U.S. Department
of Transportation

**Federal Aviation
Administration**

Order JO 7930.2M

Notices to Airmen

(NOTAM)

September 25, 2008

Includes Change 1 dated 2/11/2010
and Change 2 dated 10/20/11

**An electronic version of this publication is on the internet at
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Distribution: ZAT−793; ZAT−464; ZAT−423 (External)

**Initiated By: AJR−0
Vice President, System Operations Services**

RECORD OF CHANGES

DIRECTIVE NO. JO 7930.2M

CHANGE TO BASIC	SUPPLEMENTS			OPTIONAL	CHANGE TO BASIC	SUPPLEMENTS			OPTIONAL

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 Retain this transmittal until superseded by a new basic order.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

Distribution: ZAT-793; ZAT-464; ZAT-423 (External)

Initiated By: AJV-0
Vice President, Mission Support Services

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
Table of Contents i	9/25/08	Table of Contents i	10/20/11
Table of Contents ii and iii	9/25/08	Table of Contents ii and iii	9/25/08
Table of Contents iv	2/11/10	Table of Contents iv	10/20/11
Table of Contents v	9/25/08	Table of Contents v	9/25/08
1−2−1	9/25/08	1−2−1	10/20/11
1−2−2	2/11/10	1−2−2	10/20/11
1−2−3		1−2−3	10/20/11
1−3−1 and 1−3−2	9/25/08	1−3−1 and 1−3−2	10/20/11
1−4−1	2/11/10	1−4−1	10/20/11
1−4−2	9/25/08	1−4−2	9/25/08
3−1−1 and 3−1−2	2/11/10	3−1−1 and 3−1−2	10/20/11
3−3−1	2/11/10	3−3−1	10/20/11
4−1−1	9/25/08	4−1−1	10/20/11
4−2−1 and 4−2−2	9/25/08	4−2−1 and 4−2−2	10/20/11
4−4−1	9/25/08	4−4−1	10/20/11
5−1−1	2/11/10	5−1−1	10/20/11
5−1−2	9/25/08	5−1−2	10/20/11
5−1−3 through 5−1−6	2/11/10	5−1−3 through 5−1−6	10/20/11
5−1−7	9/25/08	5−1−7	10/20/11
5−1−8	2/11/10	5−1−8	10/20/11
5−1−9		5−1−9	10/20/11
5−2−1 through 5−2−3	2/11/10	5−2−1 through 5−2−3	10/20/11
5−3−1	2/11/10	5−3−1	10/20/11
5−3−2	9/25/08	5−3−2	10/20/11
5−3−3 through 5−3−5	2/11/10	5−3−3 through 5−3−5	10/20/11
5−4−1	2/11/10	5−4−1	10/20/11
5−4−2		5−4−2	10/20/11
5−5−1 through 5−5−4	2/11/10	5−5−1 through 5−5−4	10/20/11
6−1−1	2/11/10	6−1−1	2/11/10
6−1−2 through 6−1−6	2/11/10	6−1−2 through 6−1−6	10/20/11
6−2−2	2/11/10	6−2−2	10/20/11
7−1−1	9/25/08	7−1−1	10/20/11
7−1−2	2/11/10	7−1−2	10/20/11
7−1−3	9/25/08	7−1−3	10/20/11
7−1−4	2/11/10	7−1−4	2/11/10
7−1−5	9/25/08	7−1−5	10/20/11
7−2−1	9/25/08	7−2−1	10/20/11
8−3−1 and 8−3−2	9/25/08	8−3−1 and 8−3−2	10/20/11
9−1−1 and 9−1−2	9/25/08	9−1−1 and 9−1−2	10/20/11
9−2−1	9/25/08	9−2−1	10/20/11

CHANGE

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

JO 7930.2M
CHG 1

Effective Date:
February 11, 2010

SUBJ: Notices to Airmen

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6. Disposition of Transmittal. Retain this transmittal until superseded by a new basic order.

7. Page Control Chart. See the page control chart attachment.

Nancy B. Kalinowski
Vice President, System Operations Services
Air Traffic Organization

Date: 1-11-10

Distribution: ZAT-793; ZAT-464; ZAT-423 (External)

Initiated By: AJR-0
Vice President, System Operations Services

Notices to Airmen (NOTAM)

Explanation of Changes

Effective: February 11, 2010

a. 1−2−1. POLICY;
2−2−1. NOTAM CLASSIFICATION;
2−2−3. LOCAL DISSEMINATION;
3−1−3. NOTAM LOGS;
3−1−4. FDC PRESIDENTIAL, SPECIAL SECURITY INSTRUCTIONS, OR EMERGENCY AIR TRAFFIC RULES TFRS;
3−3−1. USE OF CONTRACTIONS AND ABBREVIATIONS;
3−3−4. TAXIWAY IDENTIFICATION;
4−3−7. RETRIEVING DOMESTIC NOTAMS;
4−5−2. NOTAM SERVICE MESSAGES;
5−1−2. HANDLING REPORTED MOVEMENT AREA CONDITIONS;
5−1−3. NOTAM (D) MOVEMENT AREA INFORMATION;
5−1−4. REPORTING OF SNOW, ICE, SLUSH, AND WATER CONDITIONS;
5−1−5. CERTIFICATED AIRPORT AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF);
5−1−6. CONTINUOUS SNOW OR ICE REMOVAL OPERATIONS ON MULTIPLE RUNWAYS;
5−1−7. PERSONNEL AND EQUIPMENT WORKING (PAEW);
5−2−1. GENERAL;
5−2−2. NOTAM (D) LIGHTING AIDS;
5−3−5. UNMONITORED NAVAIDS;
5−3−7. NOTAM (D) NAVAID;
5−4−3. NOTAM (D) COMMUNICATIONS OUTLETS;
5−5−2. NOTAM (D) SERVICES;
5−5−3. HOURS OF OPERATION;
5−5−6. LOW LEVEL WINDSHEAR ALERT SYSTEM (LLWAS);
5−5−9. RADAR SERVICES;
CHAPTER 6. SPECIAL DATA NOTAMS;
SECTION 1. WEATHER AND WEATHER REPORTING EQUIPMENT;
6−1−2. FORMATTING AIRSPACE NOTAM (D)s;
6−1−3. NOTAM (D) HOURS OF OPERATION SURFACE AREAS;
6−1−4. RESTRICTED AREAS
6−1−5. AIRSPACE AND ALTITUDE RESERVATIONS;
6−1−6. AIRCRAFT OPERATIONS;
6−1−7. AERIAL REFUELING;
6−1−8. PARACHUTE JUMPING/SKY DIVING (PJE);
6−1−9. DEPARTURE PROCEDURES AND STANDARD TERMINAL ARRIVALS;
6−1−10. UNMANNED ROCKETS, UNMANNED FREE BALLOONS, HOT AIR BALLOONS, AND HIBAL;
6−1−11. LIGHTS OUT/NIGHT VISION GOGGLE (NVG) OPERATIONS IN MILITARY OPERATIONS AREAS;
6−2−1. GENERAL;
7−1−4. INTERIM IFR FLIGHT PROCEDURES;

These represent editorial changes to many examples and paragraphs throughout the book, addressing corrections and omissions from the September 25, 2008, edition.

b. 1−4−1. WORD MEANINGS

In compliance with FAA Order 1000.36, chapter 2, paragraph 1h, this change adds the definition of "must" to the word meanings section in this directive.

c. 7−1−7. AIR DEFENSE EMERGENCY

This change deletes all obsolete information associated with SCATANA and refers to the applicable chapter for ESCAT in FAA Order 7610.4.

d. 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
Table of Contents	9/25/08	Table of Contents	2/11/10
1−2−1 and 1−2−2	9/25/08	1−2−1 and 1−2−2	2/11/10
1−4−1	9/25/08	1−4−1	2/11/10
1−4−2	9/25/08	1−4−2	9/25/08
2−2−1	9/25/08	2−2−1	2/11/10
3−1−1 and 3−1−2	9/25/08	3−1−1 and 3−1−2	2/11/10
3−3−1	9/25/08	3−3−1	2/11/08
4−3−1	9/25/08	4−3−1	9/25/08
4−3−2	9/25/08	4−3−2	2/11/10
4−5−1	9/25/08	4−5−1	2/11/10
4−5−2	9/25/08	4−5−2	9/25/08
5−1−1	9/25/08	5−1−1	2/11/10
5−1−2	9/25/08	5−1−2	9/25/08
5−1−3 through 5−1−6	9/25/08	5−1−3 through 5−1−6	2/11/10
5−1−7	9/25/08	5−1−7	9/25/08
5−1−8	9/25/08	5−1−8	2/11/10
5−2−1 through 5−2−3	9/25/08	5−2−1 through 5−2−3	2/11/10
5−3−1	9/25/08	5−3−1	2/11/10
5−3−2	9/25/08	5−3−2	9/25/08
5−3−3 through 5−3−5	9/25/08	5−3−3 through 5−3−5	2/11/10
5−4−1	9/25/08	5−4−1	2/11/10
5−5−1 through 5−5−4	9/25/08	5−5−1 through 5−5−4	2/11/10
6−1−1 through 6−1−6	9/25/08	6−1−1 through 6−1−6	2/11/10
6−2−1	9/25/08	6−2−1	2/11/10
7−1−1	9/25/08	7−1−1	9/25/08
7−1−2	9/25/08	7−1−2	2/11/10
7−1−3	9/25/08	7−1−3	9/25/08
7−1−4	9/25/08	7−1−4	2/11/10

Notices to Airmen (NOTAM)

JO 7930.2M

Foreword

This order prescribes air traffic control procedures and phraseology for use by personnel providing air traffic control services. Controllers are required to be familiar with the provisions of this order that pertain to their operational responsibilities and to exercise their best judgment if they encounter situations not covered by this order.

Nancy B. Kalinowski
Vice President, System Operation Services
Air Traffic Organization

Date: _____

Notices to Airmen (NOTAM)

Explanation of Changes

Effective: September 25, 2008

a. 1-1-6. EFFECTIVE DATE

This change establishes a new effective date for the NOTAM order. This change cancels and incorporates N JO 7930.85, Notice to Airmen (NOTAM), effective January 28, 2008.

b. 1-2-1. POLICY

This change establishes the policy for the NOTAM order. This change cancels and incorporates N JO 7930.85, Notice to Airmen (NOTAM), effective January 28, 2008.

c. 1-3-1. AIR TRAFFIC;
2-1-3. PUBLICATION CRITERIA;
2-2-1. NOTAM CLASSIFICATION;
2-2-3. LOCAL DISSEMINATION;
3-1-3. NOTAM LOGS;
3-3-1. USE OF CONTRACTIONS AND ABBREVIATIONS;
3-3-2. EXPRESSION OF TIME IN THE NOTAM SYSTEM;
3-3-3. RUNWAY IDENTIFICATION;
3-3-4. TAXIWAY IDENTIFICATION;
4-1-2. NATIONAL NOTAM OFFICE RELATIONSHIPS;
4-2-1. NOTAM COMPOSITION;
4-3-3. NOTAM TRANSMISSSION;
4-3-5. CONFIRMING ACCEPTANCE BY THE NOTAM SYSTEM;
4-4-3. CANCELING PUBLISHED NOTAM DATA;
4-5-2. NOTAM SERVICE MESSAGES;
5-1-1. ORIGINATORS OF MOVEMENT AREA NOTAMs;
5-1-2. HANDLING REPORTED MOVEMENT AREA CONDITIONS;
5-1-3. NOTAM (D) MOVEMENT AREA INFORMATION;
5-1-4. REPORTING OF SNOW, ICE, SLUSH, AND WATER CONDITIONS;
5-1-5. CERTIFICATED AIRPORT AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF);
5-1-6. CONTINUOUS SNOW REMOVAL OPERATIONS ON MULTIPLE RUNWAYS;
5-1-7. NOTAM (L) MOVEMENT AREA INFORMATION;
5-2-1. GENERAL;
5-2-2. NOTAM (D) LIGHTING AIDS;
5-2-3. NOTAM (L) LIGHTING AIDS;
5-3-1. GENERAL;
5-3-6. CATEGORY 2 AND 3 INSTRUMENT LANDING SYSTEM STATUS;
5-3-7. NOTAM (D) NAVAID;
5-3-8. HOURS OF OPERATION;
5-4-3. NOTAM (D) COMMUNICATIONS OUTLETS;
5-5-1. GENERAL;
5-5-2. NOTAM (D) SERVICES;
5-5-3. HOURS OF OPERATION;
5-5-4. FUEL UNAVAILABILITY;
6-1-1. NOTAM (D) WEATHER AND WEATHER REPORTING EQUIPMENT;
6-1-2. LOW LEVEL WINDSHEAR ALERT SYSTEM (LLWAS);
6-1-3. RUNWAY VISUAL RANGE;
6-1-4. TERMINAL DOPPLER WEATHER RADAR (TDWR);
6-2-1. FORMATTING AIRSPACE NOTAM (D)s;
6-2-2. NOTAM (D) HOURS OF OPERATION SURFACE AREAS;
6-2-3. RESTRICTED AREAS;
6-2-4. AIRSPACE AND ALTITUDE RESERVATIONS;
6-2-5. AIRCRAFT OPERATIONS;
6-2-6. AERIAL REFUELING;
6-2-7. PARACHUTE JUMPING/SKY DIVING (PJE);
6-2-8. DEPARTURE PROCEDURES AND STANDARD TERMINAL ARRIVALS;
6-2-9. MOORED BALLOONS, KITES, UNMANNED ROCKETS, UNMANNED FREE BALLOONS, HOT AIR BALLOONS, AND HIBAL; and
6-2-10. LIGHTS OUT/NIGHT VISION GOGGLE (NVG) OPERATIONS IN MILITARY OPERATIONS AREAS

This change sets the policy of putting the keyword prefix in front of any NOTAM information being sent in to become a NOTAM.

d. Appendix 5. Approved NOTAM Contractions

Appendix 5 has been deleted because of redundancy. Readers should refer to FAAO JO 7340.2, Contractions. Appendix 6, FCC Field Office Fax Numbers, is subsequently renumbered as appendix 5.

e. Entire manual.

Editorial/format changes made throughout the order.

Table of Contents

Chapter 1. General

Section 1. Introduction

Paragraph		Page
1−1−1.	PURPOSE	1−1−1
1−1−2.	DISTRIBUTION	1−1−1
1−1−3.	CANCELLATION	1−1−1
1−1−4.	EXPLANATION OF CHANGES	1−1−1
1−1−5.	REVISIONS	1−1−1
1−1−6.	EFFECTIVE DATE	1−1−1

Section 2. Scope

1−2−1.	POLICY	1−2−1
1−2−2.	PROCEDURAL APPLICATIONS	1−2−2
1−2−3.	AVOIDANCE OF DUPLICATION	1−2−2

Section 3. Responsibilities

1−3−1.	AIR TRAFFIC	1−3−1
1−3−2.	TECHNICAL OPERATIONS SERVICES	1−3−1
1−3−3.	OFFICE OF AIRPORT SAFETY AND STANDARDS	1−3−2
1−3−4.	TECHNICAL OPERATIONS AVIATION SYSTEM STANDARDS	1−3−2
1−3−5.	FLIGHT STANDARDS SERVICE	1−3−2
1−3−6.	TRANSPORTATION SECURITY ADMINISTRATION (TSA)	1−3−2
1−3−7.	AIRPORT MANAGEMENT	1−3−2

Section 4. Terms of Reference

1−4−1.	WORD MEANINGS	1−4−1
1−4−2.	NOTES	1−4−1
1−4−3.	REFERENCES	1−4−1
1−4−4.	MANUAL CHANGES	1−4−1
1−4−5.	DEFINITIONS	1−4−1

Chapter 2. Aeronautical Information Services

Section 1. Airmen's Information System

2−1−1.	GENERAL	2−1−1
2−1−2.	DISSEMINATION OF AIRMEN INFORMATION	2−1−1
2−1−3.	PUBLICATION CRITERIA	2−1−1
2−1−4.	NOTICES TO AIRMEN PUBLICATION	2−1−2
2−1−5.	FORWARDING DATA	2−1−2
2−1−6.	CHART/PUBLICATION ERRORS OR OMISSIONS	2−1−2
2−1−7.	ADMINISTRATIVE MESSAGES	2−1−3
2−1−8.	ADDRESSING CORRESPONDENCE	2−1−3
2−1−9.	NFDC ORGANIZATION	2−1−3
2−1−10.	THE NATIONAL FLIGHT DATA DIGEST (NFDD)	2−1−3
2−1−11.	COMPUTER PRINTOUTS	2−1−3

Section 2. NOTAM System

Paragraph		Page
2−2−1.	NOTAM CLASSIFICATION	2−2−1
2−2−2.	DISTANT DISSEMINATION	2−2−1
2−2−3.	LOCAL DISSEMINATION	2−2−1
2−2−4.	REVISIONS TO PREVIOUSLY PUBLISHED CHANGES	2−2−1

Chapter 3. General Operating Procedures

Section 1. General

3−1−1.	TIE−IN STATIONS	3−1−1
3−1−2.	CLASSIFYING NOTAMs	3−1−1
3−1−3.	NOTAM LOGS	3−1−1
3−1−4.	FDC PRESIDENTIAL, SPECIAL SECURITY INSTRUCTIONS, OR EMERGENCY AIR TRAFFIC RULES TFRs	3−1−1

Section 2. Coordination

3−2−1.	ORIGINATING NOTAMs	3−2−1
3−2−2.	COORDINATION WITH OTHER FACILITIES	3−2−1
3−2−3.	FILING NOTAM INFORMATION WITH FSSs	3−2−1
3−2−4.	PASSING NOTAM DATA BY PART−TIME FSS FACILITIES	3−2−1
3−2−5.	NON−FEDERAL FACILITIES	3−2−1

Section 3. Use of Terms

3−3−1.	USE OF CONTRACTIONS AND ABBREVIATIONS	3−3−1
3−3−2.	EXPRESSION OF TIME IN THE NOTAM SYSTEM	3−3−1
3−3−3.	RUNWAY IDENTIFICATION	3−3−1
3−3−4.	TAXIWAY IDENTIFICATION	3−3−1

Chapter 4. NOTAM Procedures

Section 1. General

4−1−1.	ACCEPTING NOTAM INFORMATION	4−1−1
4−1−2.	NATIONAL NOTAM OFFICE RELATIONSHIPS	4−1−1

Section 2. Preparing NOTAMs for Dissemination

4−2−1.	NOTAM COMPOSITION	4−2−1
4−2−2.	NOTAM ACCOUNTABILITY	4−2−2
4−2−3.	NOTAMs FOR NAVAID IN DIFFERENT FSS FLIGHT PLAN AREA	4−2−2

Section 3. Coding and Transmission of NOTAMs

4−3−1.	PREPARATION FOR TRANSMISSION	4−3−1
4−3−2.	AUTOMATIC DATA PROCESSING (ADP) CODES	4−3−1
4−3−3.	NOTAM TRANSMISSION	4−3−1
4−3−4.	TRANSMISSION OF NOTAMs EXCEEDING 20 LINES	4−3−1
4−3−5.	CONFIRMING ACCEPTANCE BY THE NOTAM SYSTEM	4−3−1
4−3−6.	TRANSMISSION BY ANOTHER FACILITY	4−3−1
4−3−7.	RETRIEVING DOMESTIC NOTAMs	4−3−2

Section 4. Canceling/Extending NOTAMS

Paragraph		Page
4−4−1.	EXTENDING NOTAM DURATION	4−4−1
4−4−2.	CANCELLATION OF NOTAMs	4−4−1
4−4−3.	CANCELING PUBLISHED NOTAM DATA	4−4−1

Section 5. Computer−Generated NOTAM Service Messages

4−5−1.	MONITORING	4−5−1
4−5−2.	NOTAM SERVICE MESSAGES	4−5−1

Chapter 5. NOTAM Criteria

Section 1. Movement Area NOTAMs

5−1−1.	ORIGINATORS OF MOVEMENT AREA NOTAMs	5−1−1
5−1−2.	HANDLING REPORTED MOVEMENT AREA CONDITIONS	5−1−1
5−1−3.	NOTAM (D) MOVEMENT AREA INFORMATION	5−1−1
5−1−4.	REPORTING OF SNOW, ICE, SLUSH, AND WATER CONDITIONS	5−1−4
5−1−5.	CERTIFICATED AIRPORT AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF)	5−1−7
5−1−6.	CONTINUOUS SNOW OR ICE REMOVAL OPERATIONS ON MULTIPLE RUNWAYS	5−1−8
5−1−7.	PERSONNEL AND EQUIPMENT WORKING (PAEW)	5−1−8

Section 2. Lighting Aid and Obstruction NOTAMs

5−2−1.	GENERAL	5−2−1
5−2−2.	NOTAM (D) LIGHTING AIDS	5−2−1
5−2−3.	MOORED BALLOONS AND KITES/OBSTRUCTIONS	5−2−3

Section 3. NAVAID NOTAMs

5−3−1.	GENERAL	5−3−1
5−3−2.	REPORTING NAVAID MALFUNCTIONS	5−3−1
5−3−3.	UNPROGRAMMED EXTENDED SHUTDOWNS	5−3−1
5−3−4.	NAVAID MAINTENANCE SHUTDOWNS	5−3−1
5−3−5.	UNMONITORED NAVAIDs	5−3−1
5−3−6.	CATEGORY 2 AND 3 INSTRUMENT LANDING SYSTEM STATUS	5−3−1
5−3−7.	NOTAM (D) NAVAID	5−3−2
5−3−8.	HOURS OF OPERATION	5−3−6

Section 4. Communications Outlets NOTAMs

5−4−1.	GENERAL	5−4−1
5−4−2.	REPORTING COMMUNICATIONS OUTLET MALFUNCTIONS	5−4−1
5−4−3.	NOTAM (D) COMMUNICATIONS OUTLETS	5−4−1

Section 5. Services NOTAMs

Paragraph	Page
5−5−1. GENERAL	5−5−1
5−5−2. NOTAM (D) SERVICES	5−5−1
5−5−3. HOURS OF OPERATION	5−5−1
5−5−4. FUEL UNAVAILABILITY	5−5−2
5−5−5. NOTAM (D) WEATHER AND WEATHER REPORTING EQUIPMENT	5−5−2
5−5−6. MICROBURST/WINDSHEAR DETECTION SYSTEM	5−5−4
5−5−7. RADAR SERVICES	5−5−4

Chapter 6. Airspace NOTAMs

Section 1. Airspace

6−1−1. GENERAL	6−1−1
6−1−2. FORMATTING AIRSPACE NOTAM (D)s	6−1−1
6−1−3. NOTAM (D) HOURS OF OPERATION SURFACE AREAS	6−1−1
6−1−4. RESTRICTED AREAS	6−1−1
6−1−5. SPECIAL USE AIRSPACE (SUA) AND RELATED AIRSPACE	6−1−1
6−1−6. AIRSPACE AND ALTITUDE RESERVATIONS	6−1−2
6−1−7. AIRCRAFT OPERATIONS	6−1−3
6−1−8. AERIAL REFUELING	6−1−4
6−1−9. PARACHUTE JUMPING/SKY DIVING (PJE)	6−1−4
6−1−10. UNMANNED ROCKETS, UNMANNED FREE BALLOONS HOT AIR BALLOONS, AND HIBAL	6−1−5
6−1−11. GLIDERS/HANG GLIDERS	6−1−5

Section 2. Other Aeronautical Information

6−2−1. GENERAL	6−2−1

Chapter 7. FDC NOTAM Procedures

Section 1. Transmitting Data to NFDC

7−1−1. FDC NOTAM CATEGORIES	7−1−1
7−1−2. FDC NOTAM NUMBERING	7−1−1
7−1−3. TEMPORARY OR PERMANENT FDC NOTAMs	7−1−1
7−1−4. INTERIM IFR FLIGHT PROCEDURES	7−1−1
7−1−5. TEMPORARY FLIGHT RESTRICTIONS	7−1−2
7−1−6. SNOW CONDITIONS AFFECTING GLIDE SLOPE OPERATION	7−1−4
7−1−7. AIR DEFENSE EMERGENCY	7−1−4
7−1−8. SPECIAL DATA	7−1−4
7−1−9. LASER LIGHT ACTIVITY	7−1−5

Section 2. Cancellation/Expiration

Paragraph		Page
7−2−1.	FDC NOTAM EXPIRATION	7−2−1
7−2−2.	CANCELING FDC NOTAMs	7−2−1
7−2−3.	FDC NOTAM LIST	7−2−1
7−2−4.	RETAINING FDC NOTAMs	7−2−1
7−2−5.	RETRIEVING FDC NOTAMs	7−2−1

Chapter 8. Military NOTAMs

Section 1. General

8−1−1.	MILITARY FACILITIES	8−1−1
8−1−2.	SUBMISSION OF MILITARY DATA FOR PUBLICATION	8−1−1
8−1−3.	MILITARY NOTAMs NOT MEETING CRITERIA	8−1−1

Section 2. Military NOTAM Dissemination

8−2−1.	MILITARY ARMY NOTAMs	8−2−1
8−2−2.	ALASKAN MILITARY NOTAMs	8−2−1

Section 3. Military NOTAM Retrieval

8−3−1.	MILITARY NOTAM AVAILABILITY	8−3−1
8−3−2.	MILITARY NOTAM RETRIEVAL	8−3−1
8−3−3.	SERVICE MESSAGES	8−3−2
8−3−4.	MILITARY NOTAM CRITERIA FOR MILITARY NOTAM SYSTEM	8−3−2

Chapter 9. International NOTAMs

Section 1. General Procedures

9−1−1.	RETRIEVING INTERNATIONAL NOTAMs	9−1−1
9−1−2.	INTERNATIONAL NOTAM DATA AVAILABILITY	9−1−1
9−1−3.	USNS−GENERATED SERVICE MESSAGES	9−1−2

Section 2. Procedures For Canadian NOTAMs

9−2−1.	REQUEST FOR CANADIAN NOTAMs FROM THE CANADIAN NOTAM SYSTEM	9−2−1

Appendices

Appendix 1. International NOTAM (Q) Codes	Appendix 1−1
Appendix 2. FAA Form 7930−1 Station NOTAM Accountability Log	Appendix 2−1
Appendix 3. FAA Form 7930−2 FDC NOTAM Receipt Log	Appendix 3−1
Appendix 4. NWS Radiosonde/HIBAL Flights	Appendix 4−1
Appendix 5. FCC Field Office Fax Numbers	Appendix 5−1
Briefing Guide	BG−1

Chapter 1. General

Section 1. Introduction

1−1−1. PURPOSE

This order prescribes procedures used to obtain, format, and disseminate information on unanticipated or temporary changes to components of, or hazards in, the National Airspace System (NAS) until the associated aeronautical charts and related publications have been amended. The NOTAM system is not intended to be used to advertise data already published or charted.

