

# NOTICE

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

N JO 7930.85

**Effective Date:**  
January 28, 2008

**Cancellation Date:**  
January 27, 2009

**SUBJ:** Notice to Airmen (NOTAMs)

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- 1. Purpose of This Notice.** This notice provides policy and procedural guidance and interim operating procedures to Federal Aviation Administration Order (FAAO) 7930.2, Notice to Airmen (NOTAMs).
- 2. Audience.** The notice applies to the following Air Traffic Organization (ATO) Service Units: En Route and Oceanic, Terminal, and System Operations Services; and the Washington headquarters Airport offices.
- 3. Where Can I Find This Notice?** The notice is available on the MYFAA employee Web site at [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/) and on the air traffic publications Web site at [http://www.faa.gov/airports\\_airtraffic/air\\_traffic/publications](http://www.faa.gov/airports_airtraffic/air_traffic/publications).
- 4. Procedures.** This notice applies only to NOTAMs issued beginning January 28, 2008. NOTAMs issued before this date will not be affected.
  - a. Amend FAAO 7930.2K, Paragraph 1-2-1, POLICY, to read as follows:

**1-2-1. POLICY**

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

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

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

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

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

**e. All D NOTAMs shall have one of the following keywords as the first part of the text: RWY, TWY, RAMP, APRON, AD, OBST, NAV, COM, SVC, AIRSPACE, (U), or (O).**

**(1) RWY (Runway)****EXAMPLES-****!STL STL RWY 12L/30R CLSD EXC TXG****!LEX LEX RWY 5 REIL OTS****!PRC SJN RWY 13/31 NOW RWY 14/32****(2) TWY (Taxiway)****EXAMPLES-****!LNS LNS TWY A LGTS OTS****!DSM DSM TWY P1, P3 CLSD****(3) RAMP (Ramp)****EXAMPLE –****!DSM DSM RAMP SOUTH CARGO RAMP CLSD****(4) APRON (Apron)****EXAMPLES-****!ATL ATL APRON NORTH TWY L3 APRON CLSD****!BNA BNA APRON NORTH APRON CLSD****(5) AD (Aerodrome includes airport, heliport, and helipads)****NOTAMs pertaining to aircraft operations on or within 5 SM of an aerodrome, which encompasses airport, heliport, helipad, and maneuvering area, that is not covered under runways, taxiways, ramps, aprons, obstructions, navaids, services, communications, or airspaces.****EXAMPLES-****!LAL LAL AD GRASS LDG STRIP LCTD 400 S RWY 9R/27L 1700 X 55 AVBL VMC DALGT PPR SUN N FUN WEF 0804151100-0804232359****!CDB AK05 AD CLSD PERM****!RIU O88 AD HELI DCMSND****!AOO PA06 AD CLSD TSNT****!BET BET AD CLSD EXC SKI****!AOO 29D AD CLSD EXC PPR 0330-1430 MON-FRI****!BUF D67 AD CLSD EXC HI-WING ACFT****!CEW CEW AD CLSD WEF 0709041400-0709041800****!CDB AKA AD OPEN****!CLE 15G AD NOW PUBLIC**

**!CLE 15G AD NOW PRIVATE****(6) OBST (Obstructions, including obstruction lighting outages)****EXAMPLES-****!MIV N52 OBST TOWER 580 (305 AGL) 7 SW LGTS OTS (ASR NUMBER) TIL 0712302300****!PIE CLW OBST CRANE 195 (125 AGL) .25 NE (2755N08241W) TIL 0711032000****NOTE: Insert latitude/longitude, if known, immediately after cardinal direction in the format shown above.****(7) NAV (Navigation Aids)****EXAMPLE-****!PNC PER NAV VOR UNUSBL 045-060 BYD 20 BLW 2000****(8) COM (Communications)****EXAMPLES-****!DCA PSK COM RCO OTS****!IPT IPT COM VOR VOICE OTS****(9) SVC (Services)****EXAMPLES-****!MIV MIV SVC FUEL UNAVBL TIL 0709301600****!SHD SHD SVC TWR 1215-0300 MON-FRI/1430-2300 SAT/1600-0100/SUN TIL 0709170100****(10) AIRSPACE (Airspace)****EXAMPLES-****!CHO CHO AIRSPACE HELIUM BALLOONS 30 NE 1 NMR 10000/BLW WEF 0710121800-0710121830****!BKW BKW AIRSPACE PYROTECHNIC DEMO 1000/BLW 8 W .5 NMR AVOIDANCE ADZD WEF 0712312230-0712312300**

**(11) (U) – Unverified Aeronautical Information (for use only where authorized by Letters of Agreement). Movement area or other information received that meets NOTAM criteria and has not been confirmed by the Airport Manager (AMGR) or their designee. If Flight Service is unable to contact airport management, Flight Service shall forward (U) NOTAM information to USNS. Subsequent to USNS distribution of a (U) NOTAM, Flight Service will inform airport management of the action taken as soon as practical. Any such NOTAM will be prefaced with ‘(U)’ as the keyword and followed by the appropriate keyword contraction, as set forth in this Policy, following the Location Identifier.**

**EXAMPLE-****!ORT 6K8 (U) RWY ABANDONED VEHICLE**

**(12) (O) – Other Aeronautical Information.**

**Aeronautical information received from any authorized source that may be beneficial to aircraft operations and does not meet defined NOTAM criteria. Any such NOTAM will be prefaced with ‘(O)’ as the keyword following the Location Identifier.**

**EXAMPLE-**

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

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

**EXAMPLES-**

**!CHO CHO RWY 23 PAEW FIRST 500 ALONG SE SIDE**

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

- b. Amend Paragraph 1-3-1, Air Traffic as follows:

**1-3-1. AIR TRAFFIC**

- a. Delete subparagraph e.
- b. Re-letter paragraph 1-3-1f to 1-3-1e.
- c. Delete next to last sentence in new subparagraph e. (“The FSS shall review the information, and if it is still deemed appropriate for NOTAM, the NOTAM shall remain in the system.”)
- d. Remove Note.
- e. Re-letter paragraph 1-3-1g to 1-3-1f.

- c. Amend Paragraph 2-2-1, NOTAM Classification, as follows:

**2-2-1. NOTAM CLASSIFICATION**

- a. First paragraph, last sentence change five to four (NOTAMS are classified into **four** groups...).
  - b. Add the following sentence to end of paragraph 2-2-1a. **Information that may be beneficial to aircraft operations and is not identified in Appendix 1 of this order. These NOTAMS are identified with ‘(O)’ as the first part of NOTAM text.**
  - c. Delete subparagraph c.
  - d. Re-letter subparagraphs d and e to c and d.
- d. Delete Paragraph 2-2-3, Local Dissemination, subparagraph e.

