIA,EGPX,SBRJ,MYNN,MKJK

9-1-3. USNS-GENERATED SERVICE MESSAGES

Receipt of the message "NOTAMS FOUND 0" indicates there are no international NOTAMs on file for the number or location requested.

Section 2. Procedures For Canadian NOTAMs

9-2-1. REQUEST FOR CANADIAN NOTAMs FROM THE CANADIAN NOTAM SYSTEM

a. The USNS receives NOTAM data from Canada only on those aerodromes of first landing (airports where you must clear into the country with Customs and Immigration). The USNS can not confirm that they have all NOTAM data; therefore, you are urged to contact the Canadian website for the most current and up-to-date NOTAM data.

<http://www.flightplanning.navcanada.ca>

NOTE-
Altitude Reservations will be input by Canada utilizing FIR ACCOUNTABILITIES.

FIRs

EDMONTON	CZEG	GANDER	CZQX
MONCTON	CZOM	MONTREAL	CZUL
TORONTO	CZYZ	VANCOUVER	CZVR
WINNIPEG	CXWG		

b. Canadian NOTAMs are available via the NADIN system from the Canadian NOTAM System Computer for automated retrieval. The following is

the format for the request/reply message to the Canadian system:

EXAMPLE-
Request:

*GG CYZZQONI
 151245 KDCAYFYX
 NOTAMQ CYXS*

EXAMPLE-
Reply:

*GG KDCAYFYX
 151248 CYHQYNYN
 RE NOTAMQ 151245 KDCAYFYX*

*- SUMMARY CYXS 01151248 -
 000019 NOTAMN CYXS PRINCE GEORGE CYXS NDB
 X 260 U/S TIL 0001151845
 000022 NOTAMN CYXS PRINCE GEORGE CYXS ILS
 U/S 0001182100 TIL 0001192100
 000023 NOTAMN CYXS PRINCE GEORGE FUEL
 UNAVAILABLE
 - END OF SUMMARY -*

NOTE-
The maximum number of locations that may be requested is 4, for example, NOTAMQ CYUL CYXE CYYT CYYC.

BRIEFING GUIDE



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

**Initiated By: AJV-0
Vice President, Mission Support Services**

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1. PARAGRAPH NUMBER AND TITLE: 5-5-7. RUNWAY VISUAL RANGE

2. BACKGROUND: NOTAMs for Runway Visual Range (RVR) are currently issued under the keyword for service. It has been determined that the NOTAM user would be more inclined to look under the keyword RWY for RVR related NOTAMs than under the current keyword of “SVC”.

3. CHANGE:

<u>OLD</u>	<u>NEW</u>
<u>5-5-7. RUNWAY VISUAL RANGE</u>	Delete
<u>Issue a NOTAM on runway visual range (RVR), RVR midpoint (RVRM), RVR touchdown (RVRT), and RVR rollout (RVRR). NOTAMs are not issued for failure of individual system components, such as a remote sensor.</u>	Delete
<u>EXAMPLES-</u>	Delete
<u>!BWI BWI SVC RWY 10 RVRR OTS</u>	Delete
<u>!BWI BWI SVC RWY 28 RVR OTS</u>	Delete

1. PARAGRAPH NUMBER AND TITLE: 5-5-8. TERMINAL DOPPLER WEATHER RADAR (TDWR)

2. BACKGROUND: FAA Order JO 7930.2M currently addresses two of the three FAA microburst/wind shear alert detection systems (LLWAS and TDWR). It does not cover the Weather System Processor (WSP) although NOTAMs are issued for all three (TDWR, LLWAS, and WSP).

The WSP is used primarily for the detection and reporting of hazardous wind shear such as microbursts and gust fronts in and near the terminal approach and departure zones of an airport. The system improves the management of air traffic in the terminal area through the detection of precipitation, tracking of storms, and through the forecast of gust front induced wind shifts. This information is provided to air traffic controllers at terminal facilities.