1−1−2. DISTRIBUTION

This order is distributed to selected offices in Washington headquarters, service area offices, the William J. Hughes Technical Center, the Mike Monroney Aeronautical Center, and air traffic field offices and facilities.

1−1−3. CANCELLATION

FAAO 7930.2K, Notices to Airmen (NOTAM) dated February 16, 2006, and Changes, are canceled.

1−1−4. EXPLANATION OF CHANGES

The significant changes to the basic order will be published and included in the Explanation of Change page(s). It is advisable to retain the page(s) throughout the duration of the basic order. If further information is desired, direct questions through the appropriate facility/service area staff to Flight Services, Safety and Operations Support, Operational Procedures.

1−1−5. REVISIONS

The contents of this order will be periodically reviewed and updated, as required by NADIN GENOTs and order changes. Changes/orders are published as needed. Suggestions for revision should be forwarded through the appropriate facility/service area staff, to Flight Services, Safety and Operations Support, Operational Procedures.

1−1−6. EFFECTIVE DATE

This order is effective September 25, 2008.

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 responsibility 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.

l. 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 2. Aeronautical Information Services

Section 1. Airmen's Information System

2−1−1. GENERAL

The system for disseminating aeronautical information is made up of two subsystems, the Airmen's Information System (AIS) and the NOTAM System. The AIS consists of charts and publications. The NOTAM system is a telecommunication system and will be discussed in later paragraphs.

2−1−2. DISSEMINATION OF AIRMEN INFORMATION

Airmen information is disseminated by the following methods:

a. Aeronautical charts depicting permanent baseline data:

1. IFR Charts:

(a) Enroute High Altitude Conterminous U.S.

(b) Enroute Low Altitude Conterminous U.S.

(c) Alaska Charts.

(d) Pacific Charts.

2. U.S. Terminal Procedures:

(a) Departure Procedures (DPs).

(b) Standard Terminal Arrivals (STARs).

(c) Standard Instrument Approach Procedures (SIAPs).

3. VFR Charts:

(a) Sectional Aeronautical Charts.

(b) Terminal Area Charts (TAC).

(c) World Aeronautical Charts (WAC).

b. Flight information publications outlining baseline data:

1. Notices to Airmen (NTAP).

2. Airport/Facility Directory (AFD).

3. Pacific Chart Supplement.

4. Alaska Supplement.

5. Alaska Terminal.

6. Aeronautical Information Manual (AIM).

2−1−3. PUBLICATION CRITERIA

The following conditions or categories of information should be forwarded to the National Flight Data Center (NFDC) for inclusion in the flight information publications and charts.

a. NAVAIDs. Commissioning, decommissioning, restrictions, frequency changes, changes in monitoring status and monitoring facility used in the National Airspace System (NAS). NAVAID outage NOTAMs shall remain active until the NAVAID is returned to service or decommissioned.

b. Commissioning, decommissioning, changes in hours of operation of FAA air traffic control facilities.

c. Surface areas/airspace. Changes in hours of operations.

d. RCOs and RCAGs. Commissioning, decommissioning, changes in voice control or monitoring facility.

e. Weather reporting stations. Commissioning, decommissioning, failure, nonavailability or unreliable operations.

f. Public airports. Commissioning, decommissioning, openings, closings, and abandonments.

g. ARFF capability. Restrictions to air carrier operations.

h. Changes to runway identifiers, dimensions, threshold placements, and surface compositions.

i. NAS lighting systems. Commissioning, decommissioning, outages, change in classification or operation.

2−1−4. NOTICES TO AIRMEN PUBLICATION

a. The Notices to Airmen Publication (NTAP) is published by System Operations Services, System Operations and Safety, Publications, every 28 days.

b. Data of a permanent nature can be published in the Notices to Airmen Publication as an interim step between publication cycles of the AFD and aeronautical charts.

c. The Notices to Airmen Publication is divided into four parts:

1. Notices in part one are provided by the NFDC. This part contains selected NOTAMs that are expected to be in effect on the effective date of the publication. This part is divided into three sections:

(a) Airway NOTAMs reflecting airway changes that fall within an ARTCCs airspace.

(b) Airports/Facilities, and Procedural NOTAMs. The criteria for this section is listed in paragraph 2−1−3, Publication Criteria.

(c) FDC General NOTAMs containing NOTAMs that are general in nature and not tied to a specific airport/facility (i.e., flight advisories and restrictions).

2. Part two, also provided by NFDC, contains revisions to Minimum En Route IFR Altitudes and Changeover Points.

3. Part three, International, contains Flight Prohibitions, Potential Hostile Situations, Foreign Notices, and Oceanic Airspace Notices.

4. Part four, compiled by Publications from data provided by FAA service area offices, contains special notices and graphics pertaining to almost every aspect of aviation; such as, military training areas, large scale sporting events, air show information, and airport−specific information. Special Traffic Management Programs (STMPs) are published in part 4.

NOTE−

1. *Notices in parts three and four of the NTAP are submitted to and processed through System Operations and Safety, Publications, not NFDC. Cutoff dates and requirements for notices in parts three and four are in the NTAP.*

2. *FDC NOTAMs for temporary flight restrictions are not published in the Notices to Airmen Publication.*

2−1−5. FORWARDING DATA

a. When notice is received of a temporary condition which is expected to be corrected before information can be published, issue a NOTAM if it meets criteria.

b. NOTAM or aeronautical information concerning an extended (more than 30 days) shutdown or closure affecting components of the NAS shall be forwarded in advance of the occurrence to the NFDC. NFDC shall publish data received in accordance with existing policies, criteria, and publication cutoff deadlines. The schedule of publication cutoff dates is contained in the NTAP and AFD.

c. When time does not permit notification to NFDC by mail, forward the data via administrative message, FAX, or contact the appropriate NFDC section by telephone during administrative hours.

d. Information received by NFDC for publication that meets publication criteria and will be current on the effective date of the next available NTAP or AFD publication will be published.

2−1−6. CHART/PUBLICATION ERRORS OR OMISSIONS

Air traffic managers shall review each edition of the Notices to Airmen Publication, the Airport/Facility Directory, and other publications and charts to ensure that all required data is included and correct. Inform NFDC promptly of errors or omissions in any publication or chart. Notification of errors in the NTAP parts three and four should be sent to Publications.

NOTE−

Air traffic managers will review all current NOTAMs issued by their facility on a quarterly basis for currency. If published or more than 30 days old, originators of these NOTAMs shall be contacted for possible cancellation of these NOTAMs.

2−1−7. ADMINISTRATIVE MESSAGES

All data forwarded to the NFDC via telecommunications for publication shall be forwarded to the Washington Headquarters Telecommunications Center (RWA), attention Aeronautical Information Management.

EXAMPLE−
GG KRWAYAYX
121543 KDCAYFYX
DCA001
ATTN Aeronautical Information Management
THE FOLLOWING INFORMATION IS SUBMITTED FOR PUBLICATION IN THE NEXT ISSUE OF THE NOTICES TO AIRMEN AND OR OTHER PUBLICATIONS AS REQUIRED. DCA VASI RWY 17 CMSND. ATCT HOURS 0900−1900. SIMEONE MANAGER AFSS.

2−1−8. ADDRESSING CORRESPONDENCE

All correspondence to be mailed to the NFDC for publication shall be addressed to:

Federal Aviation Administration
Aeronautical Information Management
National Flight Data Center
800 Independence Avenue, S.W.
Washington, D.C. 20591

2−1−9. NFDC ORGANIZATION

The NFDC is divided into the following sections listed below. Questions and data should be referred directly to the appropriate section.

a. Airports, Facilities and Communications Section, telephone: 202−267−9308.

b. Airspace and Flight Procedures Section, telephone: 202−267−9308.

c. Plans and Programs Section, telephone: 202−267−9308.

d. FAX numbers: Aeronautical Information Management: 202−493−4266; AJR−321: 202−267−5322. Toll Free: 1−866−295−8236.

e. Web Page: http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/aaim.

2−1−10. THE NATIONAL FLIGHT DATA DIGEST (NFDD)

The NFDD is used to transmit data from NFDC to chart and publication producers. It may be used to update records. However, it shall not be used as a basis to cancel NOTAMs.

2−1−11. COMPUTER PRINTOUTS

Computer printouts listing all navigational aids and public use civil landing areas by flight plan area may be obtained from Aeronautical Information Management.

Section 2. NOTAM System

2−2−1. NOTAM CLASSIFICATION

When changes occur so rapidly that time does not permit issuance on a chart or in an appropriate publication, they are publicized as NOTAMs. Originators of airmen information are expected to inform the National Flight Data Center (NFDC) in sufficient time before the effective dates of changes to permit publishing of aeronautical data on the various charts or in the appropriate publications. NOTAMs are classified into four groups in accordance with instructions in this order. The groups are:

a. NOTAM D. Information that meets the criteria of this order and requires wide dissemination via telecommunication and pertains to en route navigational aids, civil public−use airports listed in the AFD, facilities, services, and procedures. Information that may be beneficial to aircraft operations and is not identified in Appendix 1,of this order. These NOTAMs are identified with "(O)" as the first part of NOTAM text.

b. FDC NOTAM. Flight information that is regulatory in nature including, but not limited to, changes to IFR charts, procedures, and airspace usage.

c. POINTER NOTAM. Issued by a flight service station to highlight or point out another NOTAM; such as, an FDC or PJE NOTAM. This type of NOTAM will assist users in cross−referencing important information that may not be found under an airport or NAVAID identifier. Keywords in pointer NOTAMs shall match the keywords in the NOTAM D that is being pointed out. Keywords in pointer NOTAMs related to Temporary Flight Restrictions (TFR) shall be AIRSPACE.

EXAMPLES−
!ACT ACT AIRSPACE SEE FDC 8/8989 ZFW 91.141 WEF 0904211200−0904251800

!BWI BWI NAV SEE DCA 04/006 EMI TIL 0904202359

NOTE−
When referencing NOTAM D, specify accountability, NOTAM number, and affected location in that order.

d. MILITARY NOTAM. NOTAMs pertaining to U.S. Air Force, Army, Marine, and Navy navigational aids/airports that are part of the NAS.

2−2−2. DISTANT DISSEMINATION

Distant dissemination means forwarding of NOTAM information via NADIN to the U.S. NOTAM System (USNS) for relay via WMSCR to all locations that are receiving the affected location's or tie−in FSS's weather and to the NFDC.

2−2−3. LOCAL DISSEMINATION

Disseminate NOTAMs locally to the area affected by the aid, service, or hazard being advertised.

a. Forward NOTAMs to ATC facilities whose area of responsibility includes the affected area or facility involved.

b. ARTCCs are responsible for forwarding FDC and special use airspace (SUA) and related airspaces NOTAM information to the affected terminal facilities.

REFERENCE−
FAAO JO 7930.2, para 6−1−5, SUA Related Airspace.

c. When a monitored NAVAID fails, the monitoring facility must be responsible for the notification of all affected facilities, including ATC controlling facilities.

d. Deliver to the local aviation companies, airline operation's offices, and interested users, except in accordance with facility directives (e.g., letters of agreement, memorandums of agreement, etc.).

2−2−4. REVISIONS TO PREVIOUSLY PUBLISHED CHANGES

Time critical delays, corrections, or changes to previously published data that cannot be republished before occurrence shall be issued as a NOTAM, providing they meet the criteria set forth in this order.

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 "KXXXAFSS."

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 2. Coordination

3−2−1. ORIGINATING NOTAMs

Air traffic facilities shall originate NOTAMs for air navigation aids for which they are responsible for monitoring or controlling.

3−2−2. COORDINATION WITH OTHER FACILITIES

When a shutdown or an outage/closure of a component of the NAS will affect another facility's operation, the facility serving as the approval/controlling authority shall coordinate with other facilities concerned.

3−2−3. FILING NOTAM INFORMATION WITH FSSs

NOTAM information should not be filed with an FSS prior to 3 days before the expected condition is to occur. A NOTAM shall be transmitted as soon as practical but not more than 3 days before the expected condition is to occur.

3−2−4. PASSING NOTAM DATA BY PART−TIME FSS FACILITIES

a. Before closing, part−time facilities shall give the following NOTAM data to the FSS responsible for handling their NOTAMs during the period the facility is closed:

1. Any known NOTAMs that will require dissemination during the hours the facility is closed.

2. All current NOTAMs.

b. Immediately upon resuming the daily operation, part−time facilities shall obtain all the above data as well as pertinent FDC NOTAMs issued.

3−2−5. NON−FEDERAL FACILITIES

a. NOTAMs on non−Federal facilities that are part of the NAS are distributed through the FAA NOTAM system. Letters of agreement covering FSS notification procedures for these facilities should be executed whenever possible.

REFERENCE−
14 CFR Part 171 outlines owner/operation responsibilities.

b. NOTAMs on non−Federal facilities that are not part of the NAS are not distributed in the FAA NOTAM system. FSSs receiving data on these facilities shall notify the appropriate Technical Operations, Service Area Director as well as Aeronautical Information Management.

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 3. Coding and Transmission of NOTAMs

4−3−1. PREPARATION FOR TRANSMISSION

In order to assure that NOTAMs are processed and distributed properly, data for transmission must be coded as prescribed in this order.

4−3−2. AUTOMATIC DATA PROCESSING (ADP) CODES

The ADP equipment is programmed to accept and begin processing a NOTAM upon receipt of the ADP code.

4−3−3. NOTAM TRANSMISSION

a. The following examples illustrate the proper coding of NOTAM data for transmission by stations entering their own NOTAM data in the system.

AISR FORMAT:
GG KDZZNAXX 131345 KPIRYFYX !PIR PIR NAV VOR OTS

b. A station entering its own NOTAMs and NOTAMs from a tie−in location.

AISR FORMAT:
GG KDZZNAXX 131345 KPIRYFYX !PIR PIR NAV VOR OTS !FSD FSD AD CLSD

c. When two or more new NOTAMs or cancellations, or a combination of new NOTAMs and cancellations are transmitted in a series, they shall be separated by the ADP code and a new line.

AISR FORMAT:
GG KDZZNAXX 131500 KABQYFYX !ABQ C04/003 !ABQ ABQ RWY 8/26 CLSD !ABQ C02/057

NOTE−
No confirmation will be received on cancellations.

4−3−4. TRANSMISSION OF NOTAMs EXCEEDING 20 LINES

If the text of a NOTAM is expected to exceed 20 lines, you shall call the USNOF (1−888−876−6826) for assistance in composition and guidance.

4−3−5. CONFIRMING ACCEPTANCE BY THE NOTAM SYSTEM

a. When a new NOTAM is accepted into the NOTAM file, a copy of the NOTAM with the NOTAM number will be returned back to the originating facility and also sent to WMSCR for distribution.

EXAMPLE−
(Confirmation)

GG KDENYFYX
131346 KDZZNAXX
!DEN 04/003 DEN NAV VOR OTS

b. If the NOTAM is rejected, a USNS−generated service message will be relayed back to the facility of origin indicating the reason for rejection as shown in para 4−5−2.

4−3−6. TRANSMISSION BY ANOTHER FACILITY

When unable to transmit a NOTAM directly into the system due to equipment failure or other situation, relay the information to another facility and request that the data be transmitted into the system.

4−3−7. RETRIEVING DOMESTIC NOTAMs

Domestic NOTAMs shall be retrieved via NADIN using the following formats:

a. When the location identifier and number are known:

AISR FORMAT:
GG KDZZNAXX 041503 KTUSYFYX)SVC RQ DOM LOC=CID NT=02/020

b. When the accountability identifier and number are known:

AISR FORMAT:
GG KDZZNAXX 051612 KYNGYFYX)SVC RQ DOM ACC=FOD NT=03/040

c. To request all NOTAMs for a given location:

AISR FORMAT:
GG KDZZNAXX 061832 KBZNYFYX)SVC RQ DOM LOC=DSM

d. To request all NOTAMs for a given accountability:

AISR FORMAT:
GG KDZZNAXX 061832 KBZNYFYX)SVC RQ DOM ACC=FOD

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. Instruction 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.

Section 5. Computer−Generated NOTAM Service Messages

4−5−1. MONITORING

a. All input transmissions from a facility are monitored by the USNS computer for the presence of an ADP code. The validity of the station identifier, format, and times are also checked before the USNS computer assigns a number and updates the NOTAM master file.

b. Errors in the station identifier or the format will result in a computer−generated service message being sent to the facility of origin. The service message will identify the NOTAM parameter which was in error. A rejection (R) requires corrective action as soon as possible.

c. When a NOTAM is rejected, it is not distributed. It will not be stored in the NOTAM master file, and it will not be available by request−reply. Error messages are not stored in the master file.

4−5−2. NOTAM SERVICE MESSAGES

If data is entered incorrectly, it will be rejected. Each rejection will be preceded with a service message (SVC) explaining the cause for the rejection.

a. Invalid accountability location for a specific affected facility and missing keyword.

EXAMPLE−
GG KCLEYFYX
071356 KDZZNAXX

!SVC LOCATION NOT VALID FOR CLE
CLE LNN LSR EXC E2500 9/27

b. Invalid NOTAM accountability location.

EXAMPLE−
GG KRDUYFYX
071402 KDZZNAXX

!SVC NOTAM D ACCOUNTABILITY NOT FOUND
NLN LNN RWY CLSD

c. Invalid affected location.

EXAMPLE−
GG KCLEYFYX
071333 KDZZNAXX

!SVC NOTAM (D) LOCATION NOT FOUND
CLE VBV RWY CLSD

d. Invalid cancellation.

EXAMPLE−
GG KBUFYFYX
081822 KDZZNAXX

!SVC XXXXXXX DATE TIME
CANCELED NOTAM NOT ON FILE FOR ABOVE ACCOUNTABILITY
BGM C01/050

NOTE−
X Field is internal USNS data.

e. Invalid input format.

EXAMPLE−
GG KDRIYFYX
092245 KDZZNAXX

!SVC INVALID SPACE BEFORE ACCOUNTABILITY

f. Unclear times.

EXAMPLE−
GG KCOUYFYX
252321 KDZZNAXX

! UNCLEAR DURATION OR EFFECTIVE TIME
MCI MCI NAV VOR OTS WEF 0801251330

NOTE−
The NOTAM was inserted after 1330 on the 25th of January and the NOTAM system cannot determine whether the NOTAM is for the present day after the fact. The NOTAM must be reissued either with a new beginning time or with an ending time only.

EXAMPLE−
GG KOAKYFYX
232323 KDZZNAXX

!UNCLEAR DURATION OR EFFECTIVE TIME
OAK OAK NAV DME OTS WEF
0801231630−0801230000

NOTE−
The time of 0000 can only be used as a beginning time. The NOTAM must be issued with a correct ending time.

EXAMPLE−
GG KCXOYFYX
191632 KDZZNAXX

!UNCLEAR DURATION OR EFFECTIVE TIME
CXO CXO AD CLSD WEF 0801262300−0801261600

NOTE−
Any NOTAM issued with an ending time less than the beginning time must have a ten−digit date/time group later than the effective time.

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 O88 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	*Brakementer−Dynometer*
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 $\frac{1}{4}$ inch), $\frac{1}{4}$ inch, $\frac{1}{2}$ 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 ½ IN SNW (surface). The absence of a described surface indicates the entire landing area.

d. Conditions.

1. Snow.

EXAMPLE−
!MIV MIV RWY 10/28 ¼ 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 ¼ 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 ½ IN SN WEF 0711132359

NOTE−
Twin Hill's runways 1 and 19 have ½ 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 ½ 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 ½ IN ICE WEF 0712051430

!MEM MEM RAMP FEDEX FEEDER RAMP ½ 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 18/36½ 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−
Wordsof 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.

l. 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−equippedaircraft.

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/QRRLM//////
A) KZOA
B) 1103240351 C) 1103240455
E) QRRLM 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 informationfor 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 DSM149009/0Y5 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−
FAA0 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 Presidentl 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 0K.. FI/T ROUTE AIRWAY ZFW ZKC. V140 SAYRE (SYO) VORTAC, OK TO TULSA (TUL) VORTAC, OK MEA 4300.

!FDC x/xxxx ZKC 0K.. 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. V1 HARTFORD (HFD) VORTAC, CT TO DIXIE INT, NJ MEA 3000.

!FDC x/xxxx ZNY FI/T ROUTE AIRWAY ZBW ZNY. V1 HARTFORD (HFD) VORTAC, CT TO DIXIE INT, NJ MEA 3000.

EXAMPLES−

Three ARTCCs

!FDC x/xxxx ZBW FI/T ROUTE AIRWAY ZBW ZNY ZDC. V1 HARTFORD (HFD) VORTAC, CT TO WATERLOO (ATR) VORTAC, DE MEA 3000.

!FDC x/xxxx ZNY FI/T ROUTE AIRWAY ZBW ZNY ZDC. V1 HARTFORD (HFD) VORTAC, CT TO WATERLOO (ATR) VORTAC, DE MEA 3000.

!FDC x/xxxx ZDC FI/T ROUTE AIRWAY ZBW ZNY ZDC. V1 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 V1 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 TRANITION:
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_____STATUE/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) FI/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.

Chapter 8. Military NOTAMs

Section 1. General

8−1−1. MILITARY FACILITIES

NOTAMs pertaining to U.S. Air Force, Army, and Navy navigational aids that are part of the NAS shall receive dissemination in the civil system in addition to dissemination in the military system.

8−1−2. SUBMISSION OF MILITARY DATA FOR PUBLICATION

Military aeronautical data affecting FAA publications shall be submitted to the FAA through the responsible military authority.