- e. Amend Paragraph 3-3-2 examples to read:

**EXAMPLES-**

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

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

- f. Amend Paragraph 3-3-3 and add Paragraph 3-3-4 as follows:

**3-3-3. RUNWAY IDENTIFICATION**

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

**3-3-4. TAXIWAY IDENTIFICATION**

**Identify taxiways with the prefix TWY followed by the taxiway identifier letter or letter/number as assigned. For multiple taxiways, preface the initial taxiway identifier with TWY, and separate additional taxiway identifiers by commas, or specify "all." If not identified, describe as adjacent to a runway or direction from the runway. Some examples are: TWY C, B3 CLSD, TWY ADJACENT RWY 9/27 CLSD.**

- g. Rename Chapter 4 title to read "**NOTAM PROCEDURES.**"
- h. Amend Paragraph 4-1-2, National NOTAM Office Relationships as follows:

**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 **NOTAM** dissemination, formats, **contractions**, or other aspects of the distribution system, the USNOF should be consulted. **The USNOF is the authority to ensure NOTAM formats. To ensure NOTAMs are issued consistent with Policy, originators shall comply with USNOF personnel directions.**

b. No Change

c. Editing

1. No Change

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

- i. Amend Paragraph 4-2-1, NOTAM Composition, by inserting new subparagraph 4-2-1a and re-lettering 4-2-1a through 4-2-1k as 4-2-1b through 4-2-1l to read as indicated below:

**4-2-1. NOTAM COMPOSITION**

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

- 1. An exclamation point (!),**
- 2. Accountability Location (the identifier of the accountability location),**
- 3. Affected Location (the identifier of the affected facility or location; in case of an obstruction light outage it is the identifier of the nearest public-use airport),**
- 4. KEYWORD (one of the following: RWY, TWY, RAMP, APRON, AD, COM, NAV, SVC, OBST, AIRSPACE, (U) and (O)),**
- 5. Surface Identification (optional - this shall be the runway identification for runway-related NOTAMs, the taxiway identification for taxiway-related NOTAMs, or the ramp/apron identification for ramp/apron-related NOTAMs),**
- 6. Condition (the condition being reported),**
- 7. Time (identifies the effective time(s) of the NOTAM condition). Times shall be formatted in accordance with this Paragraph 4-2-1, NOTAM Composition.**

**b.** Re-letter former Paragraph 4-2-1a to 4-2-1b with no change to text.

**c.** Re-letter former 4-2-1b to 4-2-1c with no change to text.

**d.** Re-letter former 4-2-1c to 4-2-1d with no change to text; amend example after Paragraph 4-2-1d to read:

**EXAMPLE-**

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

**e.** Re-letter former 4-2-1d to 4-2-1e and amend text to read as follows: NOTAMs shall state the abnormal status of a component of the NAS and not the normal status. The only exception is for data that has been published and is being replaced; e.g., **RWY** 9/27 OPEN.

**f.** Re-letter former 4-2-1e to 4-2-1f with no change to text.

**g.** Re-letter former 4-2-1f to 4-2-1g and amend text to read as follows: The virgule “/” is used in the NOTAM text to indicate “and,” e.g., **RWY** 17/35 CLSD, or **RWY** 1/19 CLSD 12500/OVR.

**h.** Re-letter former 4-2-1g to 4-2-1h with no change to text.

- i. Re-letter former 4-2-1h to 4-2-1i with no change to text; amend examples after 4-2-1i to read:

**EXAMPLES-**

**!ABC ABC NAV VOR OTS WEF 0710281600**

**!ABC ABC NAV VOR OTS WEF 0711281600-0711281800**

- j. Re-letter former 4-2-1i to 4-2-1j with no change to text; amend example after 4-2-1j to read:

**EXAMPLE-**

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

- k. Re-letter former 4-2-1j to 4-2-1k with no change to text; amend example after 4-2-1k to read:

**EXAMPLE-**

**!ABC ABC AD CLSD 1100-1900 DLY WEF 0811011100-0811151900**

Explanation: The airport is closed from 1100 to 1900 daily from **November 1, 2008**, at 1100 until **November 15, 2008**, at 1900. This NOTAM will be automatically cancelled by the USNS on **November 15, 2008**, at 1900.

- l. Re-letter former 4-2-1k to 4-2-1l with no change to text.

- j. Amend the paragraphs listed below by replacing each sentence in the identified subparagraphs with: **“For guidance on NOTAM D composition, see Paragraph 4-2-1, NOTAM COMPOSITION.”** Each sentence refers to NOTAM D Automatic Data Processing (ADP) code element tables. Delete the ADP code tables that follow these subparagraphs:

- (1) Paragraph 5-1-3b, NOTAM D Movement Area Information
- (2) Paragraph 5-2-2b, NOTAM D Lighting Aids
- (3) Paragraph 5-3-7b, NOTAM D NAVAID
- (4) Paragraph 5-4-3b, NOTAM D Communications Outlets
- (5) Paragraph 5-5-2b, NOTAM D Services
- (6) Paragraph 6-1-1d, NOTAM D Weather and Weather Reporting Equipment

NOTE: The NOTAM D Weather and Weather Reporting Equipment section has been moved and re-lettered Paragraph 5-5-5. The subparagraph reference is now 5-5-5d. See Paragraph ee below.

- (7) Paragraph 6-2-1b, FORMATTING AIRSPACE NOTAM (D)<sub>2</sub>S.

NOTE: The AIRSPACE section has been moved and re-lettered Paragraph 6-1-1. The subparagraph reference is now 6-1-2b. See Paragraphs ii through ll in this NOTICE below.

- k. Amend Paragraph 4-5-2, NOTAM Service Messages, by replacing the example in subparagraph 4-5-2e, Invalid Input Format, to read:

**EXAMPLE-**  
**GG KFTWYFYX**  
**092245 KDZZNAXX**  
**!MISSING RWY CONTRACTION**  
**AAA AAA TWY E PAEW S SIDE BTN 05/TWY G**

**NOTE – The invalid NOTAM submitted in the example above reads as follows:**  
**!AAA AAA TWY E PAEW S SIDE BTN 05/TWY G; it is missing the contraction RWY before 5 and requires the zero to be deleted.**

- l. Amend Paragraph 5-1-1, Originators of Movement Area NOTAMs, by inserting new subparagraph 5-1-1a to read as follows:

**5-1-1, ORIGINATORS OF MOVEMENT AREA NOTAMs**

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

- m. Amend Paragraph 5-1-2, Handling Reported Movement Area Conditions, subparagraph 5-1-2b, to read as follows, insert new examples and insert new subparagraph c with an example and a note immediately after:

**5-1-2. HANDLING REPORTED MOVEMENT AREA CONDITIONS**

b. If unable to contact airport management, classify and issue a NOTAM publicizing the unsafe condition always stating the condition and including the word “UNSAFE”; e.g., RWY or **TWY** UNSAFE DISABLD ACFT. Inform airport management of the action taken as soon as practical.

