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of Transportation

**Federal Aviation
Administration**

Order 7930.2K

Change 1 Incorporated

Notices to Airmen (NOTAMS)

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RECORD OF CHANGES

DIRECTIVE NO. 7930.2K

CHANGE TO BASIC	SUPPLEMENTS			OPTIONAL	CHANGE TO BASIC	SUPPLEMENTS			OPTIONAL

NOTICES TO AIRMEN (NOTAM)

7930.2K

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.

Michael A. Cirillo
Vice President, System Operations Services

Date: 12-01-05

EXPLANATION OF CHANGES

Direct questions through appropriate facility/region staff to the Office of Primary Interest (OPI)

a. 1–3–1. AIR TRAFFIC

Adds a note that requires, prior to issuance of a NOTAM, a discussion with the USNOF specialist to coordinate the format of the NOTAM and adherence to established procedures.

b. 2–1–6. CHART/PUBLICATION ERRORS OR OMISSIONS

Adds a note that requires air traffic managers will review, quarterly, all current NOTAMS issued by their facility for currency. Additionally, if the published NOTAM is more than 30 days old, action shall be taken to contact the originator of the NOTAM for possible cancelation.

c. 5–3–7. NOTAM (D) NAVAID

Adds the requirement that Ground–based transmitter (GBT) will now be issued as a NOTAM by technical operations personnel, when expected to be or is out for more than 30 minutes.

d. EDITORIAL CHANGES

Editorial changes were made due to the Air Traffic Organization's recent realignment. Additional editorial/format changes were made where necessary. Revision bars were not used for these changes due to the insignificant nature of the changes.

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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 7930.2J, Notices to Airmen (NOTAMs) dated 2/19/04, 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

a. This order is effective February 16, 2006.

Section 2. SCOPE

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.

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 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, shall 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 shall 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. FSS specialists are responsible for the classification, accuracy, format, dissemination, and cancellation of NOTAM information. FSS personnel receiving NOTAM information that requires action by another FSS shall 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 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. Flight Services Operations area offices are responsible for:

1. Supervising the collection and the dissemination of NOTAM information within their service area.

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.

3. Assigning tie–in FSS's.

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.

NOTE–
The FSS should cite the specific order para that supports the NOTAM issued.

REFERENCE–
United States NOTAM Office Relationships, FAAO 7930.2, para 4–1–2

g. 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 CFR.

REFERENCE–

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

1–3–4. TECHNICAL OPERATIONS AVIATION SYSTEM STANDARDS

Technical Operations Aviation System Standards, National Flight Procedures, personnel identify those safety–of–flight conditions relating to instrument flight procedures which require the issuance of NOTAMs. FDC NOTAMs are normally issued for revisions to standard instrument approach procedures (SIAPs), airway structures, and textual departure procedures (DPs). NOTAM (D)s are issued for graphic DPs. 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 Order 8260.19, Flight Procedures and Airspace, and includes the following: SIAPs, airway structures, and textual and graphic DPs.

NOTE–

ARTCCs retain responsibility for NOTAMs affecting STARs.

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, the following have the meaning shown:

a. ‘‘Shall’’ 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. Singular words include the plural.

f. Plural words include the singular.

g. Miles means nautical miles unless otherwise stated.

h. Times means UTC unless otherwise stated.

i. ‘‘AIS’’ means Aeronautical Information System.

j. ‘‘CFR’’ means Code of Federal Regulations.

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 7110.10, Flight Services; FAAO 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, outages, restrictions, frequency changes, changes in monitoring status and monitoring facility used in the National Airspace System (NAS).

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 para 2–1–3.

(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, 202–267–9310.

d. FAX numbers: Aeronautical Information Management: 202–493–4266; ATA–110: 202–267–5322. Toll Free: 1–866–295–8236.

e. Web Page: www.faa.gov/ats/ata/ata100

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. NOTICES TO AIRMEN (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 five 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.

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

c. NOTAM L. Information that meets certain criteria of this order and requires local dissemination.

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.

EXAMPLE–
!ACT 12/045 ACT SEE FDC 02/8989 ZFW 91.141

NOTE–
Pointer NOTAMs shall be issued for Presidential TFRs by the responsible flight service station.

e. 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 NOTAM information to the affected terminal facilities.

c. When a NAVAID monitored at other than a flight service station fails, the monitoring facility shall 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.).

e. Aeronautical information not meeting NOTAM criteria shall be disseminated according to facility directives.

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 shall edit the content of all NOTAM data received from the originating source to conform to the NOTAM system requirements. The FSS shall forward the NOTAM material received concerning another facility's area of responsibility to that facility for appropriate dissemination.

b. FSSs shall accept all aeronautical information. Information obtained from other than authorized personnel shall 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–
Para 5–1–2, Handling Reported Movement Area Conditions.

3–1–3. NOTAM LOGS

FSS air traffic managers shall ensure that NOTAMs originated by their facility and FDC NOTAMs received shall 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. 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.

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. *Appendices 2 and 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–
Para 7–2–5, Retrieving FDC NOTAMs.

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.

3–1–4. FDC PRESIDENTIAL, SPECIAL SECURITY INSTRUCTIONS, OR EMERGENCY AIR TRAFFIC RULES TFRS

a. The United States NOTAM Office (USNOF) shall send Title 14 of the Code of Federal Regulations (14 CFR), Part 91, Section 139, Emergency Air Traffic Rules, and Section 141, Flight Restrictions in

the Proximity of the Presidential and Other Parties; and 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 shall be responsible for notifying the USNOF immediately within 15 minutes by receipt message to "KDZZNAXX." The receipt message shall include:

1. R or RGR.

2. The FDC number, including the letters FDC.

3. The initials of the watch supervisor.

NOTE–
For automation processing, the receipt message shall adhere to the following format:

EXAMPLE–
RGR FDC 4/1234 XX or R FDC 4/1234 XX

c. The USNOF shall 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 shall 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.

f. The FAA and NAATS have issued a Memorandum of Agreement to supplement this procedure.

1. The affected flight service station for the Presidential TFR shall notify all air traffic facilities in the affected TFRs area.

2. The FSS watch supervisor shall coordinate the notification procedure by:

(a) A letter of agreement between these facilities to facilitate Presidential movement messages, or

(b) A service area office order.

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

4. 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 7110.10 shall 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 FSS'S

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. FSS's 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 7930.2, Appendix 5, Approved NOTAM Contractions, shall be used in the NOTAM system. If there are no contractions/abbreviations, use plain text.

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

c. Location identifiers used in the NOTAM system are those contained in FAAO 7350.7, Location Identifiers.

d. The term ‘‘WKEND’’ means Saturday and Sunday. The term ‘‘WKDAYS’’ means Monday through Friday.