8−1−3. MILITARY NOTAMs NOT MEETING CRITERIA

All military NOTAMs that do not meet the criteria outlined in this chapter will be distributed in accordance with local agreements or within the military NOTAM system only.

Section 2. Military NOTAM Dissemination

8−2−1. MILITARY ARMY NOTAMs

Department of Defense (DOD) NOTAMs on facilities that are part of the NAS are disseminated in the FAA NOTAM system. Most of these facilities are assigned to a tie−in FSS for NOTAM purposes. (See Note 1.)

NOTE−

1. *Some Army airfields are not assigned to a tie−in FSS. Army aeronautical data and NOTAMs are not necessarily published in FAA publications.*

2. *Publication of NOTAM data in the DOD Flight Information Publication (FLIP) is justification for NOTAM cancellation.*

8−2−2. ALASKAN MILITARY NOTAMs

Alaskan military facility NOTAMs are classified and disseminated in the FAA NOTAM system. Military data submitted for NOTAM issuance shall be classified and disseminated as a NOTAM in accordance with the procedures in this order. The base operations shall transmit NOTAM data into the NOTAM system. If they are unable to transmit the data, the base operations shall contact their tie−in FSS for assistance. The USNOF shall contact the military base for resolution of NOTAM issues. However, if the USNOF is unable to contact the base, they shall contact the tie−in FSS for resolution.

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 KCNFYNYX
121345 KADW
(MYYYY/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 CYZZQQNI
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.

Appendix 1. International NOTAM (Q) Codes

A−1−1. INTERNATIONAL NOTAM (Q) CODES

This appendix is to be used to interpret the contents of coded international NOTAMs.

a. A NOTAM code group contains five letters. The first letter is always the letter "Q" to indicate a code abbreviation for use in the composition of NOTAMs.

b. The second and third letters identify the subject being reported. (See Second and Third Letter Decode Tables).

c. The fourth and fifth letters identify the status of operation of the subject being reported. (See Fourth and Fifth Letter Decode Tables).

THE NOTAM CODE
DECODE
SECOND AND THIRD LETTERS

AGA Lighting Facilities (L)

Code	Signification	Uniform Abbreviated Phraseology
LA	Approach lighting system (specify runway and type)	apch lgt
LB	Aerodrome beacon	abn
LC	Runway center line lights (specify runway)	rwy centreline lgt
LD	Landing direction indicator lights	ldi lgt
LE	Runway edge lights (specify runway)	rwy edge lgt
LF	Sequenced flashing lights (specify runway)	sequenced flg lgt
LH	High intensity runway lights (specify runway)	high intst rwy lgt
LI	Runway end identifier lights (specify runway)	rwy end id lgt
LJ	Runway alignment indicator lights (specify runway)	rwy alignment indicator lgt
LK	Category II components of approach lighting system (specify runway)	category II components apch lgt
LL	Low intensity runway lights (specify runway)	low intst rwy lgt
LM	Medium intensity runway lights (specify runway)	medium intst rwy lgt
LP	Precision approach path indicator (PAPI) (specify runway)	papi
LR	All landing area lighting facilities	ldg area lgt fac
LS	Stopway lights (specify runway)	swy lgt
LT	Threshold lights (specify runway)	thr lgt
LV	Visual approach slope indicator system (specify type and runway)	vasis
LW	Heliport lighting	heliport lgt
LX	Taxiway centre line lights (specify taxiway)	twy centreline lgt
LY	Taxiway edge lights (specify taxiway)	twy edge lgt
LZ	Runway touchdown zone lights (specify runway)	rwy tdz lgt

THE NOTAM CODE
DECODE
SECOND AND THIRD LETTERS

AGA Movement and Landing Area (M)

Code	Signification	Uniform Abbreviated Phraseology
MA	Movement area	mov area
MB	Bearing strength (specify part of landing area or movement area)	bearing strength
MC	Clearway (specify runway)	cwy
MD	Declared distances (specify runway)	declared dist
MG	Taxiing guidance system	tax guidance system
MH	Runway arresting gear (specify runway)	rwy arst gear
MK	Parking area	prkg area
MM	Daylight markings (specify threshold, centre line, etc.)	day markings
MN	Apron	apron
MP	Aircraft stands (specify)	acft stand
MR	Runway (specify runway)	rwy
MS	Stopway (specify runway)	swy
MT	Threshold (specify runway)	thr
MU	Runway turning bay (specify runway)	rwy turning bay
MW	Strip (specify runway)	strip
MX	Taxiway(s) (specify)	twy

THE NOTAM CODE
DECODE
SECOND AND THIRD LETTERS

AGA Facilities and Services (F)

Code	Signification	Uniform Abbreviated Phraseology
FA	Aerodrome	ad
FB	Braking action measurement equipment (specify type)	ba measurement eqpt
FC	Ceiling measurement equipment	ceiling measurement eqpt
FD	Docking system (specify AGNIS, BOLDS, etc.)	dckg system
FF	Fire fighting and rescue	fire and rescue
FG	Ground movement control	gnd mov ctl
FH	Helicopter alighting area/platform	hel alighting area
FL	Landing direction indicator	ldi
FM	Meteorological service (specify type)	met
FO	Fog dispersal system	fog dispersal
FP	Heliport	heliport
FS	Snow removal equipment	snow removal eqpt
FT	Transmissometer (specify runway and, where applicable, designat-or(s) of transmissometer(s))	transmissometer
FU	Fuel availability	fuel avbl
FW	Wind direction indicator	wdi
FZ	Customs	cust

THE NOTAM CODE
DECODE
SECOND AND THIRD LETTERS

COM Communications and Radar Facilities (C)

Code	Signification	Uniform Abbreviated Phraseology
CA	Air/ground (specify service and frequency)	a/g fac
CE	En route surveillance radar	rsr
CG	Ground controlled approach system (GCA)	gca
CL	Selective calling system (SELCAL)	selcal
CM	Surface movement radar	smr
CP	Precision approach radar (PAR) (specify runway)	par
CR	Surveillance radar element of precision approach radar system (specify wavelength)	sre
CS	Secondary surveillance radar (SSR)	ssr
CT	Terminal area surveillance radar (TAR)	tar

THE NOTAM CODE
DECODE
SECOND AND THIRD LETTERS

COM Instrument and Microwave Landing System (I)

Code	Signification	Uniform Abbreviated Phraseology
ID	DME associated with ILS	ils dme
IG	Glide path (ILS) (specify runway)	ils gp
II	Inner marker (ILS) (specify runway)	ils im
IL	Localizer (ILS) (specify runway)	ils liz
IM	Middle marker (ILS) (specify runway)	ils mm
IO	Outer marker (ILS) (specify runway)	ils om
IS	ILS Category I (specify runway)	ils I
IT	ILS Category II (specify runway)	ils II
IU	ILS Category III (specify runway)	ils III
IW	Microwave landing system (MLS) (specify runway)	mls
IX	Locator, outer (ILS) (specify runway)	ils lo
IY	Locator, middle (ILS) (specify runway)	ils lm

THE NOTAM CODE
DECODE
SECOND AND THIRD LETTERS

COM Terminal and En Route Navigation Facilities (N)

Code	Signification	Uniform Abbreviated Phraseology
NA	All radio navigation facilities (except...)	all rdo nav fac
NB	Nondirectional radio beacon	ndb
NC	DECCA	decca
ND	Distance measuring equipment (DME)	dme
NF	Fan marker	fan mkr
NL	Locator (specify identification)	l
NM	VOR/DME	vor/dme
NN	TACAN	tacan
NO	OMEGA	omega
NT	VORTAC	vortac
NV	VOR	vor
NX	Direction finding station (specify type and frequency)	df

THE NOTAM CODE
DECODE
SECOND AND THIRD LETTERS

RAC Airspace Organization (A)

Code	Signification	Uniform Abbreviated Phraseology
AA	Minimum altitude (specify en route/crossing/safe)	mnm alt
AC	Class B, C, D, or E Surface Area	ctr
AD	Air defense identification zone (ADIZ)	adiz
AE	Control area (CTA)	cta
AF	Flight information region (FIR)	fir
AH	Upper control area (UTA)	uta
AL	Minimum usable flight level	mnm usable fl
AN	Area navigation route	rnav route
AO	Oceanic control area (OCA)	oca
AP	Reporting point (specify name or Coded designator)	rep
AR	ATS route (specify)	ats route
AT	Class B Airspace	tma
AU	Upper flight information region (UIR)	uir
AV	Upper advisory area (UDA)	uda
AX	Intersection (INT)	int
AZ	Aerodrome traffic zone (ATZ)	atz

THE NOTAM CODE
DECODE
SECOND AND THIRD LETTERS
RAC Air Traffic and VOLMET Services (S)

Code	Signification	Uniform Abbreviated Phraseology
SA	Automatic terminal information service (ATIS)	atis
SB	ATS reporting office	aro
SC	Area control centre (ACC)	acc
SE	Flight information service (FIS)	fis
SF	Aerodrome flight information service (AFIS)	afis
SL	Flow control centre	flow ctl centre
SO	Oceanic area control centre (OAC)	oac
SP	Approach control service (APP)	app
SS	Flight service station (FSS)	fss
ST	Aerodrome control tower (TWR)	twr
SU	Upper area control centre (UAC)	uac
SV	VOLMET broadcast	volmet
SY	Upper advisory service (specify)	advisory ser

THE NOTAM CODE
DECODE
SECOND AND THIRD LETTERS
RAC Air Traffic Procedures (P)

Code	Signification	Uniform Abbreviated Phraseology
PA	Standard instrument arrival (STAR) (specify route designator)	star
PD	Standard instrument departure (SID) (specify route designator)	sid
PF	Flow control procedure	flow ctl proc
PH	Holding procedure	hldg proc
PI	Instrument approach procedure (specify type and runway)	inst apch proc
PL	Obstacle clearance limit (specify procedure)	ocl
PM	Aerodrome operating minima (specify procedure and amended minimum)	opr minima
PO	Obstacle clearance altitude	oca
PP	Obstacle clearance height	och
PR	Radio failure procedure	radio failure proc
PT	Transition altitude	transition alt
PU	Missed approach procedure (specify runway)	missed apch proc
PX	Minimum holding altitude (specify fix)	mnm hldg alt
PZ	ADIZ procedure	adiz proc

THE NOTAM CODE
DECODE
SECOND AND THIRD LETTERS

Navigation Warnings: Airspace Restrictions (R)

Code	Signification	Uniform Abbreviated Phraseology
RA	Airspace reservation (specify)	airspace reservation
RD	Danger area (specify national prefix and number)	..d..
RO	Overflying of ... (specify)	overflying
RP	Prohibited area (specify national prefix and number)	..p..
RR	Restricted area (specify national prefix and number)	..r..
RT	Temporary restricted area	tempo restricted

THE NOTAM CODE
DECODE
SECOND AND THIRD LETTERS

Navigation Warnings: Warnings (W)

Code	Signification	Uniform Abbreviated Phraseology
WA	Air display	air display
WB	Aerobatics	aerobatics
WC	Captive balloon or kite	captive balloon or kite
WD	Demolition of explosives	demolition of explosives
WE	Exercises (specify)	exer
WF	Air refueling	air refueling
WG	Glider flying	glider flying
WJ	Banner/target towing	banner/target towing
WL	Ascent of free balloon	ascent of free balloon
WM	Missile, gun or rocket firing	frng
WP	Parachute jumping exercise (PJE)	pje
WS	Burning or blowing gas	burning or blowing gas
WT	Mass movement of aircraft	mass mov of acft
WV	Formation flight	formation flt
WZ	model flying	model flying

THE NOTAM CODE
DECODE
SECOND AND THIRD LETTERS

Other Information (O)

Code	Signification	Uniform Abbreviated Phraseology
OA	Aeronautical information service	ais
OB	Obstacle (specify details)	obst
OE	Aircraft entry requirements	acft entry rqmnts
OL	Obstacle lights on ... (specify)	obst lgt
OR	Rescue coordination centre	rcc

THE NOTAM CODE
DECODE
FOURTH AND FIFTH LETTERS

Availability (A)

Code	Signification	Uniform Abbreviated Phraseology
AC	Withdrawn for maintenance	withdrawn maint
AD	Available for daylight operation	avbl day ops
AF	Flight checked and found reliable	fltck okay
AG	Operating but ground checked only, awaiting flight check	opr awaiting fltck
AH	Hours of service are now	hr ser
AK	Resumed normal operations	okay
AM	Military operations only	mil ops only
AN	Available for night operation	avbl night ops
AO	Operational	opr
AP	Available, prior permission required	avbl ppr
AR	Available on request	avbl o/r
AS	Unserviceable	u/s
AU	Not available (specify reason if appropriate)	not avbl
AW	Completely withdrawn	withdrawn
AX	Previously promulgated shutdown has been cancelled	promulgated shutdown cnl

THE NOTAM CODE
DECODE
FOURTH AND FIFTH LETTERS

Changes (C)

Code	Signification	Uniform Abbreviated Phraseology
CA	Activated	act
CC	Completed	cmpl
CD	Deactivated	deactivated
CE	Erected	erected
CF	Operating frequency(ies) changed to	freq change
CG	Downgraded to	downgraded to
CH	Changed	changed
CI	Identification or radio call sign changed to	ident change
CL	Realigned	realigned
CM	Displaced	displaced
CO	Operating	opr
CP	Operating on reduced power	opr reduced pwr
CR	Temporarily replaced by	tempo rplcd by
CS	Installed	installed
CT	On test, do not use	on test, do not use

THE NOTAM CODE
DECODE
FOURTH AND FIFTH LETTERS

Hazard Conditions (H)

Code	Signification	Uniform Abbreviated Phraseology
HA 1) Poor 2) Medium/Poor 3) Medium 4) Medium/Good 5) Good	Braking action is ...	ba is
HB	Braking coefficient is ... (specify measurement device used)	brkg coefficient is
HC	Covered by compacted snow to depth of	cov compacted snow depth
HD	Covered by dry snow to a depth of	cov dry snow depth
HE	Covered by water to a depth of	cov water depth
HF	Totally free of snow and ice	free of snow and ice
HG	Grass cutting in progress	grass cutting
HH	Hazard due to (specify)	hazard due
HI	Covered by ice	cov ice
HJ	Launch planned ... (specify balloon flight identification or project Code name, launch site, planned period of launch(es)_date/time, expected climb direction, estimate time to pass 18,000 m (60,000 ft), together with estimated location)	launch plan
HK	Migration in progress	migration inpr
HL	Snow clearance completed	snow clr cmpl
HM	Marked by	marked by
HN	Covered by wet snow or slush to a depth of	cov wet snow depth
HO	Obscured by snow	obscured by snow
HP	Snow clearance in progress	snow clr inpr
HQ	Operation cancelled ... (specify balloon flight identification or project Code name)	opr cnl
HR	Standing water	standing water
HS	Sanding in progress	sanding
HT	Approach according to signal area only	apch according signal area only
HU	Launch in progress ... (specify balloon flight identification or project Code name, launch site, date/time of launch(es), estimated time passing 18,000 m (60,000 ft), or reaching cruising level if at or below 18,000 m (60,000 ft), together with estimated location, estimated date/time of termination of the flight, and planned location of ground contact when applicable)	launch inpr
HV	Work completed	work cmpl
HW	Work in progress	wip
HX	Concentration of birds	bird concentration
HY	Snow banks exist (specify height)	snow banks hgt
HZ	Covered by frozen ruts and ridges	cov frozen ruts and ridges

THE NOTAM CODE
DECODE
FOURTH AND FIFTH LETTERS

Limitations (L)

Code	Signification	Uniform Abbreviated Phraseology
LA	Operating on auxiliary power supply	opr aux pwr
LB	Reserved for aircraft based therein	reserved for acft based therein
LC	Closed	clsd
LD	Unsafe	unsafe
LE	Operating without auxiliary power supply	opr without aux pwr
LF	Interference from	interference from
LG	Operating without identification	opr without ident
LH	Unserviceable for aircraft heavier than	u/s acft heavier than
LI	Closed to IFR operations	clsd ifr ops
LK	Operating as a fixed light	opr as f lgt
LL	Usable for length of...and width of...	usable length/width
LN	Closed to all night operations	clsd night ops
LP	Prohibited to	prohibited to
LR	Aircraft restricted to runways and taxiways	acft restricted to rwy and twy
LS	Subject to interruption	subj intrp
LT	Limited to	limited to
LV	Closed to VFR operations	clsd vfr ops
LW	Will take place	will take place
LX	Operating but caution advised due to	opr but caution due

THE NOTAM CODE
DECODE
FOURTH AND FIFTH LETTERS

Other (XX)

Code	Signification	Uniform Abbreviated Phraseology
XX	Where 4th and 5th letter Code does not cover the situation, use XX and supplement by plain language	(plain language following the NOTAM Code)

Appendix 2. FAA Form 7930−1 Station NOTAM Accountability Log

A−2−1. FAA FORM 7930−1 STATION NOTAM ACCOUNTABILITY LOG

STATION NOTAM ACCOUNTABILITY LOG			
Month	Facility		
NOTAM NR.	CONDITION DESCRIPTION	TSMTD BY/DTG	CNLD BY/DTG
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FAA Form 7930-1 (2-79) SUPERSEDES PREVIOUS EDITION

Appendix 3. FAA Form 7930−2 FDC NOTAM Receipt Log

A−3−1. FAA FORM 7930−2 FDC NOTAM RECEIPT LOG

FDC NOTAM RECEIPT LOG				
NOTAM NUMBER	SENDING FACILITY	AFFECTED FACILITY	NUMBER CNLD BY	REMARKS

FAA Form 7930-2 (7-69)

Appendix 4. NWS Radiosonde/HIBAL Flights

A−4−1. NWS RADIOSONDE/HIBAL FLIGHTS

Use the procedures in this appendix for National Weather Service (NWS) radiosonde balloon releases.

A−4−2. NATIONAL WEATHER SERVICE (NWS) RADIOSONDE BALLOON RELEASES

a. Issue as Aeronautical Information at least 30 minutes prior to the release of a NWS radiosonde balloon under the following conditions:

1. Delayed release. A radiosonde balloon that will be released later than the scheduled times of 1130 or 2330 UTC.

2. Special Observations. A release that will be made at times other than those specified for the scheduled observations (1130 or 2330 UTC).

b. The Aeronautical Information shall contain the following information:

1. The balloon release time.

2. The time the balloon is expected to reach 10,000 MSL.

NOTE−
A radiosonde ascends at the rate of 800 fpm, reaching 10,000 MSL in 12 minutes and 25,000 MSL in 30 minutes.

c. The locations of radiosonde balloon release points are listed in the Airport/Facility Directories.

Appendix 5. FCC Field Office Fax Numbers

A−5−1. FCC FIELD OFFICE FAX NUMBERS

STATE	FAX NUMBER	STATE	FAX NUMBER
ALABAMA	770−279−4633	MONTANA	425−820−0126
ALASKA	907−271−6359	NEBRASKA	816−313−1655
ARIZONA	619−557−7158	NEVADA	510−732−1633
ARKANSAS	504−834−9230	NEW HAMPSHIRE	617−770−2408
CALIFORNIA	619−557−7158	NEW JERSEY	215−752−2363
	510−732−6015		212−620−3718
	562−865−0736	NEW MEXICO	303−969−6556
COLORADO	303−969−6556	NEW YORK	716−551−3817
CONNECTICUT	617−770−2408		212−620−3718
DELAWARE	215−752−2363	NORTH CAROLINA	770−279−4633
	301−206−2896	NORTH DAKOTA	847−298−5403
DISTRICT OF COLUMBIA	301−206−2896	OHIO	248−471−6131
FLORIDA	813−348−1581	OKLAHOMA	972−907−1738
	770−279−4633	OREGON	425−820−0126
GEORGIA	770−279−4633		360−418−4256
HAWAII	808−671−3352	PENNSYLVANIA	215−752−2363
IDAHO	425−820−0126	RHODE ISLAND	617−770−2408
ILLINOIS	847−298−5403	SOUTH CAROLINA	770−279−4633
INDIANA	847−298−5403	SOUTH DAKOTA	651−774−5087
IOWA	816−313−1655		303−969−6556
KANSAS	816−313−1655	TENNESSEE	770−279−4633
KENTUCKY	248−471−6131	TEXAS	972−907−1738
	847−298−5403		713−983−6897
LOUISIANA	504−834−9230	UTAH	619−557−7158
MAINE	617−770−2408		510−732−1633
MARYLAND	301−206−2896	VERMONT	617−770−2408
MASSACHUSETTS	617−770−2408	VIRGINIA	301−206−2896
			757−546−1357
MICHIGAN	651−774−5087	WASHINGTON	425−820−0126
	248−471−6131	WEST VIRGINIA	301−206−2896
MINNESOTA	847−298−5403	WISCONSIN	847−298−5403
MISSISSIPPI	504−834−9230		651−774−5087
MISSOURI	816−313−1655	WYOMING	303−969−6556

NOTE−
These FAX numbers are not for public information. These numbers are for service area field offices. Some states are covered by multiple field offices/numbers. If unable to send to any of the above numbers, send your FAX to the Communications Crisis Management Center of the FCC at 202−418−2813. Address any questions concerning FCC tower light outage enforcement to Jim Voigt, Technical & Public Safety Division, Enforcement Bureau, FCC at 202−418−1174.

U.S. Department
of Transportation
**Federal Aviation
Administration**

JO 7930.2M
9/25/08

BRIEFING GUIDE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Initiated By: AJR-0
Vice President, System Operation Services

Table of Contents

Paragraph Number	Title	Page
1–2–1	POLICY	BG–5
1–3–1	AIR TRAFFIC	BG–5
2–1–3	PUBLICATION CRITERIA	BG–9
2–2–1	NOTAM CLASSIFICATION	BG–9
2–2–3	LOCAL DISSEMINATION	BG–9
3–1–3	NOTAM LOGS	BG–11
3–3–1	USE OF CONTRACTIONS AND ABBREVIATIONS	BG–11
3–3–2	EXPRESSION OF TIME IN THE NOTAM SYSTEM	BG–11
3–3–3	RUNWAY IDENTIFICATION	BG–11
3–3–4	TAXIWAY IDENTIFICATION	BG–11
4–1–2	NATIONAL NOTAM OFFICE RELATIONSHIPS	BG–13
4–2–1	NOTAM COMPOSITION	BG–13
4–3–3	NOTAM TRANSMISSSION	BG–13
4–3–5	CONFIRMING ACCEPTANCE BY THE NOTAM SYSTEM	BG–13
4–4–3	CANCELING PUBLISHED NOTAM DATA	BG–13
4–5–2	NOTAM SERVICE MESSAGES	BG–13
5–1–1	ORIGINATORS OF MOVEMENT AREA NOTAMs	BG–19
5–1–2	HANDLING REPORTED MOVEMENT AREA CONDITIONS	BG–19
5–1–3	NOTAM (D) MOVEMENT AREA INFORMATION	BG–19
5–1–4	REPORTING OF SNOW, ICE, SLUSH, AND WATER CONDITIONS	BG–19
5–1–5	CERTIFICATED AIRPORT AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF)	BG–19
5–1–6	CONTINUOUS SNOW REMOVAL OPERATIONS ON MULTIPLE RUNWAYS	BG–19
5–1–7	NOTAM (L) MOVEMENT AREA INFORMATION	BG–19
5–2–1	GENERAL	BG–19
5–2–2	NOTAM (D) LIGHTING AIDS	BG–19
5–2–3	NOTAM (L) LIGHTING AIDS	BG–19
5–3–1	GENERAL	BG–19
5–3–6	CATEGORY 2 AND 3 INSTRUMENT LANDING SYSTEM STATUS	BG–19
5–3–7	NOTAM (D) NAVAID	BG–19
5–3–8	HOURS OF OPERATION	BG–19
5–4–3	NOTAM (D) COMMUNICATIONS OUTLETS	BG–19
5–5–1	GENERAL	BG–19
5–5–2	NOTAM (D) SERVICES	BG–19
5–5–3	HOURS OF OPERATION	BG–19
5–5–4	FUEL UNAVAILABILITY	BG–19

6–1–1	NOTAM (D) WEATHER AND WEATHER REPORTING EQUIPMENT	BG–51
6–1–2	LOW LEVEL WINDSHEAR ALERT SYSTEM (LLWAS)	BG–51
6–1–3	RUNWAY VISUAL RANGE	BG–51
6–1–4	TERMINAL DOPPLER WEATHER RADAR (TDWR)	BG–51
6–2–1	FORMATTING AIRSPACE NOTAM (D)s	BG–51
6-2-1	GENERAL	BG–51
6–2–2	NOTAM (D) HOURS OF OPERATION SURFACE AREAS	BG–51
6–2–3	RESTRICTED AREAS	BG–51
6–2–4	AIRSPACE AND ALTITUDE RESERVATIONS	BG–51
6–2–5	AIRCRAFT OPERATIONS	BG–51
6–2–6	AERIAL REFUELING	BG–51
6–2–7	PARACHUTE JUMPING/SKY DIVING (PJE)	BG–51
6–2–8	DEPARTURE PROCEDURES AND STANDARD TERMINAL ARRIVALS	BG–51
6–2–9	MOORED BALLOONS, KITES, UNMANNED ROCKETS, UNMANNED FREE BALLOONS, HOT AIR BALLOONS, AND HIBAL	BG–51
6–2–10	LIGHTS OUT/NIGHT VISION GOGGLE (NVG) OPERATIONS IN MILITARY OPERATIONS AREAS	BG–51

1. PARAGRAPH NUMBER AND TITLE:
1-2-1. POLICY;
1-3-1. AIR TRAFFIC

2. BACKGROUND: N JO 7930.85, Notice to Airmen (NOTAM), effective January 28, 2008, eliminated the use of local NOTAMs. It redefined and established NOTAM criteria following International Civil Aviation Organization recommended standards and practices with the use of one of 12 keywords to preface every NOTAM D issued.