**EXAMPLES-**  
**!CRW CRW RWY 15/33 UNSAFE BREAKS IN ASPH SE END**

**!PIE CLW RWY UNSAFE DISABLD ACFT**

**c. (U) – Unverified Aeronautical Information (for use only where authorized by Letters of Agreement). Movement area or other information received that meets NOTAM criteria and has not been confirmed by the Airport Manager (AMGR) or their designee. If Flight Service is unable to contact airport management, Flight Service shall forward (U) NOTAM information to USNS. Subsequent to USNS distribution of a (U) NOTAM, Flight Service will inform airport management of the action taken as soon as practical. Any such NOTAM will be prefaced with ‘(U)’ as the keyword and followed by the appropriate keyword contraction, as set forth in this Policy, following the Location Identifier.**

**EXAMPLE-**  
**!ORT 6K8 (U) RWY ABANDONED VEHICLE WEF 0710122330**



- n. Amend Paragraph 5-1-3, NOTAM (D) Movement Area Information, by removing subparagraphs 5-1-3a and its associated note as well as 5-1-3b and its associated table. Insert new subparagraphs 5-1-3a and 5-1-3b as shown below:

**5-1-3, NOTAM (D) MOVEMENT AREA INFORMATION**

- a. **Taxiways shall be prefaced with TWY followed by the taxiway identifier letter or letter/number as assigned. For multiple taxiways, preface the initial taxiway identifier with TWY, and separate additional taxiway identifiers by commas, or specify “all.” If not identified, describe as adjacent to a runway or direction from the runway.**
- b. **For guidance on NOTAM D composition, see Paragraph 4-2-1, NOTAM COMPOSITION.**
- c. Disseminate the following reported conditions as a NOTAM D:
1. Commissioning or decommissioning of a movement area or portions thereof. State the type of surface and lighting when known. State if unlighted.

Table – No Change

**EXAMPLES-**

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

*!ICT MEJ **RWY** 17/35 CLSD PERM*

*!CDB AK05 **AD** CLSD PERM*

*!RIU O88 **AD** HELI DCMSND*

2. Movement area closures and openings.

**EXAMPLES-**

*!ANB A09 **AD** CLSD*

*!AOO PA06 **AD** CLSD TSNT*

*!BET BET **AD** CLSD EXC SKI*

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

*!BUF D67 **AD** CLSD EXC HI-WING ACFT*

*!CEW CEW **AD** CLSD WEF 0709041400-0709041800*

*!CDB AKA **AD** OPEN*

**NOTE-**

*AKA airport was published as being closed.*

**EXAMPLES-**

*!CLE 15G **AD** NOW PUBLIC*

*!CLE 15G **AD** NOW PRIVATE*

**NOTES-**

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

**EXAMPLES-****!TYS TYS TWY C CLSD****!TYS TYS TWY A3, A4, A5 CLSD****!EKX EKX TWY ALL CLSD****!BNA BNA APRON NORTH APRON CLSD**

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

**EXAMPLE-****!AOO 29D RWY 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 RWY 10/28 W 900 CLSD****NOTE-***Both Runways 10 and 28 are affected. This example is also used to show a threshold that has been relocated.***EXAMPLE-****!BDL BDL RWY 6/24 CLSD EXC 1 HR PPR 203-627-3001 WEF 0709131300-0709132000****NOTE-***Runways 6 and 24 are closed except by 1 hour prior permission from that telephone number during the times stated.***EXAMPLE-****!BNA BNA RWY 36 CLSD****NOTE-***Runway 18 is not affected.***EXAMPLE-****!ALS ALS RWY 20 THR DSPLCD 600 NONSTD MARKING****NOTE-***The first 600 feet of runway 20 is closed to landing aircraft. Aircraft departing on runway 20 or landing or departing runway 2 may use the full length. The threshold displacement is marked by nonstandard markings.***EXAMPLE-****!BNA M54 RWY 18/36 CLSD JET****NOTE-***Runways 18 and 36 are closed to jet aircraft. When closing a runway to a type of operation use the appropriate contractions, e.g., JET, ACR, SKED ACR, B747, etc.*

**EXAMPLE-**

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

**NOTE-**

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

**EXAMPLE-**

**!DAY 117 RWY 8/26 CLSD TGL**

**NOTE-**

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

**EXAMPLES-**

**!CMH CMH RWY 10R/28L CLSD EXC 10 MIN PPR 120000/OVR 1330-2200 DLY TIL 0710172200**

**!GNV 31J RWY 10/28 E 3800 CLSD EXC 12500/OVR1200-2100 DLY**

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

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

**!MLT MLT RWY 16/34 UNMKD**

**!ROW ROW RWY 3/21 CLSD EXC NE 9500 3 AVBL TKOF TIL 0711211450**

**!TYS TYS TWY A CLSD BTN TWY A2, A3**

**!DSM DSM RAMP SOUTH CARGO RAMP CLSD**

**!BNA BNA APRON EAST SIDE NORTH APRON CLSD**

**!EKX EKX AD CLSD NGT EXC 1 HR PPR**

4. Runway friction measuring as reported by airport management.

(a) Readings issued in thirds of a runway for the landing runway(s) only. Do not combine runways into a single NOTAM. NOTAMs 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.

**EXAMPLES-**

**!DCA DCA RWY 18 RFT MU 52/30/42 WEF 0712251000**

**!RIC RIC RWY 36 TAP MU 20/20/20 WEF 0712251200**

- (b) Equipment status.

**EXAMPLE-**

**!MSP MSP SVC MU OTS**

**REFERENCE-**

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

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

**EXAMPLES-**

*!BTT BTT RWY 1/19 BA POOR WEF 0709031200*

*!ANC Z15 RWY 1/19 BA NIL WEF 0709041300*

*!AKN AKN RWY 18/36 BA POOR WEF 0708051400*

*!ANC ANC RWY 1/19 BA FAIR WEF 0710061500*

**NOTES-**

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

6. Change of runway identification.

**EXAMPLES-**

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

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

7. Rubber accumulation on the runways.

**EXAMPLE-**

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

- o.** Amend Paragraph 5-1-4, Reporting of Snow, Ice, Slush, and Water Conditions to read as follows:

**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, round-off 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 RWY 10/28 1/4 IN LSR WEF 0712251505***