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

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

b. Times used in the NOTAM system are UTC and shall 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 by 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.

Chapter 4. FLIGHT SERVICE OPERATING 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 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.

b. Discrepancies in procedures or format shall be recorded, and Aeronautical Information Management shall 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 that does not conform with the formats and/or examples contained in this order. The contents of a NOTAM shall not be changed without notifying the originating facility.

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.

Section 2. PREPARING NOTAMS FOR DISSEMINATION

4–2–1. NOTAM COMPOSITION

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

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

c. If information is published elsewhere and is still valid, reference shall 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 00/000 XYZ 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. 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.

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

EXAMPLE–
1. !ABC ABC VOR OTS WEF 0004281600

Explanation: The VOR is expected to go out of service at 1600 on April twenty–eight, 2000, and remain out until further notice.

2. !ABC xx/xxx ABC VOR OTS WEF 0004281600–0004281800

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.

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.

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 para 4–2–2. 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.

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

MIFC FORMAT:
ORIGIN: PRECEDENCE: GG TIME: ACK: N ADDR: 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

M1FC 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.

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

M1FC 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

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 WMSC for distribution.

EXAMPLE–
(Confirmation)

GG KDENYFYX
131346 KDZZNAXX
!DEN 04/003 DEN 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:

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

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

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

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 shall be formatted in the following manner:

EXAMPLE–
!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 shall remain current until the data is published in one or more of the following:

1. Airport/facility Directory (AFD).
2. En Route Low Altitude Charts.
3. En Route High Altitude Charts.
4. Instrument Approach Procedures (IAPs).
5. Notice to Airmen Publication.
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 shall, in addition to the above listed sources, 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.

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 VOR OTS WEF 0001251330

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 DME OTS WEF 0001231630–0001230000

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 AP CLSD WEF 0001262300–0001261600

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. 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.

b. 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’’; e.g., RWY or AP UNSAFE DISABLE ACFT. Inform airport management of the action taken as soon thereafter as practical.

NOTE–
Only airport management can close any portion of an airport.

REFERENCE–
14 CFR Part 139.

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

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. Movement Area NOTAM Ds shall contain these elements as discussed below:

ADP CODE ACC LOC AFF LOC RWY ID COND TIME
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.

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

EXAMPLE–
!ICT MEJ 16/34 CMSND 4800X75 CONC/LGTD

!ICT MEJ 17/35 CLSD PERM

!STL I63 MT STERLING IL 395915N904815W 18/36 4000X75 ASPH/LGTD NONSTD MARKING CMSND

!CDB AK05 AP CLSD PERM

!RIU O88 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.

2. Movement area closures and openings.

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

NOTE–
40A airport was published as being closed.

EXAMPLE–
!CLE 15G AP NOW PUBLIC

!CLE 15G AP 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.

3. Conditions that restrict or preclude the use of any portion of a runway 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 10 FIRST 1000 CLSD

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

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

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

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 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.

EXAMPLE–
!DCA DCA 18 RFT MU 52/30/42 WEF 0012251000

!RIC RIC 36 TAP MU 20/20/20 WEF 0012251200

NOTE–
1. *These examples show that some segment values may be above the value of 40 and still be contained in a NOTAM D.*

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)*

(b) Equipment status.

EXAMPLE–
!MSP MSP 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

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 1/4 inch), 1/4 inch, 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 1/2 IN SNW (surface). The absence of a described surface indicates the entire landing area.

d. Conditions.

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.

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

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 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.

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.

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

5. Water.

EXAMPLE–
!CLE CLE 1/2 IN WTR WEF 0102241700

!CLE CLE PTCHY 1/2 IN WTR WEF 0102250900

NOTE–
Do not refer to puddles.

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 4 IN LSR 9 IN DRFT WEF 0102071900

NOTE–
Conditions prevail throughout the airport surface.

EXAMPLE–
!AVP AVP 4/22 5 IN DRFT WEF 0102201600

!IPT IPT 9/27 5 IN LSR 10 IN DRFT WEF 0102051200

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.

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.

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.

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.

10. Mud.

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

!ENA ENA 1/19 THN MUD WEF 0008132210

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. 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 subpara 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 subpara c, 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.

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

5–1–6. CONTINUOUS SNOW 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 and the FSS and ATCT.

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 REMOVAL WEF 0102261800

5–1–7. NOTAM (L) MOVEMENT AREA INFORMATION

Disseminate the following reported conditions as NOTAM (L):

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.

EXAMPLE–
B TWY CLSD
A1/B2 TWY CLSD

b. Personnel and equipment on or adjacent to runway.

EXAMPLE–
1/19 PAEW
2/20 PAEW ADJ

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

Section 2. LIGHTING AID 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. 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.

d. 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.

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

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 subpara d3, above.

5. Return–to–service time. See subpara 5–2–2d11(d).

6. Antenna structure registration number (ASR) see subpara 5–2–2d11(e).

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. Lighting Aid NOTAM Ds shall contain these elements as discussed below:

ADP CODE ACC LOC AFF LOC RWY ID COND TIME
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.

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 36 MALSR CMSN WEF 0005112300

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

EXAMPLE–
!ANB EUF 36 ALS DCMSN

!ANB EUF 18 ALS OTS

2. Sequence flashing lights (SFL/RAIL).

EXAMPLE–
!ANB EUF 18 SFL OTS

!ANB EUF 18 RAIL OTS

3. Runway edge lights (RWY LGTS).

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

EXAMPLE–
!DRI 0R9 13/31 MIRL CMSN

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

EXAMPLE–
!BNA BNA 13/31 RWY LGTS OTS

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

EXAMPLE–
!BTV BTV RWY LGTS OBSC WEF 0001131300–0001141300

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

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

4. Runway centerline light system (RCLL).

EXAMPLE–
!ATL ATL 8R/26L RCLL OTS

5. Touchdown zone lights (TDZ LGT).

EXAMPLE–
!ATL ATL 8R TDZ LGT OTS

6. Lead–in light system (RLLS).

EXAMPLE–
!DCA DCA 18 RLLS OTS

7. Airport lighting total power failure.

EXAMPLE–
!SPA SPA AP 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.

9. Stop bar lighting system.

EXAMPLE–
!SEA SEA 16R STOP BAR LGT OTS

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

(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

(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

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.

(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.

(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.

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

NOTE–
Appendix 6 lists FCC Field Office FAX numbers.

5–2–3. NOTAM (L) LIGHTING AIDS

a. Any obstruction 200 feet AGL or less and more than 5–statute miles from a public–use airport does not constitute a hazard.

b. All taxiway and taxiway centerline lights.

