SUBJ: Notices to Airmen (NOTAM)

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.

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

Date: 19 2014
SUBJ: Notices to Airmen

1. Purpose of This Change. This change transmits revised pages to Federal Aviation Administration Order JO 7930.2P, Notices to Airmen, and the Briefing Guide.

2. Audience. This change applies to selected offices in Washington headquarters, service center offices, the William J. Hughes Technical Center, the Mike Monroney Aeronautical Center, and air traffic field offices and facilities.


4. Explanation of Policy Change. See the Explanation of Changes attachment which has editorial corrections and changes submitted through normal procedures. The Briefing Guide lists only new or modified material, along with background and operational impact statements.

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

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 Retain this transmittal until superseded by a new basic order.

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

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

Date: February 4, 2015
Comments/Corrections

Comments or corrections concerning this publication may be submitted on this form and submitted electronically to: 9–AJV–8–HQ–Correspondence@faa.gov

Notice to Editor

The following comments/corrections are submitted concerning the information contained in:
Paragraph number_________________ Title ______________________________
Page ________________ Dated ________________

Name______________________________
Street_______________________________
City________________ State_________ Zip__________
### PAGE CONTROL CHART
Notices to Airmen (NOTAM)

<table>
<thead>
<tr>
<th>REMOVE PAGES</th>
<th>DATED</th>
<th>INSERT PAGES</th>
<th>DATED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Entire Order</td>
<td>..</td>
<td>Entire Order</td>
<td>..</td>
</tr>
</tbody>
</table>

**NOTE=**

This order is reprinted in its entirety with Change 2 incorporated. Please refer to the Briefing Guide for the most recent changes.
Notices to Airmen
(NOTAM)

Explanation of Changes

Change 2

a. 1-4-6. DEFINITIONS
This change adds definitions for taxi lanes, the United States NOTAM System (USNS), and Virgule.

b. 3-3-4. USE OF VIRGULE (/)
This change defines the use of virgule.

c. 5-1-4. REPORTING FIELD CONDITIONS
This change adds two more friction measuring devices in table 5-1-5.

d. 5-2-2. TOWER LIGHT OUTAGES
This change adds a Note about antenna structure registration (ASR) usage and makes a minor correction to two examples.

e. 5-2-3. OBSTRUCTIONS
This change adds clarity for wind turbine farms and the use of Antenna Structure Numbers (ASN).

f. 5-2-4. MOORED BALLOONS AND KITES
This change meets ICAO standards and makes a minor correction to an example of plain language for issuing NOTAMs for Moored Balloons and Kites.

g. 5-3-7. NAVAID CONDITIONS
This change modifies the example for equipment that is out of service and the explanation for the “Out of Service (OTS)” condition is deleted. Satellite Based Systems are removed from this section and are now under 5-3-8.

h. 5-3-8. SATELLITE BASED SYSTEMS
This change introduces a new paragraph title and standardizes the example.

i. 5-3-9. HOURS OF OPERATION
This change renumbers the “Hours of Operation” paragraph. Also, a small correction is made to the example.

j. 5-4-3. COMMUNICATION OUTLET CONDITIONS
This change adds Remote Communication Outlet (RCO) policy that is already established and in use by NAS users.

k. 5-5-2. CHANGES TO PUBLISHED SERVICES
This change adds Automatic Flight Information Service to Published Services and provides examples. This change also adds another example to ATIS.

l. 5-5-4. WEATHER AND WEATHER REPORTING EQUIPMENT
A weather reporting system is added to the NOTAM handbook; this system reports wind warnings at Juneau (JNU), Alaska and provides turbulence alerts.

m. 6-1-4. AIRCRAFT OPERATIONS
Alternate descriptions for aircraft operations such as air shows are now optional and used to provide clarity to the aeronautical information being NOTAMed.

n. 6-1-7. UNMANNED ROCKETS, UNMANNED FREE BALLOONS, HOT AIR BALLOONS, AND HIGH ALT BALLOONS
This change corrects the reference to include VOR/DME or VORTAC instead of the duplicate public-use airport.

o. 6-1-8. OTHER AIRSPACE ACTIVITIES
This change corrects the reference to include VOR/DME or VORTAC instead of the duplicate public-use airport.

p. 7-1-4. INTERIM IFR FLIGHT PROCEDURES
Because of technology changes to the NOTAM System, NOTAMs for Interim Flight Procedures using the Federal NOTAM System (FNS) go directly into the United States NOTAM System (USNS) for distribution.

q. 7-1-5. TEMPORARY FLIGHT RESTRICTIONS
Temporary Flight Restriction (TFR) information provided in JO 7930.2P does not completely meet the operational needs of TFR NOTAMS. This DCP updates and clarifies the sequence of information required to successfully create, submit, and publish
TFR NOTAMS to the NAS. It updates examples and adds a note to 7-1-5.a.

r. Appendix D. ICAO Difference for the United States
This change adds words that we use frequently in a domestic NOTAM.

s. Entire Publication
Additional editorial/format changes are made where necessary. In some instances, revision bars were not used because of the insignificant nature of these changes.
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7. Page Control Chart. See the page control chart attachment.

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

Date: 6/2/14
Notices to Airmen
(NOTAM)
Explanation of Changes
Change 1

a. Entire Publication
Additional editorial/format changes are made where necessary. In some instances, revision bars were not used because of the insignificant nature of these changes.
Notices to Airmen
(NOTAM)

Explanation of Changes

Effective: April 3, 2014

a. 1–1–7. REVISIONS

The acronym NADIN is defined as National Airspace Data Interchange, and revisions to JO 7930.2 are now published on the publication cycle.

b. 1–3–6. TSA

This paragraph has been deleted to comply with established procedures.

c. 1–4–6. DEFINITIONS

A subparagraph, has been added for Location Designators defining the meaning of location designator.

d. 3–3–5. TAXIWAY IDENTIFICATION

The descriptive words BTN (between) and AND were added to signify a segment of a taxiway.

e. 4–2–1. NOTAM COMPOSITION

Flight Service has been removed as the only responsible party for handling NOTAMs for part time facilities.

f. 4–4–3. CANCELING PUBLISHED NOTAM DATA

Deletes Note under Paragraph 4-4-3b.

g. 4–5–2. NOTAM SERVICE MESSAGES

Service Messages examples have been updated to include a date/time group.

h. 6–1–4. AIRCRAFT OPERATIONS

6–1–6. PARACHUTE JUMPING/SKYDIVING (PJE)

6–1–7. UNMANNED ROCKETS, UNMANNED FREE BALLOONS, HOT AIR BALLOONS, AND HIGH ALT BALLOONS

6–1–8. OTHER AIRSPACE ACTIVITIES

The use of alternative description (optional) describes the center of the activity. This change brings JO 7930.2N into compliance with other ATO and FAA orders.

i. 7–1–1. GENERAL

Deletes Paragraph 7-1-1e. Snow NOTAMs requirements are in Chapter 5.

j. 8–1–3. TEMPORARY OR PERMANENT FDC NOTAMS

Paragraph 8-1-3 was changed to Military NOTAMs in the “N” rewrite. FDC NOTAMs are in Chapter 7.

k. 9–2–1. REQUEST FOR CANADIAN NOTMS FROM THE CANADIAN NOTAM SYSTEM

This change removes the statement for receiving only NOTAM data for Canadian aerodromes of first landing (airports for clearing Customs and Immigration) and now states that the USNS (United States NOTAM System) receives NOTAM data from Canada. The disclaimer urging users to contact the Canadian Web site for the most current NOTAMs remains.

l. APPENDIX D–ICAO DIFFERENCE FOR THE UNITED STATES

Cardinal Directions have been added to the list of words that are used often in domestic NOTAMs but are not recognized ICAO directions.

m. Entire Publication

Additional editorial/format changes are made where necessary.
# Table of Contents

## Chapter 1. General

### Section 1. Introduction

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1–1–1. PURPOSE</td>
<td>1–1–1</td>
</tr>
<tr>
<td>1–1–2. AUDIENCE</td>
<td>1–1–1</td>
</tr>
<tr>
<td>1–1–3. WHERE TO FIND THIS ORDER</td>
<td>1–1–1</td>
</tr>
<tr>
<td>1–1–4. CANCELLATION</td>
<td>1–1–1</td>
</tr>
<tr>
<td>1–1–5. EXPLANATION OF CHANGES</td>
<td>1–1–1</td>
</tr>
<tr>
<td>1–1–6. DISTRIBUTION</td>
<td>1–1–1</td>
</tr>
<tr>
<td>1–1–7. REVISIONS</td>
<td>1–1–1</td>
</tr>
<tr>
<td>1–1–8. EFFECTIVE DATE</td>
<td>1–1–1</td>
</tr>
</tbody>
</table>

### Section 2. Scope

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1–2–1. PURPOSE</td>
<td>1–2–1</td>
</tr>
<tr>
<td>1–2–2. PROCEDURAL APPLICATIONS</td>
<td>1–2–2</td>
</tr>
<tr>
<td>1–2–3. AVOIDANCE OF DUPLICATION</td>
<td>1–2–2</td>
</tr>
</tbody>
</table>

### Section 3. Accountable Organizations

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1–3–1. AIR TRAFFIC ORGANIZATION</td>
<td>1–3–1</td>
</tr>
<tr>
<td>1–3–2. TECHNICAL OPERATIONS SERVICES</td>
<td>1–3–1</td>
</tr>
<tr>
<td>1–3–3. FLIGHT INSPECTION SERVICES</td>
<td>1–3–2</td>
</tr>
<tr>
<td>1–3–4. OFFICE OF AIRPORT SAFETY AND STANDARDS</td>
<td>1–3–2</td>
</tr>
<tr>
<td>1–3–5. FLIGHT STANDARDS SERVICE</td>
<td>1–3–2</td>
</tr>
<tr>
<td>1–3–6. AIRPORT MANAGEMENT</td>
<td>1–3–2</td>
</tr>
</tbody>
</table>

### Section 4. Terms of Reference

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1–4–1. WORD MEANINGS</td>
<td>1–4–1</td>
</tr>
<tr>
<td>1–4–2. NOTES</td>
<td>1–4–1</td>
</tr>
<tr>
<td>1–4–3. EXAMPLES</td>
<td>1–4–1</td>
</tr>
<tr>
<td>1–4–4. REFERENCES</td>
<td>1–4–1</td>
</tr>
<tr>
<td>1–4–5. MANUAL CHANGES</td>
<td>1–4–1</td>
</tr>
<tr>
<td>1–4–6. DEFINITIONS</td>
<td>1–4–1</td>
</tr>
</tbody>
</table>

## Chapter 2. Aeronautical Information Services

### Section 1. Aeronautical Information System

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>2–1–1. GENERAL</td>
<td>2–1–1</td>
</tr>
<tr>
<td>2–1–2. DISSEMINATION OF AIRMEN INFORMATION</td>
<td>2–1–1</td>
</tr>
<tr>
<td>2–1–3. PUBLICATION CRITERIA</td>
<td>2–1–1</td>
</tr>
<tr>
<td>2–1–4. NOTICES TO AIRMEN PUBLICATION</td>
<td>2–1–2</td>
</tr>
<tr>
<td>2–1–5. FORWARDING DATA</td>
<td>2–1–2</td>
</tr>
<tr>
<td>2–1–6. CHART/PUBLICATION ERRORS OR OMISSIONS</td>
<td>2–1–2</td>
</tr>
<tr>
<td>2–1–7. ADMINISTRATIVE MESSAGES</td>
<td>2–1–3</td>
</tr>
<tr>
<td>2–1–8. ADDRESSING CORRESPONDENCE</td>
<td>2–1–3</td>
</tr>
<tr>
<td>2–1–9. NFDC ORGANIZATION</td>
<td>2–1–3</td>
</tr>
</tbody>
</table>
Table of Contents

Paragraph Page
2–1–10. THE NATIONAL FLIGHT DATA DIGEST (NFDD) 2–1–3
2–1–11. COMPUTER PRINTOUTS 2–1–3

Section 2. NOTAM System

2–2–1. NOTAM CLASSIFICATION 2–2–1

Chapter 3. General Operating Procedures

Section 1. General

3–1–1. TIE-IN STATIONS 3–1–1
3–1–2. NOTAM RESPONSIBILITIES 3–1–1
3–1–3. NOTAM LOG 3–1–1
3–1–4. FDC PRESIDENTIAL, SPECIAL SECURITY INSTRUCTIONS, OR EMERGENCY AIR TRAFFIC RULES TFRs 3–1–1

Section 2. Coordination

3–2–1. COORDINATION WITH OTHER FACILITIES 3–2–1
3–2–2. FILING NOTAM INFORMATION WITH FSSs 3–2–1
3–2–3. PASSING NOTAM DATA BY PART-TIME FSS FACILITIES 3–2–1
3–2–4. NON-FEDERAL FACILITIES 3–2–1

Section 3. Use of Terms

3–3–1. USE OF CONTRACTIONS AND ABBREVIATIONS 3–3–1
3–3–2. EXPRESSION OF TIME IN THE NOTAM SYSTEM 3–3–1
3–3–3. UNITS OF MEASUREMENT 3–3–1
3–3–4. USE OF VIRGULE (/) 3–3–1
3–3–5. RUNWAY IDENTIFICATION 3–3–1
3–3–6. TAXIWAY IDENTIFICATION 3–3–1
3–3–7. APRON IDENTIFICATION 3–3–1

Chapter 4. NOTAM D Procedures

Section 1. General

4–1–1. ACCEPTING NOTAM D INFORMATION 4–1–1
4–1–2. NATIONAL NOTAM OFFICE RELATIONSHIPS 4–1–1

Section 2. Preparing NOTAMs for Dissemination

4–2–1. NOTAM COMPOSITION 4–2–1
4–2–2. NOTAM ACCOUNTABILITY 4–2–2

Section 3. Coding and Transmission of NOTAMs

4–3–1. PREPARATION FOR TRANSMISSION 4–3–1
4–3–2. AUTOMATIC DATA PROCESSING (ADP) CODES 4–3–1
4–3–3. NOTAM TRANSMISSION 4–3–1
4–3–4. TRANSMISSION OF NOTAMs EXCEEDING 20 LINES 4–3–1
4–3–5. CONFIRMING ACCEPTANCE BY THE NOTAM SYSTEM 4–3–1
4–3–6. TRANSMISSION BY ANOTHER FACILITY 4–3–1
## Table of Contents

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>4–3–7. RETRIEVING DOMESTIC NOTAMs</td>
<td>4–3–1</td>
</tr>
<tr>
<td><strong>Section 4. Canceling/Extending NOTAMs</strong></td>
<td></td>
</tr>
<tr>
<td>4–4–1. EXTENDING NOTAM DURATION</td>
<td>4–4–1</td>
</tr>
<tr>
<td>4–4–2. CANCELLATION OF NOTAMs</td>
<td>4–4–1</td>
</tr>
<tr>
<td>4–4–3. CANCELING PUBLISHED NOTAM DATA</td>
<td>4–4–1</td>
</tr>
<tr>
<td><strong>Section 5. Computer-Generated NOTAM Service Messages</strong></td>
<td></td>
</tr>
<tr>
<td>4–5–1. MONITORING</td>
<td>4–5–1</td>
</tr>
<tr>
<td>4–5–2. NOTAM SERVICE MESSAGES</td>
<td>4–5–1</td>
</tr>
<tr>
<td><strong>Chapter 5. NOTAM Criteria</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Section 1. Movement Area NOTAMs</strong></td>
<td></td>
</tr>
<tr>
<td>5–1–1. ORIGINATORS OF AERODROME NOTAMs</td>
<td>5–1–1</td>
</tr>
<tr>
<td>5–1–2. HANDLING REPORTED AERODROME CONDITIONS</td>
<td>5–1–1</td>
</tr>
<tr>
<td>5–1–3. MOVEMENT AREA INFORMATION</td>
<td>5–1–1</td>
</tr>
<tr>
<td>5–1–4. REPORTING FIELD CONDITIONS</td>
<td>5–1–5</td>
</tr>
<tr>
<td>5–1–5. AERODROME FACILITIES</td>
<td>5–1–11</td>
</tr>
<tr>
<td>5–1–6. WORK IN PROGRESS</td>
<td>5–1–12</td>
</tr>
<tr>
<td><strong>Section 2. Lighting Aid and Obstruction NOTAMs</strong></td>
<td></td>
</tr>
<tr>
<td>5–2–1. LIGHTING AIDS</td>
<td>5–2–1</td>
</tr>
<tr>
<td>5–2–2. TOWER LIGHT OUTAGES</td>
<td>5–2–2</td>
</tr>
<tr>
<td>5–2–3. OBSTRUCTIONS</td>
<td>5–2–3</td>
</tr>
<tr>
<td>5–2–4. MOORED BALLOONS AND KITES</td>
<td>5–2–4</td>
</tr>
<tr>
<td><strong>Section 3. NAVAID NOTAMs</strong></td>
<td></td>
</tr>
<tr>
<td>5–3–1. GENERAL</td>
<td>5–3–1</td>
</tr>
<tr>
<td>5–3–2. REPORTING NAVAID MALFUNCTIONS</td>
<td>5–3–1</td>
</tr>
<tr>
<td>5–3–3. UNPROGRAMMED EXTENDED SHUTDOWNS</td>
<td>5–3–1</td>
</tr>
<tr>
<td>5–3–4. NAVAID MAINTENANCE SHUTDOWNS</td>
<td>5–3–1</td>
</tr>
<tr>
<td>5–3–5. UNMONITORED NAVAIDs</td>
<td>5–3–1</td>
</tr>
<tr>
<td>5–3–6. INSTRUMENT LANDING SYSTEM STATUS</td>
<td>5–3–1</td>
</tr>
<tr>
<td>5–3–7. NAVAID CONDITIONS</td>
<td>5–3–2</td>
</tr>
<tr>
<td>5–3–8. SATELLITE BASED SYSTEMS</td>
<td>5–3–4</td>
</tr>
<tr>
<td>5–3–9. HOURS OF OPERATION</td>
<td>5–3–5</td>
</tr>
<tr>
<td><strong>Section 4. Communications Outlets NOTAMs</strong></td>
<td></td>
</tr>
<tr>
<td>5–4–1. GENERAL</td>
<td>5–4–1</td>
</tr>
<tr>
<td>5–4–2. REPORTING COMMUNICATIONS OUTLET MALFUNCTIONS</td>
<td>5–4–1</td>
</tr>
<tr>
<td>5–4–3. COMMUNICATION OUTLET CONDITIONS</td>
<td>5–4–1</td>
</tr>
<tr>
<td><strong>Section 5. Services NOTAMs</strong></td>
<td></td>
</tr>
<tr>
<td>5–5–1. GENERAL</td>
<td>5–5–1</td>
</tr>
<tr>
<td>5–5–2. CHANGES TO PUBLISHED SERVICES</td>
<td>5–5–1</td>
</tr>
<tr>
<td>5–5–3. HOURS OF OPERATION</td>
<td>5–5–1</td>
</tr>
<tr>
<td>5–5–4. WEATHER AND WEATHER REPORTING EQUIPMENT</td>
<td>5–5–3</td>
</tr>
</tbody>
</table>
Chapter 6. Airspace NOTAMs

Section 1. Airspace

6–1–1. GENERAL ............................................................... 6–1–1
6–1–2. SPECIAL ACTIVITY AIRSPACE (SAA) .......................... 6–1–1
6–1–3. AIRSPACE AND ALTITUDE RESERVATIONS .................. 6–1–2
6–1–4. AIRCRAFT OPERATIONS ............................................ 6–1–2
6–1–5. AERIAL REFUELING .................................................. 6–1–4
6–1–6. PARACHUTE JUMPING/SKY DIVING (PJE) ....................... 6–1–4
6–1–7. UNMANNED ROCKETS, UNMANNED FREE BALLOONS, HOT AIR BALLOONS, AND HIGH ALT BALLOONS .................. 6–1–5
6–1–8. OTHER AIRSPACE ACTIVITIES ..................................... 6–1–6

Section 2. Other Aeronautical Information

6–2–1. GENERAL ............................................................... 6–2–1

Chapter 7. FDC NOTAM Procedures

Section 1. Transmitting FDC NOTAM Data

7–1–1. GENERAL ............................................................... 7–1–1
7–1–2. FDC NOTAM NUMBERING ............................................ 7–1–1
7–1–3. TEMPORARY OR PERMANENT FDC NOTAMs .................. 7–1–1
7–1–4. INTERIM IFR FLIGHT PROCEDURES ............................... 7–1–1
7–1–5. TEMPORARY FLIGHT RESTRICTIONS .............................. 7–1–3
7–1–6. AIR DEFENSE EMERGENCY .......................................... 7–1–4
7–1–7. SPECIAL DATA .......................................................... 7–1–5
7–1–8. LASER LIGHT ACTIVITY .............................................. 7–1–5

Section 2. Cancellation/Expiration

7–2–1. FDC NOTAM EXPIRATION ............................................ 7–2–1
7–2–2. CANCELING FDC NOTAMs ........................................... 7–2–1
7–2–3. FDC NOTAM LIST ..................................................... 7–2–1
7–2–4. RETRIEVING FDC NOTAMs ......................................... 7–2–1

Chapter 8. Military NOTAMs

Section 1. General

8–1–1. MILITARY FACILITIES ................................................ 8–1–1
8–1–2. SUBMISSION OF MILITARY DATA FOR PUBLICATION ........ 8–1–1
8–1–3. MILITARY NOTAMs NOT MEETING CRITERIA .................... 8–1–1
Section 2. Military NOTAM Dissemination

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>8–2–1. MILITARY NOTAMs</td>
<td>8–2–1</td>
</tr>
<tr>
<td>8–2–2. ALASKAN MILITARY NOTAMs</td>
<td>8–2–1</td>
</tr>
</tbody>
</table>

Section 3. Military NOTAM Retrieval

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>8–3–1. MILITARY NOTAM AVAILABILITY</td>
<td>8–3–1</td>
</tr>
<tr>
<td>8–3–2. RETRIEVING MILITARY NOTAMs</td>
<td>8–3–1</td>
</tr>
<tr>
<td>8–3–3. SERVICE MESSAGES</td>
<td>8–3–1</td>
</tr>
<tr>
<td>8–3–4. MILITARY NOTAM CRITERIA FOR MILITARY NOTAM SYSTEM</td>
<td>8–3–1</td>
</tr>
</tbody>
</table>

Chapter 9. International NOTAMs

Section 1. General Procedures

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>9–1–1. RETRIEVING INTERNATIONAL NOTAMs</td>
<td>9–1–1</td>
</tr>
<tr>
<td>9–1–2. INTERNATIONAL NOTAM DATA FORMAT</td>
<td>9–1–1</td>
</tr>
<tr>
<td>9–1–3. USNS-GENERATED SERVICE MESSAGES</td>
<td>9–1–2</td>
</tr>
</tbody>
</table>

Section 2. Procedures For Canadian NOTAMs

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>9–2–1. REQUEST FOR CANADIAN NOTAMs FROM THE CANADIAN NOTAM SYSTEM</td>
<td>9–2–1</td>
</tr>
</tbody>
</table>

Appendices

Appendix A. International NOTAM (Q) Codes         Appendix A–1
Appendix B. National Weather Service (NWS) Radiosonde/HIBAL Flights Appendix B–1
Appendix C. FCC Field Office Fax Numbers           Appendix C–1
Appendix D. ICAO Difference for the United States Appendix D–1
Chapter 1. General

Section 1. Introduction

1–1–1. PURPOSE
This order prescribes procedures used to obtain, format, and disseminate information on unanticipated or temporary changes to components of, or hazards in, the National Airspace System (NAS) until the associated aeronautical charts and related publications have been amended. The Notice to Airmen (NOTAM) system is not intended to be used to advertise data already published or charted.

1–1–2. AUDIENCE
The primary audience for this order is any office responsible for originating NOTAMs. The secondary audience is those who use aeronautical information.

1–1–3. WHERE TO FIND THIS ORDER
This order is available on the Federal Aviation Administration (FAA) website at http://faa.gov/air_traffic/publications and http://employees.faa.gov/tools_resources/orders_notices/.

1–1–4. CANCELLATION
FAA Order JO 7930.2N, Notices to Airmen (NOTAM) dated August 22, 2013, and Changes, are canceled.

1–1–5. 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 System Operations Services, Flight Services, Safety and Operations Policy Group.

1–1–6. 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 operations field offices and facilities.

1–1–7. REVISIONS
a. The contents of this order will be periodically reviewed and updated, as required by National Airspace Data Interchange Network (NADIN), General Notices (GENOTs), and order changes. Changes/orders are published on the publications cycle.

b. Any changes to this order must be submitted to the VP, Mission Support Services, attn.: ATC Procedures Office, AJV-11:
   1. Personnel should submit recommended changes in procedures to facility management.
   2. Recommendations from other sources should be submitted through appropriate FAA, military, or industry/user channels.
   3. Procedural changes will not be made to this order until the operational system software has been adapted to accomplish the revised procedures.

1–1–8. EFFECTIVE DATE
This order is effective April 3, 2014.
Section 2. Scope

1–2–1. PURPOSE

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

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

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

c. NOTAMs must have one of the following keywords as the first part of the text. A keyword is used to make it easier to sort and locate the specific data needed.

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

 NOTE – Examples of keywords (RWY, TWY, APRON, AD, OBST, NAV, COM, SVC) are shown in chapter 5; AIRSPACE in chapter 6; (IAP, ODP, SID, STAR, ROUTE, and SPECIAL) relating to instrument flight procedures in chapter 7.

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

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

3. APRON (Apron/Ramp). Keyword used to describe a temporary change or hazard associated with an apron or ramp, apron/ramp lighting, markings, and signage.

4. AD (Aerodrome). Keyword used to describe a temporary change or hazard or potential hazard on or within 5 statute miles of an airport, heliport, helipad, or maneuvering area that is not associated with a specific movement area surface. Such hazards may include, (but are not limited to), aerodrome closures, lighting not associated with a specific movement area surface, aerodrome services (fuel, customs, ARFF), helicopter platforms, wildlife hazards, and meteorological equipment (wind indicators) or services.

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

6. NAV (Navigation Aids). Keyword used to describe a temporary change or hazard caused by the changes in the status of ground-based radio navigational aids and Global Navigation Satellite Systems (GNSS) (except for area navigation (RNAV) approach anomalies).

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

8. SVC (Services). Keyword used to describe a temporary change or hazard associated with change in service levels, such as operating hours, air traffic management services, or airport services.

9. AIRSPACE (Airspace). Keyword used to describe an airspace restriction or activity warning which impacts, restricts, or precludes use of airspace.

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

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

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

13. CHART (Chart). Keyword used to describe a U.S. Government chart correction, followed by name of chart and word “CORRECT” that becomes effective before the next publication cycle.

14. DATA (Data). Keyword used to describe a temporary change or hazard associated with a data set change followed by the name of the data set to be
changed; for example U.S. DOD DAFIF, DACS, or NFD.

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

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

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

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

19. SECURITY (Security). Keyword used for Department of State advisories, Special Federal Aviation Regulations (SFARs), advisories of national emergency, national security actions, special security instructions, air defense identification zone (ADIZ) procedures.

NOTE – Keyword SECURITY is not used for NOTAMs that describe a defined restricted area or TFR. Such NOTAMs would use keyword AIRSPACE.

20. (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.