**NOTE-**

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

**EXAMPLE-**

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

**NOTE-**

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

**EXAMPLE-**

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

**NOTE-**

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

**EXAMPLE-**

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

**NOTE-**

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

**EXAMPLE-**

***!ENA AK63 RWY 1/19 1/2 IN SN WEF 0711132359***

**NOTE-**

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

**EXAMPLES-**

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

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

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

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

***!MEM MEM RAMP FEDEX FEEDER RAMP 1/2 IN LOOSE SN WEF 0712292345***

***!BNA BNA APRON AIR CARGO APRON THN SN WEF 0711301645***

***!EKX EKX AD 6 IN LOOSE SN WEF 0712101500***

## 2. Ice.

**EXAMPLE-**

***!AKN AKN RWY 11/29 THN IR WEF 0712131750***

**NOTE-**

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

**EXAMPLE-**

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

**NOTE-**

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

**EXAMPLE-**

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

**NOTE-**

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

**EXAMPLES-**

**!TYS TYS TWY ALL EXC TWY G 1/2 IN ICE WEF 0712051430**

**!MEM MEM RAMP FEDEX FEEDER RAMP 1/2 IN ICE WEF 0711220815**

**!BNA BNA APRON AIR CARGO APRON THN ICE WEF 0712020200**

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

3. Snow and ice.

**EXAMPLE-**

**!ENA BGQ RWY 6/24 5 IN SIR WEF 0710131910**

**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.*

**EXAMPLES-**

**!MOT MOT TWY ALL 1/2 IN LOOSE SN OVR ICE WEF 0712202200**

**!MEM MEM RAMP FEDEX FEEDER RAMP 1/2 IN FRZN SN OVR ICE WEF 0712070700**

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

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

4. Slush.

**EXAMPLE-**

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

**NOTE-**

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

**EXAMPLES-**

**!IAD IAD RWY 1L/19R 1/2 IN FRZN SLR (may be described as RUF IR) WEF 0710041600**

**!MEM MEM RAMP FEDEX FEEDER RAMP 1/2 IN SLUSH WEF 0712052210**

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

**!EKX EKX AD 1 IN SLUSH WEF 0711211235**

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

5. Water.

**EXAMPLES-**

**!CLE CLE AD 1/2 IN WTR WEF 0712241700**

**!CLE CLE AD PTCHY 1/2 IN WTR WEF 0711250900**

**NOTE-**

*Do not refer to puddles.*

**EXAMPLES-**

**!MEM MEM RAMP FEDEX FEEDER RAMP 1/2 IN WATER WEF 0708241205**

**!BNA BNA APRON AIR CARGO APRON 1 IN WATER WEF 0709102200**

**!EKX EKX AD 1 IN WTR WEF 0710101000**

6. Drifting or drifted snow.

**NOTE-**

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

**EXAMPLE-**

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

**NOTE-**

*Conditions prevail throughout the airport surface.*

**EXAMPLES-**

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

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

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

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

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

7. Plowed/swept.

**NOTE-**

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

**EXAMPLE-**

**!OQU OQU RWY 16/34 PLW 100 WIDE RMNDR 1/2 IN SIR WEF 0711132112**

**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 RWY 1/19 PTCHY THN PSR SWEPT 75 WIDE WEF 0710131530**

**NOTE-**

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

**EXAMPLES-**

**!MOT MOT TWY ALL PLW 50 WIDE RMNDR 6 IN LOOSE SN WEF 0712202200**

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

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

8. Sanded, deiced.

**EXAMPLE-**

**!MGW MGW RWY 18/36 1/2 IN IR SA WEF 0711021300**

**NOTE-**

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

**EXAMPLE-**

**!YAK YAK RWY 11/29 THN SIR SA 80 WIDE RMNDR BA POOR WEF 0712061530**

**NOTE-**

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

**EXAMPLES-**

**!IAD IAD RWY 12/30 DEICED LIQUID WEF 0712172100**

**!IAD IAD RWY 12/30 DEICED SOLID 150 WIDE WEF 0712061615**

**NOTE-**

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

**EXAMPLES-**

**!MOT MOT TWY ALL DEICED SOLID WEF 0712202200**

**!MEM MEM RAMP FEDEX FEEDER RAMP DEICED LIQUID WEF 0712202000**

**!BNA BNA APRON AIR CARGO APRON DEICED LIQUID WEF 0712202000**

**!EKX EKX AD DEICED SOLID WEF 0712202000**

9. Snowbanks.

**EXAMPLES-**

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



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

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

**NOTE–**

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

**EXAMPLES-**

**!BGR BGR TWY ALL 4 FT SNBNK WEF 0712121200**

**!BGR BGR RAMP SE RAMP 6 FT WINDROWS WEF 0712201330**

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

**!EKX EKX AD 3 FT SNBNK WEF 0712012200**

10. Mud.

**EXAMPLES-**

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

*!ENA ENA RWY 1/19 THN MUD WEF 0709132210*

11. Frost.

**EXAMPLE-**

*!JNU JNU AD THN FROST WEF 0709132315*

12. Frost Heave.

**EXAMPLE-**

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

13. Cracks.

**EXAMPLE-**

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

14. Ruts.

**EXAMPLE-**

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

15. Soft Edge.

**EXAMPLE-**

*!TAL TAL RWY 6/24 SOFT EDGES WEF 0711051622*

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

- p. Amend Paragraph 5-1-5, Certificated Airport Aircraft Rescue and Fire Fighting (ARFF), to read as follows:

**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.

**NOTES—**

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

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

**REFERENCE—**

*Title 14 CFR Part 139.*

**EXAMPLES—**

*!FTW FTW SVC ARFF VEHICLE OTS INDEX  
UNCHANGED TIL 0710242100*

*!FTW FTW SVC ARFF VEHICLE OTS INDEX  
UNCHANGED TIL 0709072200*

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

**EXAMPLE—**

*!FTW FTW SVC ARFF NOW INDEX A TIL 0709072300*

**NOTE—**

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

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

**EXAMPLE—**

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

- q. Amend Paragraph 5-1-6, Continuous Snow Removal Operations on Multiple Runways, to read:

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

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

- 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.

***EXAMPLES-***

***!DEN DEN RWY ALL RWYS ALTNLY CLSD SNOW REMOVAL WEF 0710231500***

***!SLC SLC RWY INST RWYS ALTNLY CLSD SNOW REMOVAL WEF 0711241600***

***!DEN DEN RWY ALL RWYS ALTNLY CLSD ICE REMOVAL WEF 0712251700***

***!SLC SLC RWY INST RWYS ALTNLY CLSD ICE REMOVAL WEF 0711261800***

- r. Amend Paragraph 5-1-7, NOTAM (L) Movement Area Information, to read as follows:

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

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

***EXAMPLES-***

***!IAD IAD RWY 1L/19R PAEW***

***!IAD IAD RWY 1L/19R PAEW ADJ***

***!CHO CHO RWY 23 PAEW FIRST 500 ALONG SE SIDE***

***NOTE-***

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

***EXAMPLES-***

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

***!MEM MEM RAMP WEST FEDEX FEEDER RAMP PAEW TIL 0712260400***

***!BNA BNA APRON AIR CARGO APRON PAEW TIL 0712232000***

- s. Amend Paragraph 5-2-1, General, to read as follows:

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

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

***REFERENCE-***

*47 CFR Section 17.48.*

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

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

***EXAMPLES-***

*!SBY SBY **OBST** TOWER UKN (235 AGL) 3 NW UNLGTD (ASR NUMBER) TIL 0709302300*

***NOTE-***

***When MSL is unknown, indicate in the text of the NOTAM.***

*!MIV N52 **OBST** TOWER 580 (195 AGL) 1.44 SW UNLGTD (ASR NUMBER) TIL 0710302300*

***!PIE CLW OBST CRANE 195 (125 AGL) .25 NE (2755N08241W) UNLGTD TIL 0711032000***

***NOTE -***

***Insert latitude/longitude, if known, immediately after cardinal direction in the format shown 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 e3, above.
5. Return-to-service time. See subpara 5-2-2d13(e).

6. Antenna structure registration number (ASR) see subpara 5-2-2d13(f).
- t. Amend Paragraph 5-2-2, NOTAM (D) Lighting Aids, to read as follows:

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

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

**NOTE-**

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

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

- c. Disseminate NOTAMs on lighting aids for public-use civil landing areas listed in the AFD.
- d. Disseminate information about commissioning, decommissioning, or outages of these lighting systems as follows:
1. Approach light systems (ALS).
    - (a) When commissioning approach light systems, indicate the exact type of system; e.g., MALSR, etc.