EXAMPLE–
SHD TWY LGTS OTS

ROA TWY CNTRLN LGTS OTS

c. All turnoff lights (TURNOFF LGTS).

EXAMPLE–
IAD TURNOFF LGTS OTS

d. Total or partial outage of Visual Approach Slope Indicator (VASI).

EXAMPLE–
SBY VASI OTS

RIC 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.

e. Precision Approach Path Indicator (PAPI).

EXAMPLE–
IAD 1L PAPI OTS

f. Runway End Identifier Lights (REIL)

EXAMPLE–
DCA 18 REIL OTS

g. Threshold lights (THR LGTS).

EXAMPLE–
SAV 27 THR LGTS OTS

Section 3. NAVAID NOTAMS

5–3–1. GENERAL

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

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 UNMNT.

EXAMPLE–
!DCA LDN VOR UNMNT

d. If the NAVAID is reported as being out of service, the unmonitored NOTAM shall 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 component needed for the approaches. Those components are outer marker (OM), middle marker (MM), inner marker (IM), glide slope (GP), localizer (LLZ), locator at the outer marker (LO), distance measuring equipment (DME), approach lighting system (ALS), sequence flashing lights/runway alignment indicator lights (SFL/RAIL), touchdown zone lights (TDZL), runway centerline lights (RCLL), runway edge lights (RWY LGTS), RVR touchdown (RVRT), RVR midpoint (RVRM), and RVR rollout (RVRR).

b. Suspension of category(ies) of operation due to abnormal status of ILS and ancillary electronic components:

1. One of the LLZ transmitters inoperative.

2. LLZ far field monitor inoperative.

3. Failure of one monitor in a dual channel LLZ or GP monitor system.

4. LLZ/GP operating on battery standby power source when main power source has failed.

5. ALS standby power source inoperative.

6. SFL/RAIL standby power source inoperative.

7. TDZL/RCLL standby power source inoperative.

8. RWY LGTS standby power source inoperative.

9. More than 10 percent of touchdown zone lights, runway centerline lights, runway edge lights, and taxiway lights are not functioning.

EXAMPLE–
!ATL ATL 8L ILS CAT 2 NA

!ATL ATL 8L ILS CAT 3 NA

!ATL ATL 8L ILS CAT 2/3 NA WEF 0005251600–0005251900

NOTE–
Do not include the reason for the suspension of operation.

REFERENCE–
FAAO 6750.24, Appendix 1.

NOTE–
FDC NOTAMs are not required for the ILS component outages/abnormalities or suspension of operations (CAT 1, 2, or 3) addressed in this paragraph, but may be issued based on other operational requirements. If an FDC NOTAM has been issued, no other NOTAM is required.

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. NAVAID NOTAM Ds shall contain these elements as discussed below:

ADP CODE ACC LOC AFF LOC RWY ID COND TIME
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.

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.

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.

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

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

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.

REFERENCE–
FAAO 8260.3, Chapter 9.

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.

f. Microwave Landing Systems (MLS).

EXAMPLE–
!ICT ICT 19L MLS CHAN 556 CMSN

!ICT ICT 19L MLS DCMSN

!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

g. Simplified directional facility (SDF).

EXAMPLE–
!BKW I07 4 SDF OTS

h. Localizer type directional aid (LDA).

EXAMPLE–
!DCA DCA 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

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

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

EXAMPLE–
!GSO GSO VOR OTS

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

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

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–
!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

!DCA DAA GCA UNAVBL

!DCA ADW PAR OTS

!CRW CRW TAR OTS

!CRW CRW SSR OTS

o. Long–range navigation systems.

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.

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."

EXAMPLE–
!GPS GPS PRN016 OTS

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

EXAMPLE–
!GPS GPS PRN016 OTS WEF 0005231600–0005242300

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 the affected location of "KNMH."*

3. Use standard request/reply procedures to obtain all current LORAN–C and GPS NOTAMs.

EXAMPLE–
GG KDZZNAXX
121413 KDCAYFYX
)SVC RQ DOM LOC=LRN,GPS

or

GG KDZZNAXX
121413 KDCAYFYX
)SVC RQ INT LOC=KNMH

M1FC:
ORIGIN: PRECEDENCE:GG TIME:
ACK:N
ADDR:KDZZNAXX
TEXT:)SVC RQ DOM LOC=LRN,GPS

or

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

NOTE–
LORAN and GPS operations are included in the Aeronautical Information Manual.

4. 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 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

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

p. 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.

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

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).

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

!DCA DCA WAAS MNM UNREL WEF 0303241500–0303241630

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

3. If a failure occurs and the MILOPS server cannot distribute these NOTAM requests to either the FSS or NOTAM office, a fax message will be generated to whichever facility needs to issue a WAAS NOTAM. Using this fax message, an area–wide or site–specific NOTAM will then be submitted into the USNS for the generation of a WAAS NOTAM.

q. 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, issued a NOTAM D

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

EXAMPLE–
!BET BET GBT OTS
!ANI ANI GBT OTS WEF 0509211600–0509211900

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

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

ADP CODE ACC LOC AFF LOC COND TIME
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.

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–
!RDU RDU ATIS OTS

!BNA MBT GCO OTS

!GSO GSO ATIS 128.55 CMSND

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

EXAMPLE–
!INW INW 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

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

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

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

2. EFAS/HIWAS:

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

EXAMPLE–
!CRW CRW EFAS OUTLET 122.0 OTS

!BGR BGR EFAS OUTLET 133.925 OTS

!LYH LYH HIWAS OUTLET OTS

(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

NOTE–

Individual outlet NOTAMs shall be issued by the FSS facility that has NOTAM responsibility for the outlet after notification by the FWCS or the HIWAS 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.

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. Services NOTAM Ds shall contain these elements as discussed below:

ADP CODE ACC LOC AFF LOC COND TIME
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.

c. Commissioning, decommissioning, or outage of TWRs, APPs, RAPCONs, AFSS's, FSS's, and ARTCCs that are part of the NAS.

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; e.g., EFAS, due to other than seasonal daylight time changes.

EXAMPLE–
!SBY SBY FSS CLSD WEF 0006060200–0006061200

!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.

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

1. ARTCCs.

EXAMPLE–
!DCA ZDC.. WASHINGTON ARTCC OTS

2. Approach control.

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

!MCN ZTL NC.. 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.

3. Flight service stations.

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

!GNV ZJX FL.. 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.

4. Air traffic control towers.

EXAMPLE–
!GSO GSO TWR OTS

!JAX JAX TWR OTS

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.