3. CHANGE:

	OLD	NEW
	1-2-1. POLICY	**1-2-1. POLICY**
	Air traffic personnel assigned to facilities that collect and/or disseminate NOTAMs shall be familiar with the provisions of this order that pertain to their operational responsibilities.	**Authorized** personnel assigned to facilities that collect and/or disseminate NOTAMs shall be familiar with the provisions of this order that pertain to their operational responsibilities.
Add		**a. The United States NOTAM Office (USNOF) is the authority ensuring NOTAM formats. To ensure NOTAMs are issued consistent with NOTAM Policy, submitters shall comply with USNOF personnel directions.**
Add		**b. All NOTAMs will be processed, stored and distributed by the United States NOTAM System (USNS).**
Add		**c. Prior civil "L" NOTAMs will be reclassified as "D" NOTAMs (Military L series will remain unchanged).**
Add		**d. For the purpose of NOTAMs, the term Movement Area includes Runways, Taxiways, Ramps, Aprons, and Helipads.**
Add		**e. All D NOTAMs shall have one of the following keywords as the first part of the text:**
Add		**RWY, TWY, RAMP, APRON, AD, OBST, NAV, COM, SVC, AIRSPACE, (U), or (O).**
Add		**1. RWY (Runway).**
Add		***EXAMPLES-*** ***!STL STL RWY 12L/30R CLSD EXC TAXI*** ***!LEX LEX RWY 5 REIL OTS*** ***!PRC SJN RWY 13/31 NOW RWY 14/32***
Add		**2. TWY (Taxiway).**
Add		***EXAMPLES-*** ***!LNS LNS TWY A LGTS OTS*** ***!DSM DSM TWY P1, P3 CLSD***
Add		**3. RAMP (Ramp).**
Add		***EXAMPLE-*** ***!DSM DSM RAMP SOUTH CARGO RAMP CLSD***
Add		**4. APRON (Apron).**

Add

EXAMPLES–
!ATL ATL APRON NORTH TWY L3 APRON CLSD

!BNA BNA APRON NORTH APRON CLSD

Add

5. AD (Aerodrome, including airport, heliport, helipads). NOTAMs pertaining to aircraft operations on or within 5 SM of an aerodrome, which encompasses airport, heliport, helipad, and maneuvering area, that is not covered under runways, taxiways, ramps, aprons, obstructions, navaids, services, communications, or airspaces.

Add

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 ACFT

!CEW CEW AD CLSD WEF 0709041400–0709041800

!CDB AKA AD OPEN

!CLE 15G AD NOW PUBLIC

!CLE 15G AD NOW PRIVATE

Add

6. OBST (Obstructions, including obstruction lighting outages).

Add

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

Add

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

Add

7. NAV (Navigation Aids).

Add

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

Add

8. COM (Communications).

Add

EXAMPLES–
!DCA PSK COM RCO OTS

!IPT IPT COM VOR VOICE OTS

Add

9. SVC (Services).

Add

EXAMPLES–
!MIV MIV SVC FUEL UNAVBL TIL 0709301600

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

Add

10. AIRSPACE (Airspace).

Add

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

Add

11. (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 their designee. If Flight Service is unable to contact airport management, Flight Service shall forward (U) NOTAM information to 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)" as the keyword and followed by the appropriate keyword contraction, as set forth in this Policy, following the Location Identifier.

Add

EXAMPLE–
!ORT 6K8 (U) RWY ABANDONED VEHICLE

Add

12. (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.

Add

EXAMPLE–
!LOZ LOZ (O) CONTROLLED BURN OF HOUSE 8 NE APCH END RWY 23 WEF 0710211300–0710211700

Add

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

Add	***EXAMPLES-*** ***!CHO CHO RWY 23 PAEW FIRST 500 ALONG SE SIDE*** ***!SBY SBY TWY E PAEW SOUTH SIDE BTN RWY 5/TWY G***
OLD	**NEW**
1-3-1. AIR TRAFFIC	**1-3-1. AIR TRAFFIC**
a through **d** ***NOTE***	No Change
e. Flight Services Operations area offices are responsible for:	Delete
1. Supervising the collection and the dissemination of NOTAM information within their service area.	Delete
2. Originating FDC NOTAMs on events that create special hazards to airmen, such as the Rose Bowl, the Kentucky Derby, the Indianapolis 500, and other events that may cause airspace congestion or significant modifications to ATC procedures.	Delete
3. Assigning tie-in FSS's.	Delete
f. System Operations Services, System Operations and Safety, Aeronautical Information Management, has the responsibility to ensure that data submitted complies with the polices, criteria, and formats contained in this order. This Aeronautical Information Management responsibility is delegated to the Aeronautical Information Management National Flight Data Center (NFDC). The operational compliance function is executed by the United States NOTAM Office (USNOF), System Operations Programs, Notices to Airmen (NOTAMS) Programs. When operational personnel of the USNOF judge that NOTAM information submitted is not in compliance with the criteria or procedures as prescribed, they shall call this to the attention of the transmitting FSS. The FSS shall review the information, and if it is still deemed appropriate for NOTAM, the NOTAM shall remain in the system. USNOF will forward unresolved issues to Safety and Operations Support, Operational Procedures, for clarification and further action.	**e.** System Operations Services, System Operations and Safety, 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 responsibility is delegated to the Aeronautical Information Management National Flight Data Center (NFDC). The operational compliance function is executed by the United States NOTAM Office (USNOF), System Operations Programs, Notices to Airmen (NOTAM) Programs. When operational personnel of the USNOF judge that NOTAM information submitted is not in compliance with the criteria or procedures as prescribed, they shall 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.
NOTE- *The FSS should cite the specific order para that supports the NOTAM issued.*	Delete
REFERENCE- *United States NOTAM Office Relationships, FAAO 7930.2, para 4-1-2.*	***REFERENCE-*** *FAAO JO 7930.2, para 4-1-2, National NOTAM Office Relationships.*
g. The U.S. NOTAM Office, along with the National Flight Data Center is responsible for:	**f.** The U.S. NOTAM Office, along with the National Flight Data Center is responsible for:

4. OPERATIONAL IMPACT: None.

1. PARAGRAPH NUMBER AND TITLE:
2-1-3. PUBLICATION CRITERIA;
2-2-1. NOTAM CLASSIFICATION;
2-2-3. LOCAL DISSEMINATION

2. BACKGROUND: N JO 7930.85, Notice to Airmen (NOTAM), effective January 28, 2008, eliminated the use of local NOTAMs. It redefined and established NOTAM criteria following International Civil Aviation Organization recommended standards and practices with the use of one of 12 keywords to preface every NOTAM D issued.

3. CHANGE:

OLD	NEW
2−1−3. PUBLICATION CRITERIA	**2−1−3. PUBLICATION CRITERIA**
The following conditions or categories of information should be forwarded to the National Flight Data Center (NFDC) for inclusion in the flight information publications and charts.	No Change
a. NAVAIDs. Commissioning, decommissioning, outages, restrictions, frequency changes, changes in monitoring status and monitoring facility used in the National Airspace System (NAS).	**a.** NAVAIDs. Commissioning, decommissioning, restrictions, frequency changes, changes in monitoring status and monitoring facility used in the National Airspace System (NAS). **NAVAID outage NOTAMs shall remain active until the NAVAID is returned to service or decommissioned.**

OLD	NEW
2-2-1. NOTAM CLASSIFICATION	**2-2-1. NOTAM CLASSIFICATION**
When changes occur so rapidly that time does not permit issuance on a chart or in an appropriate publication, they are publicized as NOTAMs. Originators of airmen information are expected to inform the National Flight Data Center (NFDC) in sufficient time before the effective dates of changes to permit publishing of aeronautical data on the various charts or in the appropriate publications. NOTAMs are classified into five groups in accordance with instructions in this order. The groups are:	When changes occur so rapidly that time does not permit issuance on a chart or in an appropriate publication, they are publicized as NOTAMs. Originators of airmen information are expected to inform the National Flight Data Center (NFDC) in sufficient time before the effective dates of changes to permit publishing of aeronautical data on the various charts or in the appropriate publications. NOTAMs are classified into **four** groups in accordance with instructions in this order. The groups are:
a. NOTAM D. Information that meets the criteria of this order and requires wide dissemination via telecommunication and pertains to en route navigational aids, civil public-use airports listed in the AFD, facilities, services, and procedures.	**a.** NOTAM D. Information that meets the criteria of this order and requires wide dissemination via telecommunication and pertains to en route navigational aids, civil public-use airports listed in the AFD, facilities, services, and procedures. **Information that may be beneficial to aircraft operations and is not identified in Appendix 1 of this order. These NOTAMs are identified with "(O)" as the first part of NOTAM text.**
b. FDC NOTAM. Flight information that is regulatory in nature including, but not limited to, changes to IFR charts, procedures, and airspace usage.	No Change
c. NOTAM L. Information that meets certain criteria of this order and requires local dissemination.	Delete

d. POINTER NOTAM. Issued by a flight service station to highlight or point out another NOTAM; such as, an FDC or PJE NOTAM. This type of NOTAM will assist users in cross-referencing important information that may not be found under an airport or NAVAID identifier.	**c.** POINTER NOTAM. Issued by a flight service station to highlight or point out another NOTAM; such as, an FDC or PJE NOTAM. This type of NOTAM will assist users in cross-referencing important information that may not be found under an airport or NAVAID identifier. **Keywords in pointer NOTAMs shall match the keywords in the NOTAM D that is being pointed out. Keywords in pointer NOTAMs related to Temporary Flight Restrictions (TFR) shall be AIRSPACE.**
EXAMPLE− *!ACT 12/045 ACT SEE FDC 02/8989 ZFW 91.141*	***EXAMPLES−*** *!ACT ACT **AIRSPACE** SEE FDC **8**/8989 ZFW 91.141 **WEF 0804211200-0804251800*** ***!BWI BWI NAV SEE DCA 4/006 EMI TIL 0804202359***
NOTE− *Pointer NOTAMs shall be issued for Presidential TFRs by the responsible flight service station.*	***NOTE−*** ***When referencing NOTAM D, specify accountability, NOTAM number, and affected location in that order.***
e. MILITARY NOTAM. NOTAMs pertaining to U.S. Air Force, Army, Marine, and Navy navigational aids/airports that are part of the NAS.	**d.** MILITARY NOTAM. NOTAMs pertaining to U.S. Air Force, Army, Marine, and Navy navigational aids/airports that are part of the NAS.

OLD	**NEW**
2−2−3. LOCAL DISSEMINATION	**2−2−3. LOCAL DISSEMINATION**
Title through **d**	No Change
e. Aeronautical information not meeting NOTAM criteria shall be disseminated according to facility directives.	Delete

4. OPERATIONAL IMPACT: None.

1. PARAGRAPH NUMBER AND TITLE:
3-1-3. NOTAM LOGS;
3-3-1. USE OF CONTRACTIONS AND ABBREVIATIONS;
3-3-2. EXPRESSION OF TIME IN THE NOTAM SYSTEM;
3-3-3. RUNWAY IDENTIFICATION;
3-3-4. TAXIWAY IDENTIFICATION

2. BACKGROUND: N JO 7930.85, Notice to Airmen (NOTAM), effective January 28, 2008, eliminated the use of local NOTAMs. It redefined and established NOTAM criteria following International Civil Aviation Organization recommended standards and practices with the use of one of 12 keywords to preface every NOTAM D issued.

3. CHANGE:

OLD	NEW
3-1-3. NOTAM LOGS	**3-1-3. NOTAM LOGS**
Title through **a**	No Change
b. AIS. Incoming FDC NOTAMs and cancellations shall 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.	**b.** Incoming FDC NOTAMs and cancellations shall 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 through ***Reference***	No Change
e. M1FC. Incoming FDC NOTAMs and cancellations shall be accounted for by the Aviation Weather Processor (AWP) facilities. The AWPs shall also be responsible for deleting FDC NOTAMs from the M1FC data base as they are published in the Notice to Airmen publication.	Delete

OLD	NEW
3−3−1. USE OF CONTRACTIONS AND ABBREVIATIONS	**3−3−1. USE OF CONTRACTIONS AND ABBREVIATIONS**
a. Contractions and abbreviations outlined in FAAO 7930.2, Appendix 5, Approved NOTAM Contractions, shall be used in the NOTAM system. If there are no contractions/abbreviations, use plain text.	**a.** Contractions and abbreviations outlined in FAAO JO 7340.2, Contractions, shall be used in the NOTAM system. If there are no contractions/abbreviations, use plain text.

OLD	NEW
3−3−2. EXPRESSION OF TIME IN THE NOTAM SYSTEM	**3−3−2. EXPRESSION OF TIME IN THE NOTAM SYSTEM**
a. The day begins at 0000 and ends at 2359.	**a.** The day begins at 0000 and ends at 2359.
EXAMPLE− *!DCA LDN VOR OTS WEF 0006051600−0006052359* *!DCA LDN VOR OTS WEF 0006050000−0006050400*	***EXAMPLES−*** *!DCA LDN **NAV** VOR OTS WEF **0708**051600−**0708**052359* *!DCA LDN **NAV** VOR OTS WEF **0709**050000−**0709**050400*

OLD	NEW
3−3−3. RUNWAY IDENTIFICATION	**3-3-3. RUNWAY IDENTIFICATION**
Identify runways by the magnetic bearing indicator; e.g., 12/30, 12, or 30. Where the magnetic bearing indicator has not been established, identify the runway to the nearest eight points of the compass; e.g., NE/SW, N/S N 200 CLSD.	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.

OLD	NEW
Add	**3-3-4. TAXIWAY IDENTIFICATION**
Add	**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, or specify "all." If not identified, describe as adjacent to a runway or direction from the runway.**
Add	***EXAMPLES-*** ***!DCA DCA TWY C, B3 CLSD*** ***!DCA SHD TWY PARL TWY ADJ RWY 9/27 CLSD***

4. OPERATIONAL IMPACT: None.

1. PARAGRAPH NUMBER AND TITLE:
4-1-2. NATIONAL NOTAM OFFICE RELATIONSHIPS;
4-2-1. NOTAM COMPOSITION;
4-3-3. NOTAM TRANSMISSSION;
4-3-5. CONFIRMING ACCEPTANCE BY THE NOTAM SYSTEM;
4-3-7: RETRIEVING DOMESTIC NOTAMs;
4-4-3. CANCELING PUBLISHED NOTAM DATA;
4-5-2. NOTAM SERVICE MESSAGES

2. BACKGROUND: N JO 7930.85, Notice to Airmen (NOTAM), effective January 28, 2008, eliminated the use of local NOTAMs. It redefined and established NOTAM criteria following International Civil Aviation Organization recommended Standards and Practices with the use of one of 12 keywords to preface every NOTAM D issued.

3. CHANGE:

OLD	NEW
Chapter 4. FLIGHT SERVICE OPERATING PROCEDURES	**Chapter 4. NOTAM PROCEDURES**
Section 1. GENERAL	**Section 1. GENERAL**
4−1−2. NATIONAL NOTAM OFFICE RELATIONSHIPS	**4−1−2. NATIONAL NOTAM OFFICE RELATIONSHIPS**
a. The USNOF, is charged with monitoring the United States Notice to Airmen System (USNS). The USNOF shall monitor the NOTAM system for compliance with the criteria and procedures set forth in this order. When questions arise on dissemination, formats, contracting, or other aspects of the distribution system, the USNOF should be consulted. Every effort should be made to comply with the advice given by the USNOF; however, FSS specialists are responsible for the format, clarity, and dissemination of NOTAMs within their flight plan area.	**a.** The USNOF, is charged with monitoring the United States Notice to Airmen System (USNS). The USNOF shall 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 shall comply with USNOF personnel directions.**
b through **c1**	No Change
2. Should the USNOF edit a NOTAM and change the intent, the NOTAM shall be cancelled by the issuing facility and reissued as a new NOTAM.	**2.** Should the USNOF edit a NOTAM and change the intent, the NOTAM shall be cancelled by the issuing facility and reissued as a new NOTAM, **after consultation with the USNOF**.

OLD	NEW
4-2-1. NOTAM COMPOSITION	**4-2-1. NOTAM COMPOSITION**
Add	**a. NOTAMs shall contain these elements from left to right in the following order:**
Add	**1. An exclamation point (!);**
Add	**2. Accountability Location (the identifier of the accountability location);**
Add	**3. Affected Location (the identifier of the affected facility or location);**
Add	**4. KEYWORD (one of the following: RWY, TWY, RAMP, APRON, AD, COM, NAV, SVC, OBST, AIRSPACE, (U) and (O));**

Add	**5. Surface Identification (optional – this shall 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);**
Add	**6. Condition (the condition being reported); and**
Add	**7. Time (identifies the effective time(s) of the NOTAM condition). Times shall be formatted in accordance with this Paragraph 4-2-1, NOTAM Composition**.
Re-letter **a** through **c**	**b** through **d**
EXAMPLE− *!XYZ 00/000 XYZ VOR UNUSBL 010−030 BYD 10 BLW 4000. PLUS SEE AFD*	***EXAMPLE-*** *!XYZ XYZ NAV VOR UNUSBL 010-030 BYD 10 BLW 4000 PLUS SEE AFD*
d. NOTAMs shall state the abnormal status of a component of the NAS and not the normal status. The only exception is when data which has been published is being replaced; e.g., 9/27 OPEN, VOR RTS.	**e.** NOTAMs shall 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; e.g., **RWY** 9/27 OPEN.
e. 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.	**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.
f. The virgule "/" is used in the NOTAM text to indicate "and"; e.g., 17/35 CLSD, or 1/19 CLSD 12500/OVR.	**g.** The virgule "/" is used in the NOTAM text to indicate "and"; e.g., **RWY** 17/35 CLSD, or **RWY** 1/19 CLSD 12500/OVR.
NOTE− *The plus-sign (+) will not be used in NOTAM data.*	***NOTE−*** *The plus-sign (+) will not be used in NOTAM data.*
g. Altitude and height shall be in feet MSL up to 17,999; e.g., 275, 1225 (feet and MSL shall not be written), and in flight levels (FL) for 18,000 and above; e.g., FL180, FL550. When MSL is not known, specify AGL; e.g., 1304 AGL, etc.	**h.** Altitude and height shall be in feet MSL up to 17,999; e.g., 275, 1225 (feet and MSL shall not be written), and in flight levels (FL) for 18,000 and above; e.g., FL180, FL550. When MSL is not known, specify AGL; e.g., 1304 AGL, etc
h. WEF: Indicates the date/time a condition will exist or begin.	**i.** WEF: Indicates the date/time a condition will exist or begin.
EXAMPLE− **1.** *!ABC ABC VOR OTS WEF 0004281600*	***EXAMPLES-*** *!ABC ABC **NAV** VOR OTS WEF **0710281600***
Explanation: The VOR is expected to go out of service at 1600 on April twenty-eight, 2000, and remain out until further notice.	**Explanation:** The VOR is expected to go out of service at 1600 on **October** twenty-eight, **2007**, and remain out until further notice.
2. *!ABC xx/xxx ABC VOR OTS WEF 0004281600−0004281800*	*!ABC ABC **NAV** VOR OTS WEF **071128***
Explanation: The VOR is expected to go out of service at 1600 on April twenty-eight, 2000, and remain out until 1800 on April twenty-eight, 2000. At 1800, the NOTAM will be cancelled automatically by the USNS.	**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.***1600-0711281800***

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

EXAMPLE−
!ABC ABC VOR OTS TIL 0004281800

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

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

EXAMPLE−
!ABC ABC AP CLSD 1100−1900 DLY WEF 0006011100−0006151900

Explanation: The airport is closed from 1100 to 1900 daily from June 1, 2000, at 1100 until June 15, 2000, at 1900. This NOTAM will be automatically cancelled by the USNS on June 15, 2000, at 1900.

k. A NOTAM can contain only one effective period and/or one event/condition. If there are more than one effective periods and/or event/conditions, issue separate NOTAMs.

OLD

4−3−3. NOTAM TRANSMISSION

a. The following examples illustrate the proper coding of NOTAM data for transmission by stations entering their own NOTAM data in the system.

AIS FORMAT:
GG KDZZNAXX
131345 KPIRYFYX
!PIR PIR VOR OTS

MIFC FORMAT:
ORIGIN: PRECEDENCE: GG TIME: ACK:
NADDR: KDZZNAXX
TEXT: !DEN DEN VOR OTS

b. A station entering its own NOTAMs and NOTAMs from a tie-in location.

AIS FORMAT:
GG KDZZNAXX
131345 KPIRYFYX
!PIR PIR VOR OTS
!FSD FSD AP CLSD

MIFC FORMAT:
ORIGIN: PRECEDENCE: GG TIME: ACK: N
ADDR: KDZZNAXX
TEXT: !DEN DEN VOR OTS
!SAF SAF AP CLSD

c. When two or more new NOTAMs or cancellations, or a combination of new NOTAMs and cancellations are transmitted in a series, they shall be separated by the ADP code and a new line.

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

EXAMPLE−
*!ABC ABC **NAV** VOR OTS TIL **0712281800***

No Change

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 are more than one effective periods and/or event/conditions, issue separate NOTAMs.

NEW

4−3−3. NOTAM TRANSMISSION

a. The following examples illustrate the proper coding of NOTAM data for transmission by stations entering their own NOTAM data in the system.

AIS**R** FORMAT:
GG KDZZNAXX
131345 KPIRYFYX
!PIR PIR **NAV** VOR OTS

Delete

No Change

AIS**R** FORMAT:
GG KDZZNAXX
131345 KPIRYFYX
!PIR PIR **NAV** VOR OTS
!FSD FSD **AD** CLSD

Delete

No Change

AIS FORMAT:
GG KDZZNAXX
131500 KABQYFYX
!ABQ C04/003
!ABQ ABQ 8/26 CLSD
!ABQ C02/057

MIFC FORMAT:
ORIGIN: PRECEDENCE: GG TIME: ACK: N
ADDR: KDZZNAXX
TEXT:!AND C10/011
!AND AND 4/22 CLSD
!AND C08/015
!AND AND 17/35 CLSD

AIS**R** FORMAT:
GG KDZZNAXX
131500 KABQYFYX
!ABQ C04/003
!ABQ ABQ **RWY** 8/26 CLSD
!ABQ C02/057

Delete

OLD

4-3-5. CONFIRMING ACCEPTANCE BY THE NOTAM SYSTEM

a. When a new NOTAM is accepted into the NOTAM file, a copy of the NOTAM with the NOTAM number will be returned back to the originating facility and also sent to WMSC for distribution.