**EXAMPLE-**

*!ANB EUF RWY 36 MALSR CMSN WEF 0709112300*

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

**EXAMPLES-**

*!ANB EUF RWY 36 ALS DCMSN*

*!ANB EUF RWY 18 ALS OTS*

2. Sequence Flashing Lights (SFL/RAIL).

**EXAMPLES-**

*!ANB EUF RWY 18 SFL OTS*

*!ANB EUF RWY 18 RAIL OTS*

3. **Visual Approach Lighting Systems.**

- (a) **Visual Approach Slope Indicator (VASI).**

**EXAMPLES-**

*!SBY SBY RWY VASI OTS*

*!RIC RIC RWY 22 VASI LEFT SIDE OTS*

**NOTE-**

**Partial operation may occur with VASI-12 and VASI-16 systems where the light units are located on both sides of the runway.**

**(b) Precision Approach Path Indicator (PAPI).****EXAMPLE-**

**!IAD IAD RWY 1L PAPI OTS**

**(c) Runway End Identifier Lights (REIL).****EXAMPLE-**

**!DCA DCA RWY 18 REIL OTS**

**(d) Threshold lights (THR LGTS).****EXAMPLE-**

**!SAV SAV RWY 27 THR LGTS OTS**

**4. Runway edge lights (RWY LGTS).**

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

**EXAMPLE-**

**!DRI 0R9 RWY 13/31 MIRL CMSN**

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

**EXAMPLE-**

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

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

**EXAMPLE-**

**!BTV BTV RWY LGTS OBSC WEF 0710131300-0710141300**

**NOTES-**

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.

**5. Runway centerline light system (RCLL).****EXAMPLE-**

**!ATL ATL RWY 8R/26L RCLL OTS**

**6. Touchdown zone lights (TDZ LGT).****EXAMPLE-**

**!ATL ATL RWY 8R TDZ LGT OTS**

**7.** Lead-in light system (RLLS).

**EXAMPLE–**

*!DCA DCA RWY 18 RLLS OTS*

**8.** Airport lighting total power failure.

**EXAMPLE–**

*!SPA SPA AD LGT OTS*

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

**EXAMPLES–**

*!SBY SBY SVC PCL OTS*

*!ANB EUF RWY 18/36 RWY LGTS PCL OTS*

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

*!SBY SBY SVC PCL NOW 122.8*

**NOTE–**

*PCL frequency need not be an ATC frequency.*

**10. Lighted Signage.**

**EXAMPLES–**

*!ABQ ELP RWY 4 TWY M HOLD SIGN UNLGTD*

*!SEA SEA RWY 16R STOP BAR LGT OTS*

**11. Taxiway Lighting.**

**(a) Taxiway and taxiway centerline lights.**

**EXAMPLES–**

*!SHD SHD TWY ALL TWY LGTS OTS*

*!ROA ROA TWY A CNTRLN LGTS OTS FRM A TO D*

**(b) Turnoff lights.**

**EXAMPLE–**

*!IAD IAD RWY 1L TWY Y4 TURNOFF LGTS OTS*

**12.** Airport rotating beacons (ABN).

**EXAMPLE–**

*!SPA SPA AD ABN OTS*

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

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

**EXAMPLES–**

*!MIV N52 OBST TOWER 580 (195 AGL) 1.44 SW LGTS OTS (ASR NUMBER) TIL 0711302300*

*!GSP GSP OBST TOWER 1528 (564 AGL) 12 E LGTS OTS (ASR NUMBER) TIL 0710291930*

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

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

**EXAMPLE–**

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

**REFERENCE–**

14 CFR Section 77.23.

**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.*

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

**(d)** When an obstruction light outage NOTAM is auto canceled after 15 days, the canceled NOTAM, including the tower number/ASR number (antenna structure registration number), will be 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 OBST TOWER 314 (231 AGL) 4.3 NNW LGTS OTS (ASR 1055889) TIL 0712302300*

**NOTE–**

*Appendix 6 lists FCC Field Office FAX numbers.*

- u.** Insert new Paragraph 5-2-3, Moored Balloons and Kites to read as follows:

**5-2-3. MOORED BALLOONS AND KITES**

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



- a. Date/time the activity will begin.**
- b. Size of the affected area in a nautical mile radius.**
- c. Location of the center of the affected area in relation to the nearest VOR/DME or VORTAC when it is 25 nautical miles or less from the center of the activity.**
  - 1. Also include reference to the nearest public-use airport when the center of the activity is 25 nautical miles or less from the nearest public-use airport.**
  - 2. The nearest public-use airport when the center of the activity is more than 25 nautical miles from the nearest VOR/DME or VORTAC.**

**EXAMPLES-****!SJT SJT OBST MOORED BALLOON 1 NMR SJT095018 510/BLW WEF 0709251400-0709261400****!SJT SJT OBST MOORED BALLOON 30 NE 1 NMR 610/BLW TIL 0710271700****!ABQ ABQ OBST KITE 1 NMR ABQ020002 505/BLW WEF 0710011900-0710012100**

- v. Amend Paragraph 5-3-1, General, to read as follows:

**5-3-1. GENERAL**

- a.** Originate NOTAMs concerning NAVAIDs for which your facility has monitor responsibility.
- b. NAVAID NOTAMs will be prefaced with the keyword NAV following the Location Identifier.**

- w. Amend example after Paragraph 5-3-5, UNMONITORED NAVAIDS, to read:

**EXAMPLE-****!DCA LDN NAV VOR UNMNT**

- x. Amend Paragraph 5-3-6, Category 2 and 3 Instrument Landing System Status, to read:

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

Title thru b9 – No Change

**EXAMPLES-****!ATL ATL NAV RWY 8L ILS CAT 2 NA****!ATL ATL NAV RWY 8L ILS CAT 3 NA****!ATL ATL NAV RWY 8L ILS CAT 2/3 NA WEF 0711251600-0711251900**

No further changes to the paragraph

- y. Amend Paragraph 5-3-7, NOTAM (D) NAVAID, to read as follows:

**5-3-7. NOTAM (D) NAVAID**

Title thru a – No Change

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

Subparagraph c thru d – No Change

d. Amend examples after subparagraph d as follows:

**EXAMPLES-**

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

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

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

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

**EXAMPLES-**

*!SHV SHV NAV RWY 32 ILS 110.3 CMSN*

*!SHV SHV NAV RWY 5 ILS DCMSN*

*!DCA DCA NAV RWY 18 ILS LLZ OTS*

*!IAD IAD NAV RWY 30 ILS LLZ RTS*

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

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

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

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

**NOTE-**

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

**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).

**EXAMPLES-**

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

*!ICT ICT NAV RWY 19L MLS DCMSN*

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

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

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

- g. Simplified directional facility (SDF).