EXAMPLE–
!LIT LIT ATC DLA WEF 0004131800–0004131830

!LIT LIT ATC DLA WEF 0004132100–0004132130

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 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.

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.

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

!LAL LAL 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.

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.

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

!JFK JFK TMPA SEE ATCCC MSG TIL 0005232300

5–5–4. FUEL UNAVAILABILITY

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

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

Chapter 6. SPECIAL DATA NOTAMS

Section 1. WEATHER AND WEATHER REPORTING EQUIPMENT

6–1–1. 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 FSS's.

NOTE–
Technical operations personnel are responsible for requesting that NOTAMs be issued by the associated FSS's 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 setting. The letter "M" will appear 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 shall 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. NOTAM Ds for weather services and weather reporting equipment shall contain these elements as discussed below:

ADP CODE ACC LOC AFF LOC COND TIME
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 certain weather reporting equipment NOTAMs, this may begin with the runway identification, if appropriate, followed by the system or service affected. For all other NOTAMs in this category, the condition shall begin with the system or service affected.
TIME identifies the effective time of the NOTAM condition. Times shall be formatted in accordance with para 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.

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

!INT INT 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

NOTE–
The failure of the telephone line and/or circuit used for connection to WMSC shall not be the basis for a NOTAM.

6–1–2. 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.

EXAMPLE–
!IAD IAD LLWAS OTS

6–1–3. 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.

EXAMPLE–
!BWI BWI 10 RVRR OTS

!BWI BWI 28 RVR OTS

6–1–4. 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.

EXAMPLE–
!BWI BWI TDWR OTS

!BWI BWI TDWR CMSND

Section 2. AIRSPACE

6–2–1. 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.

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

b. NOTAMs for airspace shall contain these elements as discussed below:

ADP CODE ACC LOC AFF LOC COND TIME
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. For certain airspace NOTAMs, it will be the identifier of the nearest VOR/DME or VORTAC.
COND is the condition being reported. Airspace NOTAMs shall begin with either the identification of the airspace, or with the activity type requiring the NOTAM.
TIME identifies the effective time of the NOTAM condition. Times shall be formatted in accordance with para 4–2–1, NOTAM Composition.

6–2–2. 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.

EXAMPLE–
!HEF HEF CESA HRS 0730–1700 DLY TIL 0009011700

!LYH LYH CDSA HRS 0615–2100 MON–FRI /0830–1700 SAT/1000–1900 SUN TIL 0007181900

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.

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).

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.

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

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.

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

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 A) KZOA
B) 0003240351 C) 0003240455
E) THAT 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–
Para 9–1–1, Retrieving International NOTAMs.

6–2–5. AIRCRAFT OPERATIONS

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

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

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:

(a) The nearest VOR/DME or VORTAC when it is 25 nautical miles or less from the center of the activity.

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

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:

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

!PMD PMD UAV 15000/BLW 10 NMR PMD010015 AVOIDANCE ADZD TIL 0002291600

6–2–6. AERIAL REFUELING

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

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.

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.

EXAMPLE–
!ABQ ABQ AR115 ACT 0200–0500 DLY WEF 0002020200–0002070500

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

6–2–7. 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 miles from the nearest VOR/DME or VORTAC.

EXAMPLE–
!CPR DDY PJE 2 NMR DDY205038/24 SW CPR 10000/BLW WEF 0212141400–0212141830

(Pointer NOTAM)
!CPR CPR SEE DDY 12/045 PJE WEF 0212141400–0212141830

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:

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

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.

6–2–8. DEPARTURE PROCEDURES AND STANDARD TERMINAL ARRIVALS

a. Departure Procedures (DP). Information pertaining to temporary changes in published DPs shall be issued by the USNOF.

EXAMPLE–
!USD SAN 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.

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

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.

6–2–9. MOORED BALLOONS, KITES, 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.

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.

EXAMPLE–
!CPR DDY UNMANNED ROCKET 2 NMR DDY205038/24 SW CPR FL250/BLW WEF 0212141400–0212141830

(Pointer NOTAM)
!CPR CPR SEE DDY 12/045 UNMANNED ROCKET WEF 0212141400–0212141830

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.

EXAMPLE–
!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

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.

EXAMPLE–
!DSM DSM AEROBATIC ACFT 4500/BLW 6 NMR DSM AVOIDANCE ADZD WEF 0012291200–0012302200

!SGF SGF AEROBATIC AREA 3000–8500 3 NMR SGF AVOIDANCE ADZD WEF 0012301400–0012311800

!COU COU HOT AIR BALLOON 2 NMR COU218015 1500/BLW WEF 0012291600–0012291800

!ABQ ABQ HOT AIR BALLOON SHOW/RALLY BALLOONS 8000/BLW 8 NMR ABQ AVOIDANCE ADZD WEF 0203141400–0203141830

6–2–10. 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:

a. Lights Out/NVG Operations

b. MOA name

c. Altitude

d. Date/time the activity will begin and end

EXAMPLE–
!RNO ZLA LGTS OUT/NVG TRNG DESERT AND REVEILLE NORTH/SOUTH MOA 9000/BLW AVOIDANCE ADVISED WEF 0612070200 – 0612070500

Chapter 7. FDC NOTAM PROCEDURES

Section 1. TRANSMITTING DATA TO NFDC

7–1–1. FDC NOTAM CATEGORIES

FDC NOTAMs refer to information that is regulatory in nature that include the following:

a. Interim IFR flight procedures:

1. Airway structure changes.

2. Instrument approach procedure changes (excludes DP's and STAR's).

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 7210.3, Chapter 18, Section 4.

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 7210.3, Chapter 5, Section 1 and FAAO 2100.6.

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 slant; e.g., 9/1323.

7–1–3. TEMPORARY OR PERMANENT FDC NOTAMs

Flight inspection FDC NOTAMs shall, at the direction of Flight Standards personnel, be affixed with either FI/T (Flight Information Temporary) or FI/P (Flight Information Permanent).

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 NFDC. 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.

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.

EXAMPLE–
!FDC x/xxxx ZFW 0K.. FI/T AIRWAY ZFW ZKC. V140 SAYRE (SYO) VORTAC, OK TO TULSA (TUL) VORTAC, OK MEA 4300.

!FDC x/xxxx ZKC 0K.. FI/T 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.