EXAMPLE−
(Confirmation)

GG KDENYFYX
131346 KDZZNAXX
!DEN 04/003 DEN VOR OTS

NEW

4-3-5. CONFIRMING ACCEPTANCE BY THE NOTAM SYSTEM

a. When a new NOTAM is accepted into the NOTAM file, a copy of the NOTAM with the NOTAM number will be returned back to the originating facility and also sent to WMSC**R** for distribution.

EXAMPLE−
(Confirmation)

GG KDENYFYX
131346 KDZZNAXX
*!DEN 04/003 DEN **NAV** VOR OTS*

OLD

4-3-7. RETRIEVING DOMESTIC NOTAMS

Domestic NOTAMs shall be retrieved via NADIN using the following formats:

a. When the location identifier and number are known:

AIS FORMAT:
GG KDZZNAXX
041503 KTUSYFYX
)SVC RQ DOM LOC=CID NT=02/020

M1FC FORMAT:
ORIGIN: PRECEDENCE:GG TIME: ACK:N
ADDR: KDZZNAXX
TEXT:)SVC RQ DOM LOC=SPI NT=11/005

b. When the number only is known, provided the accountability is known:

AIS FORMAT:
GG KDZZNAXX
051612 KYNGYFYX
)SVC RQ DOM ACC=FOD NT=03/040

M1FC FORMAT:
ORIGIN: PRECEDENCE:GG TIME: ACK:N
ADDR: KDZZNAXX
TEXT:)SVC RQ DOM ACC=SEA NT=09/021

NEW

4-3-7. RETRIEVING DOMESTIC NOTAMs

No Change

No Change

AIS**R** FORMAT:
GG KDZZNAXX
041503 KTUSYFYX
)SVC RQ DOM LOC=CID NT=02/020

Delete

b. When the number only is known, provided the accountability is known:

AIS**R** FORMAT:
GG KDZZNAXX
051612 KYNGYFYX
)SVC RQ DOM ACC=FOD NT=03/040

Delete

c. To request all NOTAMs for a given location:

AIS FORMAT:
GG KDZZNAXX
061832 KBZNYFYX
)SVC RQ DOM LOC=DSM

M1FC FORMAT:
ORIGIN: PRECEDENCE:GG TIME: ACK:N
ADDR: KDZZNAXX
TEXT:)SVC RQ DOM LOC=WJF

c. To request all NOTAMs for a given location:

AIS**R** FORMAT:
GG KDZZNAXX
061832 KBZNYFYX
)SVC RQ DOM LOC=DSM

Delete

d. To request all NOTAMs for a given accountability:

AIS FORMAT:
GG KDZZNAXX
061832 KBZNYFYX
)SVC RQ DOM ACC=FOD

M1FC FORMAT:
ORIGIN: PRECEDENCE:GG TIME: ACK:N
ADDR: KDZZNAXX
TEXT:)SVC RQ DOM ACC=HHR

d. To request all NOTAMs for a given accountability:

AIS**R** FORMAT:
GG KDZZNAXX
061832 KBZNYFYX
)SVC RQ DOM ACC=FOD

Delete

OLD

4-4-3. CANCELING PUBLISHED NOTAM DATA

Title through **a *NOTE***

b. NOTAMs shall remain current until the data is published in one or more of the following:

NEW

4-4-3. CANCELING PUBLISHED NOTAM DATA

No Change

b. NOTAMs shall remain current until the data is published in one or more of the following **with the exception of navigational aid NOTAMs which shall remain in effect until the NAVAID is returned to service or decommissioned:**

OLD

4-5-2. NOTAM SERVICE MESSAGES

Title through **d *NOTE***

e. Invalid input format.

EXAMPLE−
GG KDRIYFYX
092245 KDZZNAXX
!SVC INVALID SPACE BEFORE ACCOUNTABILITY

Add

Add

NEW

4-5-2. NOTAM SERVICE MESSAGES

No Change

e. Invalid input format.

EXAMPLE−
GG KDRIYFYX
092245 KDZZNAXX

!SVC INVALID SPACE BEFORE ACCOUNTABILITY

EXAMPLE-
GG KFTWYFYX
092245 KDZZNAXX

!MISSING RWY CONTRACTION
MSN MSN TWY B PAEW W SIDE BTW 03 / TWY B

Add	***NOTE −*** ***The invalid input format NOTAM sent in for the example above reads as follows:***
Add	***!MSN MSN TWY B PAEW W SIDE BTW 03/TWY B; it is missing the contraction RWY before 03 and requires the zero to be deleted***
f. Unclear times.	**f.** Unclear times.
EXAMPLE− *GG KCOUYFYX* *252321 KDZZNAXX* *! UNCLEAR DURATION OR EFFECTIVE TIME* *MCI MCI VOR OTS WEF 0001251330*	***EXAMPLE−*** *GG KCOUYFYX* *252321 KDZZNAXX* *! UNCLEAR DURATION OR EFFECTIVE TIME* *MCI MCI **NAV** VOR OTS WEF **08**01251330*
NOTE− *The NOTAM was inserted after 1330 on the 25th of January and the NOTAM system cannot determine whether the NOTAM is for the present day after the fact. The NOTAM must be reissued either with a new beginning time or with an ending time only.*	No Change
EXAMPLE− *GG KOAKYFYX* *232323 KDZZNAXX* *!UNCLEAR DURATION OR EFFECTIVE TIME* *OAK OAK DME OTS WEF 001231630−001230000*	***EXAMPLE−*** *GG KOAKYFYX* *232323 KDZZNAXX* *!UNCLEAR DURATION OR EFFECTIVE TIME* *OAK OAK **NAV** DME OTS WEF* ***08**01231630− **08**01230000*
NOTE− *The time of 0000 can only be used as a beginning time. The NOTAM must be issued with a correct ending time.*	No Change
EXAMPLE− *GG KCXOYFYX* *191632 KDZZNAXX* *!UNCLEAR DURATION OR EFFECTIVE TIME* *CXO CXO AP CLSD WEF 0001262300−0001261600*	***EXAMPLE−*** *GG KCXOYFYX* *191632 KDZZNAXX* *!UNCLEAR DURATION OR EFFECTIVE TIME* *CXO CXO **AD** CLSD WEF **08**01262300−**08**01261600*

4. OPERATIONAL IMPACT: None.

1. PARAGRAPH NUMBER AND TITLE:
5-1-1. ORIGINATORS OF MOVEMENT AREA NOTAMs;
5-1-2. HANDLING REPORTED MOVEMENT AREA CONDITIONS;
5-1-3. NOTAM (D) MOVEMENT AREA INFORMATION;
5-1-4. REPORTING OF SNOW, ICE, SLUSH, AND WATER CONDITIONS;
5-1-5. CERTIFICATED AIRPORT AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF);
5-1-6. CONTINUOUS SNOW REMOVAL OPERATIONS ON MULTIPLE RUNWAYS;
5-1-7. NOTAM (L) MOVEMENT AREA INFORMATION;
5-2-1. GENERAL;
5-2-2. NOTAM (D) LIGHTING AIDS;
5-2-3. NOTAM (L) LIGHTING AIDS;
5-3-1. GENERAL;
5-3-6. CATEGORY 2 AND 3 INSTRUMENT LANDING SYSTEM STATUS;
5-3-7. NOTAM (D) NAVAID;
5-3-8. HOURS OF OPERATION;
5-4-3. NOTAM (D) COMMUNICATIONS OUTLETS;
5-5-1. GENERAL
5-5-2. NOTAM (D) SERVICES;
5-5-3. HOURS OF OPERATION;
5-5-4. FUEL UNAVAILABILITY

2. BACKGROUND: N JO 7930.85, Notice to Airmen (NOTAM), effective January 28, 2008, eliminated the use of local NOTAMs. It redefined and established NOTAM criteria following International Civil Aviation Organization recommended standards and practices with the use of one of 12 keywords to preface every NOTAM D issued.

3. CHANGE:

OLD	NEW
5−1−1. ORIGINATORS OF MOVEMENT AREA NOTAMS	**5−1−1. ORIGINATORS OF MOVEMENT AREA NOTAMs**
Add	**a. The term Movement Area as used for the purpose of NOTAMs include Runways, Taxiways, Ramps, Aprons, helipads and maneuvering areas.**
Re-letter **5-1-1a** and **b**	**5-1-1b** and **c**

OLD	NEW
5-1-2. HANDLING REPORTED MOVEMENT AREA CONDITIONS	**5-1-2. HANDLING REPORTED MOVEMENT AREA CONDITIONS**
Title through a.	No Change
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"; e.g., RWY or AP UNSAFE DISABLE ACFT. Inform airport management of the action taken as soon thereafter as practical.	**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"; e.g., RWY or **TWY** UNSAFE DISABL**D** ACFT. Inform airport management of the action taken as soon thereafter as practical.
Add	***EXAMPLES-*** ***!CRW CRW RWY 15/33 UNSAFE BREAKS IN ASPH SE END***
Add	***!PIE CLW RWY UNSAFE DISABLD ACFT***
NOTE− *Only airport management can close any portion of an airport.*	***NOTE-*** *Only airport management can close any portion of an airport.*

REFERENCE− *14 CFR Part 139.*	No Change
Add	**(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 their designee. If Flight Service is unable to contact airport management, Flight Service shall forward (U) NOTAM information to 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)" as the keyword and followed by the appropriate keyword contraction, as set forth in this Policy, following the Location Identifier.**
Add	***EXAMPLE-*** ***!ORT 6K8 (U) RWY ABANDONED VEHICLE WEF 0710122330***
OLD	**NEW**
5−1−3. NOTAM (D) MOVEMENT AREA INFORMATION	**5−1−3. NOTAM (D) MOVEMENT AREA INFORMATION**
a. The flight service specialist is responsible for formatting the information correctly.	**a. Taxiways shall 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.**
NOTE− *The examples used in this order are representative of the format discussed in this paragraph.*	Delete
b. Movement Area NOTAM Ds shall contain these elements as discussed below:	**b. For guidance on NOTAM D composition, see paragraph 4-2-1, NOTAM Composition.**
ADP CODE ACC LOC AFF LOC RWY ID COND TIME	Delete
ADP CODE is an exclamation point "!". ACC LOC is the identifier of the accountability location. AFF LOC is the identifier of the affected facility or location. RWY ID is optional. This shall be the runway identification for runway and runway related NOTAMs. COND is the condition being reported. TIME identifies the effective time(s) of the NOTAM condition. Times shall be formatted in accordance with para 4−2−1, NOTAM Composition.	Delete
c. Disseminate the following reported conditions as a NOTAM D:	No Change
1. Commissioning or decommissioning of a movement area or portions thereof. State the type of surface and lighting when known. State if unlighted.	No Change

Surface: ASPH asphalt/tar/macadam CONC concrete GRVL gravel/cinders DIRT dirt SOD sod	No Change
Lighting: LGTD lighted UNLGTD unlighted	No Change
EXAMPLE− *!ICT MEJ 16/34 CMSND 4800X75 CONC/LGTD* *!ICT MEJ 17/35 CLSD PERM* *!STL I63 MT STERLING IL 395915N904815W 18/34 4000X75 ASPH/LGTD NONSTD MARKING CMSND* *!CDB AK05 AP CLSD PERM* *!RIU O88 HELI DCMSND*	***EXAMPLES-*** *!ICT MEJ **RWY** 16/34 CMSND 4800X75 CONC/LGTD* *!ICT MEJ **RWY** 17/35 CLSD PERM* *!CDB AK05 **AD** CLSD PERM* *!RIU O88 **AD** HELI DCMSND*
NOTE− *HELI pertains to heliport as listed in the Airport/Facility Directory, not helipads. Helipads are on airports and designated by the appropriate symbols and are not NOTAM material.*	Delete
2**.** Movement area closures and openings.	No Change
EXAMPLE− *!ANB A09 AP CLSD* *!AOO PA06 AP CLSD TSNT* *!BET BET AP CLSD EXC SKI* *!AOO 29D AP CLSD EXC PPR 0330−1430 MON−FRI* *!BUF D67 AP CLSD EXC HI−WING ACFT* *!CEW CEW AP CLSD WEF 0005041400−0005041800* *!CDB 40A AP OPEN*	***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 ACFT* *!CEW CEW **AD** CLSD WEF **0709**041400-**0709**041800* *!CDB AKA **AD** OPEN*
NOTE− *40A airport was published as being closed.*	***NOTE−*** ***AKA** airport was published as being closed.*
EXAMPLE− *!CLE 15G AP NOW PUBLIC* *!CLE 15G AP NOW PRIVATE*	***EXAMPLES-*** *!CLE 15G **AD** NOW PUBLIC* *!CLE 15G **AD** NOW PRIVATE*

NOTE−
First example shows 15G is now open to the public and a public-use airport.
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.

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.*

Add

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

Add

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 or a waterway.

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.

No Change

EXAMPLE−
!AOO 29D 10 FIRST 1000 CLSD

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.

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 10/28 W 900 CLSD

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

No Change

EXAMPLE−
!BDL BDL 6/24 CLSD EXC 1 HR PPR 203−627−3001 WEF 0005131300−0005132000

EXAMPLE−
!BDL BDL ***RWY*** *6/24 CLSD EXC 1 HR PPR 203−627−3001 WEF* ***0709****131300−****0709****132000*

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

EXAMPLE−
!BNA BNA 36 CLSD

NOTE−
Runway 18 is not affected.

EXAMPLE−
!ALS ALS 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 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 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 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.

EXAMPLE−
!CMH CMH 10R/28L CLSD EXC 10 MIN PPR 120000/OVR 1330−2200 DLY TIL 0005172200

!GNV 31J 10/28 E 3800 CLSD EXC 12500/OVR 1200−2100 DLY
!ICT 3K7 17/35 CLSD 4000/OVR

!MCN CCO 14/32 CLSD/PARL TWY 3000X75 AVBL DAY VMC/NO TSNT/NO PLA/NO STUDENT
!MLT MLT 16/34 UNMKD

!ROW ROW 3/21 CLSD EXC NE 9500 3 AVBL TKOF TIL 0006211450

No Change

EXAMPLE−
*!BNA BNA **RWY** 36 CLSD*

No Change

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

No Change

EXAMPLE−
*!BNA M54 **RWY** 18/36 CLSD JET*

No Change

EXAMPLE−
*!BIG BIG **RWY** 9/27 CLSD OVR 13500*

No Change

EXAMPLE−
*!DAY I17 **RWY** 8/26 CLSD TGL*

No Change

EXAMPLE−
*!CMH CMH **RWY** 10R/28L CLSD EXC 10 MIN PPR 120000/OVR 1330−2200 DLY TIL **0710**172200*

*!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 UNMKD !ROW ROW **RWY** 3/21 CLSD EXC NE 9500 **RWY** 3 AVBL TKOF TIL **0711**211450*

Add	***!TYS TYS TWY A CLSD BTN TWY A2, A3***
	!DSM DSM RAMP 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.	No Change
(a) Readings issued in thirds of a runway for the landing runway(s) only. Do not combine runways into a single NOTAM. NOTAMs shall 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 shall be cancelled.	No Change
EXAMPLE− *!DCA DCA 18 RFT MU 52/30/42 WEF 00**12251000*** *!RIC RIC 36 TAP MU 20/20/20 WEF 00**12251200***	***EXAMPLES−*** *!DCA DCA **RWY** 18 RFT MU 52/30/42 WEF **07**12251000* *!RIC RIC **RWY** 36 TAP MU 20/20/20 WEF **07**12251200*
NOTE− ***1.*** *These examples show that some segment values may be above the value of 40 and still be contained in a NOTAM D.*	No Change
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.*	No Change
3. *Use the following abbreviations to indicate the type of friction measuring device used:*	No Change
BOW Bowmonk Decelerometer (Bowmonk Sales) *BRD Brakementer-Dynometer* *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)*	No Change
(b) Equipment status.	No Change
EXAMPLE− *!MSP MSP MU OTS*	***EXAMPLE−*** *!MSP MSP **SVC** MU OTS*

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.

EXAMPLE−
!BTT BTT 1/19 BA POOR WEF 0102031200

!ANC Z15 1/19 BA NIL WEF 0102041300

!AKN AKN 18/36 BA POOR WEF 0102051400

!ANC ANC 1/19 BA FAIR WEF 0102061500

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.

EXAMPLE−
!PRC SJN 13/31 NOW 14/32

!PRC SJN 2/20 NOW 3/21

7. Rubber accumulation on the runways.

EXAMPLE−
!MAF MAF 16R/34L RUBBER ACCUM NW 2500

OLD

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

a through **d**

1. Snow.

EXAMPLE−
MIV MIV 10/28 1/4 IN LSR WEF 0012251505

NOTE−
Millville runways 10 and 28 have one quarter inch of loose snow covering their runways, and this NOTAM was observed at 0012251505.

EXAMPLE−
!FAI INR 16/34 18 IN LSR WEF 0008132300

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

No Change

No Change

EXAMPLES−
*!BTT BTT **RWY** 1/19 BA POOR WEF **0709**031200*

*!ANC Z15 **RWY** 1/19 BA NIL WEF **0709**041300*

*!AKN AKN **RWY** 18/36 BA POOR WEF **0708**051400*

*!ANC ANC **RWY** 1/19 BA FAIR WEF **0710**061500*

No Change

No Change

No Change

No Change

EXAMPLES−
*!PRC SJN **RWY** 13/31 NOW **RWY** 14/32*

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

No Change

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

NEW

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

No Change

1. Snow

EXAMPLE−
*!MIV MIV **RWY** 10/28 ¼ IN LSR WEF **0**712251505*

NOTE−
*Millville runways 10 and 28 have one quarter inch of loose snow covering their runways and this NOTAM was observed at **07**12251505.*

EXAMPLE−
*!FAI INR **RWY** 16/34 18 IN LSR WEF **0711**132300*

No Change

EXAMPLE−
!ENA 5HO 16/34 THN PSR WEF 0008131520

NOTE−
Hope's runways 16 and 34 have a thin layer (less than a 1/4 inch) of packed or compacted snow.

EXAMPLE−
!ENA CLP 8/26 PTCHY THN WSR WEF 0008132300

NOTE−
Clarks Point's runways 8 and 26 have less than full coverage of a thin layer of wet snow (not slush).

EXAMPLE−
!ENA AK63 1/19 1/2 IN SN WEF 0008132359

NOTE−
Twin Hill's runways 1 and 19 have 1/2 inch of undefined snow.

EXAMPLE−
!ANI ANI 10/28 THN LSR OVR 1 IN PSR WEF 0008132000

!ANI ANI 10/28 THN LSR OVR THN PSR WEF 0008132000

!PAQ PAQ 9/27 6 IN RUF FRZN SN WEF 0008131900

Add

Add

Add

Add

2. Ice.

EXAMPLE−
!AKN AKN 11/29 THN IR WEF 0008131750

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

EXAMPLE−
!AKN AKN 18/36 1 IN RUF IR WEF 0008132145

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

EXAMPLE−
*!ENA 5HO **RWY** 16/34 THN PSR WEF **0709**131520*

No Change

EXAMPLE−
*!ENA CLP **RWY** 8/26 PTCHY THN WSR WEF **0712**132300*

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 ½ IN SN WEF **0711**132359*

NOTE−
Twin Hill's runways 1 and 19 have ½ inch of undefined snow.

EXAMPLES−
*!ANI ANI **RWY** 10/28 THN LSR OVR 1 IN PSR WEF **0711**132000*

*!ANI ANI **RWY** 10/28 THN LSR OVR THN PSR WEF **0712**132000*

*!PAQ PAQ **RWY** 9/27 6 IN RUF FRZN SN WEF **0710**131900*

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

!MEM MEM RAMP FEDEX FEEDER RAMP ½ 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 **0712**131750*

No Change

EXAMPLE−
*!AKN AKN **RWY** 18/36 1 IN RUF IR WEF **0712**132145*

No Change

EXAMPLE−
!ENA BGQ 6/24 5 IN WSR OVR RUF IR WEF 0008132230

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

Add

Add

Add

Add

3. Snow and ice.

EXAMPLE−
!ENA BGQ 6/24 5 IN SIR WEF 0008131910

NOTE−
Big Lake's runways 6 and 24 are covered with 5 inches of packed or compacted snow and ice. Do not use PSR/IR.

Add

Add

Add

Add

4. Slush.

EXAMPLE−
!BTT BTT 1/19 1 IN SLR WEF 0008132100

NOTE−
Bettles' runways 1 and 19 are covered with 1 inch of slush (not wet snow).

EXAMPLE−
!IAD IAD 1L/19R 1/2 IN FRZN SLR (may be described as RUF IR) WEF 0102041600

Add

Add

EXAMPLE−
*!ENA BGQ **RWY** 6/24 5 IN WSR OVR RUF IR WEF **0711**132230*

No Change

EXAMPLES-
!TYS TYS TWY ALL EXC TWY G ½ IN ICE WEF 0712051430

!MEM MEM RAMP FEDEX FEEDER RAMP ½ 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 **0710**131910*

No Change

EXAMPLES-
!MOT MOT TWY ALL ½ IN LOOSE SN OVR ICE WEF 0712202200

!MEM MEM RAMP FEDEX FEEDER RAMP ½ IN FRZN SN OVR ICE WEF 0712070700

!BNA BNA APRON AIR CARGO APRON THN SN OVR ICE WEF 0712251115

!EKX EKX AD 6 IN LOOSE SN OVR ICE WEF 0712011545

4. Slush.

EXAMPLE−
*!BTT BTT **RWY** 1/19 1 IN SLR WEF **0709**132100*

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 **0710**041600*

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

!BNA BNA APRON AIR CARGO APRON SLUSH WEF 0712101200

Add	***!EKX EKX AD 1 IN SLUSH WEF 0711211235***
Add	***!EKX EKX AD PTCHY 2 IN SLUSH/ICE WEF 0712242345***
5. Water.	**5.** Water.
EXAMPLE− *!CLE CLE 1/2 IN WTR WEF 0102241700*	***EXAMPLES−*** *!CLE CLE **AD** ½ IN WTR WEF **0712**241700*
!CLE CLE PTCHY 1/2 IN WTR WEF 0102250900	*!CLE CLE **AD** PTCHY ½ IN WTR WEF **0711**250900*
Add	***NOTE−*** ***Do not refer to puddles**.*
Add	***EXAMPLES-*** ***!MEM MEM RAMP FEDEX FEEDER RAMP ½ IN WATER WEF 0708241205***
Add	***!BNA BNA APRON AIR CARGO APRON 1 IN WATER WEF 0709102200***
Add	***!EKX EKX AD 1 IN WTR WEF 0710101000***
NOTE− *Do not refer to puddles.*	Delete
6. Drifting or drifted snow.	**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.*	No Change
EXAMPLE− *!SFF SFF 4 IN LSR 9 IN DRFT WEF 0102071900*	***EXAMPLE−*** *!SFF SFF **AD** 4 IN **LOOSE SN** 9 IN DRFT WEF **0711**071900*
NOTE− *Conditions prevail throughout the airport surface.*	***NOTE−*** *Conditions prevail throughout the airport surface.*
EXAMPLE− *!AVP AVP 4/22 5 IN DRFT WEF 0102201600*	***EXAMPLES−*** *!AVP AVP **RWY** 4/22 5 IN DRFT WEF **071**2201600*
!IPT IPT 9/27 5 IN LSR 10 IN DRFT WEF 0102051200	*!IPT IPT **RWY** 9/27 5 IN LSR 10 IN DRFT WEF **0712**051200*
Add	***!MEM MEM RAMP FEDEX FEEDER RAMP 4 IN DRFT WEF 0712091111***
Add	***!BNA BNA APRON AIR CARGO APRON 3 IN DRFT WEF 0712152015***
Add	***!EKX EKX AD 3 IN LOOSE SN 6 IN DRFT WEF 0712021000***
7. Plowed/swept.	**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 has been plowed.

EXAMPLE−
!OQU OQU 16/34 PLW 100 WIDE RMNDR 1/2 IN SIR WEF 0008132112

NOTE−
Quonset State's runway is wider than 100 feet and the area inside the center 100 feet is bare. The 1/2 inch of packed or compacted snow and ice (SIR) is outside the plowed area.