NOTE – Keyword (O) should not be used for NOTAMs pertaining to a movement area as described in this Order.

d. (U) – Unverified. (U) is used preceding a keyword as described in paragraph 5-1-2.

e. The United States Department of Defense (DOD) will append the keywords IAP, SPECIAL, ODP, SID, and STAR with “U. S. DOD” to indicate that a published procedure is for military use only (not for civil use). For example, STAR U. S. DOD, SID U. S. DOD, IAP U. S. DOD.

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. FAA Order JO 7210.3, Facility Operation and Administration, contains administrative procedures for developing and executing those letters and documents.

1–2–3. AVOIDANCE OF DUPLICATION

Before 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 unless a NOTAM is required by a Certificate of Waiver or Authorization from Title 14, Code of Federal Regulations (CFR) issued by the FAA.
Section 3. Accountable Organizations

1–3–1. AIR TRAFFIC ORGANIZATION

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

NOTE—
Situations that present an immediate hazard should be reported to the air traffic control (ATC) facility most concerned. Other situations should be reported on a first priority basis to the flight service station or appropriate accountable organization.

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

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

c. The party that originates the NOTAM on behalf of the accountable organization is responsible for the accuracy, origination, and cancellation of the NOTAM. FSS personnel receiving NOTAM information that requires action by another FSS must forward the information to that FSS for appropriate action.

d. The certified source is responsible for the correct classification and format of the NOTAM and for ensuring that facilities affected by the NOTAM are aware of the new NOTAM.

e. FSS specialists/Flight Services Program Operations specialists are responsible for issuing a NOTAM that is not covered in any example or NOTAM criteria in FAA Order JO 7930.2. Advise the USNOF when this type of NOTAM is being issued.

NOTE—
Before issuing this type of NOTAM, a discussion with a USNOF NOTAM specialist must take place to coordinate formats and adhere to standard NOTAM procedures as best as possible.

f. System Operations Services, Flight Services, has the responsibility to ensure that data submitted complies with the policies, criteria, and formats contained in this order. This responsibility is delegated to the Safety and Operations Policy Group.

g. Mission Support Services, Aeronautical Navigation Products (AeroNav Products) is responsible for originating Flight Data Center (FDC) NOTAMs for revisions to standard instrument approach procedures (SIAP), air traffic service (ATS) routes, textual and graphic departure procedures (both ODPS and SIDs), and special instrument flight procedures. AeroNav Products may originate NOTAMs regarding navigational aid (NAVAID) restrictions in accordance with FAA Order 8200.1, United States Standard Flight Inspection Manual.

h. Mission Support Services, Airspace Services, is responsible for the development of policy guidance regarding standard terminal arrival routes (STAR). STAR NOTAMs are originated by the Air Route Traffic Control Center (ARTCC) (See paragraph 7-1-4f).

i. USNOF executes the operational compliance function. When operational personnel of the USNOF determine that NOTAM information submitted is not in compliance with the criteria or procedures as prescribed, they must call this to the attention of the transmitting party. USNOF will forward unresolved issues to the Flight Services Program Operations for clarification and further action. The USNOF is responsible for operating the NOTAM system. USNOF originates NOTAMs, as needed.

REFERENCE—
FAA Order JO 7930.2, Para 4–1–2, National NOTAM Office Relationships

NOTE—
NOTAM office phone numbers: (888) 876-6826; (540) 422-4262. FAX number is (540) 422-4298.

1–3–2. TECHNICAL OPERATIONS SERVICES

The Technical Operations Services, Operations Center manager, or representative, is responsible for:

a. Originating 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**
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.

1–3–3. FLIGHT INSPECTION SERVICES

NOTAMs regarding NAVAID restriction are initiated by Flight Inspection Services under FAA Order 8200.1, United States Standard Flight Inspection Manual. Facility classification based on flight inspection results is the responsibility of the flight inspector.

1–3–4. OFFICE OF AIRPORT SAFETY AND STANDARDS

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

**REFERENCE**
FAA Order 5010.4, Airport Safety Data Program, and 14 CFR Parts 139 and 157.

1–3–5. FLIGHT STANDARDS SERVICE

The Flight Technologies and Procedures Division, AFS-400, is responsible for development of policy guidance and procedures for the origination, tracking, and cancellation of NOTAMs relating to instrument flight procedures. This policy is contained in FAA Order 8260.19, Flight Procedures and Airspace, and applies to the following: SIAPs, ATS routes, textual and graphic ODPs, SIDs, and special instrument flight procedures. (See paragraph 1–3–1 for procedures addressing STAR NOTAMs.)

1–3–6. AIRPORT MANAGEMENT

Specific airport management responsibilities are outlined in 14 CFR Parts 139 and 157. Airport managers are required to abide by applicable provisions of these and pertinent regulations regardless of application of any procedure in this order.
Section 4. Terms of Reference

1–4–1. WORD MEANINGS

As used in this order:

a. “Must” means a procedure is mandatory.

b. “Should” means a procedure is recommended.

c. “May” or “need not” means a procedure is optional.

d. “Will” indicates futurity, not a requirement for application of a procedure.

e. “Must not” means a procedure is prohibited.

f. Singular words include the plural.

g. Plural words include the singular.

h. Miles means nautical miles unless otherwise stated.

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. EXAMPLES

Any illustration used which serves to explain subject material is identified as an EXAMPLE. They are representative of the format discussed in each section. Not all components of the NAS will be illustrated with an example.

1–4–4. 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. All references to other FAA orders reflect the current edition of the order.

1–4–5. 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; that is, when material which affects the performance of duty is added, revised, or deleted.

1–4–6. DEFINITIONS

The terms below as used in this order are defined in this section.

a. Accountable Organization. The accountable organization is responsible for accurately reporting the condition considered to be a hazard or potential hazard to flight operations. Reporting the condition must be accomplished by ensuring that procedures are developed to establish NOTAM origination and coordination responsibilities.

b. Accountability Location. This is the location identifier of the location in the NOTAM computer that keeps track of the NOTAM numbering.

c. Aeronautical Information. Any information concerning the establishment, condition, or change in any component (facility, service, or procedure of, or hazard) of the NAS. This information is published and/or disseminated by means of aeronautical charts, publications, and/or NOTAMs.

d. 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.

e. Alaska Supplement. See Supplement.

f. Center Area NOTAM (CAN). CANs are NOTAMs issued on airway changes, temporary flight restrictions (TFR) and laser light activity that fall within an ARTCCs airspace. CANs will be issued in the FDC format by the USNOF.
g. **Certified Airport**. An airport certificated under 14 CFR Part 139. These airports are so indicated in the airport/facility directory.

h. **Certified Source**. The party who enters/submits a NOTAM to the USNS using an approved direct entry tool or interface.

i. **Chart Supplement**. See Supplement.

ej. **Distribution**. Forwarding of NOTAM information from the USNS to NADIN.

k. **Fix/Radial/Distance (F/R/D)**. Is a VOR identifier followed by 3-digit degrees magnetic and 3-digit distance in nautical miles with no spaces between characters (SAC360020 would be 360-degree radial, 20NM from SAC).

l. **Flight Data Center (FDC) NOTAM**. FDC NOTAMS are normally used to disseminate safety of flight information relating to regulatory material as well as to all Instrument Flight Procedures and are issued through the USNOF.

m. **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.

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

o. **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.

p. **NOTAM Originator**. The party who submits a NOTAM to the USNS using an approved interface and is accountable for the NOTAM coordination.

q. **Pacific Chart Supplement**. See Supplement.

r. **Reduced**. Used to denote possible communications problems that may prevent data from being delivered. If the data is received, it is good; therefore, it is reliable. However, when the coverage is reduced, the data may not be received, or there may be a loss of signal during flight; once that signal is received again it is deemed usable.

s. **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.

t. **Tie-In Station**. A flight service station designated to provide prescribed services for civil, military, national and international facilities; for example, NOTAM purposes and flight information messages.

u. **Location Designator**. Used to designate either an affected airport, center, or facility.

v. **Taxi Lanes**. Designed for low speed and precise taxiing. Taxi lanes are usually, but not always, located outside the movement area, providing access (to and) from taxiways (usually an apron taxiway) to (and from) aircraft parking positions and other terminal areas.

w. **United States NOTAM System**. The United States NOTAM System (USNS) is a safety-critical system that collects, maintains and distributes NOTAMs for the aviation community.

x. **Virgule (/)**. For US NOTAM purposes - a diagonal symbol used to separate alternatives; to stand for the word “and”.

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1-4-2 Terms of Reference
Chapter 2. Aeronautical Information Services

Section 1. Aeronautical Information System

2–1–1. GENERAL

The system for disseminating aeronautical information is made up of two subsystems, the Aeronautical 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 Publication (NTAP).
   2. Airport/Facility Directory (AFD).

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

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

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

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


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


g. Airport Rescue Fire Fighting (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. NTAP is published by Mission Support Services, ATC Products and 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 1 are provided by ATC Products and Publications. This part contains selected FDC NOTAMs that are expected to be in effect on the effective date of the publication. This part is divided into three sections:
   (a) Section 1, Airway NOTAMs, reflecting airway changes that fall within an ARTCCs airspace.
   (b) Section 2, Procedural NOTAMs.
   (c) Section 3, General NOTAMs, containing NOTAMs that are general in nature and not tied to a specific airport/facility (for example, flight advisory and restrictions, open duration Special Security Instructions and Special Flight Rules Area.

2. Part 2, provided by NFDC, contains Part 95 Revisions, Revisions to Minimum En Route IFR Altitudes and Changeover Points.

3. Part 3, International NOTAMs, is divided into two sections.
   (a) Section 1, International Flight Prohibitions, Potential Hostile Situations, and Foreign Notices.
   (b) Section 2, International Oceanic Airspace Notices.

4. Part 4, Graphic Notices, compiled by ATC Products and Publications from data provided by FAA service area offices and other lines of business, contains special notices and graphics pertaining to almost every aspect of aviation; such as, military training areas, large scale sporting events, air show information, Special Traffic Management Programs (STMPs) and airport-specific information. This part is comprised of 6 sections:
   (a) Section 1, General.
   (b) Section 2, Special Operations.
   (c) Section 3, Airport and Facility Notices.
   (d) Section 4, Major Sporting and Entertainment Events.
   (e) Section 5, Airshows.
   (f) Section 6, Special Notices.

NOTE—
Notices in Parts 3 and 4 of the NTAP are submitted to and processed through ATC Products and Publications, not NFDC. Cutoff dates and requirements for notices in Parts 3 and 4 are in the NTAP.

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 must be forwarded in advance of the occurrence to the NFDC. NFDC must publish data received in accordance with existing policies, criteria, and publication cutoff deadlines. The schedule of publication cutoff dates is contained in the 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 AFD publication or aeronautical chart will be published.

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

a. Managers must 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 ATC Products and Publications.

b. Managers must review all current NOTAMs issued by their facility on a quarterly basis for currency.
c. If NOTAMs are published or more than 90 days old, the accountable organization must be contacted for possible cancellation.

2–1–7. ADMINISTRATIVE MESSAGES

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

**EXAMPLE**

GG KRWAYAYX
121543 KCAYFYX 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 COMMISSIONED. ATCT HOURS 0900–1900. SIMEONE MANAGER FSS.

2–1–8. ADDRESSING CORRESPONDENCE

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

Federal Aviation Administration
Mission Support Services
1575 I Street, NW.
Washington, D.C. 20005

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 and NAVAIDs Section
telephone: (202) 385–7474.

b. Procedures and Airspace Section,
telephone: (202) 385–7473.

c. Cartographic Standards Section,
telephone: (202) 385–7456.

d. Aeronautical Information Management:
   1. Toll Free: (866) 295-8236
   2. Fax: (202) 385–7616.


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 must not be used as a basis to cancel NOTAMs.

2–1–11. COMPUTER PRINTOUTS

Computer printouts listing all navigational aids and public use civil landing areas by flight plan area may be obtained from Aeronautical Information Management.
Section 2. NOTAM System

2-2-1. NOTAM CLASSIFICATION

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

a. **NOTAM D.** Information that meets the criteria of this order and requires wide dissemination via telecommunication and pertains to en route navigational aids, civil public-use airports listed in the AFD, facilities, services, and procedures.

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

c. **Pointer NOTAM.** Issued by a flight service station to highlight or point out another NOTAM; such as an FDC or Parachute Jump Exercise (PJE) NOTAM. This type of NOTAM will assist users in cross-referencing important information that may not be found under an airport or NAVAID identifier. Keywords in pointer NOTAMs must match the keywords in the NOTAM D that is being pointed out. Keywords in pointer NOTAMs related to temporary flight restrictions (TFR) must be AIRSPACE. (See chapter 6 for an example.)

d. **Military NOTAM.** NOTAMs pertaining to U.S. Air Force, Army, Marine, Navy, and Coast Guard navigational aids/airports that are part of the NAS.
Chapter 3. General Operating Procedures

Section 1. General

3–1–1. TIE-IN STATIONS

a. Flight Service Program Office must 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. NOTAM RESPONSIBILITIES

a. The party that enters the NOTAM data is responsible for classifying, formatting, and informing the controlling facility and other facilities/offices affected by the aid, service, or hazard contained in the new NOTAM.

b. Any office which receives information is responsible for the accuracy, currency, and validity of the NOTAM. When an office receives information that is outside their area of responsibility, they will inform the accountable organization.

c. FSSs must accept all aeronautical information. Information obtained from other than authorized personnel must be confirmed before issuance. 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. Conditions requiring a NOTAM should be coordinated with the appropriate air traffic facilities.

d. ARTCCs are responsible for forwarding FDC and special activity airspace (SAA) NOTAM information to the affected terminal facilities.

REFERENCE—
FAA Order JO 7930.2, Para 6–1–2, Special Activity Airspace (SAA)

3–1–3. NOTAM LOG

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

a. Log all NOTAMs on a locally approved form containing at least the same data for each accountability (NOTAM file) location. Information to include on the form: Month, Facility, NOTAM Number, Condition Description, Transmitted by/DTG, and Canceled by/DTG.

b. Incoming FDC NOTAMs and cancellations must be logged on a locally approved form, containing at least the same data. Information to include on the form: FDC NOTAM Receipt Log, NOTAM Number, Sending Facility, Affected Facility, Number Canceled by, and Remarks. The Remarks section should contain enough information to identify the location and NAS component affected.

c. Electronic NOTAM logs are acceptable 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—
FAA Order JO 7930.2, Para 7–2–4, Retrieving FDC NOTAMs

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

a. The USNOF must send Title 14 CFR, Part 91, Section 139, Emergency Air Traffic Rules; Section 141, Flight Restrictions in the Proximity of the Presidential and Other Parties; Part 99, Section 7, Special Security Instructions NOTAMs; and any revisions, modifications, or cancellations, directly to all flight service stations via NADIN using the flight service group address of “KXXXXAFSS.”
b. Upon receipt of these messages, the watch supervisor at each flight service station hub or parent facility must ensure that the NOTAM is received at each of their subordinate facilities. The hub or parent facility must notify the USNOF within 15 minutes by receipt message to “KDZZNAXX.” The receipt message must include:

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

**NOTE**—
*Only the hub or parent facility need to acknowledge the NOTAM. For automation processing, the receipt message must adhere to the following format: R FDC 4/1234 XX*

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

5. 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.

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

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

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

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

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

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

**NOTE**—
The purpose of this procedure is to ensure that:

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

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

3–2–1. 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 must coordinate with other facilities concerned.

3–2–2. Filing Notam Information with FSSs

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

3–2–3. Passing Notam Data by Part-Time FSS Facilities

a. Before closing, part-time facilities must 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 must obtain all the above data as well as pertinent FDC Notams issued.

3–2–4. 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.


b. Notams on non-Federal facilities that are not part of the NAS are not distributed in the FAA Notam system. FSSs receiving data on these facilities must 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 designated for ICAO usage as specified in FAA Order JO 7340.2, Contractions, must be used in the NOTAM system. Where an ICAO contraction is not listed, plain text is required. See Appendix D for a list (not all inclusive) of ICAO differences — words that are allowable in a NOTAM even though it is not ICAO compliant.

b. For indicating abbreviated days of the week, a hyphen may be used to indicate successive days or each day can be specified individually separated by a single space; for example, MON-FRI means Monday through Friday, whereas MON WED FRI means Monday, Wednesday, and Friday.

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

d. Location identifiers used in the NOTAM system are those contained in FAA Order JO 7350.8, Location Identifiers.

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

f. Contractions written in the singular form decode to mean both the singular and plural.

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

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

b. Times used in the NOTAM system are Coordinated Universal Time (UTC/Zulu) unless otherwise stated, and must be stated in 10 digits for the year, month, day, hour, and minute (YYMM-DDHHMM).

c. Sunrise-Sunset (SR-SS) is allowed when describing a daily schedule.

3–3–3. UNITS OF MEASUREMENT

Specify the unit of measurement in distance, height, altitude, or weight. When using an abbreviation, do not add a space between the measurement and the unit of measurement.

EXAMPLES—

500FT
12500LB
5NM

3–3–4. USE OF VIRGULE (/)

The use of virgules should be limited to separate runway pairs (RWY 3/21), combining positions and affected frequencies (LOCAL CTL/CD), and equipment, affected components and frequencies (ILS GP/OM/MM, VOR/DME 111.0/CH77).

3–3–5. RUNWAY IDENTIFICATION

a. List the runway identifications in clockwise order beginning from the 1 o’clock position.

b. Identify runways with the prefix RWY followed by magnetic bearing indicator.

EXAMPLE—

RWY 3/21
RWY 3
RWY 21

c. The Department of Defense must specify the runway identification as it is published.

EXAMPLE—

RWY 08

d. Parallel runways are differentiated by using the runway designators.

EXAMPLES—

RWY 3L
RWY 3C
RWY 3R

e. Where the magnetic bearing indicator has not been established, identify the runway to the nearest eight points of the compass. The forward slash “/” is used to separate runway pair designators and should not be used elsewhere to mean “and.”

EXAMPLES—

RWY NE/SW CLSD
RWY N/S N 200 FT CLSD
3–3–6. TAXIWAY IDENTIFICATION

a. Identify taxiways with the prefix TWY followed with the taxiway designator letter or letter/number as assigned.

1. Describe a taxiway that does not have an assigned designator as adjacent to a runway or direction from runway.

**EXAMPLE—**
SHD TWY PARL TWY ADJ RWY 9/27 CLSD

2. When a cardinal direction is used to describe a taxiway condition, the word describing the direction must be spelled out in full to ensure that the cardinal direction is not mistaken for a taxiway designator; for example, “EAST,” “WEST,” “SOUTHWEST.”

**NOTE—**
This can also be used when an airport has only one taxiway or apron. See Paragraph 4–2–1, NOTAM Composition.

b. Keyword TWY may be followed by designator “ALL.”

**EXAMPLES—**
ACY TWY ALL CLSD

**NOTES—**
1. The originator may originate multiple NOTAMs to ensure clarity.
2. The use of the virgule “/” to separate large segments is not authorized.

c. For multiple taxiways, each taxiway need not be prefaced with contraction TWY;

1. Taxiway segments must be separated from each taxiway or taxiway segment with a comma and preceded by contraction TWY followed by the taxiway designator. The use of BTN and AND signifies a segment, i.e., TWY B BTN TWY B10 AND TWY B8.

**EXAMPLE—**
DCA TWY B3,C CLSD

2. Taxiway segments separated by a comma will share only the condition; for example, multiple segments separated by commas may share the condition CLSD or WIP SN REMOVAL.

**EXAMPLE—**
DEN TWY B1, B2, F, TWY B BTN TWY B10 AND TWY B8 CLSD

**NOTE—**
1. The originator may originate multiple NOTAMs to ensure clarity.
2. The use of the virgule “/” to separate large segments is not authorized.

3–3–7. APRON IDENTIFICATION

Identify aprons with the prefix APRON followed with the apron designator.

**EXAMPLES—**
DCA APRON ALL CLSD
FAI APRON TERMINAL RAMP FICON PATCHY THIN SN

**NOTE—**
“ALL” can be used at airports that have more than one apron to indicate all aprons are affected equally, OR where there is only one apron, to indicate its condition.
Chapter 4. NOTAM D Procedures

Section 1. General

4–1–1. ACCEPTING NOTAM D INFORMATION

FSS facilities must 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 must be verified prior to NOTAM issuance.

4–1–2. NATIONAL NOTAM OFFICE RELATIONSHIPS

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

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

c. Editing:

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

   NOTE–
   FDC NOTAMS relating to instrument approach and departure procedures are originated by the Mission Support Services – Aeronautical Products Office under the Flight Standards Service policy contained in FAA Order 8260.19, chapter 2, section 6. ARTCCs must ensure the origination of NOTAMs pertaining to a Standard Terminal Arrival (STAR).

2. Should the USNOF edit a NOTAM and change the intent, the NOTAM must be canceled by the issuing facility and reissued as a new NOTAM, after consultation with the USNOF.
Section 2. Preparing NOTAMs for Dissemination

4–2–1. NOTAM COMPOSITION

NOTE—
For FDC NOTAM examples, see chapter 7.

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

1. An exclamation point (!).
2. Accountability (the identifier of the accountability location; for example, JFK, FDC, CARF).
3. Location designator (the identifier of the affected facility or location – located AFTER the NOTAM number).
5. Attribute, activity, or surface designator(s) (when needed).
   NOTE—A surface designator is required with keywords RWY, TWY, and APRON.
6. Surface segment (when needed).
7. Facility, feature, service, system, and/or components thereof (when needed).
8. Location description (when needed).
9. Lower limit/upper limit, or height, when needed. Limits must be specified as SFC (surface). Up to 17,999, express in feet MSL; for example, 275FT, 1225FT (MSL must not be written). For 18,000 and above, express in in flight levels (FL); for example, FL180, FL550, or UNL (altitudes greater than 60,000FT). Heights AGL may be added in parentheses (125FT AGL).
10. Condition. The changed condition or status being reported, when needed; for example: CLSD, OUT OF SERVICE, NOT AVBL, NOT LGTD, FLAGGED, OBSC, UNREL, ON CONS.
11. Reason (when needed).
12. Remarks (optional). Other information considered important to the pilot.
13. Schedule, if needed. A single NOTAM may be originated for a scheduled condition/activity that will recur during the effective period. Specify the schedule between the condition/activity and the effective time string. The days of the week must be specified before the scheduled time. The term “DLY” (daily) indicates the event will occur at the same time during the stated time period. The NOTAM effective time and expiration time must be compatible with the scheduled time.

14. Effective/expiration time. A 10-digit date-time group (YYMDDHHMM) must be used to indicate the effective time and expiration time of the NOTAM. The effective time and expiration time must be separated by a hyphen “-.” The effective time indicates the date/time a condition will exist or begin. The expiration time is the expected return to service, return to normal status time, or the time the activity will end.

   (a) If the NOTAM duration is uncertain, the approximate expiration time must be indicated by using a date-time group followed immediately by “EST” (estimate). Any NOTAM which includes an “EST” must be canceled or replaced before the expiration time specified in the NOTAM, as the NOTAM will not auto-expire. FDC NOTAMs relating to instrument flight procedures must not be canceled and reissued. (Reference FAA Order 8260.19, chapter 2, section 6.)

   (b) When a NOTAM is originated to advertise a permanent condition that will be published in a publication, chart or database, “PERM” should be inserted as the expiration date in lieu of a 10-digit date-time group. The NOTAM originator is responsible for canceling the NOTAM upon publication.

   (c) If neither “EST” nor “PERM” is used, the NOTAM will auto-expire at the expiration date.

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

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

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

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

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 an FAA-monitored 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.

REFERENCE—
FAA Order JO 7930.2, chapter 2, Aeronautical Information Services

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.
Section 3. Coding and Transmission of NOTAMs

4–3–1. PREPARATION FOR TRANSMISSION

In order to ensure 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.

EXAMPLE–
AISR Format:
GG KDZZNAXX
131345 KPIRYFYX
!PIR PIR NAV VOR OUT OF SERVICE
1306151200-1311302359

b. The following example illustrates the proper coding of NOTAM data for transmission by a station entering NOTAM data into the system for a tie-in location.

EXAMPLE–
AISR Format:
GG KDZZNAXX
131345 KPIRYFYX
!EKN W22 AD AIRPORT CLSD
1307040000-1307061200

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 must 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 sent to WMSCR for distribution.

EXAMPLE–
(Confirmation)
GG KDENYFYX
131346 KDZZNAXX
!DEN 04/003 DEN NAV VOR OUT OF SERVICE
1307040000-1307061200

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 Paragraph 4–5–2, NOTAM Service Messages.

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 must be retrieved via National Airspace Data Interchange Network (NADIN) using the following formats:

a. When the location identifier and number are known:

AISR Format:
GG KDZZNAXX
131500 KABQYFYX
!ABQ C04/003
!ABQ ABQ RWY 8/26 CLSD 1307040000-1307061200
!ABQ C02/057

NOTE–
No confirmation will be received on cancellations.
b. When the accountability identifier and number are known:
   AISR Format:
   GG KDZZNAXX
   051612 KYNGYFYX
   )SVC RQ DOM ACC=FOD NT=03/040

c. To request all NOTAMs for a given location:
   AISR Format:
   GG KDZZNAXX

061832 KBZNYFYX
)SVC RQ DOM LOC=DSM

d. To request all NOTAMs for a given accountability:
   AISR Format:
   GG KDZZNAXX
   061832 KBZNYFYX
   )SVC RQ DOM ACC=FOD
Section 4. Canceling/Extending NOTAMs

4–4–1. EXTENDING NOTAM DURATION

a. 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 NOTAM/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 must receive the same dissemination as the NOTAM it cancels. Do not carry the NOTAM text in the cancellation.

EXAMPLE–
/ABC C05/005

b. Stations canceling NOTAMs must check the NOTAM data to ensure the NOTAM’s deletion. Retransmit cancellations not acted upon.

c. Cancel NOTAMs containing erroneous information, and reissue. Originate 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. The cancellation must be formatted in the following manner:

EXAMPLE–
/ABC C05/005 PUBLISHED
Or
/DEF C06/006 CHARTED

NOTE–
A cancellation which is transmitted without an explanation means the NOTAM is canceled; for example, !GHI C07/007

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

1. Airport/Facility directory.
2. En route low altitude charts.
3. En route high altitude charts.
4. Terminal procedures publications.

NOTE–
FDC NOTAMs relating to instrument approach and obstacle departure procedures and airways must remain current until published in the Terminal Procedures Publication or applicable en route chart.

6. Charts (VFR):
   (a) Sectional charts.
   (b) World aeronautical charts.
   (c) Terminal area charts.

NOTE–
The Notice to Airmen Publication (NTAP) conveys NOTAMs to the public until printed correctly on publications listed in subparagraph b above. The NTAP does not cancel NOTAMs but may supplement briefings. The NTAP must not be used as a basis to cancel NOTAMs.

c. NOTAMs concerning Army airfield operations, in addition to the above listed sources, must be researched in the Army Aviation Flight Information Bulletin, if applicable.
Section 5. Computer–Generated NOTAM Service Messages

4–5–1. MONITORING

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

b. Errors in the station identifier or the format will result in a computer–generated service message being sent to the facility of origin. (See paragraph 4-5-2 for examples). 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. Below are some examples of the type of reject messages received.

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

EXAMPLE–
GG KCLEYFYX
071333 KDZZNAXX
/SVC LOCATION NOT VALID FOR CLE CLE LNN
FUEL NOT AVBL 1307040000-1307061200EST

b. Invalid NOTAM accountability location.

EXAMPLE–
GG KRDUYFYX
071402 KDZZNAXX
/SVC NOTAM D ACCOUNTABILITY NOT FOUND NLN
LNN RWY CLSD 1307040000-1307061200

c. Invalid affected location.