**EXAMPLE-**

*!BKW I07 NAV RWY 4 SDF OTS*

- h. Localizer type directional aid (LDA)

**EXAMPLE-**

*!DCA DCA NAV RWY 19 ROSSLYN LDA OTS*

*!EKN EKN NAV LDA OTS*

- i. VOR/DME

**EXAMPLES-**

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

*!OJC OJC NAV VOR/DME DCMSN*

*!OJC OJC NAV VOR OTS*

*!OJC OJC NAV DME OTS*

- j. VORTAC

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

**EXAMPLES-**

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

*!GSO GSO NAV VORTAC DCMSN*

*!GSO GSO NAV VORTAC OTS*

*!OJC OJC NAV VORTAC OTS*

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

**EXAMPLE-**

*!GSO GSO NAV VOR OTS*

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

**EXAMPLE-**

*!GSO GSO NAV TACAN OTS*

**NOTE-**

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

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

**EXAMPLE-**

*!GSO GSO NAV TACAN AZM OTS*

5. VOT - out of service

**EXAMPLE-**

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

- 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 NAV 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 NAV VOR OTS*

1. 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 NAV GTN NDB OTS*

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

**EXAMPLE-**

*!MIV PNJ NAV NDB OTS*

**NOTES-**

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.

**EXAMPLES-**

!SBY SBY NAV RWY 32 COLBE NDB/ILS LO OTS WEF 0709241430-0709241700

!SUS SUS NAV RWY 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.

**EXAMPLES-**

!MCI MCI NAV RWY 9 HUGGY NDB/ILS LO OTS WEF 0710241300-0710241700

!FLV FLV NAV HUGGY NDB OTS WEF 0711241300-0711241700

**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 NAV 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.

**EXAMPLES-**

!ZTL ZTL SVC MAIDEN ARSR OTS TFC NON-RADAR ON AIRWAYS/NO FLT FLWG AOB 10000 W/I 50NM BZM VOR WEF 0711081300-0711122100

!ZHU ZHU SVC MOBILE ARSR OTS WEF 0710301200-0710301730

!IAD IAD SVC TAR/SSR OTS

!DCA DAA SVC GCA UNAVBL

!DCA ADW SVC PAR OTS

!CRW CRW SVC TAR OTS

!CRW CRW SVC SSR OTS

!RDU RDU SVC ATIS OTS

!GSO GSO SVC ATIS 128.55 CMSND

!CRW CRW SVC EFAS (or HIWAS) UNAVBL

!ENA ENA SVC LAA UNAVBL

**NOTE-** Local Airport Advisory Service Available

o. Long - range navigational 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 NAV PRN 16 OTS

**NOTE-**

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

**EXAMPLE-**

!GPS GPS NAV PRN 16 OTS WEF 0709231600-0709242300

**NOTES-**

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

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

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

**EXAMPLES-**

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

or

GG KDZZNAXX 121413 KDCAYFYX  
)SVC RQ INT LOC=KNMH

*MIFC:*  
*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 NAV GPS SIGNAL UNREL CONE SHAPED WI 257 NMR FHU FL400/ABV TO 135 NMR NEAR 10000 TO 96 NMR AT 5000 TO 76 NMR AT 3000 TO 48 NMR AT 1000 0600-1200 DLY WEF 0711160600-0711191200*

**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.

**EXAMPLES-**

*!KFDC KFDC WAAS ATLANTIC SATELLITE UNAVBL, WAAS LPV AND LNAV/VNAV MNM UNAVBL EAST OF 110 DEGREE WEST LONGITUDE FOR CONUS AND PUERTO RICO WEF 0709241600*

*!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 0709231200*

*!FDC ZDC WAAS LPV AND LNAV/VNAV MNM UNREL WEF 0709241400-0709241600*

**NOTE-**

*The first example shows the WAAS Atlantic Ocean Region West Geostationary Satellite serving the Eastern part of the United States being out of service. The second example is issued when WAAS LNAV is predicted to be unreliable over a geographical area due to WAAS assets and/or GPS satellite outages. The third example indicates WAAS vertical guidance LPV and LNAV/VNAV for all airports with RNAV approaches in the Washington Center airspace are predicted to be unreliable.*

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

*EXAMPLES-*

*!OSH OSH NAV WAAS LPV AND LNAV/VNAV MNM UNREL WEF 0710231700-0710231930*

*!DCA DCA NAV WAAS MNM UNREL WEF 0709241500-0709241630*

*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.

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.

*EXAMPLES-*

*!BET BET NAV GBT OTS*

*!ANI ANI NAV GBT OTS WEF 0709211600-0709211900*

z. Amend Paragraph 5-3-8, Hours of Operation, to read:

**5-3-8. HOURS OF OPERATION**

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

*EXAMPLE-*

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

aa. Amend Paragraph 5-4-3, NOTAM (D) Communication Outlets, to read as follows:

**5-4-3. NOTAM (D) COMMUNICATION OUTLETS**

Title thru a. – No Change

b. Replace current sentence with: **For guidance on NOTAM D composition, see Paragraph 4-2-1, NOTAM COMPOSITION.**



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

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

**EXAMPLE-**

*!GSO GSO COM RCO 122.55 CMSND*

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

**EXAMPLES-**

*!INW INW COM RCO 122.6 OTS*

**NOTE-**

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

*!DCA PSK COM CD OTS*

*!BNA MBT COM GCO 135.075 OTS*

*!ENA ENA COM LAA 123.6 OTS*

**NOTE-**

*Local Airport Advisory frequency out of service*

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

**EXAMPLES-**

*!DCA PSK COM RCO OTS*

*!IPT IPT COM VOR VOICE OTS*

*!DCA OKV COM RTR OTS*

*!FAI FAI COM FISH RCO OTS*

*!GCK GCK COM RCAG OTS WEF 0711020500*

**NOTE-**

*If the NAVAID is out of service or unmonitored, no additional NOTAM is required for the VOICE which is automatically out of service.*

2. EFAS/HIWAS:

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

**EXAMPLES-**

*!CRW CRW COM EFAS OUTLET 122.0 OTS*

*!BGR BGR **COM** EFAS OUTLET 133.925 OTS*

*!LYH LYH **COM** HIWAS OUTLET OTS*

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

**EXAMPLES-**

*!LYH LYH **COM** EFAS (or HIWAS) (freq) CMSND*

*!CRW CRW **COM** 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.*

- bb.** Amend Paragraph 5-5-1, General, by inserting new sentence after current end of paragraph to read: **NOTAMs associated with any affected service will be prefaced with the keyword SVC following the Location Identifier** and replace Paragraph 5-5-2b, NOTAM D Services, with: **For guidance on NOTAM D composition, see Paragraph 4-2-1, NOTAM COMPOSITION.** Delete the ADP code table following Paragraph 5-5-2b.
- cc.** Amend Paragraph 5-5-3, Hours of Operation, to read as follows:

**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.

**EXAMPLES-**

*!SBY SBY **SVC** FSS CLSD WEF 0711060200-0711061200*

*!ROA ROA **SVC** TWR CLSD TIL 0712061330*

*!SHD SHD **SVC** TWR 1215-0300 MON-FRI/1430-2300 SAT/1600-0100/SUN TIL 0710170100*

*!GNV 31J **SVC** TWR CLSD 0300-1215 MON-FRI/2300-1430 SAT/0100-1600/SUN TIL 0710301600*

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

**EXAMPLE-**

*!PBF PBF **SVC** TEMPO TWR 121.0 1400-2100 DLY*

**NOTE-**

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

**EXAMPLE-**

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

**NOTE-**

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

**EXAMPLE-**

**!PBF PBF SVC TEMPO TWR LC 121.0 GC 121.7 1400-2100 DLY**

**NOTE-**

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

**EXAMPLE-**

**!PBF PBF SVC TEMPO TWR LC/CD 121.0 1400-2100 DLY**

**NOTE-**

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

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

**EXAMPLE-**

**!DCA ZDC SVC WASHINGTON ARTCC OTS**

2. Approach control.

**EXAMPLES-**

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

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

**NOTE-**

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

3. Flight service stations.

**EXAMPLES-**

**!MIA ZMA SVC ST. PETERSBURG AFSS OTS**

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

**NOTE-**

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

4. Air traffic control towers.

**EXAMPLE-**

**!GSO GSO SVC TWR OTS**

No further change to the paragraph

dd. Amend Paragraph 5-5-4, Fuel Unavailability, to read as follows:

**5-5-4. FUEL UNAVAILABILITY**

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

**EXAMPLE-**

*!CXO ARM SVC 100LL FUEL UNAVBL WEF 0711011200-0711041800*

ee. Amend Paragraph 5-5-5 (formerly Paragraph 6-1-1), **NOTAM (D) WEATHER AND WEATHER REPORTING EQUIPMENT**, to read as follows:

**5-5-5. NOTAM (D) WEATHER AND WEATHER REPORTING EQUIPMENT**

Title thru c. – No Change

d. **For guidance on NOTAM D composition, see Paragraph 4-2-1, NOTAM COMPOSITION.**

e. Disseminate the following conditions as NOTAM

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

**EXAMPLES-**

*!DAN DAN SVC AWOS-3 CMSN 120.3/202-426-8000*

*!INT INT SVC LAWRS CMSN*

*!DRT DRT SVC AMOS DCMSN*

*!PBF PBF SVC WX REP DCMSN*

2. The failure or non-availability of weather reporting.

**EXAMPLES-**

*!DAN DAN SVC AWOS-3 ALSTG NOT AVBL*

**NOTE-**

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

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

**EXAMPLE-**

*!PBF PBF SVC WX REP NOT AVBL*

**NOTE-**

*The non-automated weather reporting service provided by the FAA or the NWS is not available as published.*

3. AWOS unreliable/inaccurate elements.

**EXAMPLES-**

*!MLC MLC SVC ALSTG UNREL*

*!PWA PWA SVC CIG UNREL*  
*!COU COU SVC WND UNREL*  
*!SJT SJT SVC T UNREL*  
*!DRI DRI SVC CIG/VIS UNREL*

**NOTE-**

*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.

**EXAMPLES-**

*!DAN DAN SVC AWOS 120.3 OTS*  
*!LOZ LOZ SVC ASOS 119.075 RTS*

**NOTE-**

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

- ff.** Amend Paragraph 5-5-6 (formerly Paragraph 6-1-2), **LOW LEVEL WINDSHEAR ALERT SYSTEM (LLWAS)**, to read as follows:

**5-5-6. LOW LEVEL WINDSHEAR ALERT SYSTEM (LLWAS)**

Issue a NOTAM if a system failure rendering the LLWAS unusable is reported. NOTAMs are not issued for failure of individual system components, such as a remote sensor.

**EXAMPLE-**

*!IAD IAD SVC LLWAS OTS*

- gg.** Amend Paragraph 5-5-7 (formerly Paragraph 6-1-3), **RUNWAY VISUAL RANGE**, to read as follows:

**5-5-7. RUNWAY VISUAL RANGE**

Issue a NOTAM on runway visual range (RVR), RVR midpoint (RVRM), RVR touchdown (RVRT), and RVR rollout (RVRR). NOTAMs are not issued for failure of individual system components, such as a remote sensor.

**EXAMPLES-**

*!BWI BWI SVC RWY 10 RVRR OTS*  
*!BWI BWI SVC RWY 28 RVR OTS*

- hh. Amend Paragraph 5-5-8 (formerly Paragraph 6-1-4), **TERMINAL DOPPLER WEATHER RADAR**, to read as follows:

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

Issue a NOTAM if a system failure rendering the TDWR unusable is reported. NOTAMs are not issued for failure of individual system components, such as a remote sensor.

**EXAMPLES-**

*!BWI BWI SVC TDWR OTS*

*!BWI BWI SVC TDWR CMSND*

- ii. Rename Chapter 6, Section 1, “AIRSPACE.”
- jj. Amend Paragraph 6-1-1 re-titled, GENERAL, to read: **Airspace NOTAMs will be prefaced with the keyword AIRSPACE following the Location Identifier.**
- kk. Amend Paragraph 6-1-2 (formerly Paragraph 6-2-1), FORMATTING AIRSPACE NOTAM (D)<sub>2</sub>S, by re-numbering from 6-2-1 to 6-1-2.
- ll. Amend the former Paragraph 6-2-1b (NOTAMs for airspace ...) to read: “**For guidance on NOTAM D composition, see Paragraph 4-2-1, NOTAM COMPOSITION.**” Delete the ADP table following this subparagraph.
- mm. Amend Paragraph 6-1-3 by re-numbering former Paragraph 6-2-2, NOTAM (D) HOURS OF OPERATION SURFACE AREAS, to Paragraph 6-1-3.
- nn. Amend Paragraph 6-1-3 by inserting current examples after new Paragraph 6-1-3, NOTAM (D) HOURS OF OPERATION SURFACE AREAS, to read:

**EXAMPLES-**

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

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

- oo. Amend Paragraph 6-1-4 by re-numbering former Paragraph 6-2-3, **RESTRICTED AREAS**, to Paragraph 6-1-4.
- pp. Amend Paragraph 6-1-4 by inserting current examples after new Paragraph 6-1-4, **RESTRICTED AREAS**, to read:

**EXAMPLE-**

*Single:*

*!IPT RAV AIRSPACE R5802A ACT TIL 0711211230*

**EXAMPLES-**

*Bracketed:*

*!PIE OMN AIRSPACE R2907A ACT TIL 0710211800*

*!OCF OCF AIRSPACE R2907A ACT TIL 0709211800*

- qq.** Amend Paragraph 6-1-5 by re-numbering former Paragraph 6-2-4, **AIRSPACE AND ALTITUDE RESERVATIONS**, as Paragraph 6-1-5.
- rr.** Amend Paragraph 6-1-5 by inserting current examples in new Paragraph 6-1-5, **AIRSPACE AND ALTITUDE RESERVATIONS**, to read:

**EXAMPLES–**

*!CARF ZNY AIRSPACE STATIONARY AIRSPACE RESERVATION WITHIN 100 NM RADIUS FJC360020 5500-FL270 WEF 0711131500-0711231700*

**NOTE–**

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

*!CARF ZDC ZJX AIRSPACE STATIONARY AIRSPACE RESERVATION 50 NM EITHER SIDE OF A LINE FROM ILM TO CRE 5500-16000 WEF 0710131300-0710151300*