3. CHANGE:

<u>OLD</u>	<u>NEW</u>
<u>5-5-8. TERMINAL DOPPLER WEATHER RADAR (TDWR)</u>	Delete
<u>Issue a NOTAM if a system failure rendering the TDWR unusable is reported. NOTAMs are not issued for failure of individual system components, such as a remote sensor.</u>	Delete
<u>EXAMPLES-</u>	Delete
<u>!BWI BWI SVC TDWR OTS</u>	Delete
<u>!BWI BWI SVC TDWR CMSND</u>	Delete

1. PARAGRAPH NUMBER AND TITLE: 6-1-10. DEPARTURE PROCEDURES AND STANDARD TERMINAL ARRIVALS

2. BACKGROUND: Since 2002, industry groups have requested through the Aeronautical Charting Forum-Instrument Procedures Group (ACF-IPG) that the FAA revise policy to have all NOTAMs relating to instrument flight procedures under one category, preferably FDC. Currently, NOTAMs relating to graphic ODPs, SIDs, and STARs are issued as NOTAM Ds, whereas NOTAMs relating to all other procedures are issued as FDC. This change accommodates the industry request and also serves as a segue to the Federal NOTAM System (FNS) that is currently under development. The FNS will be ICAO compliant and have all instrument flight procedure NOTAMs under a single series.

3. CHANGE:

<u>OLD</u>	<u>NEW</u>
<u>6-1-10. DEPARTURE PROCEDURES AND STANDARD TERMINAL ARRIVALS</u>	Delete
<u>a. Departure Procedures (DP). Information pertaining to temporary changes in published DPs must be issued by the USNOF.</u>	Delete
<u>EXAMPLE-</u> <u>!USD SAN AIRSPACE BORDER THREE DEPARTURE JULIAN TRANSITION: FROM OVER BROWS INT VIA JLI R0182 O JLI VORTAC</u>	Delete
<u>b. Standard Terminal Arrivals (STARs) and profile descents. Information pertaining to temporary changes in published STAR and profile descent procedures must be issued by the USNOF.</u>	Delete
<u>EXAMPLE-</u> <u>!UAR SAN AIRSPACE BARET FOUR ARRIVAL IMPERIAL TRANSITION: FROM OVER IPL VORTAC VIA IPL R0258 AND MZB R0076 TO BARET INT. THENCE.</u>	Delete
<u>NOTE-</u> <u>The appropriate 7100 series form must be submitted to affect permanent charting changes. NOTAMs on DPs and STARs will be carried on the system until published. At that time, the USNOF shall cancel the NOTAM.</u>	Delete

1. PARAGRAPH NUMBER AND TITLE: 6-1-11. GLIDERS/HANG GLIDERS

2. BACKGROUND: This change incorporates glider and hang glider procedures into the directive.

3. CHANGE:

<u>OLD</u>	<u>NEW</u>
Add	<u>6-1-11. GLIDERS/HANG GLIDERS</u>
Add	<u>Obtain the following data:</u>
Add	<u>a. Date/time the activity will begin.</u>
Add	<u>b. Size of the affected area in a nautical mile radius.</u>
Add	<u>c. Location of the center of the affected area in relation to the nearest VOR/DME or VORTAC when it is 25 nautical miles or less from the center of the activity.</u>

Add **EXAMPLE-**
!DEN BRK AIRSPACE HANG GLIDERS 2
NMR BRK205018 10000/BLW WEF 1012141400

Add **1. Include reference to the nearest public-use airport when the center of the activity is 25 nautical miles or less from the nearest public-use airport.**

Add **EXAMPLE-**
!CPR DDY AIRSPACE GLIDERS 2 NMR
DDY205018/24 SW CPR 10000/BLW WEF
1012141400

Add **2. Include reference to the nearest public-use airport, when the center of activity is more than 25 nautical miles from the nearest VOR/DME or VORTAC.**