EXAMPLE–
GG KCLEYFYX
071333 KDZZNAXX
/SVC NOTAM (D) LOCATION NOT FOUND CLE VBV
RWY 4 CLSD 1307040000-1307061200

d. Invalid input format.

EXAMPLE–
GG KDRIFYFX
252321 KDZZNAXX
/SVC INVALID SPACE BEFORE ACCOUNTABILITY

e. Unclear times.

EXAMPLE–
GG KCOUYFYX
081822 KDZZNAXX
/UNCLEAR DURATION OR EFFECTIVE TIME MCI
MCI NAV VOR OUT OF SERVICE
1301251330-1301251500EST

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 with a new effective and expiration time.

EXAMPLE–
GG KOAKFYFX
232323 KDZZNAXX
/UNCLEAR DURATION OR EFFECTIVE TIME OAK
OAK NAV DME OUT OF SERVICE
1301231630–1301230000

NOTE–
The time of 0000 can only be used as an effective time. The NOTAM must be issued with a correct expiration time.

EXAMPLE–
GG KCXOYFYX
191632 KDZZNAXX
/UNCLEAR DURATION OR EFFECTIVE TIME CXO
CXO AD AIRPORT CLSD 1301262300–1301261600

NOTE–
Any NOTAM issued with an expiration 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 AERODROME NOTAMs

a. Airport management is responsible for observing and reporting the condition of the aerodrome services, facilities, and movement area. The FSS air traffic managers must coordinate with appropriate airport managers to obtain a list of airport employees who are authorized to originate NOTAMs.

b. At public airports without an airport manager, the FSS air traffic manager must 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 AERODROME CONDITIONS

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

NOTE– This includes data received from airport inspectors.

b. If unable to contact airport management, classify and issue a NOTAM publicizing the unsafe condition always stating the condition and including the word “UNSAFE;” for example, RWY number or TWY letter or letter/number “UNSAFE DISABLED ACFT.” Inform airport management of the action taken as soon thereafter as practical.

EXAMPLE–

!CRW CRW RWY 15/33 UNSAFE BREAKS IN ASPH SE END 1304030730-1307011500EST

5–1–3. MOVEMENT AREA INFORMATION

a. When the condition includes a limitation, follow the condition with “TO” or “EXC;” for example, “CLSD EXC SKI” or “CLSD TO TRANSIENT.”

b. Originate a NOTAM D for the following reported conditions:

1. Aerodrome conditions.

EXAMPLES–

!PRC A09 AD AIRPORT CLSD 1310122330-1310131300

!AOO P45 AD AIRPORT CLSD TO TRANSIENT 1310122330-1310131300EST

!BET BET AD AIRPORT CLSD EXC SKI 1310122330-1310131300EST

!LOU EKX AD AIRPORT CLSD EXC 1 HR PPR DLY SS-SR 1311221500-1312221100

!AOO 29D AD AIRPORT CLSD EXC PPR MON–FRI
2. Commissioning of a movement area or portions thereof. State the type of surface, length and width of the surface, lighting status, and declared distances.

(a) Lighting status; for example, LGTD, NOT LGTD.

(b) Length and declared distances required for only runway commissioning.

<table>
<thead>
<tr>
<th>TBL 5–1–1</th>
<th>Movement Area - Surface</th>
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<tbody>
<tr>
<td>ASPH</td>
<td>Asphalt/tarmacadam</td>
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<td>CONC</td>
<td>concrete</td>
</tr>
<tr>
<td>GRVL</td>
<td>gravel</td>
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<tr>
<td>DIRT</td>
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<table>
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<td>lighted</td>
</tr>
<tr>
<td>NOT LGTD</td>
<td>unlighted</td>
</tr>
</tbody>
</table>

3. Closure of a movement area or portion thereof.

<table>
<thead>
<tr>
<th>EXAMPLES--</th>
</tr>
</thead>
<tbody>
<tr>
<td>ICT ICT RWY 1L/19R COMMISSIONED 10301FT X 150FT CONC LGTD. DECLARED DISTANCES: RWY 1L TORA 10301FT TODA 10301FT ASDA 10301FT LDA 10301FT. RWY 19R TORA 10301FT TODA 10301FT ASDA 10301FT LDA 10301FT LDA 10301FT 1310122330–PERM</td>
</tr>
</tbody>
</table>

4. Operational limitations on the use of any portion of a runway, a taxiway, a ramp, an apron or a waterway. Weight bearing capacity of a runway can
be changed only by authorization of the Manager, Airports Division (appropriate region).

**EXAMPLE**—
BNA M54 RWY 18/36 CLSD TO JET ACFT
1309131300–1309132000EST

**NOTE**—
Runways 18 and 36 are closed to jet aircraft.

**EXAMPLE**—
BIG BIG RWY 9/27 CLSD TO ACFT MORE THAN 13500LB 1309131300–1309132000EST

**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**—
ICT 3K7 RWY 17/35 CLSD TO ACFT MORE THAN 4000LB
1311211450–1311211700EST

**EXAMPLE**—
CMH CMH RWY 10R/28L CLSD EXC ACFT MORE THAN 12000LB
1306110300–1306112100EST

**EXAMPLE**—
DAY I17 RWY 8/26 CLSD TO TGL
1309131300–1309132000EST

5. Changes to usable runway length and declared distances.

(a) When a runway condition restricts or precludes the use of any portion of a runway resulting in a change to the declared distances, include the published take-off run available (TORA), take-off distance available (TODA), accelerated stop distance available (ASDA), and landing distance available (LDA) in the NOTAM. Ensure that a second NOTAM is originated for the reciprocal runway with all declared distances if any value has changed. Declared distances can only be authorized by the FAA Office of Airport Safety and Standards, Airport Design Division, AAS–100.

**EXAMPLE**—
MKC MKC RWY 19 THR DISPLACED 300FT NOT STD MARKING. DECLARED DISTANCES: TORA 6827FT TODA 6827FT ASDA 6827FT LDA 6527FT.
130601150300–1307141600EST

**EXAMPLE**—
ORD ORD RWY 10 DECLARED DISTANCES:
TORA 13001FT TODA 13001FT ASDA 11501FT
LDA 11501FT. 1306110300–1306130600EST

**NOTE**—
Runway 19 threshold is displaced 300 feet, therefore the Runway 19 landing LDA is shortened by 300 feet. The LDA and ASDA for Runway 1 are also shortened by 300 feet.

**EXAMPLE**—
MEM MEM RWY 9/27 W 500FT CLSD TO DEPARTING ACFT.
1306110300–1306112100EST

**NOTE**—
Temporary structure becomes a controlling obstacle to the approach of Runway 28 and departure of Runway 10 resulting in the Runway 28 threshold being displaced 1500 feet resulting in changes to declared distances to Runways 10 and 28.

**EXAMPLE**—
CLT CLT RWY 5/23 NE 500FT CLSD.
1306110300–1306112100EST

**NOTE**—
Construction on Runway 5 requires 500 feet to be closed to protect a construction area thus changing declared distances to Runways 5 and 23.
runways as the runway designator, if any declared distance has changed, all declared distances for both runways must be included in the NOTAM.

(b) In the event the published TORA, TODA, ASDA, and LDA need to be reported without reference to the runway condition that caused the change, report declared distances or changes to published declared distances. For example, when the published runway length is changed, report the declared distances, or erroneous declared distances that were published and need to be corrected.

**EXAMPLE**–

|ICLT CLT RWY 5/23 DECLARED DISTANCES: RWY 5 TORA 7502FT TODA 7502FT ASDA 7202FT LDA 7202FT. RWY 23 TORA 7502FT TODA 7502FT ASDA 7202FT LDA 7202FT. 1307140300–PERM |

**NOTE**–

A temporary or permanent situation at an airport with non-standard Runway Safety Areas or Object Free Area leads to defining declared distances.

**EXAMPLE**–

|JAX JAX RWY 8/26 DECLARED DISTANCES: RWY 8 TORA 10000FT TODA 10500FT ASDA 10000FT LDA 10000FT. RWY 26 TORA 10000FT TODA 10000FT ASDA 10400FT LDA 11000FT. 1306110300–PERM |

**NOTE**–

A NOTAM is required to correct an error in the Airport/Facility Directory (A/FD) until the next A/FD publication date.

**EXAMPLE**–

|JAX JAX RWY 8/26 CHANGED TO 10000FT X 150FT. DECLARED DISTANCES: RWY 8 TORA 9000FT TODA 9500FT ADSA 29000FT LDA 9000FT. RWY 26 TORA 9000FT TODA 9000FT ASDA 9400FT LDA 10000FT. 1306110300–PERM |


**EXAMPLE**–

|SJN SJN RWY 13/31 CHANGED TO RWY 14/32 1308151200–PERM |

7. Change of traffic pattern.

**EXAMPLE**–

|PRC PRC RWY 3L RIGHT PATTERN DLY 1300-1800 1309151300-1309201800 |

8. Runway Visual Range (RVR). When originating a NOTAM on RVR, RVR touchdown (RVRT), RVR midpoint (RVRM), and RVR rollout (RVRR), the originator may specify the runway pair designators, if applicable, only when the entire RVR system is out of service.

**EXAMPLES**–

|BWI BWI RWY 10/28 RVR OUT OF SERVICE 1310090815-1310151500 |

|BWI BWI RWY 10 RVR OUT OF SERVICE 1310090815-1310151500 |

9. Surface Markings and Signage.

(a) Exclamation point (!).

(b) Accountability.

(c) Airport designator.

(d) Keyword. Specify the keyword for the type of surface on which the sign/marking is located.

(e) Surface designator. Specify the designator of the surface on which the sign/marking is located.

(f) Geographical Relationship of surface from relevant intersection/point of reference, (N OF, E OF), if needed.

(g) Name of sign/surface marking.

(h) Sign/surface marking location from users’ perspective (LEFT/RIGHT SIDE), as needed.

(i) Condition. For example, NOT STD, NOT LGTD, OBSC.

(j) Remarks (optional).

(k) Schedule, if needed.

(l) Effective time/expiration time.

**EXAMPLES**–

|IAD IAD TWY U7 HOLDING POSITION SIGN FOR RWY 1L/19R NOT LGTD DUE TO REPAINTING 1309271200-1309302300EST |

|MBS MBS TWY ALL SFC PAINTED HOLDING POSITION SIGNS NOT STD DUE TO REPAINTING 1309271200-1309302300EST |

10. Other reportable conditions. The airport operator must ensure that a NOTAM is submitted for conditions considered to be hazardous or potentially hazardous to the aircraft operator. Permanent changes in surface conditions must be coordinated for publication in accordance with Paragraph 2–1–3, Publication Criteria.

**EXAMPLES**–

|MLT MLT RWY 16/34 NOT MARKED 1311121450-1401051800EST |

|MDW MDW RWY 31C ENGINEERED MATERIAL ARRESTING SYSTEM NOT STD 1305141320-1305202200EST |
Movement Area NOTAMs

5-1-4. REPORTING FIELD CONDITIONS

Field condition (FICON) NOTAMs are used to report surface conditions, braking action, and friction values on runways, taxiways, and aprons/ramps. Keyword AD must not be used with descriptor FICON.

a. FICON. Insert “FICON” after the surface designator(s) and surface segments, and before the field condition.

b. Pilot-reported field conditions. During periods when field conditions are not being monitored, a FICON NOTAM may be originated for a pilot-reported condition. The words “PILOT REPORTED” must precede the word “FICON.”

REFERENCE--
AC 150/5200–28, Notices to Airmen (NOTAMs) for Airport Operators

c. Reporting surface conditions.

1. Coverage. Do not express the condition in terms of percentage of coverage. Use the word “PATCHY” to describe a contaminant that covers 25 percent or less of the reported portion of the surface.

2. Use the term “DRY” to describe a surface that is neither wet nor contaminated. A FICON NOTAM must not be originated for the sole purpose of reporting a dry runway. A dry surface must be reported only when there is need to report conditions on the remainder of the surface.

3. Use the term “WET” to describe a surface that is neither dry nor contaminated but has visible dampness, moisture, and/or water less than ¼ inch in depth.

4. A surface condition must be reported in each FICON NOTAM when reporting the condition on any part of the surface; for example, edges, remaining length.

d. Reporting contaminant depths.

1. Use the word “THIN” for reporting contaminant depths of less than ¼ inch.

2. The contaminant depth is specified in feet and inches.

TBL 5–1–3

<table>
<thead>
<tr>
<th>Reportable Depth Measurements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use value “1/8IN” to report ¼ inch</td>
</tr>
<tr>
<td>Use value “1/4IN” to report &gt; ¼ inch to and including ½ inch</td>
</tr>
<tr>
<td>Use value “1/2IN” to report &gt; ½ inch to and including ¾ inch</td>
</tr>
<tr>
<td>Use value “3/4IN” to report &gt; ¾ inch to and including 1 inch</td>
</tr>
</tbody>
</table>

(a) When 1 inch is reached, report values in multiples of 1 inch and discontinue the use of fractions. When a snow depth of 35 inches is reached, report values in multiples of feet only. Round depths greater than 1 inch to the next higher reportable depth.

(b) Report the highest depth of the contaminant along the reported portion of the surface.

(c) The runway contaminants for which depth is mandatory when reporting runway surface conditions are specified in TBL 5–1–4. The contaminant depth is optional for taxiway and apron/ramp conditions.

e. Reporting the contaminants.

1. Only the contaminants marked with an “*” are to be accompanied by a depth. When reporting a runway condition, a depth is mandatory with those contaminants marked by an asterisk, “*”, in TBL 5–1–4.
**Reportable Contaminants**

<table>
<thead>
<tr>
<th>Contaminant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water* (1/8 inch and greater)</td>
</tr>
<tr>
<td>Frost</td>
</tr>
<tr>
<td>Slush*</td>
</tr>
<tr>
<td>Ice</td>
</tr>
<tr>
<td>Wet ice</td>
</tr>
<tr>
<td>Water* over ice</td>
</tr>
<tr>
<td>Wet snow*</td>
</tr>
<tr>
<td>Wet snow* over ice</td>
</tr>
<tr>
<td>Dry snow*</td>
</tr>
<tr>
<td>Dry snow* over ice</td>
</tr>
<tr>
<td>Compacted snow</td>
</tr>
<tr>
<td>Water* over compacted snow</td>
</tr>
<tr>
<td>Wet snow* over compacted snow</td>
</tr>
<tr>
<td>Ash*</td>
</tr>
<tr>
<td>Mud*</td>
</tr>
<tr>
<td>Rubber</td>
</tr>
<tr>
<td>Oil</td>
</tr>
<tr>
<td>Sand</td>
</tr>
</tbody>
</table>

**REFERENCE—**
AC 150/5200–28, Notices to Airmen (NOTAMs) for Airport Operators

6. Use the terms “SNOWBANKS,” “BERMS,” or “WINDROWS” after the surface condition. Snowbanks must be assumed to be at the edge of a movement surface or, when plow/sweeper is used, at the edge of the plowed/swept area.

7. Use the term “RUTS” to report ruts in a contaminant after the surface contaminant.

8. Use the word “REMAINDER” to provide additional information about the surface condition. For example, the runway surface conditions vary significantly on one end of the runway or a runway has been treated, resulting in differing field conditions on the untreated parts of the surface.

f. Observation time. Every FICON NOTAM must have the time that the conditions were observed. If unable to obtain a time, use the time when the NOTAM information is given to the flight service specialist.

g. CONDITIONS NOT MONITORED. When the field conditions will not be monitored, follow the most recent observation with the words “CONDITIONS NOT MONITORED (date/time) (date/time).” The time parameters specified must fall within the effective/expiration times.

h. Effective time/expiration time. FICON NOTAMs are considered temporary, therefore an estimated expiration time for FICON NOTAMs must not exceed 24 hours from the effective time, except:

1. When the reported contaminant is RUBBER, SAND, or OIL.

2. When appended with remarks “CONDITIONS NOT MONITORED.”

3. When the FICON is “PILOT REPORTED,” the expiration time must not exceed 12 hours. Unless the NOTAM is canceled, the NOTAM will auto-expire, therefore “EST” is not permitted. The “PILOT REPORTED FICON” NOTAM must not cancel or otherwise affect a NOTAM advertising “CONDITIONS NOT MONITORED.”

i. The following are example NOTAMs (not inclusive):

**EXAMPLE—**

FOE FOE RWY 13/31 FICON WET ICE OBSERVED AT 1301040230 CONDITIONS NOT MONITORED 1301040300-1301061045. 1301040253-1301061115EST
NOTE—

The field conditions are not monitored from January 4, 2013 0300UTC-January 6, 2013 1045UTC. The airport operator expects to have a new NOTAM submitted by January 6, 2013 1115UTC.

EXAMPLE—

!FOE FOE RWY 13/31 PILOT REPORTED FICON 1/2IN WET SN OVER ICE OBSERVED AT 1301060738. 1301060745-1301061115

NOTE—

A pilot has reported a field condition that was observed January 6, 2013 0738UTC during a period when a NOTAM was in effect stating “CONDITIONS NOT MONITORED.” The NOTAM originator entered the PILOT REPORTED FICON NOTAM into the NOTAM system January 6, 2013 0745UTC and established an expiration time that matches the expiration time of the NOTAM advertising CONDITIONS NOT MONITORED. The originator must not establish an expiration time that exceeds 12 hours.

EXAMPLE—

!MIV MIV RWY 10/28 FICON 1/4IN DRY SN OVER ICE OBSERVED AT 1312201200. 1312201202-1312201600EST

NOTE—

Millville Runway 10/28 has ¼ inch of dry snow over ice. The depth of the ice layer is not reported. The conditions were observed at 1312201200.

EXAMPLE—

!MOT MOT TWY C, C1, C6, D BTN RWY 13/31 AND TWY C FICON 1/2IN DRY SN OVER ICE OBSERVED AT 1312202220. 1312202220-1312210000EST

NOTE—

Minot Airport has reported a number of taxiways to have ½ inch of dry snow over ice. The depth of the dry snow has been reported, however the depth of the contaminant is not required when reporting the conditions of taxiways or aprons/ramps. In this example, the depth of the dry snow is not required.

EXAMPLE—

!OQU OQU RWY 16/34 FICON ICE SANDED OBSERVED AT 1311132112. 1311132115-1311140600EST

NOTE—

Quonset State’s runway 16/34 is wider than 100 feet and the area inside the center 100 feet has been plowed and is free of contaminants. The remainder of the runway is covered with ½ inch of wet snow over ice.

EXAMPLE—

!FAI FAI RWY 16/34 FICON 4IN WET SN PLOWED 50FT WIDE REMAINDER 18IN WET SN OBSERVED AT 1311132300. 1311132300-1311141200EST

NOTE—

McKinley National Park Airport runways 16/34 have been plowed 50 feet wide, which is less than the full runway width, and is covered by 4 inches of wet snow. At the highest measurement of the remainder of the runway, which has not been plowed, is covered with 17.5 inches of snow, which is rounded up to 18 inches.

EXAMPLE—

!OQU OQU RWY 16/34 FICON WET PLOWED 100FT WIDE REMAINDER 1/2IN WET SN OVER ICE OBSERVED AT 1311132112. 1311132115-1311140500EST

NOTE—

Quonset State’s runway is wider than 100 feet and the area inside the center 100 feet is wet. The ½ inch of wet snow over ice is outside of the plowed area.

EXAMPLE—

!FAI FAI RWY 1/19 N 2700FT FICON PATCHY COMPACTED SN SWEPT 75FT WIDE REMAINDER 8IN DRY SN OBSERVED AT 1310131530. 1310131530-1310131930EST

NOTE—

Fairbanks’ Runway 1/19 is wider than 75 feet. A portion of the runway 2700 feet in length and 75 feet wide has been swept. The swept area has compacted snow while the remainder of the runway has 8 inches of dry snow.

EXAMPLE—

!MOT MOT TWY ALL FICON DRY PLOWED 50FT WIDE REMAINDER DRY SN OBSERVED AT 1312202200. 1312202200-1312210900EST

NOTE—

Minot Airport taxiways were plowed 50 feet wide and are dry. The part that has not been plowed has dry snow. The depth of the dry snow is not required for conditions on taxiways.

EXAMPLE—

!OQU OQU RWY 16/34 FICON COMPACTED SN PLOWED 75FT WIDE REMAINDER 1/2IN WATER OVER COMPACTED SN OBSERVED AT 1311132112. 1311132120-1311141000EST

NOTE—

Quonset State Airport’s Runway 16/34 has been plowed 75 feet wide. The plowed portion is covered by compacted snow. The area that has not been plowed has ½ inch water.
over compacted snow. The depth is not reported for compacted snow.


EXAMPLE–

!OQU OQU RWY 16/34 FICON COMPACTED SN SNOWBANKS OBSERVED AT 1311132112.
1311132120-1311141000EST

NOTE–
Quonset State’s runway 16/34 has been plowed and swept in its entirety; therefore, neither “PLOWED” nor “SWEPT” is used. The runway is covered with compacted snow and has 12 inch snowbanks.

EXAMPLE–

!BTV BTV RWY 15/33 FICON COMPACTED SN PLOWED 100FT WIDE 24IN BERM OBSERVED AT 1310091411. 1310091415-1310092200EST

NOTE–
Burlington International Airport’s Runway 15/33 has been plowed 100 feet wide leaving compacted snow on the runway. The depth of the compacted snow is not reported, however 24 inch berms are also observed along the edges of the surface.

EXAMPLE–

!BGR BGR TWY ALL FICON WET SNOWBANK OBSERVED AT 1312121149. 1312121200-1312130000EST

NOTE–
Bangor International Airport reports all taxiways as being wet with snowbanks reaching 4 feet in depth.

4. Ice.

EXAMPLE–

!MCK MKC RWY 1/19 N 2000FT FICON ICE REMAINDER 1IN SLUSH OBSERVED AT 1302224110. 13022241107-1302241700EST

NOTE–
The north 2000 feet of Kansas City Downtown Airport’s runway 1/19 is covered with ice. The remainder has 1 inch of slush.

EXAMPLE–

!MEM MEM APRON FEDEX FEEDER RAMP W 700FT FICON ICE OBSERVED AT 1311220815. 1311220818-1311221200EST

NOTE–
The west 700 feet of the FedEx Feeder Ramp at Memphis International Airport is covered with ice. The depth of ice is not reported.

EXAMPLE–

!ENA BGQ RWY 7/25 W 1200FT FICON PATCHY ICE REMAINDER WET OBSERVED AT 1301311910. 1301311919-1302010400EST

NOTE–
The west 1200 feet of runways 7/25 are covered by patchy ice. The remainder of runways 7/25 has visible moisture, described as “WET.”

EXAMPLE–

!ENA BGQ RWY 7/25 FICON 1/2IN WET SN OVER ICE PLOWED 50FT WIDE REMAINDER 2IN WET SN OVER COMPACTED SN OBSERVED AT 1301311910. 1301311915-1302010400EST

NOTE–
The full length of Big Lake airport runways 7/25 have been plowed 50 feet wide. The plowed portion has 1/2 inch of wet snow over ice while the remainder of the runway has 2 inches of wet snow over compacted snow. Contaminant depths are not reported for ice or compacted snow.

EXAMPLE–

!CLE CLE RWY 10/28 FICON WET SN OVER ICE OBSERVED AT 1310241700. 1310241707-1310250100EST

NOTE–
Cleveland’s runway 10/28 has water exceeding 1/4 inch up to but not exceeding 1/2 inch of water over ice observed on the runway. Contaminant depths exceeding 1/4 inch to and including 1/2 inch are reported as 1/2 inch.

5. Wet.

EXAMPLE–

!CLE CLE RWY 10/28 FICON WET OBSERVED AT 1311231400. 1311231400-1311241400EST

NOTE–
Cleveland’s runway 10/28 has visible moisture but less than 1/8 inch of water.

6. Frost.

EXAMPLE–

!JNU JNU TWY ALL FICON FROST OBSERVED AT 1309132315. 1309132315-1309140400EST

NOTE–
Frost is observed on all taxiways at Juneau Airport.

7. Snow.

EXAMPLE–

!ENA 5HO RWY 16/34 FICON PATCHY COMPACTED SN OBSERVED AT 1309131520. 1309131527-1309141527EST

NOTE–
Hope Runway 16/34 is 25 percent or less covered with compacted snow. The depth of the compacted snow is not reported.

EXAMPLE–

!CLP CLP RWY 8/26 FICON THIN WET SN OBSERVED AT 1312132300. 1312132310-1312142300EST
NOTE--
Clarks Point’s runway 8/26 is covered by less than $\frac{1}{8}$ inch of wet snow.

EXAMPLE--
!ANI ANI RWY 10/28 FICON 2IN DRY SN OVER COMPACTED SN OBSERVED AT 1311132000. 1311132004-1311132200EST

NOTE--
Aniak’s Runway 10/28 is covered by 2 inches of dry snow over compacted snow. The depth of compacted snow is not reported.

EXAMPLE--
!MEM MEM APRON FEDEX FEEDER RAMP FICON DRY SN OBSERVED AT 1312292345. 1312292348-1312300200EST

NOTE--
The FedEx Feeder ramp at Memphis International Airport is covered by dry snow. The depth of the contaminant on an apron/ramp is not required.

EXAMPLE--
!BNA BNA APRON AIR CARGO APRON E 500FT FICON PLOWED 1IN WET SN OBSERVED AT 1312202000. 1312202003-1312210400EST

NOTE--
The east 500 feet of Nashville Airport’s Air Cargo apron has been plowed. An inch of wet snow has accumulated since being plowed.

8. Slush.

EXAMPLE--
!TYS TYS ALL EXC TWY G FICON SLUSH OBSERVED AT 1312231220. 1312231220-1312231400EST

NOTE--
All of the taxiways at the McGhee Tyson Airport, except taxiway G, are covered by slush. The depth off the contaminant is not required when reporting the conditions of taxiways or aprons/ramps. In this example, the depth is not required.


EXAMPLE--
!SFF SFF RWY 3R/21L FICON 4IN DRY SN 9IN DRIFT OBSERVED AT 1311071900. 1311071906-1311080001EST

NOTE--
Spokane’s Felt Field’s Runway 3R/21L is covered with 4 inches of dry snow and 9 inch snow drifts.

EXAMPLE--
!AVP AVP RWY 4/22 FICON DRY SN 5IN DRIFT OBSERVED AT 1312201600. 1312201609-1312210400EST

NOTE--
The Wilkes Barre/Scranton International Airport’s Runway 4/22 is contaminant free, however there are 5 inch snow drifts on the surface.

10. Sanded.

EXAMPLE--
!MGW MGW RWY 18/36 FICON ICE SANDED OBSERVED AT 1311021254. 1311021300-1311031300EST

NOTE--
Morgantown Municipal Airport’s Runway 18/36 is covered by ice and has been treated with sand. The depth of ice is not reported.

EXAMPLE--
!YAK YAK RWY 11/29 FICON THIN DRY SN OVER ICE SANDED 80FT WIDE OBSERVED AT 1312061524. 1312061530-1312062000EST

NOTE--
Yakutat Airport’s Runway 11/29 is covered with less than $\frac{1}{8}$ inch dry snow over ice and has been sanded 80 feet wide. The depth of dry snow is reported, however the depth of ice is not reportable.

11. Deiced.

EXAMPLE--
!IAD IAD RWY 12/30 FICON WET DEICED LIQUID OBSERVED AT 1312172057. 1312172100-1312180800EST

NOTE--
Dulles International Airport’s Runway 12/30 is wet and has been treated with a liquid deicing chemical.