*!CARF ZJX ZDC AIRSPACE STATIONARY AIRSPACE RESERVATION 50 NM EITHER SIDE OF A LINE FROM ILM TO CRE 5500-16000 WEF 0712131300-0712151300*

- ss.** Amend Paragraph 6-1-6 by re-numbering former Paragraph 6-2-5, **AIRCRAFT OPERATIONS**, as Paragraph **6-1-6** and change current examples to read:

**6-1-6. AIRCRAFT OPERATIONS**

**NOTE: This section was amended by FAAO 7930.2K, Change 2, with effective date of August 30, 2007. This NOTICE is based on FAAO 7930.2K including Change 2.**

Title thru a1(h) – No Change

2. Amend examples after subparagraph 6-2-5a2, “Disseminate information received as follows:”

**EXAMPLES–**

*!PNS PNS AIRSPACE AIRSHOW ACFT 5000/BLW 5 NMR PNS AVOIDANCE ADZD WEF 0709081200-0709081400*

*!MIV MIV AIRSPACE AIRSHOW ACFT 10000/BLW 5 NMR MIV AVOIDANCE ADZD WEF 0708122100-0708122300*

**EXAMPLES–**

*!SAV SAV AIRSPACE DMSTN ACFT 15000/BLW 5 NMR SAV AVOIDANCE ADZD WEF 0710122100-0710122300*

b thru b1(f) – No Change

2. Amend examples after subparagraph 6-2-5b2, “Disseminate information received as follows using the affected ARTCC(s) as the affected location.”

**EXAMPLES–**

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

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

3. Amend the example after subparagraph 6-2-5b3, “Unmanned Aircraft operations involving two or more ARTCCs.”

**EXAMPLES-**

*!CLE ZOB AIRSPACE UNMANNED ACFT 12000-15000 WITHIN AN AREA BOUNDED BY EKN049007  
ESL188014 ESL187034 EKN170016 WEF 0711291600-0711290800*

*!DCA ZDC AIRSPACE UNMANNED ACFT 12000-15000 WITHIN AN AREA BOUNDED BY EKN049007  
ESL188014 ESL187034 EKN170016 WEF 0710291600-0710300800*

- tt. Amend Paragraph 6-1-7 by re-numbering former Paragraph 6-2-6, **AERIAL REFUELING**, as Paragraph 6-1-7.

**EXAMPLE-**

*!ABQ ABQ AIRSPACE AR115 ACT 0200-0500 DLY WEF 0709020200-0709070500*

- uu. Amend Paragraph 6-1-8 by re-numbering former Paragraph 6-2-7, **PARACHUTE JUMPING/SKY DIVING (PJE)**, to paragraph 6-1-8.

**EXAMPLES-**

*!CPR DDY AIRSPACE PJE 2 NMR DDY205038/24 SW CPR10000/BLW WEF 0712141400-0712141830*

*(Pointer NOTAM)*

*!CPR CPR AIRSPACE SEE DDY 12/045 PJE WEF 0712141400-0712141830*

*(VOR F/R/D at airport)*

*!DSM DSM AIRSPACE PJE 3 NMR DSM149009/0Y5 10000/BLW WEF 07092114000709211600*

*(VOR F/R/D)*

*!DCA BRV AIRSPACE PJE 2 NMR BRV130025 12000/BLW WEF 0711301200-0711301600*

*(airport)*

*!CHO CHO AIRSPACE PJE 5 NMR 10000/BLW WEF 0709231400-0709231800*

*(from an airport)*

*!CHO CHO AIRSPACE PJE 30 NE 5 NMR 10000/BLW WEF 0710231300-0710231600*

- vv. Amend Paragraph 6-1-9 by re-numbering former paragraph 6-2-8, **DEPARTURE PROCEDURES AND STANDARD TERMINAL ARRIVALS**, to read:

**EXAMPLES-**

*!USD SAN AIRSPACE BORDER THREE DEPARTURE JULIAN TRANSITION: FROM OVER BROWS INT VIA  
JLI R-182 TO JLI VORTAC*

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

- ww. Amend Paragraph 6-1-10 by re-numbering former paragraph 6-2-9, **MOORED BALLOONS, KITES, UNMANNED ROCKETS, UNMANNED FREE BALLOONS, HOT AIR BALLOONS, AND HIBAL**, to paragraph 6-1-10.



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

6-1-10a thru f. – No Change

**EXAMPLES–**

*!CPR DDY AIRSPACE UNMANNED Rocket 2 NMRDDY205038/24 SW CPR FL250/BLW WEF 0712141400-0712141830*

*(Pointer NOTAM)*

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

*!ICT ICT AIRSPACE UNMANNED ROCKET 4 NMR ICT190024 FL250/BLW WEF 0708181200-0708182000*

*!ABQ ABQ AIRSPACE HIBAL ABQ180020 S BND REACHING FL600 TIL 0710251800*

*!DEN DEN AIRSPACE HIBAL 30 S E BND REACHING 10000 TIL 0711181900*

*!DSM DSM AIRSPACE AEROBATIC ACFT 4500/BLW 6 NMR DSM AVOIDANCE ADZD WEF 0712291200-0712302200*

*!SGF SGF AIRSPACE AEROBATIC AREA 3000-8500 3 NMR SGF AVOIDANCE ADZD WEF 0712301400-0712311800*

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

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

- xx. Amend Paragraph 6-1-11 by re-numbering former Paragraph 6-2-10, **LIGHTS OUT/NIGHT VISION GOGGLE (NVG) OPERATIONS IN MILITARY OPERATIONS AREAS**, to Paragraph 6-1-11.

- yy. Amend the example after Paragraph 6-1-11d to read:

**EXAMPLE–**

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

- zz. Insert new Section at the end of Chapter 6, Section 2, **Other Aeronautical Information**, to read as follows:

**6-2-1. GENERAL Aeronautical information received from any authorized source that may be beneficial to aircraft operations and does not meet defined NOTAM criteria. Any such NOTAM will be prefaced with ‘(O)’ as the keyword following the Location Identifier. These NOTAMS should have an expected time or date/time of return to service or return to normal status.**

- a. Disseminate the following conditions as NOTAM D:

**EXAMPLE–**

**!LOZ LOZ (O) CONTROLLED BURN OF HOUSE 8 NE APCH END RWY 23 WEF 0708211300-0708211700**

**5. Distribution.** This notice is distributed to the following ATO Service Units: En Route, Terminal, Safety, and System Operations Services; the Air Traffic Safety Oversight Service; the Mike Monroney Aeronautical Center; the William J. Hughes Technical Center; the Office of Chief Counsel; international aviation field offices, and the Airline and Airport Offices.

**6. Background.** This is a Policy change for NOTAM procedures and formats and will serve as a Document Change to the FAA Order 7930.2. A new Order will be published and released July 31, 2008, to incorporate these changes.



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

10-23-07

Date Signed