EXAMPLE–
Two ARTC's

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

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

EXAMPLE–
Three ARTCCs

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

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

!FDC x/xxxx ZDC FI/T 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 AIRWAY ZBW ZNY ZDC ZJX. V1 HARTFORD (HFD) VORTAC, CT TO CRAIG (CRG) VORTAC, FL MEA 4000.

d. SIAP Format:

!FDC x/xxxx PSB FI/T MID–STATE, PHILIPSBURG, PA.
ILS RWY 16 AMDT 5...
NDB RWY 16 AMDT 5...
VOR RWY 24 AMDT 14...
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 MOORE COUNTY, SOUTHERN PINES, NC.
VOR–A AMDT 2...
PROC NA
RNAV RWY 23 AMDT 2...
PROC NA

!FDC x/xxxx PMB FI/P PEMBINA MUNI, PEMBINA, ND
VOR RWY 33 AMDT 6...
ADD NOTE: CHART: PRINCETON RADIO 122.1R.
THIS IS VOR RWY 33 AMDT 6A.

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 (703) 904–4557 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 identifier. 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 7210.3, Chapter 18, Section 4.

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. (Name of AFSS/FSS)/(id) (commercial telephone number) (frequency) AFSS/FSS IS THE COORDINATION 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. (Name of AFSS/FSS)/(id) AFSS/FSS (commercial telephone number) (frequency) IS THE FAA COORDINATION 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. (Name of AFSS/FSS)/(id) AFSS/FSS (commercial telephone number) (frequency) IS THE FAA COORDINATION 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, 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, an FDC NOTAM will be issued specifying the following:

a. The emergency declared.

b. The geographical areas affected.

c. The SCAT rules in effect.

d. The applicable portion(s) of the ''Wartime Air Traffic Priority List for Movement of Aircraft.''

REFERENCE–
FAAO 7610.4, Special Military Operations, Chapter 6 and Appendix 17.

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 (703) 904–4437 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

NFDC is responsible for canceling FDC NOTAMs when duration times have expired. When there is a need to extend the NOTAM, the data is reissued under a new number and the old NOTAM is canceled.

7–2–2. CANCELING FDC NOTAMS

a. When an FDC NOTAM expires, the issuing authority shall request the NFDC to issue a cancellation. All FDC NOTAM cancellations shall be transmitted by the USNOF.

b. When an FDC NOTAM has a termination time indicated in the text, NFDC shall issue the cancellation upon termination. This fact shall 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. Model 1 Full Capacity (M1FC) facilities will not retain this information, as 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

M1FC:

ORIGIN: PRECEDENCE:GG TIME: ACK:N
ADDR:KDZZNAXX
TEXT:)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
A) KADW
B) 06021300
C) 06021500
E) 1L/19R QMRLC

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

M1FC:

ORIGIN: PRECEDENCE:GG TIME: ACK:N
ADDR:KDZZNAXX
TEXT:)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

M1FC:

ORIGIN: PRECEDENCE:GG TIME: ACK:N
ADDR:KDZZNAXX
TEXT:)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

M1FC:

ORIGIN: PRECEDENCE:GG TIME: ACK:N
ADDR:KDZZNAXX
TEXT:)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

M1FC:

ORIGIN: PRECEDENCE:GG TIME: ACK:N
ADDR:KDZZNAXX
TEXT:)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, LORAN, and GPS systems and certain special use airspace for ARTCCs which control oceanic airspace; i.e., 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, LORAN, 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 slant; e.g., A0211/00, A0002/00.

EXAMPLE–
GG KSEAYFYX
041749 KDZZNAXX
)SVC RQ INT LOC=KZSE NT=A0007/93

040105 KZSE
(A0007/93 NOTAMN A) KZSE B) 01042100 C)
01050100 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

M1FC:

ORIGIN: PRECEDENCE:GG TIME: ACK:N
ADDR:KDZZNAXX
TEXT:)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
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

M1FC:

ORIGIN: PRECEDENCE:GG TIME: ACK:N
ADDR:KDZZNAXX
TEXT:)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

M1FC:

ORIGIN: PRECEDENCE:GG TIME:
ACK:N
ADDR:KDZZNAXX
TEXT:)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

M1FC:

ORIGIN: PRECEDENCE:GG TIME:
ACK:N
ADDR:KDZZNAXX
TEXT:)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

M1FC:

ORIGIN: PRECEDENCE:GG TIME: ACK:N
ADDR:KDZZNAXX
TEXT:)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

MIFC:

ORIGIN: PRECEDENCE:GG TIME:
ACK:N
ADDR:KDZZNAXX
TEXT:)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. RELAY OF CANADIAN NOTAMS BY USNOF

The USNOF receives NOTAM data from the Canadian FSS's 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 the basis for formatting a U.S. domestic NOTAM. The domestic format is then transmitted to WMSC for storage and distribution.

9–2–2. AVAILABLE CANADIAN LOCATIONS

Canadian NOTAM data is made available in WMSC for the following locations. (See TBL 9–2–1).

Canadian Locations

YAM	YAW	YBG	YBR
YCB	YCG	YCH	YDA
YDB	YDC	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	YXY	YYB
YYC	YYD	YYE	YYF
YYG	YYJ	YYQ	YYR
YYT	YYU	YYW	YYY
YYZ	YZE	YZP	YZT
YZV	YZW	YZX	

TBL 9–2–1

NOTE–
Altitude Reservations will be input by Canada utilizing FIR ACCOUNTABILITIES.

FIR'S

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

9–2–3. REQUEST FOR CANADIAN NOTAMS FROM THE CANADIAN NOTAM SYSTEM

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

NOTE–
The maximum number of locations that may be requested is 4; e.g., NOTAMQ CYUL CYXE CYYT CYYC

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 —

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, designator(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

Hazard Conditions (H) Continued		
Code	Signification	Uniform Abbreviated Phraseology
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. APPROVED NOTAM CONTRACTIONS

A–5–1. APPROVED NOTAM CONTRACTIONS

CONTRACTIONS	DECODE	SOURCE
ABN	Airport Beacon	ICAO
ABV	Above	ICAO
ACC	Area Control Center (ARTCC)	ICAO
ACCUM	Accumulate	FAA
ACFT	Aircraft	ICAO
ACR	Air Carrier	FAA
ACT	Active	ICAO
ADJ	Adjacent	FAA
ADZD	Advised	ICAO
AFD	Airport Facility Directory	FAA
AGL	Above Ground Level	ICAO
ALS	Approach Lighting System	ICAO
ALT	Altitude	ICAO
ALTM	Altimeter	FAA
ALTN	Alternate	ICAO
ALTNLY	Alternately	FAA
ALSTG	Altimeter Setting	FAA
AMDT	Amendment	ICAO
AMGR	Airport Manager	FAA
AMOS	Automatic Meteorological Observing System	FAA
AP	Airport	ICAO
APCH	Approach	ICAO
AP LGT	Airport Lighting	ICAO
APP	Approach Control	ICAO
ARFF	Aircraft Rescue and Fire Fighting	FAA
ARR	Arrive, Arrival	ICAO
ASOS	Automatic Surface Observing System	FAA
ASPH	Asphalt	ICAO
ATC	Air Traffic Control	ICAO
ATCCC	Air Traffic Control Command Center	FAA
ATIS	Automatic Terminal Information Service	ICAO
AUTOB	Automatic Weather Reporting System	FAA
AUTH	Authority	ICAO
AVBL	Available	ICAO
AWOS	Automatic Weather Observing/Reporting System	FAA
AWY	Airway	ICAO
AZM	Azimuth	ICAO