EXAMPLE--
!IAD IAD RWY 12/30 FICON DRY DEICED SOLID 100FT WIDE REMAINDER ICE OBSERVED AT 1312172058. 1312172100-1312180800EST

NOTE--
Dulles International Airport’s Runway 12/30 is dry 100ft wide as result of a solid deicing material being applied. The remainder of the runway is covered with ice. The depth of the ice is not reported.

12. Miscellaneous (ruts, soft edge, mud, ash, rubber).

EXAMPLE--
!TAL TAL RWY 6/24 FICON COMPACTED SN 3IN RUTS W 1000FT OBSERVED AT 1312051352. 1312051400-1312061400EST

NOTE--
Ralph Calhoun Memorial Airport’s Runway 6/24 is covered with compacted snow. Airport activity has created 3 inch ruts in the west 1000 feet of the runway. The depth of the compacted snow is not reportable.

EXAMPLE--
!TAL TAL RWY 6/24 FICON WET SOFT EDGES
OBSERVED AT 1311051615.
1311051622-1311061600 EST

NOTE—
Ralph Callhoun Memorial Airport’s Runway 6/24 is wet and has soft edges.

EXAMPLE—
/ENA ENA RWY 1R/19L N 700 FT FICON 2IN MUD OBSERVED AT 1310132135.
1310132140-1310140600 EST

NOTE—
Kenai Municipal Airport’s Runway 1R/19L north 700 feet is covered with 2 inches of mud.

EXAMPLE—
/ENA ENA RWY 1L/19R FICON THIN ASH OBSERVED AT 1309132210. 1309132213-1309141200 EST

NOTE—
Kenai Municipal Airport’s Runway 1L/19R is covered with less than ⅛ inch volcanic ash.

EXAMPLE—
/MKC MKC RWY 1/19 N 800 FT FICON RUBBER OBSERVED AT 1307191056.
1307191103-1308302000 EST

NOTE—
The north 800 feet of Kansas City Downtown Airport’s Runway 1/19 is covered by rubber. The depth of rubber is not reportable. Although the rubber is observed only at the approach end of Runway 1, FICON NOTAMs are reported using both runway designators.

j. FICON NOTAMs are used by airport management to report braking action and MU values.

1. Runway friction measuring values are reported in thirds of a runway for landing runway(s) only. A MU value for the thirds of a runway should be reported when contaminant(s) are present or there is precipitation occurring.

2. Do not combine runways into a single NOTAM.

3. NOTAMs for MU values must be issued as value 40 if readings are 40 or above.

4. If a NOTAM was issued and the airport manager advises that the readings are above 40, the MU value NOTAM may remain as 40 or canceled.

EXAMPLES—
/DCA DCA RWY 18 FICON RFT MU 40/30/40 OBSERVED AT 1312211100.
1312111105-1312111500 EST

/RIC RIC RWY 36 FICON TAP MU 20/20/20

OBSERVED AT 1309011200.
1309011213-1309011400 EST

NOTE—
A MU value of 40 indicates 40 or greater. Current friction measurement technologies are not reliable in determining braking effectiveness of a contaminated surface condition above measurements of 40. (Advisory Circular 150/5200-30C, Airport Winter Safety and Operations).

5. 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.

6. Use the following abbreviations (not all encompassing) to indicate the type of friction measuring device used.

TBL 5–1–5
Fric tion Measuring Devices

<table>
<thead>
<tr>
<th>Device</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>BOW</td>
<td>Bowmonk Decelerometer (Bowmonk Sales)</td>
</tr>
<tr>
<td>BRD</td>
<td>Brakemeter – Dynometer</td>
</tr>
<tr>
<td>ERD</td>
<td>Electronic Recording Decelerometer (Bowmonk)</td>
</tr>
<tr>
<td>GRT</td>
<td>Griptester (Findlay, Irvine, LTD)</td>
</tr>
<tr>
<td>MK3</td>
<td>TES ERD MK3 Decelerometer</td>
</tr>
<tr>
<td>MUM</td>
<td>Mark 4 Mu Meter (Bison Instruments, Inc.)</td>
</tr>
<tr>
<td>NAC</td>
<td>Neubert Aero Corp</td>
</tr>
<tr>
<td>RFT</td>
<td>Runway friction tester (K.J. LAW Engineers)</td>
</tr>
<tr>
<td>RT3</td>
<td>Halliday RT3–FAA–Model: 1000</td>
</tr>
<tr>
<td>SFH</td>
<td>Surface friction tester (high pressure tire) (SAAB, Airport Surface Friction Tester AB)</td>
</tr>
<tr>
<td>SFL</td>
<td>Surface friction tester (low pressure tire) (SAAB, Airport Surface Friction Tester AB)</td>
</tr>
<tr>
<td>SKH</td>
<td>Skiddometer (high pressure tire) (AEC, Airport Equipment Co.)</td>
</tr>
<tr>
<td>SKL</td>
<td>Skiddometer (low pressure tire) (AEC, Airport Equipment Co.)</td>
</tr>
<tr>
<td>TAP</td>
<td>Tapley Decelerometer (Tapley Sales)</td>
</tr>
<tr>
<td>VER</td>
<td>Vericom (VC3000)</td>
</tr>
</tbody>
</table>

7. Braking action is reported as fair, poor, or nil, as received from airport management. Classify according to the most critical term used.
EXAMPLES—
!LHD Z41 RWY 14/32 FICON BA NIL OBSERVED AT 1309041300. 1309041303-1309041500EST

!AKN AKN RWY 18/36 FICON BA POOR OBSERVED AT 1308051400. 1308051400-1308051600EST

!ANC ANC RWY 1/19 FICON BA FAIR OBSERVED AT 1310061500. 1310061500-1310061800EST

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. Combining airport management and PIREP information is appropriate only with airport management authorization.

5–1–5. AERODROME FACILITIES

Issue a NOTAM if any aerodrome service availability has changed from that which is published.

1. Certified Aircraft Rescue and Fire Fighting (ARFF).

1. Issue a NOTAM D on airports (not runways) certificated under 14 CFR Part 139, when notified by airport management that required ARFF equipment is inoperative/unavailable and replacement equipment is not available. Except as indicated in paragraph 5-1-5a 3, 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 must have an expiration time as obtained from airport management. If unable to obtain an expiration time, add 48 hours to the time of receipt and advise airport management.

NOTE—
The ARFF Index for each certificated airport is published in the A/FD, which lists indices and ARFF equipment requirements.

2. At certificated airports listed in the A/FD, 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.

REFERENCE—
Title 14 CFR Part 139

EXAMPLES—
!FTW FTW AD ARFF VEHICLE OUT OF SERVICE INDEX UNCHANGED 1310242100-1310262100EST

1309072300-1309092300EST

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

EXAMPLE—
!FTW FTW AD ARFF NOW INDEX A 1310021200-1310121200EST

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

4. If the ARFF Index is listed in the A/FD as A and the ARFF vehicle is out of service, the NOTAMs would be issued using the following format:

EXAMPLES—
!STS STS AD ARFF NOT AVBL AND CLSD TO AIR CARRIER MORE THAN 30 PAX 1310021200-1310121200EST

b. Fuel services.

EXAMPLES—
!CXO ARM AD 100LL FUEL NOT AVBL 1311011200-1311041800EST

!CLE CLE AD MOBILE JET A FUEL NOT AVBL 1311041600-1311151800EST

!LAX LAX AD HYDRANT FUEL NOT AVBL 1312011200-1312312359

c. MU-Friction Measuring Device.

EXAMPLE—
!MSP MSP AD FRICTION MEASURING DEVICE OUT OF SERVICE 1309141000-1309211000EST

d. Customs Services. Describe the change of services by using “CUSTOMS,” followed by plain language.

EXAMPLE—
!BDL BDL AD CUSTOMS PROCESSING DELAYED DUE TO CAPACITY, INTERNATIONAL CARRIERS MAY EXPERIENCE SIGNIFICANT DELAYS IN CLEARING CUSTOMS, CONTACT AIRPORT MANAGEMENT AT XXX-XXX-XXXX 1310021200-1310121200EST

e. Aerodrome beacon (ABN). If either of the lights is out of service, the whole system is down.
EXAMPLE –
!SPA SPA AD ABN OUT OF SERVICE
1310021200-1310121200EST

f. Wind direction equipment, including wind cones, wind direction indicator, wind sock, etc.

EXAMAPLES –
!ACY ACY AD WDI NOT LGTD
1308151200-1308152000

!SGF SGF AD WINDCONE NOT LGTD
1310051430-1310101200

!ACY ACY AD WDI FOR RWY 4 NOT LGTD
1311221500-1311251200

!MCI MCI AD WDI NOT AVBL
1309070700-1309101500

!BKL BKL AD WIND SOCK NOT AVBL
1303010600-1303071200EST

!DEN DEN AD WDI LEFT SIDE RWY 17L OUT OF SERVICE 1303010600-1303071200

5–1–6. WORK IN PROGRESS

Any NOTAM associated with work in progress on or adjacent to a runway, taxiway, apron/ramp, or aerodrome must be formatted as follows:

a. Exclamation point (!).

b. Accountability.

c. Airport designator.

d. Keyword. RWY, TWY, APRON, or AD.

e. Surface name/designator. Specify the name/designator of the surface on which the work is being conducted.

f. Surface segment description must be specified in feet or from a specific point to point; for example, BTN TWY A AND TWY B.

NOTE –
A surface segment differs from the optional plain language description of the work areas in that the surface segment description can be captured and depicted graphically in a digital environment. The optional plain language comments will be delivered in text form only.

g. Condition or activity; “WIP.”

h. Reason (optional). The work area may be described in plain language text after the reason by specifying the area by cardinal direction in relationship to the work area, by an intersection, or distance from an intersection.

i. Remarks, if needed.

j. Schedule, if needed; for example, “DLY 1200-1800.”

k. Effective time/expiration time.

EXAMPLES –
!IAD IAD RWY 1L/19R WIP RESURFACING
1309070700-1309101500

!SBY SBY TWY E BTN RWY 5/23 AND TWY A WIP TRENCHING 1309070700-1309101500

!MEM MEM APRON FEDEX FEEDER RAMP WIP RESURFACING WEST HALF 1309070700-1309101500

!CHO CHO RWY 3/21 WIP RWY LGT REPLACEMENT NORTHEAST TWY E 1309070700-1309101500

!IAD IAD RWY 1L/19R WIP MOWING ADJ NORTHEAST 500FT 1309070700-1309101500

!IAD IAD RWY 1L/19R WIP MAINTENANCE VEHICLES EAST SIDE OF RWY 1309070700-1309101500

!ICT ICT AD ALL SFC WIP SN REMOVAL 1312070700-1312101500EST

!MCI MCI RWY 1L/19R WIP SN REMOVAL 1312070700-1312101500

!DSM DSM TWY D4, D5, D6, TWY B BTN RWY 13/31 AND TWY D, TWY D WEST OF RWY 5/23 WIP SN REMOVAL 1312070700-1312101500

!FAI FAI APRON EAST RAMP WIP SN REMOVAL EAST HALF 1312070700-1312101500EST
5–2–1. LIGHTING AIDS

Originates NOTAMs on lighting aids for public-use civil landing areas listed in the A/FD. NOTAMs regarding lighting aids are originated as follows:

a. Approach light systems (ALS). Only use the runway direction for which the equipment pertains.

1. When commissioning approach light systems, indicate the exact type of system; for example, MALSR, MALSF, etc.

2. Once commissioned and published, approach light systems need only be shown as ALS.

EXAMPLES–
!ANB EUF RWY 36 ALS DECOMMISSIONED 1306011300-PERM
!ANB EUF RWY 18 ALS OUT OF SERVICE 1310112300-1310131200EST
!CLE CLE RWY 6L ALS OUT OF SERVICE EXC SSALR 1307112300-1307131200EST

b. Lead off /lead on lights.

NOTE–
Lead off and lead on light will be the standardized verbiage for lead off/on lights which are sometimes referred to as turnoff lights.

EXAMPLES–
!IAD IAD RWY 1C LEAD OFF LGT FOR TWY Y4 OUT OF SERVICE 1309112300-1309131200EST
!IAD IAD RWY 1C LEAD ON LGT FOR TWY Y9 OBSC 1305112300-1305131200EST

c. Runway status light system.

EXAMPLE–
!MCO MCO RWY 18L RWY STATUS LGT SYSTEM OUT OF SERVICE 1300111200-1303311830EST

1. Runway entrance lights.

EXAMPLES–
!PHL PHL TWY ALL RWY ENTRANCE LGT FOR RWY 9L SOUTH SIDE OUT OF SERVICE 1302011200-1302031500EST
!PHL PHL RWY K5, K6, T RWY ENTRANCE LGT FOR RWY 9L OUT OF SERVICE 1311232300-1315251200EST

2. Take-off hold lights.

EXAMPLE–
!BWI BWI RWY 28 TKOF HOLD LGT OUT OF SERVICE 1311122300-1315251200EST

2. Sequence flashing lights/runway alignment indicator lights.

EXAMPLES–
!ANB EUF RWY 18 SEQUENCED FLASHING LGT OBSC 1305112300-1305131200EST
!ANB EUF RWY 18 RAI LGT OUT OF SERVICE 1305112300-1305131200EST

e. Visual approach lighting.

1. Visual approach slope indicator (VASI).

EXAMPLES–
!SBY SBY RWY 5 VASI OUT OF SERVICE 1309112300-1309131200EST
!RIC RIC RWY 22 VASI LEFT SIDE OUT OF SERVICE 1305112300-1305131200EST
!BTL BTL RWY 13 VASI UNUSABLE 5 DEG LEFT OF COURSE 1311041400-1312301930

2. Precision approach path indicator (PAPI).

EXAMPLE–
!IAD IAD RWY 1L PAPI OUT OF SERVICE 1311031200-131142200EST

3. Runway end identifier lights.

EXAMPLE–
!DCA DCA RWY 18 RWY END IDENTIFIER LGT OUT OF SERVICE 1305112300-1305131200EST

4. Threshold lights (THR LGT).

EXAMPLES–
!SAV SAV RWY 27 THR LGT OUT OF SERVICE 1305112300-1305131200EST

f. Runway edge lights (EDGE LGT).

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

2. Once commissioned and published, runway edge lights must only be shown as EDGE LGT.

EXAMPLE–
!BNA BNA RWY 13/31 EDGE LGT OUT OF SERVICE 1305112300-1305131200EST

3. Runway lights obscured due to snow and ice.
EXAMPLE—
!BTV BTV RWY 15/33 EDGE LGT OBSC
1310131300–1310141300EST

NOTE—
1. All runway 15/33 edge lights are completely obscured. 
The reason for the obscuration should not be reported.
2. Lights that are partially obscured should not be 
reported.

g. Runway centerline light (RCLL).
EXAMPLE—
!ATL ATL RWY 8R/26L RCLL OUT OF SERVICE 
1305112300–1305131200EST

h. Touchdown zone lights (TDZ LGT).
EXAMPLE—
!ATL ATL RWY 8R TDZ LGT OUT OF SERVICE 
1305112300–1305131200EST

i. Runway lead-in lighting system (RLLS).
EXAMPLE—
!DCA DCA RWY 18 RLLS OUT OF SERVICE 
1305112300–1305131200EST

j. Airport lighting total power failure.
EXAMPLE—
!SPA SPA AD LGT ALL OUT OF SERVICE 
1305112300–1305131200EST

k. Pilot-controlled lighting (PCL) frequency 
when it controls approach lights or runway lights.
EXAMPLES—
!SBY SBY SVC PCL ALL OUT OF SERVICE 
1305112300–1305131200EST

!JLN JLN SVC PCL RWY 18/36 EDGE LGT OUT OF SERVICE 
1305112300–1305131200EST

!JLN JLN SVC PCL RWY 18 VASI OUT OF SERVICE 
1305112300–1305131200EST

!JLN JLN SVC PCL RWY 18 ALS OUT OF SERVICE 
1305112300–1305131200EST

!JLN JLN SVC PCL RWY 18/36 OUT OF SERVICE EXC 
LOW INTST 1305112300–1305131200EST

NOTE—
If the lights are set on continuous as result of the PCL 
outage, the PCL OUT OF SERVICE NOTAM must be 
canceled and a new NOTAM originated regarding the condition/status of the affected lighting system.
EXAMPLES—
!BFD 8G5 SVC PCL RWY 14/32 COMMISSIONED KEY 
FREQ 122.777 TIMES HIGH/5 TIMES MED/3 TIMES 
LOW INTST DLY 0200–1100 13051110200–13051110200–PERM

NOTE—
PCL frequency need not be an ATC frequency.
1. Taxiway lighting.

EXAMPLE—
!SBY SBY SVC PCL FREQ CHANGED TO 122.8 
1305112300–1305131200EST

1. Taxiway edge lights.
EXAMPLE—
!ATL ATL RWY 15/33 EDGE LGT OBSC 
1305112300–1305131200EST

NOTE—
1. OBSC can be used to describe the physical state of 
airport infrastructure, including signs and markings.
2. All taxiway C edge lights are completely obscured. 
The reason for the obscuration should not be reported.
3. Lights that are partially obscured should not be 
reported.

5–2–2. TOWER LIGHT OUTAGES

a. The NOTAM text for telecommunication 
antenna tower light outages must be formatted as follows:

1. Exclamation point (!).
2. Accountability.
3. Location designator.
4. Keyword “OBST.”
5. Specify the attribute “TOWER LGT.”
6. The FCC antenna structure registration (ASR) number in parentheses (if known).

NOTE - If ASR is not known, indicate by (ASR UNKNOWN) in the NOTAM.

7. Obstruction location by latitude and longitude to the nearest one hundredth of a second.

8. Plain language location in parentheses.
   (a) When the tower is within 5SM of an airport, describe the plain language location in feet or nautical miles using 16 points of compass from a specified location on the airport; for example, (2NM SSW ACY) (.5NM E APCH END RWY 18) (2000FT SSE DEP END RWY 20).
   (b) When the tower is within 500 feet either side of the centerline of a charted helicopter route (see 14 CFR Section 77.23), or 5SM or more from an airport and more than 200 feet AGL, describe the plain language location by using the bearing, distance, and aerodrome designator of the nearest public-use airport; for example, (12NM SSW SPA).

9. Specify the altitude MSL with the unit of measurement (FT).

10. In parentheses, specify the height with the unit of measurement and reference datum (AGL).

NOTE - Height of tower lights on terrain (hills) are identified as MSL only.

11. Specify the condition “OUT OF SERVICE.” A light condition of OUT OF SERVICE refers to a top light or flashing obstruction light regardless of its position.

12. Effective time/expiration time.
   (a) When a notice of light outage is received without an expiration time, inform the sponsor that you will be adding 15 days to the current time for the expiration time, at which time the NOTAM will be auto canceled. Advise the sponsor that a NOTAM must be canceled in the event that the return-to-service time is earlier than 15 days.
   (b) When a tower light outage NOTAM is auto canceled after 15 days, the canceled NOTAM, including the tower’s ASR number will be forwarded to the appropriate FCC field office.

NOTE - Appendix C lists FCC Field Office FAX numbers.

EXAMPLES -
!GSP GSP OBST TOWER LGT (ASR 1234567) 345313.12N0815744.34W (3NM SSW SPA) 1528FT (564FT AGL) OUT OF SERVICE 1310291200-1311131200

!PWK PWK OBST TOWER LGT (ASR UNKNOWN) 420651.07N087546.27W (12NM N PWK) 1049FT (330FT AGL) OUT OF SERVICE 1309151600-1309301600

b. Commercial tower light operators must report the operating status of tower lights and ensure that a NOTAM is originated via a direct entry tool or contacting FSS.

5–2–3. OBSTRUCTIONS

a. Obstructions include cranes, stacks, wind turbines, non-FCC towers, powerlines, etc. Any failure or malfunction which affects a top light or flashing obstruction light regardless of its position is a condition for a NOTAM.

b. The NOTAM text for obstructions must be formatted as follows:

1. Exclamation point (!).
2. Accountability.
3. Location designator.
4. Keyword “OBST.”
5. Specify the attribute; for example, “CRANE,” “STACK,” “AIRCRAFT TAIL,” “BUILDINGS,” etc.
6. The Aeronautical Study Number (ASN), if known, in parentheses. Do not include the ASN for wind turbine farm NOTAMs, see examples. Note: If the ASN is not known, indicate by (ASN UNKNOWN) in the NOTAM.

7. Obstruction location by fix/radial/distance or latitude and longitude to the nearest second. For wind turbine farms, if using latitude and longitude, provide the coordinates for the center point of the wind farm, or the coordinates for one of the turbines closest to the center.

8. Plain language location in parentheses.
   (a) When the obstruction is within 5SM of an airport, describe the plain language location in feet or nautical miles using 16 points of compass from a specified location on the airport; for example, (.5NM E APCH END RWY 18) (2000FT SSE DEP END RWY 20) (2NM SSW ACY).
(b) When the obstruction is within 500 feet either side of the centerline of a charted helicopter route, or 5SM or more from an airport and more than 200 feet AGL, describe the plain language location by using the bearing, distance, and aerodrome designator of the nearest public-use airport; for example, (12NM SSW SPA)

9. Specify the altitude MSL with the unit of measurement (FT). For wind turbine farms, use the tallest height of a turbine within the farm.

10. In parentheses, specify the height with the unit of measurement and reference datum (AGL).

11. Specify the condition; for example, “NOT LGTD,” “LGTD,” “FLAGGED.”

12. Effective time/expiration time.

**EXAMPLES**

<table>
<thead>
<tr>
<th>Airport</th>
<th>Description</th>
<th>Location</th>
<th>Altitude</th>
<th>Condition</th>
<th>Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>RJU N52</td>
<td>OBST CRANE</td>
<td>(ASN 2013-ACE-5-NRA) 345140N0804506W (1.44NM SW N52) 580FT (195FT AGL)</td>
<td>NOT LGTD</td>
<td>1311292300-1311302300</td>
<td></td>
</tr>
<tr>
<td>BGR 60B</td>
<td>OBST WIND TURBINE</td>
<td>(ASN 2013-ACE-5-0E) 452315N0701346W (18.4NM SW 60B) 2820FT (410FT AGL)</td>
<td>NOT LGTD</td>
<td>1311302330-13121752359EST</td>
<td></td>
</tr>
<tr>
<td>CLE ZOB</td>
<td>OBST WIND TURBINE FARM WITHIN AN AREA DEFINED AS 4NM RADIUS OF</td>
<td>411931N0822776W (17NM W LPR) 2820FT (410FT AGL)</td>
<td>NOT LGTD</td>
<td>1311302330-1312172359</td>
<td></td>
</tr>
</tbody>
</table>

**5–2–4. 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 in the following order:

a. Exclamation point (!).

b. Accountability.

c. Location designator.

d. Keyword “OBST.”

e. The type of obstruction; for example “MOORED BALLOON,” “KITE.”

f. Description of area impacted; for example, a nautical mile radius of a NAVAID, fix/radial/distance, or latitude and longitude to the nearest second.

g. Plain language location in parentheses.

1. When the obstruction is within 5SM of an airport, describe the plain language location in feet or nautical miles using 16 points of compass from a specified location on the airport; for example, (.5NM E APCH END RWY 18) (2000FT SSE DEP END RWY 20) (2NM SSW ACY).

2. When the obstruction is within 500 feet either side of the centerline of a charted helicopter route (see reference), or 5SM or more from an airport and more than 200 feet AGL, describe the plain language location by using the bearing, distance, and aerodrome designator of the nearest public-use airport; for example, (12NM SSW SPA)

<table>
<thead>
<tr>
<th>Airport</th>
<th>Description</th>
<th>Location</th>
<th>Altitude</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>SJT</td>
<td>MOORED BALLOON</td>
<td>WITHIN AN AREA DEFINED AS 1NM RADIUS OF SJT</td>
<td>2430FT (510FT AGL)</td>
<td>FLAGGED</td>
</tr>
<tr>
<td>SJT</td>
<td>MOORED BALLOON</td>
<td>WITHIN AN AREA DEFINED AS 1NM RADIUS OF 400720N0943105W (30NM NE SJT)</td>
<td>2350FT (431FT AGL)</td>
<td>LGTD FLAGGED</td>
</tr>
<tr>
<td>ABQ</td>
<td>KITE</td>
<td>WITHIN AN AREA DEFINED AS 1NM RADIUS OF ABQ020002 (10NM WSW ABQ)</td>
<td>5860FT (505FT AGL)</td>
<td>DLY SR-SS</td>
</tr>
</tbody>
</table>

i. In parentheses, specify the height with the unit of measurement (AGL).

j. Specify the condition, if needed; for example, “LGTD,” “FLAGGED.”

k. Schedule, if needed; for example, DLY 1200-1800 or DLY SR-SS.

l. Effective time/expiration time.

**EXAMPLES**

<table>
<thead>
<tr>
<th>Airport</th>
<th>Description</th>
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</tr>
</thead>
<tbody>
<tr>
<td>SJT</td>
<td>MOORED BALLOON</td>
<td>WITHIN AN AREA DEFINED AS 1NM RADIUS OF SJT</td>
<td>2430FT (510FT AGL)</td>
<td>FLAGGED</td>
<td>1309251400-1309261400EST</td>
</tr>
<tr>
<td>ABQ</td>
<td>KITE</td>
<td>WITHIN AN AREA DEFINED AS 1NM RADIUS OF ABQ020002 (10NM WSW ABQ)</td>
<td>5860FT (505FT AGL)</td>
<td>DLY SR-SS</td>
<td>1310011900-1310112100EST</td>
</tr>
</tbody>
</table>
Section 3. NAVAID NOTAMs

5–3–1. GENERAL
Technical Operations personnel must ensure the origination of NOTAM Ds concerning NAVAIDs for which they are responsible.

5–3–2. REPORTING NAVAID MALFUNCTIONS
Known or reported malfunctions of a navigational aid must be reported to Technical Operations or appropriate personnel.

5–3–3. UNPROGRAMMED EXTENDED SHUTDOWNS
Unprogrammed, extended facility shutdowns or other unanticipated outages that are expected to last more than 30 days must 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.

5–3–4. NAVAID MAINTENANCE SHUTDOWNS
Information concerning maintenance shutdown of NAVAIDs that are part of the NAS must 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 must not be denied because of an inability to issue a NOTAM 5 hours in advance of the shutdown.

b. Emergency shutdown. When possible, obtain at least 1 hour advance notice so that appropriate dissemination may be made before 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 no 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.

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, Technical Operations personnel must ensure the origination of 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 word “UNMONITORED.”

EXAMPLE–
DCA LDN NAV VOR UNMONITORED

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

5–3–6. INSTRUMENT LANDING SYSTEM STATUS

a. Category 2 and/or 3 approaches are automatically canceled or not authorized when a NOTAM has been issued for any fundamental component needed for the approaches. Those components are the glidepath, localizer, approach lighting system, and the runway edge lights.

b. Category 2 and/or 3 approaches may not be authorized due to the failure of additional equipment, such as the outer marker inner marker, locator at the outer marker, distance measuring equipment, sequence flashing lights/runway alignment indicator lights, touchdown zone lights, runway centerline lights, RVR touchdown, RVR midpoint, and RVR rollout. The determination of impact to higher category ILS operations will be made by the Technical Operations Control Center specialist in accordance with the guidance contained in FAA Order 6750.24, and a separate NOTAM request for loss of ILS category will be made if the equipment failures warrant this action.
5–3–7. NAVALI D CONDITIONS

a. Originate a NOTAM D for commissioning, decommissioning, outages, or unmonitored status of NAVALI Ds (more than 1 hour or 30 minutes for RADAR) that are part of the NAS. The NOTAM must be canceled by the originator.

b. Restrictions to NAVALI Ds are normally published by segment; for example, 020-055 degree radials. To correct a given segment, cancel the original NOTAM and issue a completely new NOTAM. Add “PLUS SEE (publication)” when other restrictions to the NAVALI D are published. The absence of this statement from the NOTAM indicates that all other restrictions have been canceled.