Add **EXAMPLE-**
!LAL LAL AIRSPACE GLIDERS 2 NMR LAL
10000/BLW WEF 1012141400

Add **3. Include reference to the affected ARTCC(s) when the center of the activity is more than 25 nautical miles from the nearest VOR/DME or VORTAC and also more than 25 nautical miles from the nearest closest public-use airport.**

Add **EXAMPLE-**
!CDC ZLC AIRSPACE GLIDERS WITHIN AN AREA
BOUNDED BY DSS227054 DSS250060 DSS256049
DSS227039 FL180-FL230 1800-0200 DLY WEF
1010041800

Add **d. Affected altitudes.**

Add **e. Duration of the activity.**

Add **f. Name, address, and telephone number of the person requesting authorization or giving notice.**

1. PARAGRAPH NUMBER AND TITLE: 9-2-1. RELAY OF CANADIAN NOTAMS BY USNOF

2. BACKGROUND: FAA Order JO 7930.2M contains procedures for receiving and processing Canadian NOTAM data. It also contains a list of Canadian locations for airports of first landing and FIRS for customs and INS. Because this list constantly changes, it is rarely an accurate list of the available airports. Unless this listing is updated on a regular schedule the information is inaccurate and not of value to the NOTAM originator. The USNOF continually deals with inaccurate data between Canada and U.S. NOTAMs.

3. CHANGE:

<u>OLD</u>	<u>NEW</u>
<u>9-2-1. RELAY OF CANADIAN NOTAMS BY USNOF</u>	Delete
<u>The USNOF receives NOTAM data from the Canadian FSSs on those locations listed in TBL 9-2-1. If the data meets the U.S. NOTAM criteria, the USNOF reformats the data into an international NOTAM format for storage and to serve as a basis for formatting a U.S. domestic NOTAM. The domestic format is then transmitted to WMSC for storage and distribution.</u>	Delete

1. PARAGRAPH NUMBER AND TITLE: 9-2-2. AVAILABLE CANADIAN LOCATIONS

2. BACKGROUND: FAA Order JO 7930.2M contains a list of Canadian locations for airports of first landing and FIRS for customs and INS. Because this list constantly changes it is rarely an accurate list of the available airports. Unless this listing is updated on a regular schedule the information is inaccurate and not of value to the NOTAM originator.

3. CHANGE:

<u>OLD</u>	<u>NEW</u>
<u>9-2-2. AVAILABLE CANADIAN LOCATIONS</u>	Delete
<u>Canadian NOTAM data is made available in WMSC for the following locations. (See TBL 9-2-1).</u>	Delete

TBL 9-2-1
Canadian Locations

Delete

<u>YAM</u>	<u>YAW</u>	<u>YBG</u>	<u>YBR</u>
<u>YCB</u>	<u>YCG</u>	<u>YCH</u>	<u>YDA</u>
<u>YDB</u>	<u>YCD</u>	<u>YDQ</u>	<u>YED</u>
<u>YEG</u>	<u>YEV</u>	<u>YFC</u>	<u>YGK</u>
<u>YHM</u>	<u>YHQ</u>	<u>YHU</u>	<u>YHZ</u>
<u>YJT</u>	<u>YKA</u>	<u>YLT</u>	
<u>YMA</u>	<u>YMJ</u>	<u>YMX</u>	
<u>YOD</u>	<u>YOW</u>	<u>YPA</u>	<u>YPG</u>
<u>YPR</u>	<u>YQA</u>	<u>YQB</u>	<u>YQD</u>
<u>YQG</u>	<u>YQH</u>	<u>YQI</u>	<u>YQK</u>
<u>YQL</u>	<u>YQM</u>	<u>YQQ</u>	<u>YQT</u>
<u>YQU</u>	<u>YQV</u>	<u>YQX</u>	<u>YQZ</u>
<u>YRB</u>	<u>YSB</u>	<u>YSC</u>	<u>YSJ</u>
<u>YSU</u>	<u>YTH</u>	<u>YTR</u>	<u>YTS</u>
<u>YUL</u>	<u>YVG</u>	<u>YVQ</u>	<u>YVR</u>
<u>YVV</u>	<u>YWG</u>	<u>YWL</u>	<u>YXC</u>
<u>YXD</u>	<u>YXE</u>	<u>YXH</u>	<u>YXJ</u>
<u>YXL</u>	<u>YXR</u>	<u>YXS</u>	<u>YXT</u>
<u>YXU</u>	<u>YXX</u>	<u>YXT</u>	<u>YYB</u>
<u>YXU</u>	<u>YYD</u>	<u>YYE</u>	<u>YYF</u>
<u>YYG</u>	<u>YYJ</u>	<u>YYQ</u>	<u>YYR</u>
<u>YYT</u>	<u>YYU</u>	<u>YYW</u>	<u>YYY</u>
<u>YYZ</u>	<u>YZE</u>	<u>YZP</u>	<u>YZT</u>
<u>YZV</u>	<u>YZW</u>	<u>YZX</u>	