EXAMPLE−
!FAI FAI 1/19 PTCHY THN PSR SWEPT 75 WIDE WEF 0008131530

NOTE−
Fairbanks' runways 1 and 19 have patchy, thin−packed snow on them even though they have been swept.

Add

Add

Add

8. Sanded, deiced.

EXAMPLE−
!MGW MGW 18/36 1/2 IN IR SA WEF 0102021300

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 11/29 THN SIR SA 80 WIDE RMNDR BA POOR WEF 0102061530

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

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 **0711**132112*

No Change

EXAMPLE−
*!FAI FAI **RWY** 1/19 PTCHY THN PSR SWEPT 75 WIDE WEF **0710**131530*

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 0712202200

!MEM MEM RAMP FEDEX FEEDER RAMP PTCHY THN ICE WEF 0712202000

!BNA BNA APRON AIR CARGO APRON EAST 1000 PLW WEF 0712202000

8. Sanded, deiced.

EXAMPLE−
*!MGW MGW **RWY** 18/36 ½ IN IR SA WEF **0711**021300*

No Change

EXAMPLE−
*!YAK YAK **RWY** 11/29 THN SIR SA 80 WIDE RMNDR BA POOR WEF **0712**061530*

No Change

EXAMPLE−
!IAD IAD 12/30 DEICED LIQUID WEF 0102172100

!IAD IAD 12/30 DEICED SOLID 150 WIDE WEF 0102061615

NOTE−
Report the deicing material used as either "LIQUID" or "SOLID," as this may have operational significance to the pilot.

Add

Add

Add

Add

9. Snowbanks.

EXAMPLE−
!BTV BTV 15/33 3 IN SN 24 IN SNBNK WEF 0102111915

!BTV BTV 15/33 2 IN LSR PLW 100 WIDE 24 IN SNBNK WEF 0102101750

!BTV BTV 15/33 2 IN LSR PLW 100 WIDE 10 IN BERM WEF ***0102091415***

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.

Add

Add

Add

Add

10. Mud.

EXAMPLE−
!ENA ENA 1/19 PTCHY 2 IN MUD WEF 0008132140

!ENA ENA 1/19 THN MUD WEF 0008132210

EXAMPLES−
!IAD IAD ***RWY*** *12/30 DEICED LIQUID WEF* ***0712****172100*

!IAD IAD ***RWY*** *12/30 DEICED SOLID 150 WIDE WEF* ***0712****061615*

No Change

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* ***0711****111915*

!BTV BTV ***RWY*** *15/33 2 IN LSR PLW 100 WIDE 24 IN SNBNK WEF* ***0712****101750*

!BTV BTV ***RWY*** *15/33 2 IN LSR PLW 100 WIDE 10 IN BERM WEF* ***0710****091415*

No Change

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* ***0710****132140*

!ENA ENA ***RWY*** *1/19 THN MUD WEF* ***0709****132210*

11. Frost.

EXAMPLE−
!JNU JUN THN FROST WEF 0008132315

12. Frost Heave.

EXAMPLE−
!BET BET 11/29 FROST HEAVE NW 500 WEF 0011050030

13. Cracks.

EXAMPLE−
!ORT TSG 12/30 NMRS 5 IN CRACKS WEF 0011050105

14. Ruts.

EXAMPLE−
!TAL TAL 6/24 4 IN RUTS W 1000 WEF 0011051400

15. Soft Edge.

EXAMPLE−
!TAL TAL 6/24 SOFT EDGES WEF 0011051622

e through **f**

11. Frost.

EXAMPLE−
*!JNU **JN**U **AD** THN FROST WEF **0709**132315*

12. Frost Heave.

EXAMPLE−
*!BET BET **RWY** 11/29 FROST HEAVE NW 500 WEF **0711**050030*

13. Cracks.

EXAMPLE−
*!ORT TSG **RWY** 12/30 NMRS 5 IN CRACKS WEF **0712**050105*

14. Ruts.

EXAMPLE−
*!TAL TAL **RWY** 6/24 4 IN RUTS W 1000 WEF **0712**051400*

15. Soft Edge.

EXAMPLE−
*!TAL TAL **RWY** 6/24 SOFT EDGES WEF **0711**051622*

No Change

OLD

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

a through ***Reference***

EXAMPLE−
!FTW FTW ARFF VEHICLE OTS INDEX UNCHANGED TIL 0005242100

!FTW FTW ARFF VEHICLE OTS INDEX UNCHANGED TIL 0005072200

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 ARFF NOW INDEX A TIL 0005072300

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 ARFF UNAVBL/AP CLSD TO ACR MORE THAN 30 PAX

NEW

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

No Change

EXAMPLES−
*!FTW FTW **SVC** ARFF VEHICLE OTS INDEX UNCHANGED TIL **0710**242100*

*!FTW FTW **SVC** ARFF VEHICLE OTS INDEX UNCHANGED TIL **0709**072200*

No Change

EXAMPLE−
*!FTW FTW **SVC** ARFF NOW INDEX A TIL **0709**072300*

No Change

No Change

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

OLD	NEW
5−1−6. CONTINUOUS SNOW REMOVAL OPERATIONS ON MULTIPLE RUNWAYS	**5-1-6. CONTINUOUS SNOW OR ICE REMOVAL OPERATIONS ON MULTIPLE RUNWAYS**
a through **d**	No Change
EXAMPLE− *!DEN DEN ALL RWYS ALTNLY CLSD SNOW REMOVAL WEF 0102231500* *!SLC SLC INST RWYS ALTNLY CLSD SNOW REMOVAL WEF 0102241600* *!DEN DEN ALL RWYS ALTNLY CLSD ICE REMOVAL WEF 0102251700* *!SLC SLC INST RWYS ALTNLY CLSD ICE REMOVALWEF 0102261800*	***EXAMPLES −*** *!DEN DEN **RWY** ALL RWYS ALTNLY CLSD SNOW REMOVAL WEF **0710**231500* *!SLC SLC **RWY** INST**R** RWYS ALTNLY CLSD SNOW REMOVAL WEF **0711**241600* *!DEN DEN **RWY** ALL RWYS ALTNLY CLSD ICE REMOVAL WEF **0712**251700* *!SLC SLC **RWY** INST**R** RWYS ALTNLY CLSD ICE REMOVAL WEF **0711**261800*

OLD	NEW
5−1−7. NOTAM (L) MOVEMENT AREA INFORMATION	**5-1-7. PERSONNEL AND EQUIPMENT WORKING (PAEW)**
Disseminate the following reported conditions as NOTAM (L):	Disseminate the following reported conditions as NOTAM (**D**):
a. Conditions pertaining to single or multiple taxiways. Use runway format, identifying taxiway by number or letter assigned. If not identified, describe as adjacent to a runway or direction from the runway.	**Any NOTAM associated with Personnel and Equipment Working (PAEW) on or adjacent to a runway, taxiway, ramp, aerodrome, or apron shall begin with one of the following keywords: RWY, TWY, RAMP, AD, or APRON. Additionally, the appropriate direction shall be specified.**
Add	***EXAMPLES-*** ***!IAD IAD RWY 1L/19R PAEW***
Add	***!IAD IAD RWY 1L/19R PAEW ADJ***
Add	***!CHO CHO RWY 23 PAEW ADJ NORTHEAST 500***
Add	***NOTE-*** ***This criteria is used for runway checks and other events of short durations. Otherwise the runway should be closed.***
Add	***EXAMPLES-*** ***!SBY SBY TWY E PAEW SOUTH SIDE BTN RWY 5/ TWY G***
Add	***!MEM MEM RAMP WEST HALF FEDEX FEEDER RAMP PAEW TIL 0712260400***
Add	***!BNA BNA APRON PAEW SOUTHEAST THIRD AIR CARGO APRON TIL 0712232000***
EXAMPLE− *B TWY CLSD* *A1/B2 TWY CLSD*	Delete

b. Personnel and equipment on or adjacent to runway.	Delete
EXAMPLE− *1/19 PAEW* *2/20 PAEW ADJ*	Delete
NOTE− *This criteria is used for runway checks and other events of short durations. Otherwise the runway should be closed.*	Delete

OLD	NEW
Section 2. LIGHTING AID NOTAMS	**Section 2. LIGHTING AID AND OBSTRUCTION NOTAMs**
5-2-1. GENERAL	**5-2-1. GENERAL**
5-2-1 a. and b.	No Change
Add	**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.**
c. 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.	**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.*	***REFERENCE−*** *47 CFR Section 17.48.*
d. The following information is required when reports are received concerning an obstruction light outage:	**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.	No Change
EXAMPLE− *!SBY SBY TOWER UKN (235 AGL) 3 NW UNLGTD (ASR NUMBER) TIL 0412302300* *!MIV N52 TOWER 580 (195 AGL) 1.44 SW UNLGTD (ASR NUMBER) TIL 0412302300*	***EXAMPLES−*** *!SBY SBY **OBST** TOWER UKN (235 AGL) 3 NW UNLGTD (ASR **1235179**) TIL **0709**302300* *!MIV N52 TOWER 580 (195 AGL) 1.44 SW UNLGTD (ASR **UNKN**) TIL **0710**302300*
NOTE− *When MSL is unknown, so indicate in the text of the NOTAM, as noted in the example above.*	No Change
2 through **3**	No Change
4. When possible, name, title (if appropriate), and telephone number of person responsible for the obstruction lights if other than subpara d3, above.	**4.** When possible, name, title (if appropriate), and telephone number of person responsible for the obstruction lights if other than **paragraph** 5-2-1**e3** above.
5. Return−to−service time. See subpara 5−2−2d11(d).	**5.** Return-to-service time. See **paragraph** 5-2-2**d**.

6. Antenna structure registration number (ASR) see subpara 5−2−2d11(e).	**6.** Antenna structure registration number (ASR) see **paragraph** 5−2−2**d**.
Add	**e. For obstructions without lights, the obstruction will be identified as in paragraph 5-2-1c above.**
OLD	**NEW**
5−2−2. NOTAM (D) LIGHTING AIDS	**5−2−2. NOTAM (D) LIGHTING AIDS**
a. The flight service specialist is responsible for formatting the information correctly.	No Change
NOTE− *The examples used in this order are representative of the format discussed in this paragraph.*	No Change
b. Lighting Aid NOTAM Ds shall contain these elements as discussed below:	**b. For guidance on NOTAM D composition, see paragraph 4-5-2, NOTAM Composition.**
ADP CODE ACC LOC AFF LOC RWY ID COND TIME	Delete
ADP CODE is an exclamation point "!". ACC LOC is the identifier of the accountability location. AFF LOC is the identifier of the affected facility or location. In case of an obstruction light outage, it is the identifier of the nearest public−use airport. RWY ID is optional. This shall be the runway identification for runway and runway related NOTAMs. COND is the condition being reported. For lighting aid NOTAMs, this should begin with the type of lighting system affected. TIME identifies the effective time(s) of the NOTAM condition. Times shall be formatted in accordance with para 4−2−1, NOTAM Composition.	Delete
c through **1b**	No Change
EXAMPLE− *!ANB EUF 36 ALS DCMSN* *!ANB EUF 18 ALS OTS*	***EXAMPLES−*** *!ANB EUF **RWY** 36 ALS DCMSN* *!ANB EUF **RWY** 18 ALS OTS*
2. Sequence flashing lights (SFL/RAIL).	**2.** Sequence flashing lights (SFL/RAIL).
EXAMPLE− *!ANB EUF 18 SFL OTS* *!ANB EUF 18 RAIL OTS*	***EXAMPLES−*** *!ANB EUF **RWY** 18 SFL OTS* *!ANB EUF **RWY** 18 RAIL OTS*
3. Runway edge lights (RWY LGTS).	**3. Visual Approach Lighting systems.**
(a) When commissioning runway edge light systems, indicate the exact type of system; e.g., LIRL, MIRL, HIRL, etc.	**(a) Visual Approach Slope Indicator (VASI).**
EXAMPLE− *!DRI 0R9 13/31 MIRL CMSN*	***EXAMPLES−*** ***!SBY SBY RWY 5 VASI OTS*** ***!RIC RIC RWY 22 VASI LEFT SIDE OTS***

Add	***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) Once commissioned and published, runway edge lights shall only be shown as RWY LGTS.	**(b) Precision Approach Path Indicator (PAPI).**
EXAMPLE− *!BNA BNA 13/31 RWY LGTS OTS*	***EXAMPLE−*** ***IAD IAD RWY 1L PAPI OTS***
(c) Runway lights obscured due to snow and ice.	**(c) Runway End Identifier Lights (REIL).**
EXAMPLE− *!BTV BTV RWY LGTS OBSC WEF 0001131300−0001141300*	***EXAMPLE−*** ***!DCA DCA RWY 18 REIL OTS***
Add	**(d) Threshold lights (THR LGTS).**
Add	***EXAMPLE-*** ***SAV SAV RWY 27 THR LGTS OTS***
Add	**4. Runway edge lights (RWY LGTS)**
Add	**(a) When commissioning runway edge light systems, indicate the exact type of system; e.g., LIRL, MIRL, HIRL, etc.**
Add	***EXAMPLE-*** ***!DRI OR9 RWY 13/31 MIRL CMSN***
Add	**(b) Once commissioned and published, runway edge lights shall only be shown as RWY LGTS.**
Add	***EXAMPLE-*** ***!BNA BNA RWY 13/31 RWY LGTS OTS***
Add	**(c) Runway lights obscured due to snow and ice.**
Add	***EXAMPLE-*** ***!BTV BTV RWY LGTS OBSC WEF 0710131300-0710141300***
NOTE− *1. All runway lights are completely obscured. The reason for the obscuration should not be reported.*	No Change
2. *Lights that are partially obscured should not be reported.*	No Change
4. Runway centerline light system (RCLL).	**5.** Runway centerline light system (RCLL).
EXAMPLE− *!ATL ATL 8R/26L RCLL OTS*	***EXAMPLE−*** *!ATL ATL* ***RWY*** *8R/26L RCLL OTS*
5. Touchdown zone lights (TDZ LGT).	**6.** Touchdown zone lights (TDZ LGT).
EXAMPLE− *!ATL ATL 8R TDZ LGT OTS*	***EXAMPLE−*** *!ATL ATL* ***RWY*** *8R TDZ LGT OTS*
6. Lead−in light system (RLLS).	**7.** Lead−in light system (RLLS).
EXAMPLE− *!DCA DCA 18 RLLS OTS*	***EXAMPLE−*** *!DCA DCA* ***RWY*** *18 RLLS OTS*
7. Airport lighting total power failure.	**8.** Airport lighting total power failure.
EXAMPLE− *!SPA SPA AP LGT OTS*	***EXAMPLE−*** *!SPA SPA* ***AD*** *LGT OTS*

8. Pilot−controlled lighting (PCL) frequency when it controls approach lights or runway lights.

EXAMPLE−
!SBY SBY PCL OTS

!ANB EUF 18/36 RWY LGTS PCL OTS

!BFD 8G5 RWY LGTS PCL CMSND KEY 122.7 7 TIMES HIGH/5 TIMES MED/3 TIMES LOW INTST 0200−1100 DLY

!SBY SBY PCL NOW 122.8

NOTE−
PCL frequency need not be an ATC frequency.

Add

Add

Add

Add

9. Stop bar lighting system.

EXAMPLE−
!SEA SEA 16R STOP BAR LGT OTS

Add

Add

Add

Add

Add

10. Airport rotating beacons (ABN).

EXAMPLE−
!SPA ABN OTS

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

(a) Located within a 5−statue mile (4.3 nautical miles) radius of an airport, regardless of height.

EXAMPLE−
!MIV N52 TOWER 580 (195 AGL) 1.44 SW LGTS OTS (ASR NUMBER) TIL 0412302300

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

EXAMPLE−
*!SBY SBY **SVC** PCL OTS*

*!ANB EUF **RWY** 18/36 R*

!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 122.8WY LGTS PCL OTS*

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-
!ABQ ELP TWY M HOLD SIGN AT RWY 4 UNLGTD

!SEA SEA TWY C STOP BAR LGT EAST SIDE RWY 16L OTS 16R STOP BAR LGT OTS

Delete

Delete

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 1L TWY 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 shall 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 **0711**302300*

(b) Located outside a 5−statute mile (4.3 nautical miles) radius and exceeds 200 feet above ground level (AGL).

EXAMPLE−
!GSP GSP TOWER 1528 (564 AGL) 12 E LGTS OTS (ASR NUMBER) TIL 0412291930

Delete

EXAMPLE−
*!GSP GSP **OBST** TOWER 1528 (564 AGL) 12 E LGTS OTS (ASR NUMBER) TIL **0710**291930*

Add

!PWK PWK OBST TOWER 1049 (330) OBK014007 LGTS OTS (ASR NUMBER) TIL 0709301915

Add

!GSP GSP OBST TOWER 1528 (564 AGL)12 E LGTS OTS (ASR NUMBER) TIL 0711291930

(c) 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 TOWER 1049 (330 AGL) OBK014007 LGTS OTS (ASR NUMBER) TIL 0412301915

(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−
!MIV 2N6 OBST TOWER 314 (231 AGL) 4.3 NNW LGTS OTS (ASR 1055889) TIL 0711302300

REFERENCE−
14 CFR Section 77.23.

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. Cranes marked by a flag and lowered during the night hours do not require the issuance of a NOTAM. Obstruction lights on terrain (hills) are identified as MSL only.

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.

(d) 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.

(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.

(e) 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 faxed to the appropriate FCC field office. The ASR number shall be obtained from the sponsor when the outage is called in, and will be put in the text of the NOTAM.

(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 faxed to the appropriate FCC field office. The ASR number shall be obtained from the sponsor when the outage is called in, and will be put in the text of the NOTAM.

EXAMPLE−
!MIV 06/001 2N6 TOWER 314 (231 AGL) 4.3 NNWLGTS OTS (ASR 1055889) TIL 0412302300

EXAMPLE−
*!MIV 06/001 2N6 **OBST** TOWER 314 (231 AGL) 4.3 NNW LGTS OTS (ASR 1055889) TIL **07**12302300*

NOTE−
Appendix 6 lists FCC Field Office FAX numbers.

NOTE−
*Appendix **5** lists FCC Field Office FAX numbers.*

OLD	NEW
5−2−3. NOTAM (L) LIGHTING AIDS	**5-2-3. MOORED BALLOONS AND KITES/OBSTRUCTIONS**
Add	**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. Any obstruction 200 feet AGL or less and more than 5-statute miles from a public-use airport does not constitute a hazard.	**a. Date/time the activity will begin.**
b. All taxiway and taxiway centerline lights.	**b. Size of the affected area in a nautical mile radius.**
EXAMPLE− *SHD TWY LGTS OTS* *ROA TWY CNTRLN LGTS OTS*	Delete
c. All turnoff lights (TURNOFF LGTS).	**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.**
Add	**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.**
Add	**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.**
EXAMPLE− *IAD TURNOFF LGTS OTS*	***EXAMPLES-*** ***!SJT SJT OBST MOORED BALLOON 1 NMR SJT095018 510/BLW WEF 0709251400-0709261400***
Add	***!SJT SJT OBST MOORED BALLOON 30 NE 1 NMR 610/BLW TIL 0710271700***
Add	***!ABQ ABQ OBST KITE 1 NMR ABQ020002 505/BLW WEF 0710011900-0710012100***
d. Total or partial outage of Visual Approach Slope Indicator (VASI).	Delete
EXAMPLE− *SBY VASI OTS* *RIC 22 VASI LEFT SIDE OTS*	Delete
NOTE− *Partial operation may occur with VASI−12 and VASI−16 systems where the light units are located on both sides of the runway.*	Delete
e. Precision Approach Path Indicator (PAPI).	Delete
EXAMPLE− *IAD 1L PAPI OTS*	Delete
f. Runway End Identifier Lights (REIL)	Delete
EXAMPLE− *DCA 18 REIL OTS*	Delete

g. Threshold lights (THR LGTS).	Delete
EXAMPLE− *SAV 27 THR LGTS OTS*	Delete

OLD	NEW
5-3-1. GENERAL	**5-3-1. GENERAL**
Originate NOTAMs concerning NAVAIDs for which your facility has monitor responsibility.	**a.** Originate NOTAMs concerning NAVAIDs for which your facility has monitor responsibility.
Add	**b. NAVAID NOTAMs will be prefaced with the keyword NAV following the Location Identifier.**
Add	***EXAMPLE-*** ***!DCA LDN NAV VOR UNMNT***

OLD	NEW
5-3-6. CATEGORY 2 AND 3 INSTRUMENT LANDING SYSTEM STATUS	**5-3-6. CATEGORY 2 AND 3 INSTRUMENT LANDING SYSTEM STATUS**
Title through **b9**	No Change
EXAMPLE- *!ATL ATL RWY 8L ILS CAT 2 NA!ATL ATL RWY 8L ILS CAT 3 NA* *!ATL ATL RWY 8L ILS CAT 2/3 NA WEF 0005251600-0005251900*	***EXAMPLES-*** *!ATL ATL **NAV** RWY 8L ILS CAT 2 NA* *!ATL ATL **NAV** RWY 8L ILS CAT 3 NA* *!ATL ATL **NAV** RWY 8L ILS CAT 2/3 NA WEF **0711**251600-**0711**251900*

OLD	NEW
5-3-7. NOTAM (D) NAVAID	**5-3-7. NOTAM (D) NAVAID**
Title through **a *NOTE***	No Change
b. NAVAID NOTAM Ds shall contain these elements as discussed below:	**b. For guidance on NOTAM D composition, see paragraph 4-2-1, NOTAM Composition.**
ADP CODE ACC LOC AFF LOC RWY ID COND TIME	Delete
ADP CODE is an exclamation point "!". ACC LOC is the identifier of the accountability location. AFF LOC is the identifier of the affected facility or location. RWY ID shall be the runway identification for runway and runway related NOTAMs. COND is the condition being reported. For NAVAID NOTAMs, this should begin with the type of NAVAID affected, or the assigned 5–letter name. TIME identifies the effective time(s) of the NOTAM condition. Times shall be formatted in accordance with para 4–2–1, NOTAM Composition.	Delete

c. Disseminate commissioning, decommissioning, outages, or UNMNT status of NAVAIDs (more than 1 hour or 30 minutes for Radar) that are part of the NAS as NOTAMs. Advertising a facility as operating normally is required only when it is published as being otherwise. The NOTAM remains current until the publication and/or chart is updated.

c. Disseminate commissioning, decommissioning, outages, or UNMNT 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; e.g., 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.

No change

EXAMPLE–
!SAV SAV VOR UNUSBL 010–030 BYD 35 BLW 10000

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

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

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 the runway number followed by "ILS" (including single ILS airports).

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

EXAMPLE–
!SHV SHV 32 ILS 110.3 CMSN

!SHV SHV 5 ILS DCMSN

!DCA DCA 18 ILS LLZ OTS

!IAD IAD 30 ILS LLZ RTS

!CDR CDR 2 ILS GP/OM/MM OTS

!CDR CDR 2 ILS FAN MKR OTS

!ANB EUF 18 ILS GP UNUSBL BLW 768

!ANB EUF 36 ILS GP UNUSBL CPD APCH BLW 1240

EXAMPLES-
*!SHV SHV **NAV RWY** 32 ILS 110.3 CMSN*

*!SHV SHV **NAV RWY** 5 ILS DCMSN*

*!DCA DCA **NAV RWY** 18 ILS LLZ OTS*

*!IAD IAD **NAV RWY** 30 ILS LLZ RTS*

*!CDR CDR **NAV RWY** 2 ILS GP/OM/MM OTS*

*!CDR CDR **NAV RWY** 2 ILS FAN MKR OTS*

*!ANB EUF **NAV RWY** 18 ILS GP UNUSBL BLW 768*

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

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.

No Change

REFERENCE–
FAAO 8260.3, Chapter 9.

REFERENCE–
*FAAO 8260.3, Chapter 9, **Instrument Landing System (ILS).***

NOTE−
The distinction between ILS and MLS must be shown since both systems may be commissioned and operating to serve the same runway. When all components of the ILS/MLS are OTS, it is not necessary to identify each component.