EXAMPLES–

!SAV SAV NAV VOR RADIALS 010-030 BEYOND 35NM SFC-2000FT UNUSABLE 1311251600-1311251900EST

!PNC PER NAV RADIALS 045-060 SFC-2000FT UNUSABLE 1311011200-1311011600EST

!FMN RSK NAV VOR RADIALS 090-180 BEYOND 25NM SFC-5000FT AND RADIALS 270-300 BEYOND 25NM SFC-5000FT AND RADIALS 300-360 BEYOND 35NM SFC-4000FT UNUSABLE 1311011200-1311011600EST


1. Distinguish components of an ILS from nonprecision approach NAVALI Ds by preceding the component with “ILS” followed by “RWY” and the runway number (including single ILS airports).

EXAMPLES–

!SHV SHV NAV ILS RWY 32 110.3 COMMISSIONED 1311251600-PERM

!SUS SUS NAV ILS RWY 8R SNOOP LOM OUT OF SERVICE 1311011200-1311011600EST

!SHV SHV NAV ILS RWY 5 DECOMMISSIONED 1311251600-PERM

2. Snow and ice accumulation in the vicinity of glide slope antennas may affect facility performance to the extent that it is inoperative. When this occurs, Technical Operations personnel at the glide slope location are required to initiate appropriate NOTAM D action. Technical operations personnel must monitor snow conditions to determine when conditions permit use of the glide slope and initiate action to cancel the restricting NOTAM.

EXAMPLE–

!DCA DCA NAV ILS RWY 18 GP OUT OF SERVICE 1301051615-1301052015EST

!DTW DTW NAV ALA LOC TYPE DIRECTIONAL AID RWY 4L LOC OUT OF SERVICE 1311011200-1311011600EST

d. Simplified directional facility.

EXAMPLE–

!LOU AAS NAV SIMPLIFIED DIRECTIONAL FACILITY RWY 23 OUT OF SERVICE 1301051615-1301052015EST

e. Localizer type directional aid for the airport.

EXAMPLES–

!EKN EKN NAV LOC TYPE DIRECTIONAL AID OUT OF SERVICE 1301051615-1301052015EST

NOTE–

The LDA at the airport is out of service.

f. VOR/DME.

EXAMPLES–

!OJC OJC NAV VOR/DME 113.0/CH 77 COMMISSIONED 1304131800-PERM
NAVAID NOTAMs

10. VORTAC.

   1. VORTAC (all components, VOR/DME/TACAN).
   EXAMPLES –
   /GSO GSO NAV VORTAC 116.2/CH 109
   COMMISSIONED 1304131800-PERM
   /GSO GSO NAV VORTAC DECOMMISSIONED
   1304131800-PERM
   /OJC OJC NAV VORTAC OUT OF SERVICE
   1304131800-1304301200
   2. VOR out of service (DME/TACAN operational).
   EXAMPLE –
   /GSO GSO NAV VOR OUT OF SERVICE
   1304131800-1304301200
   3. DME out of service (VOR operational/TACAN out).
   EXAMPLE –
   /GSO GSO NAV TACAN OUT OF SERVICE
   1310230100-1310311230EST
   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 OUT OF SERVICE
   1310230100-1310311230EST
   5. VOT (VOR Test Facility).
   EXAMPLE –
   /SBY SBY NAV VOT OUT OF SERVICE
   1310242000-1310250300EST
   6. VOR Receiver Checkpoint.
   EXAMPLES –
   /MWA MWA NAV VOR AIRBORNE REC CHECKPOINT
   OUT OF SERVICE 1310242000-1310250300EST
   /BTI BTI NAV GROUND REC CHECKPOINT
   OUT OF SERVICE 1310242000-1310250300EST
   /LRD LRD NAV GROUND REC CHECKPOINT
   FOR TWY A OUT OF SERVICE
   1310242000-1310250300
   NOTE –
   There are two separate Ground Receiver Checkpoints for
   LRD VOR at (LRD), Laredo, Texas.

h. TVOR.

   1. TVORs serving one airport, and not
   associated with airway structure, must have
   NOTAMs issued using the associated airport
   identifier as the affected facility.
   EXAMPLE –
   /ILN ILN NAV MXQ VOR OUT OF SERVICE
   1310242000-1310250300EST
   2. TVORs serving more than one airport, or
   associated with airway structure, must have NOT-
   AMs issued using the TVOR identifier as the affected
   facility.
   EXAMPLE –
   /DAY XUB NAV VOR OUT OF SERVICE
   1310242000-1310250300EST

i. NDB or LOM as follows:

   1. Terminal NDBs. Those NDBs located on or
   serving only that airport must have NOTAMs issued
   using the associated airport as the affected facility.
   EXAMPLE –
   /DCA DCA NAV GTN NDB OUT OF SERVICE
   1310242000-1310250300EST
   2. If an NDB serves more than one airport, or
   associated with an airway route structure, issue a
   NOTAM using the identifier of the NDB as the
   affected facility.
   EXAMPLE –
   /RKD SUH NAV NDB OUT OF SERVICE
   1309241430-1309241700EST
   3. LOM outages.

   (a) LOM serving one airport must be issued
   with the three–letter identifier of the airport as the
   affected location.
   EXAMPLES –
   /SBY SBY NAV ILS RWY 32 COLBE LOM OUT OF
   SERVICE 1309241430-1309241700EST
SUS NAV ILS RWY 8R SNOOP LOM OUT OF SERVICE 1309241430-1309241700EST

**NOTE**–
Except in Alaska, collocated LOMs are assigned five-letter names. All other NDBs are assigned three-letter identifiers.

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

**EXAMPLES**–
/MCI MCI NAV ILS RWY 9 HUGGY LOM OUT OF SERVICE 13010241300-1310241700EST

/FLV FLV NAV HUGGY NDB OUT OF SERVICE 1311241300-1311241700EST

**NOTE**–
In the above examples, Huggy NDB serves as a LOM to runway 9 at Kansas City Intl (MCI). It also serves Fort Leavenworth/Sherman AAF (FLV), Kansas, as an NDB.

**j. NAVAID identification change.**

**EXAMPLE**–
/IND IND NAV VORTAC ID CHANGED TO VHP 1301011200-130107200

### 5–3–8. SATELLITE BASED SYSTEMS

**a. Global Positioning System (GPS).**

1. All global positioning system pseudo–random noise (PRN) GPS satellite outages will be reported directly to the USNOF by the Air Force Space Command (AFSPACECOM) monitoring facility. The USNOF will issue NOTAMs under the accountability “GPS” with a location of “KNMH.” When these NOTAMs get distributed internationally, the USNOF changes the designator “KNMH.”

**EXAMPLE**–
/GPS GPS NAV PSUEDO RANDOM NOISE 16 OUT OF SERVICE 1309231600-1309242300EST

**NOTE**–
1. Global positioning system pseudo–random noise (PRN) number 16 is out of service from September 23, 2013, at 1600 until September 24, 2013, at 2300.
2. Use standard request/reply procedures to obtain all current GPS NOTAMs.

**EXAMPLE**–
/GPS KDZNAXX
121413 KDCAFYX
/SVC RQ INT LOC=KNMH

**or**

/GG KDZNAXX
121413 KDCAFYX
/SVC RQ INT LOC=KNMH

**or**

/ORIGIN: PRECEDENCE:GG TIME:

**NOTE**–

GPS operations are included in the Aeronautical Information Manual.

2. All GPS interference testing NOTAMs will be reported to the USNOF by Technical Operations ATC Spectrum Engineering Services, Spectrum Assignment and Engineering Services. The USNOF will format NOTAMs under the accountability “GPS” with an affected location of the associated center.

**EXAMPLE**–
/GPS ZAB NAV GPS (INCLUDING WAAS, GBAS, AND ADS-B) MAY NOT BE AVAILABLE WITHIN A 468NM RADIUS CENTERED AT 330702N1062540W (TCS103044) FL400-UNL DECREASING IN AREA WITH A DECREASE IN ALTITUDE DEFINED AS:
425NM RADIUS AT FL250,
360NM RADIUS AT 10000FT,
354NM RADIUS AT 4000FT AGL,
327NM RADIUS AT 50FT AGL DLY 0400-1000
1308060400-1308081000

**NOTE**–

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

**b. Wide Area Augmentation System (WAAS).**

WAAS area-wide NOTAMs are originated when WAAS assets are out of service and impact the service area. The term “MAY NOT BE AVBL” indicates that due to ionospheric conditions, lateral guidance may still be available when vertical guidance is unavailable. Under certain conditions, both lateral and vertical guidance may be unavailable. USNOF distributes these 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. USNOF utilizes templates provided by Technical Operations, WAAS Operations. All events must reflect an effective time and expiration time.

1. Unscheduled loss of signal or service.

**EXAMPLE**–
/FDC FDC NAV WAAS NOT AVBL 1311160600–
NAV AID NOTAMs

1311191200EST

!FDC ZAN NAV WAAS SIGNAL NORTH OF LINE DEFINED AS 6800N14000W TO 5400N16000W MAY NOT BE AVBL. WAAS USERS SHOULD CONFIRM RAIM AVAILABILITY FOR IFR OPERATIONS IN THIS AREA. T-ROUTES IN THIS SECTOR NOT AVBL. ANY REQUIRED ALTERNATE AIRPORT IN THIS AREA MUST HAVE AN APPROVED INSTRUMENT APPROACH PROCEDURE OTHER THAN GPS THAT IS ANTICIPATED TO BE OPERATIONAL AND AVAILABLE AT THE ESTIMATED TIME OF ARRIVAL AND WHICH THE AIRCRAFT IS EQUIPPED TO FLY. 1304210800-1304242000EST

2. Ionosphere storm conditions.

**EXAMPLE—**

!FDC FDC NAV WAAS VNAV/LPV/LP MINIMA MAY NOT BE AVBL 1306111330-1306141930EST

!FDC FDC NAV WAAS VNAV/LPV MINIMA NOT AVBL, WAAS LP MINIMA MAY NOT BE AVBL 1306021200-1306031200EST

3. Scheduled loss of signal or service.

**EXAMPLE—**

!FDC FDC NAV WAAS NOT AVBL 1312041015-1312082000EST

!FDC ZAN NAV WAAS SIGNAL NORTH OF LINE DEFINED AS 7000N15000W TO 6400N16400W MAY NOT BE AVBL. WAAS USERS SHOULD CONFIRM RAIM AVAILABILITY FOR IFR OPERATIONS IN THIS AREA. T-ROUTES IN THIS SECTOR NOT AVBL. ANY REQUIRED ALTERNATE AIRPORT IN THIS AREA MUST HAVE AN APPROVED INSTRUMENT APPROACH PROCEDURE OTHER THAN GPS THAT IS ANTICIPATED TO BE OPERATIONAL AND AVAILABLE AT THE ESTIMATED TIME OF ARRIVAL AND WHICH THE AIRCRAFT IS EQUIPPED TO FLY. 1304210800-1304242000EST

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

3. A GBT service is comprised of Flight Information Service Broadcast (FIS-B) and Traffic Information Service Broadcast (TIS-B). When one of these broadcasts is out of service and/or expected by Technical Operations personnel to be out of service issue a NOTAM D.

**EXAMPLE—**

!BET BET NAV GROUND BASED TRANSCEIVER OUT OF SERVICE 1312070800-1312101800EST

!ANI ANI NAV GROUND BASED TRANSCEIVER OUT OF SERVICE 1309211600-1309211900EST

d. Ground Based Augmentation System (GBAS). Originate NOTAMs when the GBAS is out of service for maintenance reasons or predicted to be out of service. GBASs are operated by non-federal service providers.

1. Unscheduled loss of signal or service.

**EXAMPLE—**

!IAH IAH NAV GBAS OUT OF SERVICE 1309211600-1309211900EST

2. Predicted loss of signal or service.

**EXAMPLE—**

!EWR EWR NAV GLS RWY 4R, RWY 4L, RWY 11, RWY 22R, RWY 22L OUT OF SERVICE 1307182135-1307182200

**NOTE—**

When one or multiple GLS approaches are predicted to not be available.

5–3–9. HOURS OF OPERATION

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

**EXAMPLE—**

!SBY SBY NAV ILS RWY 32 UNMONITORED DLY 0200-0900 1310140200-1310160900EST

NAVAID NOTAMs
Section 4. Communications Outlets NOTAMs

5–4–1. GENERAL
Technical Operations personnel must ensure the origination of NOTAM D concerning communication outlets for which they are responsible.

5–4–2. REPORTING COMMUNICATIONS OUTLET MALFUNCTIONS
Known or reported malfunctions of a communication outlet must be reported to Technical Operations or appropriate personnel.

5–4–3. COMMUNICATION OUTLET CONDITIONS
Originate a NOTAM for conditions pertaining to the operation of communications outlets that are part of the NAS when an outage occurs or when a scheduled shutdown is expected as follows:

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

EXAMPLES–

!GSO GSO COM COMMON TFC ADVISORY FREQ 122.8 COMMISSIONED 1306111330-PERM

!PGD PGD COM LOCAL CTL 118.9, GROUND CTL 121.0 COMMISSIONED 1310031200-PERM

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

EXAMPLES–

!PSK PSK COM CLEARANCE DELIVERY 121.7 OUT OF SERVICE 1305101330-1305131330EST

!BNA MBT COM GROUND COM OUTLET 135.075 OUT OF SERVICE 1306111330-1306141930EST

!ENA ENA COM LOCAL AIRPORT ADVISORY 121.3 OUT OF SERVICE 1307091530-1307142230EST

NOTE–
Local Airport Advisory frequency out of service.

EXAMPLE–

!DDC DDC COM REMOTE AIRPORT ADVISORY OUT OF SERVICE 1307091530-1307142230EST

(a) Remote Communication Outlets associated with an airport or NAVID.

EXAMPLE–

!INW INW COM REMOTE COM OUTLET 122.6 OUT OF SERVICE 1307121330-1307151930EST

NOTE–
Winslow’s other frequency 255.4 is still operating. If both were out of service, the NOTAM would be “!INW INW COM REMOTE COM OUTLET OUT OF SERVICE.”

!AND HAB COM REMOTE COM OUTLET OUT OF SERVICE 1307091530-1307142230EST

(b) Remote Communication Outlets NOT associated with an airport or NAVID.

EXAMPLE–

!JBR 1SH COM SOCIAL HILL REMOTE COM OUTLET OUT OF SERVICE 1307091530-1307132330

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

EXAMPLES–

!IPT IPT COM VOR VOICE OUT OF SERVICE 1310140200-1310160900EST

!OKV OKV COM REMOTE TRANSMITTER/RECEIVER OUT OF SERVICE 1310140200-1310160900EST

!GCK GCK COM REMOTE COM AIR TO GROUND OUT OF SERVICE 1310140200-1310160900EST

(a) Remote Communication Outlets associated with an airport or NAVID.

EXAMPLE–

!ZZV ZZV COM REMOTE COM Outlet 122.5 OUT OF SERVICE 1307091530-1307142230EST

(b) Remote Communication Outlets NOT associated with an airport or NAVID.

EXAMPLE–

!DCA 2D2 COM FALLS CHURCH REMOTE COM OUTLET 122.6 OUT OF SERVICE 1310140200-1310160900EST

b. En Route Flight Advisory Service (EFAS).

1. Outage of communications outlets must be advertised as a separate NOTAM for each outlet.
2. Commissioning or non-availability of a new outlet.

EXAMPLES–

!CRW CRW COM EN ROUTE FLIGHT ADVISORY SERVICE OUTLET 122.0 OUT OF SERVICE 1310140200-1310160900EST

!BGR BGR COM EN ROUTE FLIGHT ADVISORY SERVICE OUTLET 133.925 OUT OF SERVICE 1310140200-1310160900EST

NOTE–

Individual outlet NOTAMs must be issued by the FSS facility that has NOTAM responsibility for the outlet after notification by the flight watch control station (FWCS) broadcast facility.
Section 5. Services NOTAMs

5–5–1. GENERAL

   a. Technical Operations personnel must ensure the origination of NOTAM D concerning the malfunction or degradation of FAA maintained systems and/or equipment.

   b. Air traffic personnel must ensure the origination of NOTAM D concerning changes to air traffic services and capabilities.

5–5–2. CHANGES TO PUBLISHED SERVICES

   a. The party that issues the NOTAM is responsible for formatting the information correctly.

   b. Originate a NOTAM for conditions pertaining to the following conditions:

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

         EXAMPLE–
         /ROA ROA SVC TWR COMMISSIONED
         1301050001-PERM

      2. Hazardous In flight Weather Advisory Service (HIWAS). HIWAS is considered a service because it is broadcast and not a two-way communication system.

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

         EXAMPLE–
         /LYH LYH SVC HAZARDOUS INFLIGHT WEATHER ADVISORY SERVICE OUTLET OUT OF SERVICE
         1303300100-1304051200EST

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

         EXAMPLE–
         /LYH LYH SVC HAZARDOUS INFLIGHT WEATHER ADVISORY SERVICE OUTLET COMMISSIONED
         1303300100-PERM

      3. Automatic Terminal Information Service (ATIS).

         EXAMPLE–
         /DEN DEN SVC ATIS NOT AVBL
         1303300100-1303312300EST

         NOTE–
         1. When ATIS is not available for other than equipment malfunction, use NOT AVAILABLE.

         2. ATIS service is not available at Denver International Airport.

         EXAMPLE–
         /DEN DEN SVC ATIS 134.025 OUT OF SERVICE
         1403300100-1404031700

         EXAMPLE–
         /DEN DEN SVC ATIS 134.025 NOT AVBL
         1303300100-1304031700EST

         NOTE–
         ATIS service from 134.025 is not available; however, ATIS service is being provided from another frequency.


         EXAMPLE–
         /ILI ILI SVC AUTOMATIC FLIGHT INFORMATION SERVICE OUT OF SERVICE 130321430-130321600

         /ILI ILI SVC AUTOMATIC FLIGHT INFORMATION SERVICE 134.95 OUT OF SERVICE
         1305212000-1305212330

      5. En Route Flight Advisory Service (EFAS). When EFAS is not available for other than equipment malfunction.

         EXAMPLE–
         /CLE CLE SVC EN ROUTE FLIGHT ADVISORY SERVICE NOT AVBL 1304010200-1304101200EST

5–5–3. HOURS OF OPERATION

Disseminate the following conditions as NOTAMs:

   a. Change in the hours of operation of an air traffic control facility or service.

   EXAMPLES–
   /ROA ROA SVC TWR CLSD
   1312061330-1312151200EST

   /GNV GNV SVC TWR CLSD MON-FRI 0300-1215,
   SAT 2300-1430, SUN 0100-1600
   1310140300-1310301600EST

   /CXO ZHU SVC DEL RIO APP CLSD
   1308091800-1308100300EST

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

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

1. Air route traffic control centers (ARTCC).

\textbf{EXAMPLE—}
\begin{verbatim}
/DCA ZDC SVC WASHINGTON ARTCC OUT OF SERVICE 1312061100-1312101200
\end{verbatim}

2. Approach control.

\textbf{EXAMPLES—}
\begin{verbatim}
/DCA ZDC SVC GREENSBORO APP OUT OF SERVICE 1309280900-1310011200EST
/MCN ZTL SVC GREENSBORO APP OUT OF SERVICE 1309280900-1309302200EST
\end{verbatim}

\textbf{NOTE—}
If an approach control area covers two or more ARTCCs, a NOTAM has to be issued for each ARTCC.

3. Flight service stations.

\textbf{EXAMPLE—}
\begin{verbatim}
/ENA ZAN SVC KENAI FSS OUT OF SERVICE 1310021520-1310202359EST
\end{verbatim}

\textbf{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.

\textbf{EXAMPLE—}
\begin{verbatim}
/GSO GSO SVC TWR OUT OF SERVICE 1310130500-1310152300EST
\end{verbatim}

\textbf{REFERENCE—}
FAA O 7210.3, Chapter 5. Section 1, Presidential Aircraft, and FAA O 2100.6, Flight Restrictions in the Proximity of the Presidential and Other Parties
e. Traffic Management Program Alerts.

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

**EXAMPLES**
!ORL ORL SVC TFC MANAGEMENT PROGRAM ALERT SEE NTAP RESERVATION REQUIRED 1310211400-1310270200

!LAL LAL SVC TFC MANAGEMENT PROGRAM ALERT SEE TFC MANAGEMENT MSG RESERVATION REQUIRED DLY 1300-1800 1310221300-1311041800EST

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

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

**EXAMPLES**
!JFK JFK SVC TFC MANAGEMENT PROGRAM ALERT SEE ATCSCC MSG 1310231900-1310232300

5–5–4. WEATHER AND WEATHER REPORTING EQUIPMENT

a. Technical Operations personnel, responsible for system monitoring, must ensure the origination of NOTAMs on Federal AWOS-3 systems as follows:

1. Total system failure (which includes date-time code failures).

2. Altimeter setting is reported as “missing.” AWOS-3 weather reports will be disseminated with missing report elements including altimeter settings. The letter “M” will appear on the operator’s terminal in place of any missing elements. No report will be disseminated when there is a total system failure.

3. Inaccurate/unreliable sensor readings.

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

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

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

(c) Technical operations personnel.

5. 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.

6. Disseminate the following conditions as NOTAM:

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

**EXAMPLES**
!DAN DAN SVC AWOS–3 COMMISSIONED 120.3/202–426–8000 1312140700-PERM

!DRT DRT SVC AWOS DECOMMISSIONED 1312140700-PERM

!PBF PBF SVC WX REPORTING DECOMMISSIONED 1312140700-PERM

(b) When reporting a failure or unavailability of weather reporting, do not specify the system nomenclature.

**EXAMPLE**
!DDC DDC SVC AUTOMATED WEATHER BROADCAST SYSTEM ALTIMETER SETTING NOT AVBL 1312140700-1312141200EST

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

**EXAMPLES**
!DDC DDC SVC WX REPORTING NOT AVBL DLY 0600–2200 1312140600-1312142200EST

!PBF PBF SVC WX REPORTING NOT AVBL 1312140700-1312141200EST
NOTE—
The non-automated weather reporting service provided by the FAA or the NWS is not available as published.

(c) AWOS unreliable/inaccurate elements.

EXAMPLES—

!MLC MLC SVC AUTOMATED WEATHER BROADCAST SYSTEM ALTIMETER SETTING UNREL 1311040800-1311141200EST

!PWA PWA SVC AUTOMATED WEATHER BROADCAST SYSTEM CEILING UNREL 1309172300-1309301200EST

!COU COU SVC AUTOMATED WEATHER BROADCAST SYSTEM WIND UNREL 1312140700-1312141200EST

!SJT SJT SVC AUTOMATED WEATHER BROADCAST SYSTEM T UNREL 1312140700-1312141200EST

!DRI DRI SVC AUTOMATED WEATHER BROADCAST SYSTEM CEILING AND VIS UNREL 1312140700-1312141200EST

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

(d) The broadcast frequency of the ASOS or AWOS is inoperative or returned to service.

EXAMPLES—

!DAN DAN SVC AUTOMATED WEATHER BROADCAST SYSTEM 120.3 OUT OF SERVICE 1303311200-1304032200EST

!LOZ LOZ SVC AUTOMATED WEATHER BROADCAST SYSTEM CEILING AND VIS UNREL 1312140700-1312141200EST

!DRI DRI SVC AUTOMATED WEATHER BROADCAST SYSTEM CEILING AND VIS UNREL 1312140700-1312141200EST

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

b. Accept NOTAM information on ASOS only from the NWS Weather Forecast Office. The person on duty, Meteorologist in Charge or Lead Forecaster, at the NWS Weather Forecast Office is responsible for requesting NOTAMs to 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 NWS Weather Forecast Office. ASOS NOTAMs do not get issued using the same criteria as the AWOS systems, as they (ASOS) are monitored and maintained by the NWS and not the FAA. Accept ASOS NOTAM cancellation information only from the NWS Weather Forecast Office.

EXAMPLE—

!INT INT SVC ASOS COMMISSIONED 134.725/352-799-5881 1312140700 PERM

3. Juneau Airport Wind Service is a wind warning system which provides turbulence alerts based on real-time wind information from anemometers and wind profilers around hazardous terrain.

EXAMPLE—

!JNU JNU SVC WIND SYSTEM EAGLECREST NOT AVBL 1308241200-1308301200EST

!JNU JNU SVC WIND SYSTEM RWY 8 NOT AVBL 1308241200-1308301200EST

5.5.5. MICROBURST/WINDSHEAR DETECTION SYSTEM

Technical Operations personnel must ensure the origination of NOTAM D concerning microburst/windshear detection systems, such as low-level windshear alert system, terminal Doppler weather radar and weather system processor.

EXAMPLES—

!IAD IAD SVC MICROBURST/WINDSHEAR DETECTION SYSTEM NOT AVBL 1312010930-1312021700EST

!ATL ATL SVC MICROBURST/WINDSHEAR DETECTION SYSTEM FOR RWY 10/28 NOT AVBL 1312010930-1312151330EST

5.5.6. RADAR SERVICES

The Technical Operations personnel must ensure the origination of NOTAM D concerning radar outages. List the service restrictions with reference to the nearest NAVAID.

a. Radar services for en route facilities are described using “SECONDARY SURVEILLANCE RADAR.” The identifier used for the issuance of NOTAMs for en route facilities must be the name of the secondary surveillance radar site affected.

EXAMPLE—

!HUF ZID SVC CRW SECONDARY SURVEILLANCE RADAR OUT OF SERVICE 1309121700-1309131700EST

b. Radar services for terminal facilities are described using “GROUND CONTROL
APPRAOCH,” “SECONDARY SURVEILLANCE RADAR,” “SURFACE MOVEMENT RADAR,” “PRECISION APPROACH RADAR,” and “TERMINAL AREA SURVEILLANCE RADAR,” spelled in full. Use SSR, spelled in full, to describe radar services for en route facilities. Location designators used for the issuance of NOTAMs for terminal facilities must be the aerodrome designator.

**EXAMPLE—**

/MSP MSP SVC SFC MOVEMENT RADAR OUT OF SERVICE 1309221300-1309221700EST

c. The contraction phrase “RADAR SVC” must not be used. When describing the radar service, do not use the model number.

**EXAMPLE—**

/SFO SFO SVC PRECISION RWY MONITOR OUT OF SERVICE 1311071345-1311071900EST

5–5–7. AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B) SERVICES

Technical Operations personnel must ensure the origination of NOTAM D concerning ADS-B services.

a. ADS-B services are comprised of the Flight Information Service Broadcast (FIS-B) and the Traffic Information Service Broadcast (TIS-B).

b. The location designator used for the NOTAM must be the three-letter aerodrome or ARTCC designator of the associated service volume.

c. When an ADS-B service is reduced, the service condition must be NOTAMed as “REDUCED,” meaning there may be gaps in the service due to loss of signal, but the information when received is accurate.