CONTRACTIONS	DECODE	SOURCE
BA FAIR	Braking action fair	ICAO
BA NIL	Braking action nil	ICAO
BA POOR	Braking action poor	ICAO
BC	Back Course	FAA
BCN	Beacon	ICAO
BERM	Snowbank(s) Containing Earth/Gravel	FAA
BLW	Below	ICAO
BND	Bound	FAA
BRG	Bearing	ICAO
BYD	Beyond	FAA
CAAS	Class A Airspace	FAA
CAT	Category	ICAO
CBAS	Class B Airspace	FAA
CBSA	Class B Surface Area	FAA
CCAS	Class C Airspace	FAA
CCLKWS	Counterclockwise	FAA
CCSA	Class C Surface Area	FAA
CD	Clearance Delivery	FAA
CDAS	Class D Airspace	FAA
CDSA	Class D Surface Area	FAA
CEAS	Class E Airspace	FAA
CESA	Class E Surface Area	FAA
CFR	Code of Federal Regulations	FAA
CGAS	Class G Airspace	FAA
CHAN	Channel	FAA
CHG	Change or Modification	ICAO
CIG	Ceiling	FAA
CK	Check	ICAO
CL	Centre Line	ICAO
CLKWS	Clockwise	FAA
CLR	Clearance, Clear(s), Cleared to	ICAO
CLSD	Closed	ICAO
CMB	Climb	ICAO
CMSND	Commissioned	FAA
CNL	Cancel	ICAO
CNTRLN	Centerline	FAA
COM	Communications	ICAO
CONC	Concrete	ICAO
CPD	Coupled	FAA
CRS	Course	FAA
CTC	Contact	ICAO
CTL	Control	ICAO

CONTRACTIONS	DECODE	SOURCE
DALGT	Daylight	FAA
DCMSN	Decommission	FAA
DCMSND	Decommissioned	FAA
DCT	Direct	ICAO
DEGS	Degrees	ICAO
DEP	Depart, Departure	ICAO
DEP PROC	Departure Procedure	FAA
DH	Decision Height	ICAO
DISABLD	Disabled	FAA
DIST	Distance	ICAO
DLA	Delay or Delayed	ICAO
DLT	Delete	FAA
DLY	Daily	FAA
DME	Distance Measuring Equipment	ICAO
DMSTN	Demonstration	FAA
DP	Dewpoint Temperature	ICAO
DRFT	Snowbank/s Caused by Wind Action	FAA
DSPLCD	Displaced	FAA
E	East	ICAO
EB	Eastbound	ICAO
EFAS	En Route Flight Advisory Service	FAA
ELEV	Elevation	ICAO
ENG	Engine	ICAO
ENRT	En Route	ICAO
ENTR	Entire	FAA
EXC	Except	ICAO
FAC	Facility or Facilities	ICAO
FAF	Final Approach Fix	ICAO
FAN MKR	Fan Marker	ICAO
FDC	Flight Data Center	FAA
FI/T	Flight Inspection Temporay	FAA
FI/P	Flight Inspection Permanent	FAA
FM	From	ICAO
FNA	Final Approach	ICAO
FPM	Feet Per Minute	ICAO
FREQ	Frequency	ICAO
FRH	Fly Runway Heading	FAA
FRI	Friday	FAA
FRZN	Frozen	FAA
FSS	Automated/Flight Service Station	ICAO
FT	Foot, Feet	ICAO

CONTRACTIONS	DECODE	SOURCE
GC	Ground Control	FAA
GCA	Ground Control Approach	ICAO
GCO	Ground Communications Outlet	FAA
GOVT	Government	FAA
GP	Glide Path	ICAO
GPS	Global Positioning System	FAA
GRVL	Gravel	ICAO
HAA	Height Above Airport	FAA
HAT	Height Above Touchdown	FAA
HDG	Heading	ICAO
HEL	Helicopter	ICAO
HELI	Heliport	FAA
HIRL	High Intensity Runway Lights	FAA
HIWAS	Hazardous Inflight Weather Advisory Service	FAA
HLDG	Holding	ICAO
HOL	Holiday	ICAO
HP	Holding Pattern	FAA
HR	Hour	ICAO
IAF	Initial Approach Fix	ICAO
IAP	Instrument Approach Procedure	FAA
INBD	Inbound	ICAO
ID	Identification	ICAO
IDENT	Identify, Identifier, Identification	ICAO
IF	Intermediate Fix	ICAO
ILS	Instrument Landing System	ICAO
IM	Inner Marker	ICAO
IMC	Instrument Meteorological Conditions	ICAO
IN	Inch, Inches	ICAO
INDEFLY	Indefinitely	FAA
INFO	Information	ICAO
INOP	Inoperative	ICAO
INSTR	Instrument	FAA
INT	Intersection	ICAO
INTL	International	ICAO
INTST	Intensity	ICAO
IR	Ice On Runway(s)	ICAO
KT	Knots	ICAO

CONTRACTIONS	DECODE	SOURCE
L	Left	ICAO
LAA	Local Airport Advisory	FAA
LAT	Latitude	ICAO
LAWRS	Limited Aviation Weather Reporting Station	FAA
LB	Pound(s)	FAA
LC	Local Control	FAA
LOC	Local, Locally, Location	ICAO
LCTD	Located	FAA
LDA	Localizer Type Directional Aid	FAA
LGT	Light or Lighting	ICAO
LGTD	Lighted	FAA
LIRL	Low Intensity Runway Lights	FAA
LLWAS	Low Level Wind Shear Alert System	FAA
LM	Compass Locator at ILS Middle Marker	ICAO
LDG	Landing	ICAO
LLZ	Localizer	ICAO
LO	Compass Locator at ILS Outer Marker	ICAO
LONG	Longitude	ICAO
LRN	Long Range Navigation	FAA
LSR	Loose Snow on Runway(s)	FAA
LT	Left Turn	FAA
MAG	Magnetic	ICAO
MAINT	Maintain, Maintenance	ICAO
MALS	Medium Intensity Approach Light System	FAA
MALSF	Medium Intensity Approach Light System with Sequenced Flashers	FAA
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights	FAA
MAPT	Missed Approach Point	ICAO
MCA	Minimum Crossing Altitude	ICAO
MDA	Minimum Descent Altitude	ICAO
MEA	Minimum En Route Altitude	ICAO
MED	Medium	FAA
MIN	Minute(s)	ICAO
MIRL	Medium Intensity Runway Lights	FAA
MKR	Marker	FAA
MLS	Microwave Landing System	ICAO
MM	Middle Marker	ICAO
MNM	Minimum	ICAO
MNT	Monitor, Monitoring, or Monitored	ICAO
MOC	Minimum Obstruction Clearance	ICAO