No Change

f. Microwave Landing Systems (MLS)

No Change

EXAMPLE−
!ICT ICT 19L MLS CHAN 556 CMSN

!ICT ICT 19L MLS ELEV OTS

!ICT ICT 19L MLS AZM OTS

!BNA BNA 31 MLS AZM UNUSBL BYD 23 BLW 2400

!BNA BNA 13 MLS ELEV CMSN UNUSBL CPD APCH BLW 2400

EXAMPLES−
*!ICT ICT **NAV RWY** 19L MLS CHAN 556 CMSN*

!ICT ICT NAV RWY 19L MLS DCMSN

*!ICT ICT **NAV RWY** 19L MLS ELEV OTS*

*!ICT ICT **NAV RWY**19L MLS AZM OTS*

*!BNA BNA **NAV RWY** 31 MLS AZM UNUSBL BYD 23 BLW 2400*

*!BNA BNA **NAV RWY** 13 MLS ELEV CMSN UNUSBL CPD APCH BLW 2400*

g. Simplified directional facility (SDF).

EXAMPLE−
!BKW I07 4 SDF OTS

g. Simplified directional facility (SDF).

EXAMPLE−
*!BKW I07 **NAV RWY** 4 SDF OTS*

h. Localizer type directional aid (LDA).

EXAMPLE−
!DCA DCA 18 LDA OTS

h. Localizer type directional aid (LDA).

EXAMPLE−
*!DCA DCA **NAV RWY** 18 LDA OTS*

i. VOR/DME.

EXAMPLE−
!OJC OJC VOR/DME 113.0/CHAN 77 CMSN

!OJC OJC VOR/DME DCMSN

!OJC OJC VOR OTS!OJC OJC DME OTS

i. VOR/DME.

EXAMPLES−
*!OJC OJC **NAV** VOR/DME 113.0/CHAN 77 CMSN*

*!OJC OJC **NAV** VOR/DME DCMSN*

*!OJC OJC **NAV** VOR OTS*

*!OJC OJC **NAV** DME OTS*

j. VORTAC.

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

EXAMPLE−
!GSO GSO VORTAC 116.2/CHAN 109 CMSN

!GSO GSO VORTAC DCMSN

!GSO GSO VORTAC OTS

j. VORTAC.

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

EXAMPLES−
*!GSO GSO **NAV** VORTAC 116.2/CHAN 109 CMSN*

*!GSO GSO **NAV** VORTAC DCMSN*

*!GSO GSO **NAV** VORTAC OTS*

! OJC OJC NAV VORTAC OTS

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

EXAMPLE−
!GSO GSO VOR OTS

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

EXAMPLE−
*!GSO GSO **NAV** VOR OTS*

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

No Change

EXAMPLE−
!GSO GSO 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 TACAN AZM OTS

Add

Add

k. TVOR.

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

EXAMPLE−
!ILN ILN MXQ VOR OTS

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

EXAMPLE−
!DAY XUB VOR OTS

l. NDB or NDB/LO as follows:

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

EXAMPLE−
!DCA DCA 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 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 shall be issued with the three-letter identifier of the airport as the affected location.

EXAMPLE−
*!GSO GSO **NAV** TACAN OTS*

No Change

No Change

EXAMPLE−
*!GSO GSO **NAV** TACAN AZM OTS*

5. VOT – out of service

EXAMPLE-
!SBY SBY NAV VOT OTS WEF 0710242000-0710250300

No Change

No Change

EXAMPLE−
*!ILN ILN **NAV** MXQ VOR OTS*

No Change

EXAMPLE−
*!DAY XUB **NAV** VOR OTS*

No Change

No Change

EXAMPLE-
*!DCA DCA **NAV** GTN NDB OTS*

No Change

EXAMPLE-
*!MIV PNJ **NAV** NDB OTS*

No Change

No Change

No Change

No Change

EXAMPLE−
!SBY SBY 32 COLBE NDB/ILS LO OTS WEF 0005241430−0005241700

!SUS SUS 8R SNOOP NDB/ILS LO OTS

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

EXAMPLE−
!MCI MCI 9 HUGGY NDB/ILS LO OTS WEF 0005241300−0005241700

!FLV FLV HUGGY NDB OTS WEF 0005241300−0005241700

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.

m. NAVAID identification change.

EXAMPLE−
!IND IND VORTAC ID NOW VHP

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

n. 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, PAR, and TAR. The contraction "RADAR SVC" shall 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 shall 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 shall be the location identifier affected.

EXAMPLE−
!ZTL MAIDEN ARSR OTS TFC NON−RADAR ON AIRWAYS/NO FLT FLWG AOB 10000 W/I 50NM BZM VOR WEF 0212081300−0212122100

ZHU MOBILE ARSR OTS WEF 0212301200−0212301730

!IAD IAD TAR/SSR OTS

EXAMPLE−
*!SBY SBY 32 **NAV RWY** COLBE NDB/ILS LO OTS WEF **0709**241430−**0709**241700*

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

No Change

EXAMPLES−
*!MCI MCI **NAV RWY** 9 HUGGY NDB/ILS LO OTS WEF **0710**241300−**0710**241700*

*!FLV FLV HUGGY NDB OTS WEF **0711**241300−**0711**241700*

No Change

No Change

EXAMPLE−
*!IND IND **NAV** VORTAC ID NOW VHP*

No Change

No Change

EXAMPLES−
*!ZTL **ZTL** **SVC** MAIDEN ARSR OTS TFC NON−RADAR ON AIRWAYS/NO FLT FLWG AOB 10000 W/I 50NM BZM VOR WEF **711**081300−**0711**122100*

*!ZHU MOBILE **SVC** ARSR OTS WEF **0710**301200−**0710**301730*

*!IAD IAD **SVC** TAR/SSR OTS*

!DCA DAA GCA UNAVBL

!DCA ADW PAR OTS

!CRW CRW TAR OTS

!CRW CRW SSR OTS

*!DCA DAA **SVC** GCA UNAVBL*

*!DCA ADW **SVC** PAR OTS*

*!CRW CRW **SVC** TAR OTS*

*!CRW CRW **SVC** SSR OTS*

!RDU RDU SVC ATIS OTS!GSO GSO SVC ATIS 128.55 CMSND

!CRW CRW SVC EFAS (or HIWAS) UNAVBL

!ENA ENA SVC LAA UNAVBL

Add

NOTE-
Local Airport Advisory Service Available

o. Long-range navigation systems.

No Change

1. Loran navigational aid outages will be reported directly to the USNOF by the U.S. Coast Guard monitoring facilities. The USNOF will issue NOTAMs under the affected location "LRN" by station letter.

No Change

2. All GPS navigational aid outages will be reported directly to the USNOF by AFSPACECOM monitoring facility. The USNOF will issue NOTAMs under the accountability "GPS" with an affected location of "GPS."

No Change

EXAMPLE−
!GPS GPS PRN016 OTS

EXAMPLE−
*!GPS GPS **NAV** PRN **16** OTS*

NOTE−
Global position system psuedo random noise number 16 is out of service until further notice.

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

EXAMPLE−
!GPS GPS PRN016 OTS WEF 0005231600−0005242300

EXAMPLE−
*!GPS GPS **NAV** PRN **16** OTS WEF **0709**231600−**0709**242300*

NOTE−
1. *Global position system pseudo random noise number 16 is out of service from May twenty−third two thousand at sixteen hundred until May twenty−fourth two thousand at twenty−three hundred.*
2. *GPS outages will be issued internationally under theaffected location of "KNMH."*

NOTE−
1. *Global position system **pseudorandom noise (PRN)** number 16 is out of service from **September** twenty−third two thousand **seven** at sixteen hundred until **September** twenty−fourth two thousand **seven** at twenty−three hundred.*
2. *GPS outages will be issued internationally under the affected location of "KNMH."*

Subparagraph **2** through **4**

No Change

EXAMPLE−
GPS 10/017 ZAB 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 0010160600−0010191200

EXAMPLES−
*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 **0711**160600−**0711**191200*

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

No Change

p through **1**

No Change

EXAMPLE−
!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 0309241600

!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 0309231200

!FDC ZDC WAAS LPV AND LNAV/VNAV MNM UNREL WEF 0309241400−0309241600

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 **0709**241600*

*!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 **0709**231200*

*!FDC ZDC WAAS LPV AND LNAV/VNAV MNM UNREL WEF **0709**241400−**0709**241600*

Note through **2**

No Change

EXAMPLE−
!OSH OSH WAAS LPV AND LNAV/VNAV MNM UNREL WEF 0310231700−0310231930

!DCA DCA WAAS MNM UNREL WEF 0303241500−0303241630

EXAMPLE−
*!OSH OSH **NAV** WAAS LPV AND LNAV/VNAV MNM UNREL WEF **07**10231700−**07**10231930*

*!DCA DCA **NAV** WAAS MNM UNREL WEF **0709**241500−**0709**241630*

Note through **q2**

No Change

EXAMPLE−
!BET BET GBT OTS

!ANI ANI GBT OTS WEF 0509211600−0509211900

EXAMPLES−
*!BET BET **NAV** GBT OTS*

*!ANI ANI **NAV** GBT OTS WEF **07**09211600−**07**09211900*

OLD

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 32 ILS UNMNT 0200−0900 DLY

NEW

5−3−8. HOURS OF OPERATION

No Change

EXAMPLE−
*!SBY SBY **NAV RWY** 32 ILS UNMNT 0200−0900 DLY*

OLD

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

Title through **a**

b. Communications Outlets NOTAM Ds shall contain these elements as discussed below:

NEW

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

No Change

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

ADP CODE ACC LOC AFF LOC COND TIME

Delete

ADP CODE is an exclamation point "!".
ACC LOC is the identifier of the accountability location.
AFF LOC is the identifier of the affected facility or location.
COND is the condition being reported. For Communications outlet NOTAMs, this should begin with the type of outlet affected.
TIME identifies the effective time(s) of the NOTAM condition. Times shall be formatted in accordance with para 4−2−1, NOTAM Composition

Delete

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.

No Change

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

No Change

EXAMPLE−
!RDU RDU ATIS OTS!BNA MBT GCO OTS

!GSO GSO ATIS 128.55 CMSND

EXAMPLE−
*!GSO GSO **COM RCO** 122.55 CMSND*

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

No Change

EXAMPLE−
!INW INW RCO 122.6 OTS

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

EXAMPLE−
!DCA PSK CD OTS!ENA ENA LAA OTS

EXAMPLE−
*!INW INW **COM** RCO 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 **SVC** CD OTS*

!BNA MBT COM GCO 135.075 OTS

*!ENA ENA **COM** LAA OTS*

Add

NOTE-
Local Airport Advisory frequency out of service

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

No Change

EXAMPLE−
!DCA PSK RCO OTS!IPT IPT VOR VOICE OTS!DCA OKV RTR OTS

!FAI FAI FISH RCO OTS

!GCK GCK RCAG OTS WEF 0011020500

EXAMPLES−
*!DCA PSK **COM** RCO OTS*

*!IPT IPT **COM** VOR VOICE OTS*

*!DCA OKV **COM** RTR OTS*

*!FAI FAI **COM** FISH RCO OTS*

*!GCK GCK **COM** RCAG OTS WEF **07**11020500*

NOTE− *If the NAVAID is out of service or unmonitored, the VOICE is automatically out of service.*	No Change
2. EFAS/HIWAS:	No Change
(a) Outage of communications outlets shall be advertised as a separate NOTAM for each outlet.	No Change
EXAMPLE− *!CRW CRW EFAS OUTLET 122.0 OTS* *!BGR BGR EFAS OUTLET 133.925 OTS* *!LYH LYH HIWAS OUTLET OTS*	***EXAMPLES−*** *!CRW CRW **COM** EFAS OUTLET 122.0 OTS* *!BGR BGR **COM** EFAS OUTLET 133.925 OTS* *!LYH LYH **SVC** HIWAS OUTLET OTS*
(b) Commissioning or nonavailability of a new outlet.	(b) Commissioning or nonavailability of a new outlet.
EXAMPLE− *!CRW CRW EFAS (or HIWAS) UNAVBL* *!LYH LYH EFAS (or HIWAS) (freq) CMSND* *!CRW CRW EFAS OUTLET 133.925 CMSND*	***EXAMPLES−*** *!CRW CRW **SVC** EFAS **OUTLET** UNAVBL* *!LYH LYH **SVC HIWAS OUTLET 122.0** CMSND* *!CRW CRW **SVC** EFAS OUTLET 133.925 CMSND*

OLD	**NEW**
5−5−1. GENERAL	**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.	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.**

OLD	**NEW**
5−5−2. NOTAM (D) SERVICES	**5−5−2. NOTAM (D) SERVICES**
a through **NOTE**	No Change
b. Services NOTAM Ds shall contain these elements as discussed below:	**b. For guidance on NOTAM D composition, see paragraph 4-2-1, NOTAM Composition.**
ADP CODE ACC LOC AFF LOC COND TIME	Delete
ADP CODE is an exclamation point “!”. ACC LOC is the identifier of the accountability location. AFF LOC is the identifier of the affected facility or location. COND is the condition being reported. For services NOTAMs, this should begin with the type of service affected. TIME identifies the effective time(s) of the NOTAM condition. Times shall be formatted in accordance with para 4−2−1, NOTAM Composition.	Delete

OLD

5−5−3. HOURS OF OPERATION

Title through **a**

EXAMPLE−
!SBY SBY FSS CLSD WEF 00060200−00061200

!ROA ROA TWR CLSD TIL 0005061330

!SHD SHD TWR 1215−0300 MON−FRI/1430−2300 SAT/1600−0100/SUN TIL 0006170100

!GNV 31J TWR CLSD 0300−1215 MON−FRI /2300−1430 SAT/0100−1600/SUN TIL 0006301600

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 TEMPO TWR 121.0 1400−2100 DLY

NOTE−
A temporary tower is 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 TEMPO TWR LC 121.0 1400−2100 DLY

NOTE−
A temporary tower is 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 TEMPO TWR LC 121.0 GC 121.7 1400−2100 DLY

NOTE−
A temporary tower is 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 TEMPO TWR LC/CD 121.0 1400−2100 DLY

NOTE−
A temporary tower is 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 IFR clearances.

NEW

5−5−3. HOURS OF OPERATION

No Change

EXAMPLE−
*!SBY SBY **SVC** FSS CLSD WEF **0711**060200−**0711**061200*

*!ROA ROA **SVC** TWR CLSD TIL **0712**061330*

*!SHD SHD **SVC** TWR 1215−0300 MON−FRI/1430−2300 SAT/1600−0100/SUN TIL **0710**170100*

*!GNV 31J **SVC** TWR CLSD 0300−1215 MON−FRI /2300−1430 SAT/0100−1600/SUN TIL **0710**301600*

No Change

EXAMPLE−
*!PBF PBF **SVC** TEMPO TWR 121.0 1400−2100 DLY*

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*

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 DLY*

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 DLY*

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 IFR clearances.*

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

No Change

1. ARTCCs.

No Change

EXAMPLE−
!DCA ZDC.. WASHINGTON ARTCC OTS

EXAMPLE−
*!DCA ZDC..**SVC** WASHINGTON ARTCC OTS*

2. Approach control.

2. Approach control.

EXAMPLE−
!DCA ZDC NC.. GREENSBORO APPROACH CONTROL OTS

!MCN ZTL NC.. GREENSBORO APPROACH CONTROL OTS

EXAMPLE−
*!DCA ZDC NC.. **SVC** GREENSBORO APPROACH CONTROL OTS*

*!MCN ZTL NC..**SVC** GREENSBORO APPROACH CONTROL OTS*

NOTE−
If an approach control airspace is totally within one ARTCC's airspace and state, only one NOTAM has to be issued. However, if the airspace covers two or more states and/or one or more ARTCC, a NOTAM has to be issued for each state and/or ARTCC.

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

3. Flight service stations.

3. Flight service stations.

EXAMPLE−
!MIA ZMA FL.. ST. PETERSBURG AFSS OTS

!GNV ZJX FL.. ST. PETERSBURG AFSS OTS

EXAMPLE−
*!MIA ZMA **SVC MIAMI AFSS CLSD WEF 0804201520-0804202359***

*!GNV ZJX **SVC** ST. PETERSBURG AFSS OTS*

NOTE−
If a flight service station's flight plan area is totally within one ARTCC's airspace and one state, only one NOTAM has to be issued. However, if the flight plan area covers two or more states and one or more ARTCCs, a NOTAM has to be issued for each state and/or ARTCC.

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.

4. Air traffic control towers.

EXAMPLE−
!GSO GSO TWR OTS!JAX JAX TWR OTS

EXAMPLE-
*!GSO GSO **SVC** TWR OTS*

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

No Change

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

No Change

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.

No Change

EXAMPLE−
!LIT LIT ATC DLA WEF 0004131800−0004131830

!LIT LIT ATC DLA WEF 0004132100−0004132130

EXAMPLE−
*!LIT LIT **SVC** ATC DLA WEF **0710**131800−**0710**131830*

*!LIT LIT **SVC** ATC DLA WEF **0710**132100−**0710**132130*

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

No Change

REFERENCE−
FAAO 7210.3, paras 5−1−1, 5−1−2, 5−1−3, 5−1−4, 5−1−5, 5−1−6 and FAAO 2100.6.

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)

No Change

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.

No Change

EXAMPLE−
!ORL ORL TMPA SEE NTAP RSVN RQRD WEF 0006211400−0006270200

EXAMPLE−
*!ORL ORL **SVC** TMPA SEE NTAP RSVN RQRD WEF **0710**211400−**0710**270200*

!LAL LAL TMPA SEE TM MSG RSVN RQRD 1300−0159 DLY

*!LAL LAL **SVC** TMPA SEE TM MSG RSVN RQRD 1300−0159 DLY*

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.

No Change

2. When a flow control message (arrival delays (e.g., ground stops, ground delays, airborne holding, etc.)) is received from ATCSCC, the tie−in AFSS/FSS for the affected airport(s) shall issue a NOTAM(s) in the self−canceling format.

No Change

EXAMPLE−
!JFK JFK TMPA SEE ATCCC MSG WEF 0005231900−0005232300

EXAMPLE−
*!JFK JFK **SVC** TMPA SEE ATCCC MSG WEF **0710**231900−**0710**232300*

!JFK JFK TMPA SEE ATCCC MSG TIL 0005232300

*!JFK JFK **SVC** TMPA SEE ATCCC MSG TIL **0710**232300*

OLD

5−5−4. FUEL UNAVAILABILITY

NEW

5−5−4. FUEL UNAVAILABILITY

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

No Change

EXAMPLE−
!CXO 11/005 5R5 100LL FUEL UNAVBL WEF 0011011200−0011041800

EXAMPLE−
*!CXO **ARM SVC** 100LL FUEL UNAVBL WEF **07**11011200−**07**11041800*

4. OPERATIONAL IMPACT: None.

1. PARAGRAPH NUMBER AND TITLE:
6−1−1. NOTAM (D) WEATHER AND WEATHER REPORTING EQUIPMENT;
6-1-2. LOW LEVEL WINDSHEAR ALERT SYSTEM (LLWAS);
6-1-3. RUNWAY VISUAL RANGE;
6-1-4. TERMINAL DOPPLER WEATHER RADAR (TDWR);
6-2-1. FORMATTING AIRSPACE NOTAM (D)s;
6-2-1. GENERAL;
6-2-2. NOTAM (D) HOURS OF OPERATION SURFACE AREAS;
6-2-3. RESTRICTED AREAS;
6-2-4. AIRSPACE AND ALTITUDE RESERVATIONS;
6-2-5. AIRCRAFT OPERATIONS;
6-2-6. AERIAL REFUELING;
6-2-7. PARACHUTE JUMPING/SKY DIVING (PJE);
6-2-8. DEPARTURE PROCEDURES AND STANDARD TERMINAL ARRIVALS;
6-2-9. MOORED BALLOONS, KITES, UNMANNED ROCKETS, UNMANNED FREE BALLOONS, HOT AIR BALLOONS, AND HIBAL;
6-2-10. LIGHTS OUT/NIGHT VISION GOGGLE (NVG) OPERATIONS IN MILITARY OPERATIONS AREAS

2. BACKGROUND: N JO 7930.85, Notice to Airmen (NOTAM), effective January 28, 2008, eliminated the use of local NOTAMs. It redefined and established NOTAM criteria following International Civil Aviation Organization recommended standards and practices with the use of one of 12 keywords to preface every NOTAM D issued.

3. CHANGE:

OLD	**NEW**
6−1−1. NOTAM (D) WEATHER AND WEATHER REPORTING EQUIPMENT	**5-5-5. NOTAM (D) WEATHER AND WEATHER REPORTING EQUIPMENT**
Title through **c**	No Change
d. NOTAM Ds for weather services and weather reporting equipment shall contain these elements as discussed below:	**d. For guidance on NOTAM D composition, see paragraph 4-2-1, NOTAM Composition.**
ADP CODE ACC LOC AFF LOC COND TIME	Delete
ADP CODE is an exclamation point "!". ACC LOC is the identifier of the accountability location. AFF LOC is the identifier of the affected facility or location. COND is the condition being reported. For Communications outlet NOTAMs, this should begin with the type of outlet affected. TIME identifies the effective time(s) of the NOTAM condition. Times shall be formatted in accordance with para 4−2−1, NOTAM Composition	Delete
e. Disseminate the following conditions as NOTAM:	No Change
1. Commissioning or decommissioning of weather reporting. When commissioning an automated system which has a frequency/telephone number, include that information in the NOTAM.	No Change
EXAMPLE− *!DAN DAN AWOS−3 CMSN 120.3/202−426−8000* *!INT INT LAWRS CMSN*	***EXAMPLE−*** *!DAN DAN **SVC** AWOS−3 CMSN 120.3/202−426−8000* *!INT INT **SVC** LAWRS CMSN*

!DRT DRT AMOS DCMSN

!PBF PBF WX REP DCMSN

2. The failure or nonavailability of weather reporting.

EXAMPLE−
!DAN DAN AWOS-3 ALSTG NOT AVBL

NOTE−
The AWOS-3 altimeter setting is being reported as "missing" on the weather report.

EXAMPLE−
!PBF PBF WX REP NOT AVBL

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

3. AWOS unreliable/inaccurate elements.

EXAMPLE−
!MLC MLC ALSTG UNREL

!PWA PWA CIG UNREL

!COU COU WND UNREL

!SJT SJT T UNREL!DRI DRI CIG/VIS UNREL

NOTE−
Any element(s); i.e., ceiling, visibility, wind, temperature, dew point, and altimeter setting, being disseminated in the weather report is unreliable and/or inaccurate.

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

EXAMPLE−
!DAN DAN AWOS 120.3 OTS

!DAN DAN AWOS 120.3 RTS

OLD

ADD

ADD

*!DRT DRT **SVC** AMOS 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.