**EXAMPLES—**

/CXO ZHU SVC FLIGHT INFORMATION SERVICE BROADCAST REDUCED 1302011300-1302031500EST

/SDF SDF SVC TRAFFIC INFORMATION SERVICE BROADCAST REDUCED 1303011200-1303031200EST

d. When the service is not available as result of a service volume network being out of service, the service condition will be NOTAMed as NOT AVBL.

**EXAMPLE—**

/PHL PHL SVC TRAFFIC INFORMATION SERVICE BROADCAST NOT AVBL 1304031700-1304041200

**NOTE—**

See paragraph 5–3–7 for disruption of ground-based transceivers used as navigational aids.
Chapter 6. Airspace NOTAMs

Section 1. Airspace

6–1–1. GENERAL

A NOTAM D may be originated for the following conditions:

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

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.

EXAMPLES—

!HEF HEF AIRSPACE CLASS E SFC AREA HR CHANGED TO DLY 0730–1700
1308010730-1309011700

!LYH LYH AIRSPACE CLASS D SFC AREA HR CHANGED TO MON–FRI 0615–2100, SAT 0830–1700, SUN 1000–1900 1310010615-1310121900

6–1–2. SPECIAL ACTIVITY AIRSPACE (SAA)

A NOTAM must be entered through SAMS to activate special use airspace if activated by NOTAM only or at other than published times for those SAA that contain a NOTAM provision in their legal description, under the appropriate ARTCC(s):

a. SAA, for the purpose of this manual, includes special use airspace (restricted area, military operations area (MOA), warning area, and alert area airspace), instrument and visual military training routes, aerial refueling tracks and anchors.

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

2. NOTAMs for SAA activation and cancellation for uncharted and unpublished times must be originated by the appropriate controlling agency, with the overlying ARTCC as the affected location, using the appropriate accountability of SUAE, SUAC, and SUAW, corresponding to the FAA service areas, east, central and west, respectively.

b. NOTAMs originated for SAA will contain information in the following order:

1. An exclamation point (!).
2. Accountability.
3. Location designator (ARTCC).
4. Keyword “AIRSPACE.”
5. Description of activity, if needed.
6. Description of area impacted; for example, the name of a published area (“CRYPT NORTH MOA”), a nautical mile radius of a latitude/longitude or fix-radial distance, or an area defined by latitude/longitude or fixes.
7. Lower limit/upper limit; for example, 5000FT–16000FT (as specified in paragraph 4–2–1)
8. Remarks (optional). Other information considered to be important to the pilot.
10. Date/time the activity will begin and end.

EXAMPLE—

!SUAC ZMP AIRSPACE CRYPT NORTH MOA 5000FT–16000FT 1307150400–1307150600

c. Lights Out/Night Vision Goggle Operations in MOAs. Upon notification of a lights out/Night Vision Goggle operation in an authorized MOA (as listed in FAA exemption 7960), issue a NOTAM containing information as specified in paragraph 6-1-2b above.

EXAMPLE—

!SUAW ZLA AIRSPACE LGT OUT/NIGHT VISION Goggle Training Desert and Reveille North/South MOA SFC–9000FT AVOIDANCE ADVISED 1312070200-1312070500

NOTE—

NOTAMs for LIGHT OUT/NIGHT VISION GOGGLE
operations are scheduled times only, identified 48 hours in advance.

6–1–3. AIRSPACE AND ALTITUDE RESERVATIONS

a. Central Altitude Reservation Function (CARF) airspace and altitude reservation NOTAMs must be transmitted by the USNOF to the NADIN 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.

b. Airspace and altitude reservation NOTAMs must contain information in the following order:
   1. An exclamation point (!).
   2. Accountability “CARF.”
   3. Location designator (ARTCC).
   4. Keyword “AIRSPACE.”
   5. Description of activity; for example, “STATIONARY ALTITUDE RESERVATION.”
   6. Description of area impacted; for example, a nautical mile radius of a latitude/longitude or fix/radial/distance, or an area defined by latitude/longitude or fixes.
   7. Lower limit/upper limit.
   8. Reason (optional).
   9. Remarks (optional). Other information considered to be important to the pilot.
   10. Schedule (optional).
   11. Effective time/expiration time.

NOTE–
If the area impacts more than one ARTCC, originate a NOTAM for each ARTCC.

12. Airspace and Altitude reservation involving a single ARTCC.

EXAMPLE–
!CARF ZNY AIRSPACE STATIONARY ALTITUDE RESERVATION WITHIN AN AREA DEFINED AS 100NM RADIUS OF FJC60020 5500FT–FL270 1311131500–1311131700

13. Airspace and Altitude reservation involving two or more ARTCCs.

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

EXAMPLE–
!CARF ZDC AIRSPACE STATIONARY ALTITUDE RESERVATION WITHIN AN AREA DEFINED AS 50NM EITHER SIDE OF A LINE FROM ILM TO CRE 5500FT–16000FT 1310131300–1310151300

!CARF ZJX AIRSPACE STATIONARY ALTITUDE RESERVATION WITHIN AN AREA DEFINED AS 50NM EITHER SIDE OF A LINE FROM ILM TO CRE 5500FT–16000FT 1310131300–1310151300

!CARF ZAN AIRSPACE STATIONARY ALTITUDE RESERVATION WITHIN AN AREA DEFINED AS: 6507N14746W TO 6644N14747W TO 6642N14629W TO 6507N14701W TO POINT OF ORIGIN, AND 52NM RADIUS OF 6730N14656W, AND 9NM RADIUS OF 6508N14792W SFC–UNL 1301250400–1301251400

c. Missile firing and offshore airspace reservations. ARTCCs must issue as a NOTAM missile firing exercises and offshore airspace reservations. These NOTAMs must be transmitted as an international NOTAM to the USNOF as depicted below.

EXAMPLE–
GG KDZNNAXY
220302 KZOAZRZX
FNNNN/YY NOTAMN
Q) KZOQA/QWMLM/IV/NBO/E/000/999/3411N12456W A) KZOQA
B) 1103240351
C) 1103240455
E) AIRSPACE WATER OPERATIONS WITHIN AN AREA DEFINED AS 3411N12456W TO 3451N12322W TO 3426N12319W TO 3417N12453W TO POINT OF ORIGIN 8000FT -17000FT AERIAL REFUELING DLY 1830–05001302171830–1302210500

6–1–4. AIRCRAFT OPERATIONS

a. Upon receipt of a waiver to 14 CFR Part 91, but not more than 3 days prior to the event, issue
NOTAMs for air shows, demonstrations, and aerobatics areas and other airspace activities.

1. The NOTAM must contain information in the following order:

   (a) An exclamation point (!).

   (b) Accountability.

   (c) Location designator.

   (d) Keyword “AIRSPACE.”

   (e) Description of activity; for example, “AIRSHOW ACFT,” “AEROBATIC AREA.”

   (f) Description of area impacted; for example, a nautical mile radius of a latitude/longitude or fix/radial distance, or an area defined by latitude/longitude or fixes.

   (g) Alternate description (optional). In parentheses, specify an alternate description of the activity center as follows:

      (1) Use the nearest VOR/DME or VORTAC when the activity is 25NM or less from the NAVAID.

      (2) Use the nearest public-use airport when the activity is more than 25NM from the nearest VOR/DME or VORTAC.

   (h) Lower limit/upper limit; for example, SFC-9000FT.

   (i) Remarks (optional). Other information considered to be important to the pilot.

   (j) Schedule (optional).

   (k) Effective time/expiration time.

**EXAMPLES**

!*MIV MIV AIRSPACE AIRSHOW ACFT WITHIN AN AREA DEFINED AS 5NM RADIUS OF MIV SFC-10000FT AVOIDANCE ADVISED 1308122100-1308122300*

!*SAV SAV AIRSPACE DEMONSTRATION ACFT WITHIN AN AREA DEFINED AS 5NM RADIUS OF SAV SFC-15000FT AVOIDANCE ADVISED 1311122100-1311122300*

!*DSM DSM AIRSPACE AEROBATIC ACFT WITHIN AN AREA DEFINED AS 6NM RADIUS OF FOD068025 (5NM S CAV) SFC-4500FT AVOIDANCE ADVISED 1312291200-1312292200*

!*SGF SGF AIRSPACE AEROBATIC AREA WITHIN AN AREA DEFINED AS 3NM RADIUS OF SGF 3000FT-8500FT AVOIDANCE ADVISED 1312301400-1312301800*

2. Obtain the following information from the requestor:

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

   (b) Identification of the aircraft to be used.

   (c) Aircraft radio frequencies available.

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

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

   (a) An exclamation point (!).

   (b) Accountability.

   (c) Location designator.

      (1) Use the nearest public–use airport when the activity is 5NM or less from the airport.

      (2) Use the nearest VOR/DME or VORTAC when the activity is within 25NM of the nearest NAVAID.

   NOTE—The use of a 3-letter NDB NAVAID in Alaska is permissible.

   (3) Use the ARTCC when the activity is beyond 25NM from the nearest NAVAID.

   (d) Keyword “AIRSPACE.”

   (e) Description of activity; for example, “UNMANNED ACFT.”

   (f) Description of area impacted; for example, a nautical mile radius of a latitude/longitude or fix/radial distance, or an area defined by latitude/longitude or fixes.

   (g) Alternate description (optional). An alternate description of the center of the activity may be specified in parenthesis.

   (h) Lower limit/upper limit; for example, SFC-9000FT.

   (i) Remarks (optional). Other information considered to be important to the pilot.
Effective time/expiration time.

NOTE—
FAA authorization will be a Certificate of Authorization or Waiver, Special Airworthiness, or similar. Ensure NOTAM originator is aware of this.

EXAMPLE—
!IAD AML AIRSPACE UNMANNED ACFT WITHIN AN AREA DEFINED AS 10NM RADIUS OF AML223010 (10NM SW IAD) SFC-5000FT 1310251000–1310251200

!NYL NYL AIRSPACE UNMANNED ACFT WITHIN AN AREA DEFINED AS 10NM RADIUS OF NYL SFC-10000FT 1312122100–1312122300

!ENA ZAN AIRSPACE UNMANNED ACFT WITHIN AN AREA DEFINED AS 100NM RADIUS OF SQA240060 10000FT-16000FT 1310251000–1310251200

2. Unmanned aircraft operations involving two or more ARTCCs.

EXAMPLES—
!CLE ZOB AIRSPACE UNMANNED ACFT WITHIN AN AREA DEFINED AS EKN049007 ESL188014 ESL187034 EKN170016 TO POINT OF ORIGIN 12000FT-15000FT 1311291600–1311300800 EST

!DCA ZDC AIRSPACE UNMANNED ACFT WITHIN AN AREA DEFINED AS EKN049007 ESL188014 ESL187034 EKN170016 TO POINT OF ORIGIN 12000FT-15000FT 1311291600–1311300800 EST

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

6–1–5. AERIAL REFUELING

a. Coordinate a NOTAM for published and established routes as follows.

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

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

EXAMPLE—
!ABQ ABQ AIRSPACE AR115 ACT DLY 0200–0500 1309020200–1309070500

b. Originate a NOTAM for random tracks that are outside restricted/warning areas. NOTAMs will be used for special refueling tracks/anchors outside Class A airspace so as to define the refueling area as specifically as mission security will allow.

REFERENCE—
FAAO JO 7610.4, Para 10-6-6, Special Exercises, and Para 10-6-7, Issue NOTAM

EXAMPLE—
!MCN ZTL AIRSPACE RANDOM AERIAL REFUELING TRACK WITHIN AN AREA DEFINED AS 5NM EITHER SIDE OF LINE FROM MGM087050 TO MGM272065 7000FT-9000FT 1305061200–1305061500

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

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

a. The NOTAM must contain information in the following order:

1. An exclamation point (!).
2. Accountability.
3. Location designator.
4. Keyword “AIRSPACE.”
5. Description of activity; “PJE.”
6. Description of area impacted; for example, a nautical mile radius of a latitude/longitude or fix/radial/distance, or an area defined by latitude/longitude or fixes.
7. Alternate description (optional). If the area is described by other than the airport designator or (a) below, follow the description by including an alternate description in parentheses in relation to:
   (a) The nearest VOR in terms of radial/DME when the center of the active activity is 25NM or less from a VOR; or
   (b) The nearest airport, town, or city if the nearest VOR is more than 25NM from the center of the drop zone.
8. Lower limit/upper limit; for example, SFC-9000FT.
9. Remarks (optional). Other information considered to be important to the pilot.
10. Schedule (optional).
11. Effective time/expiration time.

b. Also obtain the following information:
1. Name, address, and telephone number of the person requesting authorization or giving notice.
2. Identification of the aircraft to be used.
3. Aircraft radio frequencies available.

EXAMPLES—
(VOR F/R/D more than 25NM from center of drop zone)
/DCA ZDC AIRSPACE PIE WITHIN AN AREA DEFINED AS 2NM RADIUS OF GVE097019 (10NM E LKU) SFC-12000FT 1311301200–1311301600EST

(VOR F/R/D more than 25NM from center of drop zone)
/DCA ZDC AIRSPACE PIE WITHIN AN AREA DEFINED AS 2NM RADIUS OF ESL170035 (10 SE VG18) SFC-12000FT 1311301200–1311301600EST

(On airport)
/CHO CHO AIRSPACE PIE WITHIN AN AREA DEFINED AS 5NM RADIUS OF CHO SFC-10000FT 1309231400–1309231800EST

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

REFERENCE—
14 CFR Section 91.137

6–1–7. UNMANNED ROCKETS,
UNMANNED FREE BALLOONS, HOT AIR
BALLOONS, AND HIGH ALT BALLOONS

a. Upon receipt of a waiver to 14 CFR Part 101, but not more than 3 days prior to the event, originate a NOTAM containing information in the following order:
1. An exclamation point (!).
2. Accountability.
3. Location designator.
4. Keyword “AIRSPACE.”
5. Description of activity; for example, “HIGH ALT BALLOON,” “HOT AIR BALLOONS.”
6. Description of area impacted; for example, a nautical mile radius of an airport designator, latitude/longitude or fix/radial/distance, or an area defined by latitude/longitude or fixes.

7. Alternate description (optional). In parentheses, specify an alternate location description as follows:
   (a) Reference to the nearest VOR/DME or VORTAC when the center of the activity is 25NM or less from the NAVID.
   (b) Reference to the nearest public-use airport when the center of the activity is more than 25NM from the nearest VOR/DME or VORTAC.

8. Lower limit/upper limit; for example, SFC–9000FT; SFC–UNL (UNL for altitudes greater than 60,000FT)

9. Remarks (optional). Other information considered to be important to the pilot, including direction of flight.

10. Schedule (optional).
11. Effective time/expiration time.

EXAMPLES—
/ICT ICT AIRSPACE UNMANNED ROCKET WITHIN AN AREA DEFINED AS 4NM RADIUS OF ICT190024 SFC-FL250 1308181200–1308182000EST

/MTU 12/049 MTU AIRSPACE SEE ICT 12/045 UNMANNED ROCKET 1312140400–1312141400EST

(On airport)
/CHO CHO AIRSPACE PIE WITHIN AN AREA DEFINED AS 5NM RADIUS OF CHO SFC-10000FT 1309231400–1309231800EST

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

EXAMPLES—
/ABQ ABQ AIRSPACE HIGH ALT BALLOON ABQ180020 SFC-FL600 SOUTHBOUND 1310251700–1310251800EST

/MTU 12/049 MTU AIRSPACE SEE ICT 12/045 UNMANNED ROCKET 1312140400–1312141400EST

/ABQ ABQ AIRSPACE HOT AIR BALLOONS 8NM RADIUS OF ABQ SFC-8000FT 1310141400–1310141830EST

/ABQ ABQ AIRSPACE HIGH ALT BALLOON ABQ180020 SFC-FL600 SOUTHBOUND 1310251700–1310251800EST

/DEN DEN AIRSPACE HIGH ALT BALLOON DVV180030 (32NM S DEN) SFC-10000FT EASTBOUND 1311181800–1311181900EST

/LAN 13M AIRSPACE HOT AIR BALLOON WITHIN AREA DEFINED AS 2NM RADIUS OF 13M SFC-15000FT 1312291600–1312291800EST

/ABQ ABQ AIRSPACE HOT AIR BALLOONS 8NM RADIUS OF ABQ SFC-8000FT 1310141400–1310141830EST
NOTE—
Activities that will prohibit the use of airspace will require the issuance of an FDC NOTAM by the USNOF.

REFERENCE—
14 CFR Section 91.137

6–1–8. OTHER AIRSPACE ACTIVITIES

The NOTAM must contain information in the following order:

a. An exclamation point (!).

b. Accountability.

c. Location designator.

d. Keyword “AIRSPACE.”

e. Description of activity; for example, “GLIDERS,” “HANG GLIDERS,” “LGT OUT TRAINING,” “SPACE REENTRY,” “ROCKET LAUNCH ACTIVITY,” “BLASTING,” “BLOWING SMOKE,” “CONTROLLED BURN” or “PYROTECHNIC DEMONSTRATION.”

f. Description of area impacted; for example, a nautical mile radius of the airport designator, latitude/longitude or fix/radial/distance, or an area defined by latitude/longitude or fixes.

g. Alternate description (optional). In parentheses, specify an alternate location description as follows:

1. Reference to the nearest VOR/DME or VORTAC when the center of the activity is 25NM or less from the NAVAID.

2. Reference to the nearest public-use airport when the center of the activity is more than 25NM from the nearest VOR/DME or VORTAC.

h. Lower limit/upper limit; for example, SFC–9000FT.

i. Remarks (optional). Other information considered to be important to the pilot.

j. Schedule (optional).

k. Effective time/expiration time.

EXAMPLES—

!DEN BRK AIRSPACE HANG GLIDERS WITHIN AN AREA DEFINED AS 2NM RADIUS OF BRK205018 SFC–10000FT 1312141400–1312141830EST

!CDC CDC AIRSPACE GLIDERS WITHIN AN AREA DEFINED AS 2NM RADIUS OF MTU2700050 (5NM E U69) SFC–10000FT 1312141400–1312141830EST

!CDC ZLC AIRSPACE GLIDERS WITHIN AN AREA DEFINED AS MTU227054 TO MTU250060 TO MTU256049 TO MTU227039 TO POINT OF ORIGIN 8000FT–12000FT DLY 1800–0200 1310041800–1310240200EST

!FXE FXE AIRSPACE PYROTECHNIC DEMONSTRATION WITHIN AN AREA DEFINED AS 2NM RADIUS OF FXE360001 SFC–1500FT 1307042300–1307050300

!DMN DMN AIRSPACE LGT OUT TRAINING WITHIN AN AREA DEFINED AS DMN307017 TO DMN052030.6 TO DMN071029.9 TO DMN212016 TO POINT OF ORIGIN 5000FT–12000FT AVOIDANCE ADVISED 1305060300–1305060600

!RFD RFD AIRSPACE LGT OUT TRAINING WITHIN CLASS D SFC AREA 1305060300–1305060600

!ICT ICT AIRSPACE ROCKET LAUNCH ACTIVITY WITHIN AREA DEFINED AS 4NM RADIUS OF ICT190024 SFC–FL250 1308181200–1308182000
Section 2. Other Aeronautical Information

6–2–1. GENERAL

   a. 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.

   b. The term “(O)” refers to a NOTAM received from any authorized source that may be beneficial to aircraft operations and does not meet defined NOTAM criteria as described in this order.
Chapter 7. FDC NOTAM Procedures

Section 1. Transmitting FDC NOTAM Data

7–1–1. GENERAL

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

a. Interim IFR flight procedures.
   1. Air traffic service route changes.
   2. Instrument flight procedure changes to include special instrument flight procedures, standard instrument approach procedures (SIAP), textual and graphic obstacle departure procedures (ODP), standard instrument departures (SID), and standard terminal arrivals (STAR). Refer to FAA Order 8260.19, Flight Procedures and Airspace, for policy guidance and procedures for the issuance, tracking, and cancellation of FDC NOTAMs relating to instrument flight procedures.
   3. Airspace changes in general.
   b. Temporary flight restrictions.
      1. Disaster/hazard areas.
      2. Aerial Demonstrations.
      3. Hijacking.
   c. Flight restrictions in the proximity of the President and other parties.

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

REFERENCE—FAAO JO 7210.3, Chapter 5, Section 1. Presidential Aircraft

d. 14 CFR Part 139 certificated airport condition changes.

7–1–2. FDC NOTAM NUMBERING

FDC NOTAM numbers are assigned consecutively by the USNS, beginning with 0001 each year. The year of issuance and the serial number are separated by a forward slash; for example, 3/1323.

7–1–3. TEMPORARY OR PERMANENT FDC NOTAMs

a. Instrument flight procedure FDC NOTAMs may, at the direction of the Aeronautical Navigation Products Office (AeroNav Products) and Flight Inspection Services Group personnel, be used for either temporary or permanent conditions.

b. NOTAMS for temporary conditions must be identified by the addition of “EST” following the expiration date/time group. NOTAMs for permanent conditions must be identified by inserting “PERM” in lieu of an expiration date/time group.

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 the USNS. When these revisions cannot be published in advance of their effective date, the NOTAM is transmitted as an FDC NOTAM. The applicable keyword (ODP, SID, STAR, CHART, DATA, IAP, VFP, ROUTE, or SPECIAL) will be included immediately following the location identifier designator. Changes to air traffic service routes are issued as an FDC Center Area NOTAM(s).

NOTE—The USNOF is responsible for Quality Control on Interim IFR Flight Procedure NOTAMs.

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

EXAMPLES—

!FDC x/xxxx ZFW OK..ROUTE ZFW ZKC.
V140 SAYRE (SYO) VORTAC, OK TO TULSA (TUL) VORTAC, OK MEA 4300. 1305041000-1306302359EST

!FDC x/xxxx ZKC OK..ROUTE ZFW ZKC.
NOTE—
These affected routes are contained within a single state (OK).

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

**EXAMPLES—**

Two ARTCCs:

| FDC x/xxxx ZBW ROUTE ZBW ZNY. |
| V1 HARTFORD (HFD) VORTAC, CT TO DIXIE INT, NJ MEA 3000. 1305011200-1312111200EST |
| FDC x/xxxx ZNY ROUTE ZBW ZNY. |
| V1 HARTFORD (HFD) VORTAC, CT TO DIXIE INT, NJ MEA 3000. 1305011200-1312111200EST |

Three ARTCCs:

| FDC x/xxxx ZBW ROUTE ZBW ZNY ZDC. |
| V1 HARTFORD (HFD) VORTAC, CT TO WATERLOO (ATR) VORTAC, DE MEA 3000. 1305011200-1312111200EST |
| FDC x/xxxx ZNY ROUTE ZBW ZNY ZDC. |
| V1 HARTFORD (HFD) VORTAC, CT TO WATERLOO (ATR) VORTAC, DE MEA 3000. 1305011200-1312111200EST |
| FDC x/xxxx ZDC ROUTE ZBW ZNY ZDC. |
| V1 HARTFORD (HFD) VORTAC, CT TO WATERLOO (ATR) VORTAC, DE MEA 3000. 1305011200-1312111200EST |

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 ROUTE ZBW ZNY ZDC ZJX. |
| V1 HARTFORD (HFD) VORTAC, CT TO CRAIG (CRG) VORTAC, FL MEA 4000. 1305011200-1312111200EST |

d. Standard instrument approach procedure (SIAP) and special instrument flight procedure format:

**EXAMPLES—**

| FDC x/xxxx DIK ODP DICKINSON - THEODORE ROOSEVELT RGNL, DICKINSON, ND. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...DEPARTURE PROCEDURE: RWY 25, CLIMB HEADING 250 TO 3500 BEFORE TURNING LEFT. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 1A. 1305011200-1312111200EST |

| FDC x/xxxx DAL IAP DALLAS LOVE FIELD, DALLAS, TX ILS OR LOC RWY 31R, AMDT 5... CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 31L. MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 5000 ON HEADING 330 AND CVE R-046 TO FINGR INT/CVE 36.4 DME AND HOLD. CHART LOC RWY 31L. THIS IS ILS OR LOC RWY 31R, AMDT 5A. 1305011200-1312111200EST |

| FDC x/xxxx GXY IAP GREELEY-WELD COUNTY, GREELEY, CO. ILS OR LOC RWY 34, AMDT 2... RNAV (GPS) RWY 27, ORIG...RNAV (GPS) RWY 34, ORIG...CIRCLING: MDA 5140/HAA 443 CAT A. TEMPORARY OIL WELL 4839 MSL 1.16 NM N OF RWY 16. 1305011200-1312111200EST |

| FDC x/xxxx JNU SPECIAL JUNEAU INTERNATIONAL, JUNEAU, AK. LDA-2 RWY 8 AMDT 9 PROCEDURE TURN NA. 1305011200-1312111200EST |

e. Graphic ODP and SID NOTAMs are initiated by Mission Support Services, AeroNav Products, when conditions warrant. When SIDs serve multiple airports, a separate NOTAM must be issued for each affected airport. Use the following format:

**EXAMPLE—**

| FDC x/xxxx DFW SID DALLAS/FORT WORTH INTL, DALLAS, TX. PODDE THREE DEP ARTURE.... CHANGE NOTES TO READ: RWYS 17C/R, 18L/R: DO NOT EXCEED 240KT UNTIL LARRN. RWYS 35L/C, 36L/R: DO NOT EXCEED 240KT UNTIL KMART 1305011200-1312111200EST |

| FDC x/xxxx DCA STAR RONALD REAGAN WASHINGTON NATIONAL, WASHINGTON, DC. WZRRD TWO ARRIVAL...SHAAR TRANSITION: ROUTE FROM DRUZZ INT TO WZRRD INT NOT AUTHORIZED. AFTER DRUZZ INT EXPECT RADAR VECTORS TO AML VORTAC 1305011200-1312111200EST |

f. STAR NOTAMs are initiated by the ARTCC in whose airspace the STAR originates and issued by USNOF when conditions warrant. When STARs serve multiple airports, a separate NOTAM must be issued for each affected airport. Use the following format:

**EXAMPLE—**

| FDC x/xxxx DCA STAR RONALD REAGAN WASHINGTON NATIONAL, WASHINGTON, DC. WZRRD TWO ARRIVAL...SHAAR TRANSITION: ROUTE FROM DRUZZ INT TO WZRRD INT NOT AUTHORIZED. AFTER DRUZZ INT EXPECT RADAR VECTORS TO AML VORTAC 1305011200-1312111200EST |

**NOTE—**
1. Permanent changes to graphic ODP, SID, STAR, and special charted procedures must not be effected via
NOTAM. The appropriate 8260 or 7100 series form must be submitted to affect permanent charting changes.

2. NOTAMs on ODPS, SIDs and STARs will be carried on the system until published in the Terminal Procedures Publication (TPP). At that time, the originating agency must cancel the NOTAM.