CONTRACTIONS	DECODE	SOURCE
MON	Monday	FAA
MRA	Minimum Reception Altitude	ICAO
MSA	Minimum Safe Altitude, Minimum Sector Altitude	ICAO
MSAW	Minimum Safe Altitude Warning	FAA
MSG	Message	FAA
MSL	Mean Sea Level	ICAO
MU	Mu Meters	FAA
MUD	Mud	FAA
MUNI	Municipal	FAA
N	North	ICAO
NA	Not Authorized	FAA
NAV	Navigation	ICAO
NB	Northbound	ICAO
NDB	Nondirectional Radio Beacon	ICAO
NE	Northeast	ICAO
NGT	Night	ICAO
NM	Nautical Mile(s)	ICAO
NMR	Nautical Mile Radius	FAA
NONSTD	Nonstandard	FAA
NOPT	No Procedure Turn Required	FAA
NR	Number	ICAO
NTAP	Notice to Airmen Publication	FAA
NW	Northwest	ICAO
OBSC	Obscured, Obscure, or Obscuring	ICAO
OBST	Obstruction, Obstacle	ICAO
OM	Outer Marker	ICAO
OPR	Operate, Operator, or Operative	ICAO
OPS	Operation(s)	ICAO
ORIG	Original	FAA
OTS	Out of Service	FAA
OVR	Over	FAA
PAEW	Personnel and Equipment Working	FAA
PAX	Passenger(s)	ICAO
PAPI	Precision Approach Path Indicator	ICAO
PAR	Precision Approach Radar	ICAO
PARL	Parallel	ICAO
PAT	Pattern	FAA
PCL	Pilot Controlled Lighting	FAA
PERM	Permanent	ICAO
PJE	Parachute Jumping Exercise	ICAO
PLA	Practice Low Approach	ICAO
PLW	Plow, Plowed	FAA

CONTRACTIONS	DECODE	SOURCE
PN	Prior Notice Required	ICAO
PPR	Prior Permission Required	ICAO
PRN	Psuedo Random Noise	FAA
PROC	Procedure	ICAO
PROP	Propeller	FAA
PSR	Packed Snow on Runway(s)	FAA
PTCHY	Patchy	FAA
PTN	Procedure Turn	ICAO
PVT	Private	FAA
RAIL	Runway Alignment Indicator Lights	FAA
RAMOS	Remote Automatic Meteorological Observing System	FAA
RCAG	Remote Communication Air/Ground Facility	FAA
RCL	Runway Center Line	ICAO
RCLL	Runway Center Line Lights	ICAO
RCO	Remote Communication Outlet	FAA
REC	Receive or Receiver	ICAO
REIL	Runway End Identifier Lights	FAA
RELCTD	Relocated	FAA
REP	Report	ICAO
RLLS	Runway Lead–In Light System	ICAO
RMNDR	Remainder	FAA
RMK	Remark(s)	ICAO
RNAV	Area Navigation	ICAO
RPLC	Replace	ICAO
RQRD	Required	FAA
RRL	Runway Remaining Lights	FAA
RSR	En Route Surveillance Radar	ICAO
RSVN	Reservation	FAA
RT	Right Turn	FAA
RTE	Route	ICAO
RTR	Remote Transmitter/Receiver	FAA
RTS	Return to Service	ICAO
RUF	Rough	FAA
RVR	Runway Visual Range	ICAO
RVRM	Runway Visual Range Midpoint	FAA
RVRR	Runway Visual Range Rollout	FAA
RVRT	Runway Visual Range Touchdown	FAA
RWY	Runway	ICAO

CONTRACTIONS	DECODE	SOURCE
S	South	ICAO
SA	Sand, Sanded	ICAO
SAT	Saturday	FAA
SAWRS	Supplementary Aviation Weather Reporting Station	FAA
SB	Southbound	ICAO
SDF	Simplified Directional Facility	FAA
SE	Southeast	ICAO
SFL	Sequence Flashing Lights	FAA
SIMUL	Simultaneous or Simultaneously	ICAO
SIR	Packed or Compacted Snow and Ice on Runway(s)	FAA
SKED	Scheduled or Schedule	ICAO
SLR	Slush on Runway(s)	FAA
SN	Snow	ICAO
SNBNK	Snowbank/s Caused by Plowing (Windrow(s))	FAA
SNGL	Single	FAA
SPD	Speed	FAA
SSALF	Simplified Short Approach Lighting with Sequence Flashers	FAA
SSALR	Simplified Short Approach Lighting with Runway Alignment Indicator Lights	FAA
SSALS	Simplified Short Approach Lighting System	FAA
SSR	Secondary Surveillance Radar	ICAO
STA	Straight–In Approach	ICAO
STAR	Standard Terminal Arrival	ICAO
SUN	Sunday	FAA
SVC	Service	ICAO
SVN	Satellite Vehicle Number	FAA
SW	Southwest	ICAO
SWEPT	Swept or Broom(ed)	FAA
T	Temperature	ICAO
TACAN	Tactical Air Navigational Aid (Azimuth and DME)	ICAO
TAR	Terminal Area Surveillance Radar	ICAO
TDWR	Terminal Doppler Weather Radar	FAA
TDZ	Touchdown Zone	ICAO
TDZ LGT	Touchdown Zone Lights	ICAO
TEMPO	Temporary or Temporarily	ICAO
TFC	Traffic	ICAO
TFR	Temporary Flight Restriction	FAA
TGL	Touch–and–Go Landings	ICAO
THN	Thin	FAA
THR	Threshold	ICAO
THRU	Through	ICAO
THU	Thursday	FAA