Delete

NOTE-

*Altitude Reservations will be input by Canada utilizing
 FIR ACCOUNTABILITIES*

Delete

FIRs

Delete

<u>EDMONTON</u>	<u>CZEG</u>	<u>GANDER</u>	<u>CZQX</u>
<u>MONCTON</u>	<u>CZQM</u>	<u>MONTREAL</u>	<u>CZUL</u>
<u>TORONTO</u>	<u>CZYZ</u>	<u>VANCOUVER</u>	
<u>WINNIPEG</u>	<u>CZWG</u>		

Delete

1. PARAGRAPH NUMBER AND TITLE: 9-2-3. REQUEST FOR CANADIAN NOTAMS FROM THE CANADIAN NOTAM SYSTEM

2. BACKGROUND: FAA Order JO 7930.2M contains procedures for Canadian NOTAMs. It currently includes a list of Canadian locations for airports of first landing and FIRs for customs and INS. Because this list constantly changes and is rarely an accurate list of the available airports, it is being removed from this order. In a subsequent change, users will be provided with more up-to-date and accurate information by using the Canadian website.

3. CHANGE:

OLD

9-2-3. REQUEST FOR CANADIAN NOTAMS FROM THE CANADIAN NOTAM SYSTEM

Add

Add

Add

Add

Add

Canadian NOTAMs are available via the NADIN system from the Canadian NOTAM System Computer for automated retrieval. The following is the format for the request/reply message to the Canadian system:

EXAMPLE

NOTE-

The maximum number of locations that may be requested is 4; e.g., NOTAMQ CYUL CYXE CYYT CYYC

EXAMPLE

Add

NEW

9-2-1. REQUEST FOR CANADIAN NOTAMS FROM THE CANADIAN NOTAM SYSTEM

a. The USNS receives NOTAM data from Canada only on those aerodromes of first landing (airports where you must clear into the country with Customs and Immigration). The USNS can not confirm that they have all NOTAM data; therefore, you are urged to contact the Canadian website for the most current and up-to-date NOTAM data.

<http://www.flightplanning.navcanada.ca>

NOTE-

Altitude Reservations will be input by Canada utilizing FIR ACCOUNTABILITIES.

FIRs

<u>EDMONTON</u>	<u>CZEG</u>	<u>GANDER</u>	<u>CZQX</u>
<u>MONCTON</u>	<u>CZOM</u>	<u>MONTREAL</u>	<u>CZUL</u>
<u>TORONTO</u>	<u>CZYZ</u>	<u>VANCOUVER</u>	<u>CZVR</u>
<u>WINNIPEG</u>	<u>CXWG</u>		

b. Canadian NOTAMs are available via the NADIN system from the Canadian NOTAM System Computer for automated retrieval. The following is the format for the request/reply message to the Canadian system:

No Change

Delete

No Change

NOTE-

The maximum number of locations that may be requested is 4, for example, NOTAMQ CYUL CYXE CYYT CYYC.