7–1–5. TEMPORARY FLIGHT RESTRICTIONS

a. Through system interface, the NOTAM requestor must forward the NOTAM information directly to the USNSOF for FDC NOTAM issuance and to the FSS nearest the incident site for coordination purposes. The USNS disseminates FDC NOTAMs, and the FSS must act as “coordination facility” for preflight briefings for the ARTCC. The NOTAM must contain information in the following order:

1. An exclamation point (!).
2. Accountability location.
3. ARTCC designator/location (mandatory) followed by the state(s) abbreviation.
4. Keyword “AIRSPACE.”
5. City/Location(s), State(s) for each area; for example: Detroit, MI; Ann Arbor, MI; Beale AFB, CA; Libby AAF, AZ; Hibbing, MN; Fargo, ND
6. Description of activity: “TEMPORARY FLIGHT RESTRICTIONS.”
7. Plain language effective date; for example, February 26, 2014 LOCAL (applicable to 14 CFR Sections 91.141 and 99.7 only).
8. The phrase “PURSUANT TO TITLE 14 CFR SECTION 91.137(a)(1) WITHIN AN AREA DEFINED AS 10NM RADIUS OF 2920N09020W (FIX/RADIAL/DISTANCE) SFC-FL180 (schedule, if needed) (reason) ONLY RELIEF AIRCRAFT OPERATIONS UNDER DIRECTION OF (agency in charge) ARE AUTHORIZED IN THE AIRSPACE (Agency name and telephone number) OR (frequency) IS IN CHARGE OF THE OPERATION. (Agency name and telephone number) OR (frequency) IS IN CHARGE OF ON SCENE EMERGENCY RESPONSE ACTIVITIES. (Coordination facility) 1309141200-1309282200”

b. Altitudes impacted: must include lower limit and upper limit. Limits must be specified as SFC, or 1 to 17,999 expressed in feet, with the unit of measurement (AGL or MSL); for example, 1275FT AGL, 10500FT MSL. For 18,000 feet and above, express in flight levels (FL); for example, FL180, FL240. Altitudes greater than 99,900 feet should be entered as UNL.

c. Schedule of individual area, if needed. For example, EFFECTIVE 1402271900 UTC (1400 LOCAL 2/27/14) UNTIL 1402280200 UTC (2100 LOCAL 2/27/14). If a daily (or MON WED FRI) time is required, DLY 1900-0200 (1400-2100 LOCAL).

NOTE—Repeat 9 a-c, as necessary, for each defined area.

10. Reason or purpose (optional).

11. The FAA coordination facility and commercial telephone number.

12. Remarks (optional). Include other information that is required or considered to be important to the pilot.

13. Effective time/expiration time.

EXAMPLES—

/FDC x/xxxx (ARTCC id) (state code).AIRSPACE (city/location, state).TEMPORARY FLIGHT RESTRICTIONS PURSUANT TO TITLE 14 CFR SECTION 91.137(a)(1) WITHIN AN AREA DEFINED AS 10NM RADIUS OF 2920N09020W (FIX/RADIAL/DISTANCE) SFC-FL180 (schedule, if needed) (reason) ONLY RELIEF AIRCRAFT OPERATIONS UNDER DIRECTION OF (agency in charge) ARE AUTHORIZED IN THE AIRSPACE (Agency name and telephone number) OR (frequency) IS IN CHARGE OF THE OPERATION. (Agency name and telephone number) OR (frequency) IS IN CHARGE OF ON SCENE EMERGENCY RESPONSE ACTIVITIES. (Coordination facility) 1309141200-1309282200

/FDC x/xxxx ZLC MT.AIRSPACE MISSOULA, MT. TEMPORARY FLIGHT RESTRICTIONS PURSUANT TO TITLE 14 CFR SECTION 91.137(a)(2) WITHIN AN AREA DEFINED AS 3NM RADIUS OF 465422N1135521W (3NM RADIUS OF MSO07608.6NM) SFC-10000FT MSL EFFECTIVE 1402271900 UTC (1400 LOCAL 2/27/14) UNTIL 1402280200 UTC (2100 LOCAL 2/27/14) FIRE FIGHTING AIRCRAFT OPERATIONS. MONTANA DNRC MISSOULA DISPATCH TELEPHONE 406-829-7070 OR FREQ 133.20/WEST RIVERSIDE.
FIRE IS IN CHARGE OF THE OPERATION. SALT
LAKE/ZLC/ARTCC TELEPHONE 801-320-2560 IS THE
FAA COORDINATION FACILITY
1402271900-1402280200

!FDC x/xxxx (ARTCC id) (state code).AIRSPACE
(city/location, state)…TEMPORARY FLIGHT
RESTRICTIONS PURSUANT TO TITLE 14 CFR
SECTION 91.137(a)(3) WITHIN AN AREA DEFINED
AS 5NM RADIUS OF 464996N1140000W (F/R/D)
SFC-(upper limit) DLY SR-SS (reason) (Agency and
telephone number) OR (frequency) IS IN CHARGE OF
THE OPERATION.(coordination facility).
1308241300-1310151400EST

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

b. Flight restrictions in the proximity of the
President or other parties (14 CFR Section 91.141) or
Special Security Instructions (14 CFR Section 99.7)
will be issued by System Operations Services,
Support Center (SOSC). Operational requirements
may necessitate a change in format to Presidential
and Special Security Instructions TFRs at any time.
(See sub-paragraph 7-1-5.a.7. and 7-1-5.a.8.)

EXAMPLE–
!FDC x/xxxx ZHU TX.AIRSPACE CORPUS CHRISTI,
TX..TEMPORARY FLIGHT RESTRICTIONS, APRIL
4-5, 2014 LOCAL. PURSUANT TO 49 USC 40103(b) .
. . (remainder of the clause). PURSUANT TO TITLE 14
CFR SECTION 99.7 (plain language text) WITHIN AN
AREA DEFINED AS 273437N0970631W
(NGP117011.9) TO . . . (remainder of the description)
TO POINT OF ORIGIN 2500FT MSL-17999FT MSL
EFFECTIVE 1404041800 UTC (1300 LOCAL 4/4/14)
UNTIL 1404051000 UTC (0500 LOCAL 4/5/14).
WITHIN AN AREA DEFINED AS 15NM EITHER SIDE
OF A LINE FROM 274022N0971244W (NGP094004.5)
TO . . . (remainder of the description) 1500FT-3500FT
MSL EFFECTIVE 1404041800 UTC (1300 LOCAL
WITHIN A 4.3NM RADIUS OF 274134N0971725W
(NGP025000.4) SFC-3000FT MSL EFFECTIVE
1404041800 UTC (1300 LOCAL 4/4/14) UNTIL
1404051000 UTC (0500 LOCAL 4/5/14). HOUSTON
CENTER, PHONE 281-230-5560, IS THE FAA
COORDINATION FACILITY. EXCEPT AS SPECIFIED
BELOW AND/OR UNLESS AUTHORIZED BY ATC: 1.
ALL AIRCRAFT ENTERING OR EXITING THE TFR
MUST BE ON A DISCRETE CODE ASSIGNED BY AN
AIR TRAFFIC CONTROL (ATC) FACILITY. 2.
AIRCRAFT MUST BE SQUAWKING THE DISCRETE
CODE AT ALL TIMES WHILE IN THE TFR. 3. ALL

AIRCRAFT ENTERING OR EXITING THE TFR MUST
REMAIN IN TWO-WAY RADIO COMMUNICATIONS
WITH ATC. 1404041800-1404051000EST

NOTE–
1. Multiple areas may be specified in one NOTAM when
the areas are in the same ARTCC airspace.
2. The requirement for one effective period per NOTAM is
waived for NOTAMs advertising flight restrictions in the
proximity of the President or other parties. See paragraph
4–1–2

7–1–6. AIR DEFENSE EMERGENCY

When an air defense emergency is declared and
Emergency Security Control of Air Traffic (ESCAT)
has been implemented, an FDC NOTAM will be
issued in accordance with procedures in FAA Order
JO 7610.4, Special Operations, Chapter 6, Emergency
Security Control of Air Traffic. NOTAMs advertising an air defense emergency must
use accountability FDC, location designator FDC,
and be preceded by keyword “SECURITY.”

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

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

EXAMPLE–
!FDC xx/xxx FDC SECURITY AIR DEFENSE
EMERGENCY DECLARED THROUGHOUT THE
UNITED STATES AND POSSESSIONS. THE
EMERGENCY SECURITY CONTROL OF AIR
TRAFFIC (ESCAT) HAS BEEN IMPLEMENTED. 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
ESCAT PLAN. ALL PILOTS, REGARDLESS OF
7–1–7. SPECIAL DATA

When time does not permit the publishing of special data NOTAMs (for example, Department of State information, special air traffic programs, etc.), an FDC NOTAM will be issued under the affected location of “ZZZ” by the USNOF, using the keyword “SECURITY.” The NOTAM will be canceled only at the request of the originating office representative.

EXAMPLE—

![FDC x/xxxx ZZZ SECURITY..SPECIAL NOTICE..THIS NOTICE IS TO EMPHASIZE THAT BEFORE OPERATING IN OR ADJACENT TO IRANIAN AIRSPACE ALL U.S. ARMEN AND OPERATORS SHOULD BE FAMILIAR WITH CURRENT CONDITIONS IN THE MIDDLE EAST. THE U.S. DEPARTMENT OF STATE HAS ISSUED A TRAVEL WARNING FOR IRAN ADVISING, IN PART, THAT THE U.S. GOVERNMENT DOES NOT CURRENTLY MAINTAIN DIPLOMATIC OR CONSULAR RELATIONS WITH THE ISLAMIC REPUBLIC OF IRAN. ANY U.S. OPERATOR PLANNING A FLIGHT THROUGH IRANIAN AIRSPACE SHOULD PLAN IN ADVANCE AND HAVE ALL CURRENT NOTAMS AND AERONAUTICAL INFORMATION FOR ANY PLANNED FLIGHT 1311011200-1403301800EST.]

7–1–8. LASER LIGHT ACTIVITY

The service area office where the laser activity will occur must notify the USNOF via telephone (888) 876–6826 or FAX (540) 422-4298 within 7 days of a proposed activity. Additionally, service area offices, when coordinated with their respective ATC facilities, may delegate notification responsibility. The USNOF will transmit the appropriate FDC NOTAM. If the event is canceled prior to the scheduled ending date/time, the service area office or their designee must notify the USNOF to cancel the NOTAM. The NOTAM must contain information in the following order:

- An exclamation point (!).
- Accountability designator.
- ARTCC designator (mandatory) followed by the state abbreviation.
- Keyword “AIRSPACE.”
- City/state.
- Description of activity; for example, “LASER LIGHT ACTIVITY.”
- Description of area impacted; Describe the area using radius and latitude/longitude.
- Alternate description. In parentheses, specify area impacted in reference to a fix/radial/DME.
- Altitudes impacted. Must include lower limit and upper limit.
- Schedule of activity, if needed.
- Effective time/expiration time.
- Remarks (optional). Other information considered to be important to the pilot.

EXAMPLES—

![FDC x/xxxx (ARTCC id) (state code)..AIRSPACE (city/state)..LASER LIGHT DEMONSTRATION WITHIN AN AREA DEFINED AS (description of area) (alternate location description, if needed) SFC-5000FT (schedule, if needed) 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 1311041200-1312301900EST]

![FDC x/xxxx (ARTCC id) (state code)... AIRSPACE (city/state)..LASER RESEARCH WITHIN AN AREA DEFINED AS (description of area) (alternate location description, if needed) SFC-8000FT (schedule if needed) 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 1311041200-1312301900EST]

![FDC x/xxxx (ARTCC id) (state code)..AIRBORNE TO GROUND LASER ACTIVITY WITHIN AN AREA DEFINED AS (latitude/longitude or fix/radial/distance) TO (latitude/longitude or fix/radial/distance) SFC-7000FT 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 1311041200-1312301900EST]
COORDINATION FACILITY (schedule, if needed)
1311041200-1312301900EST
Section 2. Cancellation/Expiration

7–2–1. FDC NOTAM EXPIRATION
The NOTAM issuing authority is responsible for canceling FDC NOTAMs.

7–2–2. CANCELING FDC NOTAMs

a. The issuing authority must issue a cancellation to an FDC NOTAM before the expiration time. An FDC NOTAM must be issued to cancel an FDC NOTAM and must be stated to the originator of the FDC NOTAM when the original FDC NOTAM is received.

b. 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.

EXAMPLE−
"FDC FDC CANCEL 0/1181 MSP"
"FDC FDC CANCEL 0/1605 POM"

7–2–3. FDC NOTAM LIST

Twice each day, the USNS 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.

7–2–4. RETRIEVING FDC NOTAMs

a. Upon issuance, all FDC NOTAMs or FDC NOTAM cancellations are given all circuit distribution and are stored in the 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 KDZNAXX DTG KFOODYFYX"
"SVC RQ FDC LOC=CID NT=0/2735"

(b) When only the number is known:

EXAMPLE−
"GG KDZNAXX DTG KFOODYFYX"
"SVC RQ FDC NT=0/2735"

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

EXAMPLE−
"GG KDZNAXX 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 must 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 must 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 NOTAMs

Department of Defense (DOD) NOTAMs are stored in the FAA NOTAM database. Most of these facilities are assigned to a tie-in FSS for NOTAM purposes.

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

Select Alaskan military facility NOTAMs may be disseminated in the FAA NOTAM system via the tie-in FSS. The military base operations must transmit NOTAM data into the Defense Internet NOTAM Service and, at a minimum, coordinate with tie-in FSS.
Section 3. Military NOTAM Retrieval

8–3–1. MILITARY NOTAM AVAILABILITY

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

b. Refer to the DOD Flight Information Publication (En Route), IFR, or VFR Supplements to determine whether NOTAM service is provided for a facility.

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

EXAMPLE–
GG KDZZNAXX
281131 KVPS
(M0719/13 NOTAMN
Q) KZFW/QMXLC/////
A) KLTS
B) 201308071256
C) 201310302359
E) TWY C BETWEEN TWY G AND TWY B CLSD

NOTE–
Refer to ICAO 8126 Amdt 2 for international Q codes. The DOD may supplement ICAO Q codes based on military necessity.

8–3–2. RETRIEVING MILITARY NOTAMs

Formats for retrieving military NOTAMs via NADIN are as follows:

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

EXAMPLE–
SVC B:
GG KDZZNAXX DTG KEKNYFYX
jSVC RQ MIL LOC= KADW,KDAA,KNGP,KNGU,KNUW,KHST,KHIF

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

EXAMPLE–
SVC B:
GG KDZZNAXX DTG KEKNYFYX
jSVC RQ MIL LOC= KADW

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

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

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

EXAMPLE–
SVC B:
GG KDZZNAXX DTG KEKNYFYX
jSVC RQ MIL LOC= KADW

8–3–3. SERVICE MESSAGES

a. 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.

b. The following is an example of a receipt of the USNS cancellation of a military NOTAM.

EXAMPLE–
SVC B:
GG KDZZNAXX
DTG KADW
MYYY/YY NOTAMC M0142/13
A) KADW

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 Air Force Instruction Interservice Publication 11-208/AR 95-10/OPNAVINST 3721.20D, DoD Notice to Airmen (NOTAM) System.
Chapter 9. International NOTAMs

Section 1. General Procedures

9–1–1. RETRIEVING INTERNATIONAL NOTAMs

a. Appendix A, 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 Aeronautical Fixed Telecommunication Network subscribers and FAA facilities via request/reply. All facilities must use their particular equipment’s keyboard equivalent of the closed parenthesis or the equal symbol as appropriate.

d. The USNOF issues international NOTAMs concerning the OMEGA and GPS systems as well as certain special activity airspace for ARTCCs; that is, ARTCC and CARF altitude reservations (ALTRVs) and warning areas. Warning areas and ALTRVs are filed under the associated ARTCC ICAO location indicator (KZBW, KZHU, KZJX, KZLA, KZMA, KZNY, KZOA, KZSE, PAZA, PHZH, or TJZS). Information concerning permanent, long-term general data and selected foreign advisories are stored under KFDC location indicator. OMEGA and GPS information is stored under KNMH. These NOTAMs are numbered consecutively by location beginning with A0001 each year. The NOTAM number and year of issuance are separated by a forward slash; for example, A0211/00, A0002/00.

EXAMPLE–

GG KSEAYFYX
041749 KDZZNAXX
) SVC RQ INT LOC=KZSE NT=A0007/13
040105 KZSE
(A0007/13) NOTAMN
Q) KZSE/QRRCA/////
A) KZSE
B) 1301042100
C) 1301050100
E) AIRSPACE W460B ACT
F) SFC
G) 2000FT
NOTAMs FOUND 1

NOTE–
The above is an example of the reply after Seattle FSS requested an international NOTAM from the U.S. NOTAM System computer. The request was for Seattle Air Route Traffic Control Center (ARTCC) International NOTAM A0007/13 and received the data from the computer. The NOTAM was issued on January 4 at 0105 UTC. The affected location was Seattle ARTCC (KZSE) with an effective time of January 4 at 2100 UTC (B) and good through January 5 at 0100 UTC (C). The condition was that Warning Area W460B 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 FORMAT

a. The format of international NOTAMs with set fields and information is shown in TBL 9–1–1.

TBL 9–1–1

<table>
<thead>
<tr>
<th>Field</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>DTG of Issuance</td>
<td>Address of the Intl NOTAM Office</td>
</tr>
<tr>
<td>NOTAM number</td>
<td>NOTAM number</td>
</tr>
<tr>
<td>Affected location</td>
<td>Contract for a new NOTAM</td>
</tr>
<tr>
<td>Effective Time</td>
<td>Effective Time</td>
</tr>
<tr>
<td>Expiration time</td>
<td>Expiration time</td>
</tr>
<tr>
<td>Daily times</td>
<td>Daily times</td>
</tr>
<tr>
<td>Conditions</td>
<td>Conditions</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

General Procedures
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.

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

1. A request for a single NOTAM for a given accountability identifier:

EXAMPLE--
SVC B:
GG KDZZNAXX
042100 KDCA FYFX
)SVC RQ INT ACC=MYNN NYX NT=A0211/13
Reply:
GG KDCA FYFX
042105 KDZZNAXX
)SVC RQ INT ACC=MYNN NYX NT=A0211/13
181906 MYNN NYX A0211/00 NOTAMN
Q) MYNA/QMRLC/IV/NBO/A/000/999/
2502N07728W005
A) MYNN
B) 1311181730
C) PERM
E) RWY 05 CLSD TO BOTH LDG AND DEP ACFT BUT MAY BE USED FOR TAX.

NOTE--
The Bahamas International NOTAM office issued a new NOTAM numbered A0211 and it was the 211th NOTAM issued for 2013. This NOTAM affected Nassau International Airport (MYNN) with a start time of November 18, 2013, 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.

2. A request for all international NOTAMs for a given location:

EXAMPLE--
SVC B:
GG KDZZNAXX
DTG KDCA FYFX
)SVC RQ INT LOC=CYUL

3. A request for a single international NOTAM issued in the KFDC series:

EXAMPLE--
SVC B:
GG KDZZNAXX
DTG KDCA FYFX
)SVC RQ INT ACC=KFDC NT=A0174/13

4. A request for a single oceanic airspace NOTAM for a given domestic ARTCC:

EXAMPLE--
SVC B:
GG KDZZNAXX
DTG KDCA FYFX
)SVC RQ INT ACC=KZNY NT=A0135/13

5. A request for all oceanic airspace NOTAMs for a given domestic ARTCC:

EXAMPLE--
SVC B:
GG KDZZNAXX
DTG KDCA FYFX
)SVC RQ INT LOC=KZNY

6. A request for multiple international locations: AISR: (separated by a comma with no spaces)

EXAMPLE--
GG KDZZNAXX DTG KDCA FYFX
)SVC RQ INT
LOC=EGGN,EDDF,LIIA,EGPX,SBRJ,MYNN, MKJ

9–1–3. USNS-GENERATED SERVICE MESSAGES

a. Receipt of the message “NOTAMS FOUND 0” indicates that there are no international NOTAMs on file for the number or location requested.

b. The following is an example of a receipt of the USNS cancellation of an international NOTAM.

EXAMPLE--
SVC B:
GG KDZZNAXX
DTG KDEN
FNNN/YY NOTAMC A2041/13
A) KDEN
Section 2. Procedures For Canadian NOTAMs

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

a. The USNS receives NOTAM data from Canada. The USNS cannot confirm that they have all NOTAM data; therefore, you are urged to contact the Canadian Web site for the most current and up-to-date NOTAM data.

http://www.flightplanning.navcanada.ca

NOTE-
Altitude reservations will be input by Canada utilizing FIR ACCOUNTABILITIES.

b. Canadian NOTAMs are available via the NADIN system from the Canadian NOTAM System Computer for automated retrieval. The following is the format for the request/reply message to the Canadian system:

EXAMPLE-
Request:
GG CYZZQQN1
151245 KDCAYFYX NOTAMQ CYXS

Reply:
GG KDCAYFYX
151248 CYHQYNYN
RE NOTAMQ 151245 KDCAYFYX

– SUMMARY CYXS 01151248 –
000019 NOTAMN CYXS PRINCE GEORGE CYXS NDB X 260 U/S TIL 0001151845
000022 NOTAMN CYXS PRINCE GEORGE CYXS ILS U/S 0001182100 TIL 0001192100
000023 NOTAMN CYXS PRINCE GEORGE FUEL UNAVAILABLE
– END OF SUMMARY –

NOTE-
The maximum number of locations that may be requested is 4; for example, NOTAMQ CYUL CYXE CYYT CYYC.
Appendix A. International NOTAM (Q) Codes

This appendix is to be used to interpret the contents of coded international NOTAMs. A NOTAM code group contains five letters.

a. 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).

**Second and Third Letter Decode Tables**

<table>
<thead>
<tr>
<th>Code</th>
<th>Signification</th>
<th>Uniform Abbreviated Phraseology</th>
</tr>
</thead>
<tbody>
<tr>
<td>AA</td>
<td>Minimum altitude (specify en route/crossing/safe)</td>
<td>mnm alt</td>
</tr>
<tr>
<td>AC</td>
<td>Class B, C, D, or E Surface Area</td>
<td>ctr</td>
</tr>
<tr>
<td>AD</td>
<td>Air defense identification zone</td>
<td>adiz</td>
</tr>
<tr>
<td>AE</td>
<td>Control area</td>
<td>cta</td>
</tr>
<tr>
<td>AF</td>
<td>Flight information region</td>
<td>fir</td>
</tr>
<tr>
<td>AH</td>
<td>Upper control area</td>
<td>uta</td>
</tr>
<tr>
<td>AL</td>
<td>Minimum usable flight level</td>
<td>mnm usable fl</td>
</tr>
<tr>
<td>AN</td>
<td>Area navigation route</td>
<td>rnav rte</td>
</tr>
<tr>
<td>AO</td>
<td>Oceanic control area</td>
<td>oca</td>
</tr>
<tr>
<td>AP</td>
<td>Reporting point (specify name or coded designator)</td>
<td>rep</td>
</tr>
<tr>
<td>AR</td>
<td>ATS route (specify)</td>
<td>ats route</td>
</tr>
<tr>
<td>AT</td>
<td>Terminal control area</td>
<td>tma</td>
</tr>
<tr>
<td>AU</td>
<td>Upper flight information region</td>
<td>uir</td>
</tr>
<tr>
<td>AV</td>
<td>Upper advisory area</td>
<td>uda</td>
</tr>
<tr>
<td>AX</td>
<td>Significant point</td>
<td>sig</td>
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<tr>
<td>AZ</td>
<td>Aerodrome traffic zone</td>
<td>atz</td>
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**CNS Communications and Surveillance Facilities (C)**

<table>
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<tr>
<td>CA</td>
<td>Air/ground facility (specify service and frequency)</td>
<td>a/g fac</td>
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<tr>
<td>CB</td>
<td>Automatic dependent surveillance — broadcast (details)</td>
<td>ads–b</td>
</tr>
<tr>
<td>CC</td>
<td>Automatic dependent surveillance — contract (details)</td>
<td>ads–c</td>
</tr>
<tr>
<td>CD</td>
<td>Controller-pilot data link communications (details)</td>
<td>cpdlc</td>
</tr>
<tr>
<td>CE</td>
<td>En route surveillance radar</td>
<td>rsr</td>
</tr>
<tr>
<td>CG</td>
<td>Ground controlled approach system (GCA)</td>
<td>gca</td>
</tr>
<tr>
<td>CL</td>
<td>Selective calling system (SELCAL)</td>
<td>selcal</td>
</tr>
<tr>
<td>CM</td>
<td>Surface movement radar</td>
<td>smr</td>
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<tr>
<td>CP</td>
<td>Precision approach radar (PAR) (specify runway)</td>
<td>par</td>
</tr>
<tr>
<td>CR</td>
<td>Surveillance radar element of precision approach radar system (specify wavelength)</td>
<td>sre</td>
</tr>
<tr>
<td>CS</td>
<td>Secondary surveillance radar (SSR)</td>
<td>ssr</td>
</tr>
<tr>
<td>CT</td>
<td>Terminal area surveillance radar (TAR)</td>
<td>tar</td>
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### Second and Third Letter Decode Tables (continued)

#### AGA Facilities and Services (F)

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<td>Aerodrome</td>
<td>ad</td>
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<td>FB</td>
<td>Friction measuring device (specify type)</td>
<td>Friction measuring device</td>
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<tr>
<td>FC</td>
<td>Ceiling measurement equipment</td>
<td>ceiling measurement eqpt</td>
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<tr>
<td>FD</td>
<td>Docking system (specify AGNIS, BOLDS, etc.)</td>
<td>dckg system</td>
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<td>FE</td>
<td>Oxygen (specify type)</td>
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<tr>
<td>FF</td>
<td>Fire fighting and rescue</td>
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<tr>
<td>FG</td>
<td>Ground movement control</td>
<td>gnd mov ctl</td>
</tr>
<tr>
<td>FH</td>
<td>Helicopter alighting area/platform</td>
<td>hel alighting area</td>
</tr>
<tr>
<td>FI</td>
<td>Aircraft de-icing (specify)</td>
<td>acft de–ice</td>
</tr>
<tr>
<td>FJ</td>
<td>Oils (specify type)</td>
<td>oil</td>
</tr>
<tr>
<td>FL</td>
<td>Landing direction indicator</td>
<td>ldi</td>
</tr>
<tr>
<td>FM</td>
<td>Meteorological service (specify type)</td>
<td>met</td>
</tr>
<tr>
<td>FO</td>
<td>Fog dispersal system</td>
<td>fog dispersal</td>
</tr>
<tr>
<td>FP</td>
<td>Heliport</td>
<td>heliport</td>
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<tr>
<td>FS</td>
<td>Snow removal equipment</td>
<td>snow removal eqpt</td>
</tr>
<tr>
<td>FT</td>
<td>Transmissometer (specify runway and, where applicable, designator(s) of transmissometer(s))</td>
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<tr>
<td>FU</td>
<td>Fuel availability</td>
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<tr>
<td>FW</td>
<td>Wind direction indicator</td>
<td>wdi</td>
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<td>FZ</td>
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#### CNS GNSS Services (G)

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<td>GA</td>
<td>GNSS airfield-specific operations (specify operation)</td>
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<tr>
<td>GW</td>
<td>GNSS area-wide operations (specify operation)</td>
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#### CNS Instrument and Microwave Landing System (I)