CONTRACTIONS	DECODE	SOURCE
TIL	Until	ICAO
TKOF	Takeoff	ICAO
TM	Traffic Management	FAA
TMPA	Traffic Management Program Alert	FAA
TRML	Terminal	FAA
TRNG	Training	FAA
TRSN	Transition	FAA
TSNT	Transient	FAA
TUE	Tuesday	FAA
TWR	Airport Control Tower	ICAO
TWY	Taxiway	ICAO
UAV	Unmanned Air Vehicles	FAA
UFN	Until Further Notice	FAA
UNAVBL	Unavailable	FAA
UNLGTD	Unlighted	FAA
UNMKD	Unmarked	FAA
UNMNT	Unmonitored	FAA
UNREL	Unreliable	ICAO
UNUSBL	Unusable	FAA
VASI	Visual Approach Slope Indicator System	ICAO
VDP	Visual Descent Point	FAA
VIA	By Way Of	FAA
VICE	Instead/Versus	FAA
VIS	Visibility	FAA
VMC	Visual Meteorological Conditions	ICAO
VOL	Volume	FAA
VOR	VHF Omni–Directional Radio Range	ICAO
VORTAC	VOR and TACAN (Collocated)	ICAO
W	West	ICAO
WB	Westbound	ICAO
WED	Wednesday	FAA
WEF	With Effect From or Effective From	ICAO
WI	Within	ICAO
WIE	With Immediate Effect or Effective Immediately	ICAO
WKDAYS	Monday through Friday	FAA
WKEND	Saturday and Sunday	FAA
WND	Wind	FAA
WPT	Waypoint	ICAO
WSR	Wet Snow on Runway(s)	FAA
WTR	Water on Runway(s)	FAA
WX	Weather	ICAO

Appendix 6. FCC FIELD OFFICE FAX NUMBERS

A–6–1. 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.

BRIEFING GUIDE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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1. PARAGRAPH NUMBER AND TITLE: 1–3–1. AIR TRAFFIC

2. BACKGROUND: When NOTAMs are issued that are not found in the NOTAM manual or are not covered by any criteria other than safety, the requested NOTAM should be discusssed with a NOTAM specialist to increase consistency and reduce confrontation between requesters and NOTAM specialist.

3. CHANGE:

OLD	NEW
1–3–1. AIR TRAFFIC	**1–3–1. AIR TRAFFIC**
Title thru d.	No Change
Add	***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 stanard NOTAM procedures as best as possible.

4. OPERATIONAL IMPACT: None

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1. PARAGRAPH NUMBER AND TITLE: 2–1–6. CHART/PUBLICATION ERRORS OR OMISSIONS

2. BACKGROUND: A defined time period is needed to assure that old or published NOTAMs are reviewed for currency for removal from the United States NOTAMS database.

3. CHANGE:

OLD	NEW
2–1–6. CHART/PUBLICATION ERRORS OR OMISSIONS	**2–1–6. CHART/PUBLICATION ERRORS OR OMISSIONS**
Add	***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 concallation of these NOTAMS.

4. OPERATIONAL IMPACT: None.

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1. PARAGRAPH NUMBER AND TITLE: 5–3–7. NOTAM (D) NAVAID

2. BACKGROUND: Automatic Dependent Surveillance Boradcast (ADS–B) is not part of the National Airspace System. An aircraft to be detected is fitted with cooperative equipment in the form of a data link transmitter. The aircraft periodically broadcasts its GPS position over the data link, which is received by the ground–based transmitter (GBT) for processing and display for ATC.

3. CHANGE:

OLD	NEW
5–3–7. NOTAM (D) NAVAID	**5–3–7. NOTAM (D) NAVAID**
Title thru p. 3.	No change
Add	**q. 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, issued a NOTAM D.
	2. The identifier used for the issuance of NOTAMs shall be the 3–letter identification where the GBT is located.
	EXAMPLE–
	!BET BET GBT OTS
	!ANI ANI GBT OTS WEF 0509211600 – 0509211900

4. OPERATIONAL IMPACT: None

CHANGE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

7930.2K CHG 1

SUBJ: NOTICES TO AIRMEN (NOTAM)

1. PURPOSE. This change transmits revised pages to Order 7930.2K, Notices to Airmen (NOTAM), and the Briefing Guide.

2. DISTRIBUTION. This change 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.

3. EFFECTIVE DATE. February 15, 2007.

4. EXPLANATION OF CHANGES. See the Explanation of Changes attachment.

5. DISPOSITION OF TRANSMITTAL. Retain this transmittal until superseded by a new basic order.

6. PAGE CONTROL CHART. This edition includes a complete reprint of Order 7930.2K and incorporates change 1. Therefore, the page control chart is not applicable.

Michael A. Cirillo
Vice President, System Operations Services
Air Traffic Organization

Date: OCT 2 0 2006

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

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

EXPLANATION OF CHANGES

Direct questions through appropriate facility/service center to the office of primary interest (OPI)

a. 6–2–10. LIGHTS OUT/NIGHT VISION GOGGLE (NVG) OPERATIONS IN MILITARY OPERATIONS AREAS

Adds procedures to be used for military training exercises that are being conducted using lights out/night vision goggle (NVG) equipment and flying with lights out. Military requesting NVG operations must meet the requirements of Exemption 7960A.

b. EDITORIAL CHANGES

Editorial/format changes were made where necessary. Revision bars were not used due to the insignificant nature of the change. This edition includes a complete reprint of 7930.2K and incorporates change 1 effective February 15, 2007.

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

**7930.2K CHG 1
2/15/07**

BRIEFING GUIDE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Initiated By: System Operations Services

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1. PARAGRAPH NUMBER AND TITLE: 6−2−10. LIGHTS OUT/NIGHT VISION GOGGLE (NVG) OPERATIONS IN MILITARY OPERATIONS AREAS

2. BACKGROUND: Increased military training exercises are being conducted using lights out/night vision goggle (NVG) equipment and flying with lights out. Military requesting NVG operations must meet the requirements of Exemption 7960A. As per FAA exemption, the DOD has been requested to file a NOTAM 48 hours in advance of the lights out/NVG operation in the military operations area (MOA).

3. CHANGE:

OLD	NEW
Add	**6−2−10. LIGHTS OUT/NIGHT VISION GOGGLE (NVG) OPERATIONS IN MILITARY OPERATIONS AREAS**
Add	**Upon notification of a lights out/NVG operation, issue a NOTAM containing the following information:**
Add	**a. Lights out/NVG operations**
Add	**b. MOA name**
Add	**c. Altitude**
Add	**d. Date/time the activity will begin and end**
Add	***EXAMPLE*−** ***!RNO ZLA LGTS OUT/NVG TRNG DESERT AND REVEILLE NORTH/SOUTH MOA 9000/BLW AVOIDANCE ADVISED WEF 0612070200 − 0612070500***

4. OPERATIONAL IMPACT: None