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

EXAMPLE−
*!PBF PBF **SVC** WX REP NOT AVBL*

No Change

No Change

EXAMPLE−
*!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*

No Change

No Change

EXAMPLE−
*!DAN DAN **SVC** AWOS 120.3 OTS*

!LOZ LOZ SVC ASOS 119.075 RTS

NEW

6−1−1. GENERAL

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

OLD	NEW
6−1−2. LOW LEVEL WINDSHEAR ALERT SYSTEM (LLWAS)	**5-5-6. LOW LEVEL WINDSHEAR ALERT SYSTEM (LLWAS)**
Issue a NOTAM if a system failure rendering the LLWAS unusable is reported. NOTAMs are not issued for failure of individual system components, such as a remote sensors.	No Change
EXAMPLE− *!IAD IAD LLWAS OTS*	***EXAMPLE−*** *!IAD IAD **SVC** LLWAS OTS*
OLD	**NEW**
6−1−3. RUNWAY VISUAL RANGE	**5-5-7. RUNWAY VISUAL RANGE**
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.	No Change
EXAMPLE− *!BWI BWI 10 RVRR OTS* *!BWI BWI 28 RVR OTS*	***EXAMPLE−*** *!BWI BWI **SVC RWY** 10 RVRR OTS* *!BWI BWI **SVC RWY** 28 RVR OTS*
OLD	**NEW**
6-1-4. TERMINAL DOPPLER WEATHER RADAR (TDWR)	**5-5-8. TERMINAL DOPPLER WEATHER RADAR (TDWR)**
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.	No Change
EXAMPLE− *!BWI BWI TDWR OTS* *!BWI BWI TDWR CMSND*	***EXAMPLES−*** *!BWI BWI **SVC** TDWR OTS* *!BWI BWI **SVC** TDWR CMSND*
OLD	**NEW**
6-2-1. FORMATTING AIRSPACE NOTAM (D)s	**6-1-2. FORMATTING AIRSPACE NOTAM (D)s**
a. The flight service specialist is responsible for formatting certain airspace information into NOTAMs. Those occasions are identified in this section.	No Change
NOTE− *The examples used in this order are representative of the format discussed in this section.*	No Change
b. NOTAMs for airspace shall contain theseelements as discussed below:	**b. For guidance on NOTAM D composition, see paragraph 4-2-1, NOTAM Composition.**

ADP CODE ACC LOC AFF LOC COND TIME	Delete
ADP CODE is an exclamation point "!". ACC LOC is the identifier of the accountability location. AFF LOC is the identifier of the affected facility or location. COND is the condition being reported. For Communications outlet NOTAMs, this should begin with the type of outlet affected. TIME identifies the effective time(s) of the NOTAM condition. Times shall be formatted in accordance with para 4−2−1, NOTAM Composition	Delete

OLD	**NEW**
Add	**Section 2. Other Aeronautical Information**
Add	**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.
Add	**Disseminate the following conditions as NOTAM D:**
Add	***EXAMPLE−*** ***!LOZ LOZ (O) CONTROLLED BURN OF HOUSE 8 NE APCH END RWY 23 WEF 0708211300-0708211700***

OLD	**NEW**
6−2−2. NOTAM (D) HOURS OF OPERATION SURFACE AREAS	**6−1−3. NOTAM (D) HOURS OF OPERATION SURFACE AREAS**
Disseminate the following conditions as NOTAM:	No Change
a. Change in the hours of operation of a surface area due to other than seasonal daylight time changes.	No Change
EXAMPLE− *!HEF HEF CESA HRS 0730−1700 DLY TIL 0009011700*	***EXAMPLES−*** *!HEF HEF **AIRSPACE** CESA HRS 0730−1700 DLY TIL **07**09011700*
!LYH LYH CDSA HRS 0615−2100 MON−FRI /0830−1700 SAT/1000−1900 SUN TIL 0007181900	*!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 rule-making action.	No Change
c. If communications or weather reporting capabilities requirements are temporarily not able to be met after a surface area is established, a NOTAM shall be issued stating the temporary loss of the affected service (communication or service).	Delete

EXAMPLE−
!DDC DDC COM UNAVBL BLW 3000 0400−1200 DLY

!DDC DDC WX REP NOT AVBL 0600−2200 DLY

NOTE−
Weather report not available means a total weather observation equipment failure.

d. However, if it is determined that the requirements stated in subparagraph c above are consistently unavailable, a NOTAM shall be issued, as described above, and rulemaking action initiated to revoke the surface area or amend the surface area hours as appropriate.

EXAMPLE−
!DDC DDC COM UNAVBL BLW 3000 0400−1200 DLY

*!DDC DDC **SVC** WX REP NOT AVBL 0600−2200 DLY*

No Change

Delete

OLD

6−2−3. RESTRICTED AREAS

A NOTAM shall 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 shall not be issued to make other changes to the charted altitude or dimensions.

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 shall be referenced to the nearest VOR/DME, NDB, or VORTAC. Restricted areas shall 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.*

EXAMPLE−
Single:
!IPT RAV R5802A ACT TIL 0004211230

Bracketed:
!PIE OMN R2907A ACT TIL 0004211800

!OCF OCF R2907A ACT TIL 0004211800

NEW

6−1−4. RESTRICTED AREAS

No Change

No Change

No Change

EXAMPLES−
Single:
*!IPT RAV **AIRSPACE** R5802A ACT TIL **0711**211230*

Bracketed:
*!PIE OMN **AIRSPACE** R2907A ACT TIL **0710**211800*

*!OCF OCF **AIRSPACE** R2907A ACT TIL **0709**211800*

OLD

6−2−4. AIRSPACE AND ALTITUDE RESERVATIONS

a. CARF/ARTCC altitude reservation NOTAMs shall be transmitted by the USNOF to the WMSC 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 STATIONARY AIRSPACE RESERVATION WITHIN 100 NM RADIUS FJC360020 5500−FL270 WEF 0003131500−0003231700

2. Altitude reservation involving two ARTCCs.

Add

EXAMPLE−
!CARF ZDC ZJX STATIONARY AIRSPACE RESERVATION 50 NM EITHER SIDE OF A LINE FROM ILM TO CRE 5500−16000 WEF 0003131300−0003151300

!*CARF ZJX ZDC STATIONARY AIRSPACE RESERVATION 50 NM EITHER SIDE OF A LINE FROM ILM TO CRE 5500−16000 WEF 0003131300−0003151300*

NEW

6−1−5. AIRSPACE AND ALTITUDE RESERVATIONS

a. CARF/ARTCC altitude reservation NOTAMs shall be transmitted by the USNOF to the WMSC**R** 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.

No Change

EXAMPLE−
*!CARF ZNY **AIRSPACE** STATIONARY AIRSPACE RESERVATION WITHIN 100 NM RADIUS FJC360020 5500-FL270 WEF **0711**131500-**0711**231700*

2. Altitude reservation involving two ARTCCs.

NOTE−
If the Central Air Reservation Function (CARF) reserved airspace covers two or more ARTCCs, a CARF NOTAM shall be issued for each ARTCC as shown below.

EXAMPLE−
*!CARF ZDC **AIRSPACE** STATIONARY AIRSPACE RESERVATION 50 NM EITHER SIDE OF A LINE FROM ILM TO CRE 5500-16000 WEF **0710**131300-**0710**151300*

*!CARF ZJX **AIRSPACE** STATIONARY AIRSPACE RESERVATION 50 NM EITHER SIDE OF A LINE FROM ILM TO CRE 5500-16000 WEF **0712**131300-**0712**151300*

OLD

6−2−5. AIRCRAFT OPERATIONS

a1a through **h**

2. Disseminate information received as follows:

EXAMPLE−
!PNS PNS AIRSHOW ACFT 5000/BLW 5 NMR PNS AVOIDANCE ADZD WEF 0004081200−0004081400

!MIV MIV AP CLSD/AIRSHOW ACFT 10000/BLW 5 NMR MIV AVOIDANCE ADZD WEF 0005122100−0005122300

!SAV SAV DMSTN ACFT 15000/BLW 5 NMR SAV AVOIDANCE ADZD WEF 0005122100−0005122300

b through **b1(f)**

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

NEW

6−1−6. AIRCRAFT OPERATIONS

No Change

2. Disseminate information received as follows:

EXAMPLES−
*!PNS PNS **AIRSPACE** AIRSHOW ACFT 5000/BLW 5 NMR PNS AVOIDANCE ADZD WEF **0709**081200-**0709**081400*

*!MIV MIV **AIRSPACE** AIRSHOW ACFT 10000/BLW 5 NMR MIV AVOIDANCE ADZD WEF **0708**122100-**0708**122300*

*!SAV SAV **AIRSPACE** DMSTN ACFT 15000/BLW 5 NMR SAV AVOIDANCE ADZD WEF **0710**122100-**0710**122300*

No Change

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

EXAMPLE−
!DEN ZDV UNMANNED ACFT 50 NM EITHER SIDE GLD TO LAA 14000−16000 WEF 0603131300−0603151300

!ABQ ZAB UNMANNED ACFT 10000/BLW 10 NMR OLS WEF 0605122100−0705112300

EXAMPLE−
*!DEN ZDV **AIRSPACE** UNMANNED ACFT 50 NM EITHER SIDE GLD TO LAA 14000−16000 WEF **0712131300−0712151300***

*!ABQ ZAB **AIRSPACE** UNMANNED ACFT 10000/BLW 10 NMR OLS WEF **0712122100−0712122300***

3. Unmanned Aircraft operations involving two or more ARTCC's.

EXAMPLE−
!CLE ZOB UNMANNED ACRT 12000−15000 WITHIN AN AREA BOUNDED BY EKN049007 ESL188014 ESL187034 EKN170016 WEF 0602291600−0604290800

!DCA ZDC UNMANNED ACFT 12000−15000 WITHIN AN AREA BOUNDED BY EKN049007 ESL188014 ESL187034 EKN170016 WEF 0602291600−0604290800

3. Unmanned Aircraft operations involving two or more ARTCCs

EXAMPLES−
*!CLE ZOB **AIRSPACE** UNMANNED AC**F**T 12000-15000 WITHIN AN AREA BOUNDED BY EKN049007 ESL188014 ESL187034 EKN170016 WEF **0711**291600-**0711**300800*

*!DCA ZDC **AIRSPACE** UNMANNED ACFT 12000-15000 WITHIN AN AREA BOUNDED BY EKN049007 ESL188014 ESL187034 EKN170016 WEF **0711**291600-**071130**0800*

OLD	**NEW**
6−2−6. AERIAL REFUELING	**6−1−7. AERIAL REFUELING**
A NOTAM shall be issued for published and established routes as follows.	No Change
a. IFR. The ARTCC shall 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.	No Change
b. VFR. The scheduling activity shall 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.	No Change
EXAMPLE− *!ABQ ABQ AR115 ACT 0200−0500 DLY WEF 0002020200−0002070500*	***EXAMPLE−*** *!ABQ ABQ **AIRSPACE** AR115 ACT 0200-0500 DLY WEF **0709**020200-**0709**070500*
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.*	No Change
REFERENCE− *FAAO 7610.4, para 10−6−6, Special Exercises, and para 10−6−7, Issue NOTAM.*	***REFERENCE−*** *FAAO JO 7610.4, para 10−6−6, Special Exercises, and para 10−6−7, Issue NOTAM.*

OLD	NEW
6−2−7. PARACHUTE JUMPING/SKY DIVING (PJE)	**6−1−8.** PARACHUTE JUMPING/SKY DIVING (PJE)
a through **(a)**	No Change
(b) The nearest public-use airport, when the center of activity is more than 25 miles from the nearest VOR/DME or VORTAC.	No Change
EXAMPLE− *!CPR DDY PJE 2 NMR DDY205038/24 SW CPR 10000/BLW WEF 02212141400−0212141830* *(Pointer NOTAM)* *!CPR CPR SEE DDY 12/045 PJE WEF 0212141400−0212141830*	***EXAMPLES−*** *!CPR DDY **AIRSPACE** PJE 2 NMR DDY205038/24 SW CPR 10000/BLW WEF **07**12141400-**07**12141830* *(Pointer NOTAM)* *!CPR CPR **AIRSPACE** SEE DDY 12/045 PJE WEF **07**12141400-**07**12141830*
4 through **8**	No Change
b. Disseminate information received as follows:	No Change
EXAMPLE− *(VOR F/R/D at airport)* *!DSM DSM PJE 3 NMR DSM149009/0Y5 10000/BLW WEF 0003211400−0003211600* *(VOR F/R/D)* *!DCA BRV PJE 2 NMR BRV130025 12000/BLW WEF 0004300800−0004301000* *(airport)* *!CHO CHO PJE 5 NMR 10000/BLW WEF 0003230800−0003231000* *(from an airport)* *!CHO CHO PJE 30 NE 5 NMR 10000/BLW WEF 0003230800−0003231000*	***EXAMPLE−*** *(VOR F/R/D at airport)* *!DSM DSM **AIRSPACE** PJE 3 NMR DSM149009/0Y5 10000/BLW WEF **0709**211400-**0709**211600* *(VOR F/R/D)* *!DCA BRV **AIRSPACE** PJE 2 NMR BRV130025 12000/BLW WEF **0711301200-0711301600*** *(airport)* *!CHO CHO **AIRSPACE** PJE 5 NMR 10000/BLW WEF **0709231400-0709231800*** *(from an airport)* *!CHO CHO **AIRSPACE** PJE 30 NE 5 NMR 10000/BLW WEF **0710231300-0710231600***

OLD	NEW
6−2−8. DEPARTURE PROCEDURES AND STANDARD TERMINAL ARRIVALS	**6−1−9. DEPARTURE PROCEDURES AND STANDARD TERMINAL ARRIVALS**
a. Departure Procedures (DP). Information pertaining to temporary changes in published DPs shall be issued by the USNOF.	No Change
EXAMPLE− *!USD SAN BORDER THREE DEPARTURE JULIAN TRANSITION: FROM OVER BROWS INT VIA JLI R−182 TO JLI VORTAC*	***EXAMPLES−*** *!USD SAN **AIRSPACE** BORDER THREE DEPARTURE JULIAN TRANSITION: FROM OVER BROWS INT VIA JLI R-182 TO JLI VORTAC*
b. Standard Terminal Arrivals (STARs) and profile descents. Information pertaining to temporary changes in published STAR and profile descent procedures shall be issued by the USNOF.	No Change

EXAMPLE−
!UAR SAN BARET FOUR ARRIVAL IMPERIAL TRANSITION: FROM OVER IPL VORTAC VIA IPL R−258 AND MZB R−076 TO BARET INT. THENCE..

EXAMPLE−
*!UAR SAN **AIRSPACE** BARET FOUR ARRIVAL IMPERIAL TRANSITION: FROM OVER IPL VORTAC VIA IPL R-258 AND MZB R-076 TO BARET INT. THENCE…*

OLD

6−2−9. MOORED BALLOONS, KITES, UNMANNED ROCKETS, UNMANNED FREE BALLOONS, HOT AIR BALLOONS, AND HIBAL

Title through **e**

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−

!SJT SJT MOORED BALLOON 1 NMR SJT095018 510/BLW WEF 0006251400−0006261400

!SJT SJT MOORED BALLOON 30 NE 1 NMR 610/BLW TIL 0006271700

!ABQ ABQ KITE 1 NMR ABQ020002 505/BLW WEF 0007011900−0007012100

!ICT ICT UNMANNED ROCKET 4 NMR ICT190024 FL250/BLW WEF 0008181200−0008182000

!ABQ ABQ HIBAL ABQ180020 S BND REACHING FL600 TIL 0005251800

!DEN DEN HIBAL 30 S E BND REACHING 10000 TIL 0006181900

Add

Add

Add

Add

NEW

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

No Change

No Change

EXAMPLES−
!CPR DDY AIRSPACE UNMANNED ROCKET 2 NMR DDY205038/24 SW CPR FL250/BLW WEF 0712141400-0712141830 (Pointer NOTAM)

!CPR CPR AIRSPACE SEE DDY 12/045 UNMANNED ROCKET WEF 0712141400-0712141830

*!ICT ICT **AIRSPACE** UNMANNED ROCKET 4 NMR ICT190024 FL250/BLW WEF **07**08181200-**07**08182000*

*!ABQ ABQ **AIRSPACE** HIBAL ABQ180020 S BND REACHING FL600 TIL **0710**251800*

*!DEN DEN **AIRSPACE** HIBAL 30 S E BND REACHING 10000 TIL **0711**181900*

!DSM DSM AIRSPACE AEROBATIC ACFT 4500/BLW 6 NMR DSM AVOIDANCE ADZD WEF 0712291200-0712292200

!SGF SGF AIRSPACE AEROBATIC AREA 3000-8500 3 NMR SGF AVOIDANCE ADZD WEF 0712301400-0712301800

!COU COU AIRSPACE HOT AIR BALLOON 2 NMR COU218015 1500/BLW WEF 0712291600-0712291800

!ABQ ABQ AIRSPACE HOT AIR BALLOON SHOW/RALLY BALLOONS 8000/BLW 8 NMR ABQ AVOIDANCE ADZD WEF 0710141400-0710141830

OLD	NEW
6−2−10. LIGHTS OUT/NIGHT VISION GOGGLE (NVG) OPERATIONS IN MILITARY OPERATIONS AREAS	**6−1−11. LIGHTS OUT/NIGHT VISION GOGGLE (NVG) OPERATIONS IN MILITARY OPERATIONS AREAS**
Upon notification of a lights out/NVG operation issue A NOTAM containing the following information:	No Change
a through **c**	No Change
d. Date/time the activity will begin and end	No Change
EXAMPLE− *!RNO ZLA LGTS OUT/NVG TRNG DESERT AND REVEILLE NORTH/SOUTH MOA 9000/BLW AVOIDANCE ADVISED WEF 06*12070200 − *06*12070500	***EXAMPLE−*** *!RNO ZLA* ***AIRSPACE*** *LGTS OUT/NVG TRNG DESERT AND REVEILLE NORTH/SOUTH MOA 9000/BLW AVOIDANCE ADVISED WEF* ***07****12070200-****07****12070500*

4. OPERATIONAL IMPACT: None.

BRIEFING GUIDE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Initiated By: AJR−0
Vice President, System Operations Services

Table of Contents

Paragraph Number	Title	Page
1−4−1	WORD MEANINGS	BG−3
7−1−7	AIR DEFENSE EMERGENCY	BG−3

1−4−1. WORD MEANINGS

2. BACKGROUND: The Federal Aviation Administration (FAA) issued Order 1000.36, FAA Writing Standards, to ensure that plain language standards apply to all FAA−written documents. Plain language standards use "must" as a word of requirement (indicating that an action is mandatory) rather than the word "shall," which is more ambiguous, regularly misused, breeds litigation, and is not used in common speech. Throughout the Air Traffic Directives (such as FAA Order JO 7110.65 and FAA Order JO 7210.3), both "must" and "shall" are used, though "must" is not currently defined. This DCP adds the definition of "must" and clarifies word usage. Additional information on "must versus shall" and plain language benefits are available at http://www.plainlanguage.gov.

3. CHANGE:

OLD	NEW
1−4−1. WORD MEANINGS	**1−4−1. WORD MEANINGS**
As used in this order, the following have the meaning shown:	As used in this order:
a. "Shall" means a procedure is mandatory.	**a.** "Shall" **or "must"** means a procedure is mandatory.
b through **d**	No Change
Add	**e. "Shall not" or "must not" means a procedure is prohibited.**
Renumber **e** through **j**	**f** through **k**

7−1−7. AIR DEFENSE EMERGENCY.

2. BACKGROUND: The terms SCAT and SCATANA are now obsolete. Use of the new term, ESCAT (Emergency Security Control of Air Traffic), and its associated plans are required by 32 CFR Part 245, effective January 18, 2006. In addition, all information concerning FAA action for ESCAT is now published in FAA JO 7610.4, Special Operations, and is classified For Official Use Only.

3. CHANGE:

OLD	NEW
7−1−7. AIR DEFENSE EMERGENCY	**7−1−7. AIR DEFENSE EMERGENCY**
When an air defense emergency is declared, an FDC NOTAM will be issued specifying the following:	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.**
a. The emergency declared.	Delete
b. The geographical areas affected.	Delete
c. The SCAT rules in effect.	Delete
d. The applicable portion(s) of the "Wartime Air Traffic Priority List for Movement of Aircraft."	Delete

BRIEFING GUIDE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Initiated By: AJV−0
Vice President, Mission Support Services

BRIEFING GUIDE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Initiated By: AJV−0
Vice President, Mission Support Services

Table of Contents

Paragraph Number	Title	Page
5−5−7	RUNWAY VISUAL RANGE	BG−3
5−5−8	TERMINAL DOPPLER WEATHER RADAR (TDWR)	BG−3
6−1−10	DEPARTURE PROCEDURES AND STANDARD TERMINAL ARRIVALS	BG−4
6−1−11	GLIDERS/HANG GLIDERS	BG−4
9−2−1	RELAY OF CANADIAN NOTAMS BY USNOF	BG−6
9−2−2	AVAILABLE CANADIAN LOCATIONS	BG−6
9−2−3	REQUEST FOR CANADIAN NOTAMS FROM THE CANADIAN NOTAM SYSTEM	BG−8

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:

OLD	NEW
5−5−7. RUNWAY VISUAL RANGE	Delete
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.	Delete
EXAMPLES−	Delete
!BWI BWI SVC RWY 10 RVRR OTS	Delete
!BWI BWI SVC RWY 28 RVR OTS	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:

OLD	NEW
5-5-8. TERMINAL DOPPLER WEATHER RADAR (TDWR)	Delete
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.	Delete
EXAMPLES- *!BWI BWI SVC TDWR OTS*	Delete
!BWI BWI SVC TDWR CMSND	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:

OLD	**NEW**
6-1-10. DEPARTURE PROCEDURES AND STANDARD TERMINAL ARRIVALS	Delete
a. Departure Procedures (DP). Information pertaining to temporary changes in published DPs must be issued by the USNOF.	Delete
EXAMPLE− *!USD SAN AIRSPACE BORDER THREE DEPARTURE JULIAN TRANSITION: FROM OVER BROWS INT VIA JLI R□182 O JLI VORTAC*	Delete
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.	Delete
EXAMPLE− *!UAR SAN AIRSPACE BARET FOUR ARRIVAL IMPERIAL TRANSITION: FROM OVER IPL VORTAC VIA IPL R□258 AND MZB R□076 TO BARET INT. THENCE.*	Delete
NOTE− *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.*	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:

OLD	**NEW**
Add	**6-1-11. GLIDERS/HANG GLIDERS**
Add	**Obtain the following data:**
Add	a. Date/time the activity will begin.
Add	b. Size of the affected area in a nautical mile radius.
Add	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.

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:

OLD	NEW
9-2-1. RELAY OF CANADIAN NOTAMS BY USNOF	Delete
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.	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:

OLD	NEW
9-2-2. AVAILABLE CANADIAN LOCATIONS	Delete
Canadian NOTAM data is made available in WMSC for the following locations. (See TBL 9-2-1).	Delete

TBL 9-2-1

Canadian Locations

Delete

YAM	YAW	YBG	YBR
YCB	YCG	YCH	YDA
YDB	YCD	YDQ	YED
YEG	YEV	YFC	YGK
YHM	YHQ	YHU	YHZ
YJT	YKA	YLT	
YMA	YMJ	YMX	
YOD	YOW	YPA	YPG
YPR	YQA	YQB	YQD
YQG	YQH	YQI	YQK
YQL	YQM	YQQ	YQT
YQU	YQV	YQX	YQZ
YRB	YSB	YSC	YSJ
YSU	YTH	YTR	YTS
YUL	YVG	YVQ	YVR
YVV	YWG	YWL	YXC
YXD	YXE	YXH	YXJ
YXL	YXR	YXS	YXT
YXU	YXX	YXT	YYB
YXU	YYD	YYE	YYF
YYG	YYJ	YYQ	YYR
YYT	YYU	YYW	YYY
YYZ	YZE	YZP	YZT
YZV	YZW	YZX	

Delete

NOTE-
Altitude Reservations will be input by Canada utilizing FIR ACCOUNTABILITIES

Delete

FIRs

Delete

EDMONTON	CZEG	GANDER	CZQX
MONCTON	CZQM	MONTREAL	CZUL
TORONTO	CZYZ	VANCOUVER	
WINNIPEG	CZWG		

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	NEW
9-2-3. REQUEST FOR CANADIAN NOTAMS FROM THE CANADIAN NOTAM SYSTEM	**9-2-1. REQUEST FOR CANADIAN NOTAMS FROM THE CANADIAN NOTAM SYSTEM**
Add	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.
Add	**http://www.flightplanning.navcanada.ca**
Add	***NOTE-*** ***Altitude Reservations will be input by Canada utilizing FIR ACCOUNTABILITIES.***
Add	**FIRs**

Add

EDMONTON	**CZEG**	**GANDER**	**CZQX**
MONCTON	**CZOM**	**MONTREAL**	**CZUL**
TORONTO	**CZYZ**	**VANCOUVER**	**CZVR**
WINNIPEG	**CXWG**		

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:	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	No Change
NOTE− *The maximum number of locations that may be requested is 4; e.g., NOTAMQ CYUL CYXE CYYT CYYC*	Delete
EXAMPLE	No Change
Add	***NOTE−*** ***The maximum number of locations that may be requested is 4, for example, NOTAMQ CYUL CYXE CYYT CYYC.***

U.S. Department
Of Transportation

**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

FORWARDING SERVICE REQUESTED

Official Business
Penalty for Private Use $300