<table>
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<tr>
<td>IC</td>
<td>Instrument landing system (specify runway)</td>
<td>ils</td>
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<tr>
<td>ID</td>
<td>DME associated with ILS</td>
<td>ils dme</td>
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<tr>
<td>IG</td>
<td>Glide path (ILS) (specify runway)</td>
<td>ils gp</td>
</tr>
<tr>
<td>II</td>
<td>Inner marker (ILS) (specify runway)</td>
<td>ils im</td>
</tr>
<tr>
<td>IL</td>
<td>Localizer (ILS) (specify runway)</td>
<td>ils loc</td>
</tr>
<tr>
<td>IM</td>
<td>Middle marker (ILS) (specify runway)</td>
<td>ils mm</td>
</tr>
<tr>
<td>IN</td>
<td>Localizer (not associated with ILS)</td>
<td>loc</td>
</tr>
<tr>
<td>IO</td>
<td>Outer marker (ILS) (specify runway)</td>
<td>ils om</td>
</tr>
<tr>
<td>IS</td>
<td>ILS Category I (specify runway)</td>
<td>ils cat I</td>
</tr>
<tr>
<td>IT</td>
<td>ILS Category II (specify runway)</td>
<td>ils cat II</td>
</tr>
<tr>
<td>IU</td>
<td>ILS Category III (specify runway)</td>
<td>ils cat III</td>
</tr>
<tr>
<td>IW</td>
<td>Microwave landing system (MLS) (specify runway)</td>
<td>mls</td>
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<tr>
<td>IX</td>
<td>Locator, outer (ILS) (specify runway)</td>
<td>ils lo</td>
</tr>
<tr>
<td>IY</td>
<td>Locator, middle (ILS) (specify runway)</td>
<td>ils im</td>
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### AGA Lighting Facilities (L)

<table>
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<tbody>
<tr>
<td>LA</td>
<td>Approach lighting system (specify runway and type)</td>
<td>als</td>
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<tr>
<td>LB</td>
<td>Aerodrome beacon</td>
<td>abn</td>
</tr>
<tr>
<td>LC</td>
<td>Runway centre line lights (specify runway)</td>
<td>rcll</td>
</tr>
<tr>
<td>LD</td>
<td>Landing direction indicator lights</td>
<td>ldi lgt</td>
</tr>
<tr>
<td>LE</td>
<td>Runway edge lights (specify runway)</td>
<td>redl</td>
</tr>
<tr>
<td>LF</td>
<td>Sequenced flashing lights (specify runway)</td>
<td>sequenced flg lgt</td>
</tr>
<tr>
<td>LG</td>
<td>Pilot–controlled lighting</td>
<td>pcl</td>
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<tr>
<td>LH</td>
<td>High intensity runway lights (specify runway)</td>
<td>high intst rwy lgt</td>
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<tr>
<td>LI</td>
<td>Runway end identifier lights (specify runway)</td>
<td>rwy end id lgt</td>
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<tr>
<td>LJ</td>
<td>Runway alignment indicator lights (specify runway)</td>
<td>rai lgt</td>
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<td>LK</td>
<td>Category II components of approach lighting system (specify runway)</td>
<td>category II components als</td>
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<td>LL</td>
<td>Low intensity runway lights (specify runway)</td>
<td>low intst rwy lgt</td>
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<tr>
<td>LM</td>
<td>Medium intensity runway lights (specify runway)</td>
<td>medium intst rwy lgt</td>
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<td>LP</td>
<td>Precision approach path indicator (specify runway)</td>
<td>papi</td>
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<tr>
<td>LR</td>
<td>All landing area lighting facilities</td>
<td>ldg area lgt fac</td>
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<tr>
<td>LS</td>
<td>Stopway lights (specify runway)</td>
<td>stwl</td>
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<tr>
<td>LT</td>
<td>Threshold lights (specify runway)</td>
<td>thr lgt</td>
</tr>
<tr>
<td>LU</td>
<td>Helicopter approach path indicator</td>
<td>hapi</td>
</tr>
<tr>
<td>LV</td>
<td>Visual approach slope indicator system (specify type and runway)</td>
<td>vasis</td>
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<tr>
<td>LW</td>
<td>Heliport lighting</td>
<td>heliport lgt</td>
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<tr>
<td>LX</td>
<td>Taxiway centre line lights (specify taxiway)</td>
<td>twy cl lgt</td>
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<tr>
<td>LY</td>
<td>Taxiway edge lights (specify taxiway)</td>
<td>twy edge lgt</td>
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<tr>
<td>LZ</td>
<td>Runway touchdown zone lights (specify runway)</td>
<td>rtzl</td>
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### AGA Movement and Landing Area (M)

<table>
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<tr>
<td>MA</td>
<td>Movement area</td>
<td>mov area</td>
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<tr>
<td>MB</td>
<td>Bearing strength (specify part of landing area or movement area)</td>
<td>bearing strength</td>
</tr>
<tr>
<td>MC</td>
<td>Clearway (specify runway)</td>
<td>cwy</td>
</tr>
<tr>
<td>MD</td>
<td>Declared distances (specify runway)</td>
<td>declared dist</td>
</tr>
<tr>
<td>MG</td>
<td>Taxing guidance system</td>
<td>tgs</td>
</tr>
<tr>
<td>MH</td>
<td>Runway arresting gear (specify runway)</td>
<td>rag</td>
</tr>
<tr>
<td>MK</td>
<td>Parking area</td>
<td>prkg area</td>
</tr>
<tr>
<td>MM</td>
<td>Daylight markings (specify threshold, centre line, etc.)</td>
<td>day markings</td>
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<tr>
<td>MN</td>
<td>Apron</td>
<td>apron</td>
</tr>
<tr>
<td>MO</td>
<td>Stopbar (specify runway)</td>
<td>rag</td>
</tr>
<tr>
<td>MP</td>
<td>Aircraft stands (specify)</td>
<td>acft stand</td>
</tr>
<tr>
<td>MR</td>
<td>Runway (specify runway)</td>
<td>rwy</td>
</tr>
<tr>
<td>MS</td>
<td>Stopway (specify runway)</td>
<td>swy</td>
</tr>
<tr>
<td>MT</td>
<td>Threshold (specify runway)</td>
<td>thr</td>
</tr>
<tr>
<td>MU</td>
<td>Runway turning bay (specify runway)</td>
<td>rwy turning bay</td>
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<tr>
<td>MW</td>
<td>Strip/shoulder (specify runway)</td>
<td>Strip/shoulder</td>
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<tr>
<td>MX</td>
<td>Taxiway(s) (specify)</td>
<td>twy</td>
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<tr>
<td>MY</td>
<td>Rapid exit taxiway (specify)</td>
<td>Rapid exit twy</td>
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Appendix A

Second and Third Letter Decode Tables (continued)

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<tr>
<td>NA</td>
<td>All radio navigation facilities (except...)</td>
<td>all rdo nav fac</td>
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<tr>
<td>NB</td>
<td>Nondirectional radio beacon</td>
<td>ndb</td>
</tr>
<tr>
<td>NC</td>
<td>DECCA</td>
<td>decca</td>
</tr>
<tr>
<td>ND</td>
<td>Distance measuring equipment (DME)</td>
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<tr>
<td>NF</td>
<td>Fan marker</td>
<td>fan mkr</td>
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<tr>
<td>NL</td>
<td>Locator (specify identification)</td>
<td>l</td>
</tr>
<tr>
<td>NM</td>
<td>VOR/DME</td>
<td>vor/dme</td>
</tr>
<tr>
<td>NN</td>
<td>TACAN</td>
<td>tacan</td>
</tr>
<tr>
<td>NO</td>
<td>OMEGA</td>
<td>omega</td>
</tr>
<tr>
<td>NT</td>
<td>VORTAC</td>
<td>vortac</td>
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<tr>
<td>NV</td>
<td>VOR</td>
<td>vor</td>
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<tr>
<td>OA</td>
<td>Aeronautical information service</td>
<td>ais</td>
</tr>
<tr>
<td>OB</td>
<td>Obstacle (specify details)</td>
<td>obst</td>
</tr>
<tr>
<td>OE</td>
<td>Aircraft entry requirements</td>
<td>acft entry rqmnts</td>
</tr>
<tr>
<td>OL</td>
<td>Obstacle lights on ... (specify)</td>
<td>obst lgt</td>
</tr>
<tr>
<td>OR</td>
<td>Rescue coordination centre</td>
<td>rcc</td>
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<th>Code</th>
<th>Signification</th>
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<tbody>
<tr>
<td>PA</td>
<td>Standard instrument arrival (specify route designator)</td>
<td>star</td>
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<tr>
<td>PB</td>
<td>Standard VFR arrival</td>
<td>stc vfr arr</td>
</tr>
<tr>
<td>PC</td>
<td>Contingency procedures</td>
<td>contingency proc</td>
</tr>
<tr>
<td>PD</td>
<td>Standard instrument departure (specify route designator)</td>
<td>sid</td>
</tr>
<tr>
<td>PE</td>
<td>Standard VFR departure</td>
<td>stf vfr dep</td>
</tr>
<tr>
<td>PF</td>
<td>Flow control procedure</td>
<td>flow ctl proc</td>
</tr>
<tr>
<td>PH</td>
<td>Holding procedure</td>
<td>hldg proc</td>
</tr>
<tr>
<td>PI</td>
<td>Instrument approach procedure (specify type and runway)</td>
<td>instr apch proc</td>
</tr>
<tr>
<td>PK</td>
<td>VFR approach procedure</td>
<td>vfr apch proc</td>
</tr>
<tr>
<td>PL</td>
<td>Flight plan processing (filing and related contingency)</td>
<td>fpl</td>
</tr>
<tr>
<td>PM</td>
<td>Aerodrome operating minima (specify procedure and amended minimum)</td>
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<tr>
<td>PN</td>
<td>Noise operating restriction</td>
<td>noise opr restrictions</td>
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<tr>
<td>PO</td>
<td>Obstacle clearance altitude and height (specify procedure)</td>
<td>oca och</td>
</tr>
<tr>
<td>PR</td>
<td>Radio failure procedure</td>
<td>rdo failure proc</td>
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<td>PT</td>
<td>Transition altitude or transition level (specify)</td>
<td>ta/trl</td>
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<td>PU</td>
<td>Missed approach procedure (specify runway)</td>
<td>missed apch proc</td>
</tr>
<tr>
<td>PX</td>
<td>Minimum holding altitude (specify fix)</td>
<td>mmm hldg alt</td>
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<tr>
<td>PZ</td>
<td>ADIZ procedure</td>
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Second and Third Letter Decode Tables (continued)

### Navigation Warnings: Airspace Restrictions (R)

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</tr>
</thead>
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<tr>
<td>RA</td>
<td>Airspace reservation (specify)</td>
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</tr>
<tr>
<td>RD</td>
<td>Danger area (specify)</td>
<td>..d..</td>
</tr>
<tr>
<td>RM</td>
<td>Military operating area</td>
<td>moa</td>
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<tr>
<td>RO</td>
<td>Overflying of ... (specify)</td>
<td>overflying</td>
</tr>
<tr>
<td>RP</td>
<td>Prohibited area (specify)</td>
<td>..p..</td>
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<tr>
<td>RR</td>
<td>Restricted area (specify)</td>
<td>..r..</td>
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<tr>
<td>RI</td>
<td>Temporary restricted area (specify area)</td>
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### ATM Air Traffic and VOLMET Services (S)

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<tbody>
<tr>
<td>SA</td>
<td>Automatic terminal information service</td>
<td>atis</td>
</tr>
<tr>
<td>SB</td>
<td>ATS reporting office</td>
<td>aro</td>
</tr>
<tr>
<td>SC</td>
<td>Area control centre</td>
<td>acc</td>
</tr>
<tr>
<td>SE</td>
<td>Flight information service</td>
<td>fis</td>
</tr>
<tr>
<td>SF</td>
<td>Aerodrome flight information service</td>
<td>afis</td>
</tr>
<tr>
<td>SL</td>
<td>Flow control centre</td>
<td>flow ctl centre</td>
</tr>
<tr>
<td>SO</td>
<td>Oceanic area control centre</td>
<td>oac</td>
</tr>
<tr>
<td>SP</td>
<td>Approach control service</td>
<td>app</td>
</tr>
<tr>
<td>SS</td>
<td>Flight service station</td>
<td>fss</td>
</tr>
<tr>
<td>ST</td>
<td>Aerodrome control tower</td>
<td>twr</td>
</tr>
<tr>
<td>SU</td>
<td>Upper area control centre</td>
<td>uac</td>
</tr>
<tr>
<td>SV</td>
<td>VOLMET broadcast</td>
<td>volmet</td>
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<tr>
<td>SY</td>
<td>Upper advisory service (specify)</td>
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### Navigation Warnings: Warnings (W)

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<td>Air display</td>
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</tr>
<tr>
<td>WB</td>
<td>Aerobatics</td>
<td>aerobatics</td>
</tr>
<tr>
<td>WC</td>
<td>Captive balloon or kite</td>
<td>captive balloon/kite</td>
</tr>
<tr>
<td>WD</td>
<td>Demolition of explosives</td>
<td>demolition of explosives</td>
</tr>
<tr>
<td>WE</td>
<td>Exercises (specify)</td>
<td>exer</td>
</tr>
<tr>
<td>WF</td>
<td>Air refueling</td>
<td>air refueling</td>
</tr>
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<td>WG</td>
<td>Glider flying</td>
<td>gld fly</td>
</tr>
<tr>
<td>WH</td>
<td>Blasting</td>
<td>blasting</td>
</tr>
<tr>
<td>WJ</td>
<td>Banner/target towing</td>
<td>banner/target towing</td>
</tr>
<tr>
<td>WL</td>
<td>Ascent of free balloon</td>
<td>ascent of free balloon</td>
</tr>
<tr>
<td>WM</td>
<td>Missile, gun or rocket firing</td>
<td>Missile/gun/rocket/frng</td>
</tr>
<tr>
<td>WP</td>
<td>Parachute jumping exercise, paragliding, or hang gliding</td>
<td>Pje/paragliding/hang gliding</td>
</tr>
<tr>
<td>WR</td>
<td>Radioactive materials or toxic chemicals (specify)</td>
<td>pje</td>
</tr>
<tr>
<td>WS</td>
<td>Burning or blowing gas</td>
<td>burning or blowing gas</td>
</tr>
<tr>
<td>WT</td>
<td>Mass movement of aircraft</td>
<td>mass mov of acft</td>
</tr>
<tr>
<td>WU</td>
<td>Unmanned aircraft</td>
<td>formation flt</td>
</tr>
<tr>
<td>WV</td>
<td>Formation flight</td>
<td>formation flt</td>
</tr>
<tr>
<td>WW</td>
<td>Significant volcanic activity</td>
<td>formation flt</td>
</tr>
<tr>
<td>WY</td>
<td>Aerial survey</td>
<td>model flying</td>
</tr>
<tr>
<td>WZ</td>
<td>Model Flying</td>
<td>model flying</td>
</tr>
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</table>

International NOTAM (Q) Codes  
Appendix A–5
### Fourth and Fifth Letter Decode Tables

#### Availability (A)

<table>
<thead>
<tr>
<th>Code</th>
<th>Signification</th>
<th>Uniform Abbreviated Phraseology</th>
</tr>
</thead>
<tbody>
<tr>
<td>AC</td>
<td>Withdrawn for maintenance</td>
<td>withdrawn maint</td>
</tr>
<tr>
<td>AD</td>
<td>Available for daylight operation</td>
<td>avbl day ops</td>
</tr>
<tr>
<td>AF</td>
<td>Flight checked and found reliable</td>
<td>fltck okay</td>
</tr>
<tr>
<td>AG</td>
<td>Operating but ground checked only, awaiting flight check</td>
<td>opr but gnd ck only, awaiting fltck</td>
</tr>
<tr>
<td>AH</td>
<td>Hours of service are now…(specify)</td>
<td>hr ser</td>
</tr>
<tr>
<td>AK</td>
<td>Resumed normal operations</td>
<td>okay</td>
</tr>
<tr>
<td>AL</td>
<td>Operative (or reoperative) subject to previously published limitations/conditions</td>
<td>Opr subj previous cond</td>
</tr>
<tr>
<td>AM</td>
<td>Military operations only</td>
<td>mil ops only</td>
</tr>
<tr>
<td>AN</td>
<td>Available for night operation</td>
<td>avbl night ops</td>
</tr>
<tr>
<td>AO</td>
<td>Operational</td>
<td>opr</td>
</tr>
<tr>
<td>AP</td>
<td>Available, prior permission required</td>
<td>avbl, ppr</td>
</tr>
<tr>
<td>AR</td>
<td>Available on request</td>
<td>avbl o/r</td>
</tr>
<tr>
<td>AS</td>
<td>Unserviceable</td>
<td>u/s</td>
</tr>
<tr>
<td>AU</td>
<td>Not available (specify reason if appropriate)</td>
<td>not avbl</td>
</tr>
<tr>
<td>AW</td>
<td>Completely withdrawn</td>
<td>withdrawn</td>
</tr>
<tr>
<td>AX</td>
<td>Previously promulgated shutdown has been canceled</td>
<td>promulgated shutdown cnl</td>
</tr>
</tbody>
</table>

#### Changes (C)

<table>
<thead>
<tr>
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<tr>
<td>CA</td>
<td>Activated</td>
<td>act</td>
</tr>
<tr>
<td>CC</td>
<td>Completed</td>
<td>cmpl</td>
</tr>
<tr>
<td>CD</td>
<td>Deactivated</td>
<td>deactivated</td>
</tr>
<tr>
<td>CE</td>
<td>Erected</td>
<td>erected</td>
</tr>
<tr>
<td>CF</td>
<td>Operating frequency(ies) changed to</td>
<td>opr freq changed to</td>
</tr>
<tr>
<td>CG</td>
<td>Downgraded to</td>
<td>downgraded to</td>
</tr>
<tr>
<td>CH</td>
<td>Changed</td>
<td>changed</td>
</tr>
<tr>
<td>CI</td>
<td>Identification or radio call sign changed to</td>
<td>Ident/rdo call sign changed to</td>
</tr>
<tr>
<td>CL</td>
<td>Realigned</td>
<td>realigned</td>
</tr>
<tr>
<td>CM</td>
<td>Displaced</td>
<td>displaced</td>
</tr>
<tr>
<td>CN</td>
<td>Canceled</td>
<td>cnl</td>
</tr>
<tr>
<td>CO</td>
<td>Operating</td>
<td>opr</td>
</tr>
<tr>
<td>CP</td>
<td>Operating on reduced power</td>
<td>opr reduced pwr</td>
</tr>
<tr>
<td>CR</td>
<td>Temporarily replaced by</td>
<td>tempo rplcd by</td>
</tr>
<tr>
<td>CS</td>
<td>Installed</td>
<td>instil</td>
</tr>
<tr>
<td>CT</td>
<td>On test, do not use</td>
<td>on test, do not use</td>
</tr>
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### Fourth and Fifth Letter Decode Tables (continued)

<table>
<thead>
<tr>
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</tr>
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<tbody>
<tr>
<td><strong>HA</strong></td>
<td>Braking action is ...</td>
<td>ba is...</td>
</tr>
<tr>
<td>1) Poor</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2) Medium/Poor</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3) Medium</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4) Medium/Good</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5) Good</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>HB</strong></td>
<td>Friction coefficient is ... (specify friction measurement device used)</td>
<td>friction coefficient is</td>
</tr>
<tr>
<td><strong>HC</strong></td>
<td>Covered by compacted snow to depth of</td>
<td>cov compacted snow depth</td>
</tr>
<tr>
<td><strong>HD</strong></td>
<td>Covered by dry snow to a depth of</td>
<td>cov dry snow depth</td>
</tr>
<tr>
<td><strong>HE</strong></td>
<td>Covered by water to a depth of</td>
<td>cov water depth</td>
</tr>
<tr>
<td><strong>HF</strong></td>
<td>Totally free of snow and ice</td>
<td>free of sn and ice</td>
</tr>
<tr>
<td><strong>HG</strong></td>
<td>Grass cutting in progress</td>
<td>grass cutting inpr</td>
</tr>
<tr>
<td><strong>HH</strong></td>
<td>Hazard due to (specify)</td>
<td>hazard due</td>
</tr>
<tr>
<td><strong>HI</strong></td>
<td>Covered by ice</td>
<td>cov ice</td>
</tr>
<tr>
<td><strong>HJ</strong></td>
<td>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), or reaching cruise level if at or below 18 000 m (60 000 ft), together with estimated location)</td>
<td>launch plan</td>
</tr>
<tr>
<td><strong>HK</strong></td>
<td>Bird migration in progress</td>
<td>bird migration inpr</td>
</tr>
<tr>
<td><strong>HL</strong></td>
<td>Snow clearance completed</td>
<td>sn clr cmpl</td>
</tr>
<tr>
<td><strong>HM</strong></td>
<td>Marked by</td>
<td>marked by</td>
</tr>
<tr>
<td><strong>HN</strong></td>
<td>Covered by wet snow or slush to a depth of</td>
<td>cov wet sn/slush depth</td>
</tr>
<tr>
<td><strong>HO</strong></td>
<td>Obscured by snow</td>
<td>obscured by sn</td>
</tr>
<tr>
<td><strong>HP</strong></td>
<td>Snow clearance in progress</td>
<td>sn clr inpr</td>
</tr>
<tr>
<td><strong>HQ</strong></td>
<td>Operation canceled ... (specify balloon flight identification or project code name)</td>
<td>opr cnl</td>
</tr>
<tr>
<td><strong>HR</strong></td>
<td>Standing water</td>
<td>standing water</td>
</tr>
<tr>
<td><strong>HS</strong></td>
<td>Sanding in progress</td>
<td>sanding inpr</td>
</tr>
<tr>
<td><strong>HT</strong></td>
<td>Approach according to signal area only</td>
<td>apch according signal</td>
</tr>
<tr>
<td><strong>HU</strong></td>
<td>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)</td>
<td>launch inpr</td>
</tr>
<tr>
<td><strong>HV</strong></td>
<td>Work completed</td>
<td>work cmpl</td>
</tr>
<tr>
<td><strong>HW</strong></td>
<td>Work in progress</td>
<td>wip</td>
</tr>
<tr>
<td><strong>HX</strong></td>
<td>Concentration of birds</td>
<td>bird concentration</td>
</tr>
<tr>
<td><strong>HY</strong></td>
<td>Snow banks exist (specify height)</td>
<td>sn banks hgt</td>
</tr>
<tr>
<td><strong>HZ</strong></td>
<td>Covered by frozen ruts and ridges</td>
<td>cov frozen ruts and ridges</td>
</tr>
</tbody>
</table>
### Limitations (L)

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

### Other (XX)

<table>
<thead>
<tr>
<th>Code</th>
<th>Signification</th>
<th>Uniform Abbreviated Phraseology</th>
</tr>
</thead>
<tbody>
<tr>
<td>XX</td>
<td>Where 4th and 5th letter Code does not cover the situation, use XX and supplement by plain language</td>
<td>(plain language following the NOTAM Code)</td>
</tr>
</tbody>
</table>
Appendix B. National Weather Service (NWS) Radiosonde/HIBAL Flights

B–1. NWS RADIOSONDE/HIBAL FLIGHTS

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

B–2. 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 must contain the following information:

1. The balloon release time.

2. The time the balloon is expected to reach 10,000 MSL, using an average rate of climb of 800 feet per minute.

c. The locations of radiosonde balloon release points are listed in the Airport/Facility Directories.
## Appendix C. FCC Field Office Fax Numbers

<table>
<thead>
<tr>
<th>STATE</th>
<th>FAX</th>
<th>STATE</th>
<th>FAX</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALABAMA</td>
<td>770–279–4633</td>
<td>MONTANA</td>
<td>425–820–0126</td>
</tr>
<tr>
<td>ALASKA</td>
<td>907–271–6359</td>
<td>NEBRASKA</td>
<td>816–313–1655</td>
</tr>
<tr>
<td>ARKANSAS</td>
<td>504–834–9230</td>
<td>NEW HAMPSHIRE</td>
<td>617–770–2408</td>
</tr>
<tr>
<td></td>
<td>510–732–6015</td>
<td></td>
<td>212–620–3718</td>
</tr>
<tr>
<td></td>
<td>562–865–0736</td>
<td>NEW MEXICO</td>
<td>303–969–6556</td>
</tr>
<tr>
<td>COLORADO</td>
<td>303–969–6556</td>
<td>NEW YORK</td>
<td>716–551–3817</td>
</tr>
<tr>
<td>CONNECTICUT</td>
<td>617–770–2408</td>
<td></td>
<td>212–620–3718</td>
</tr>
<tr>
<td>DELAWARE</td>
<td>215–752–2363</td>
<td>NORTH CAROLINA</td>
<td>770–279–4633</td>
</tr>
<tr>
<td></td>
<td>301–206–2896</td>
<td>NORTH DAKOTA</td>
<td>847–298–5403</td>
</tr>
<tr>
<td>DISTRICT OF COLUMBIA</td>
<td>301–206–2896</td>
<td>OHIO</td>
<td>248–471–6131</td>
</tr>
<tr>
<td>FLORIDA</td>
<td>813–348–1581</td>
<td>OKLAHOMA</td>
<td>972–907–1738</td>
</tr>
<tr>
<td></td>
<td>770–279–4633</td>
<td>OREGON</td>
<td>425–820–0126</td>
</tr>
<tr>
<td>GEORGIA</td>
<td>770–279–4633</td>
<td></td>
<td>360–418–4256</td>
</tr>
<tr>
<td>HAWAII</td>
<td>808–671–3352</td>
<td>PENNSYLVANIA</td>
<td>215–572–2363</td>
</tr>
<tr>
<td>IDAHO</td>
<td>425–820–0126</td>
<td>RHODE ISLAND</td>
<td>617–770–2408</td>
</tr>
<tr>
<td>ILLINOIS</td>
<td>847–298–5403</td>
<td>SOUTH CAROLINA</td>
<td>770–279–4633</td>
</tr>
<tr>
<td>INDIANA</td>
<td>847–298–5403</td>
<td>SOUTH DAKOTA</td>
<td>651–774–5087</td>
</tr>
<tr>
<td>IOWA</td>
<td>816–313–1655</td>
<td></td>
<td>303–969–6556</td>
</tr>
<tr>
<td>KANSAS</td>
<td>816–313–1655</td>
<td>TENNESSEE</td>
<td>770–279–4633</td>
</tr>
<tr>
<td>KENTUCKY</td>
<td>248–471–6131</td>
<td>TEXAS</td>
<td>972–907–1738</td>
</tr>
<tr>
<td></td>
<td>847–298–5403</td>
<td></td>
<td>713–983–6897</td>
</tr>
<tr>
<td>LOUISIANA</td>
<td>504–834–9230</td>
<td>UTAH</td>
<td>619–557–7158</td>
</tr>
<tr>
<td>MARYLAND</td>
<td>301–206–2896</td>
<td>VERMONT</td>
<td>617–770–2408</td>
</tr>
<tr>
<td>MASSACHUSETTS</td>
<td>617–770–2408</td>
<td>VIRGINIA</td>
<td>301–206–2896</td>
</tr>
<tr>
<td>MICHIGAN</td>
<td>651–774–5087</td>
<td>WASHINGTON</td>
<td>425–820–0126</td>
</tr>
<tr>
<td></td>
<td>248–471–6131</td>
<td>WEST VIRGINIA</td>
<td>301–206–2896</td>
</tr>
<tr>
<td>MISSISSIPPI</td>
<td>504–834–9230</td>
<td></td>
<td>651–774–5087</td>
</tr>
<tr>
<td>MISSOURI</td>
<td>816–313–1655</td>
<td>WYOMING</td>
<td>303–969–6556</td>
</tr>
</tbody>
</table>

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 a FAX to the Communications Crisis Management Center of the FCC at 202–418–2813, ATTN: COM Center.
Appendix D. ICAO Difference for the United States

Below is a listing (not all inclusive) of words that we use frequently in a domestic NOTAM, but are not recognized ICAO contractions.

ARFF – Airport Rescue and Fire Fighting
ARTCC – Air Route Traffic Control Center
ATCSCC – Air Traffic Control System Command Center
AUNICOM – Automated UNICOM
BC – Back Course

Cardinal Directions

NORTH, NORTH NORTHEAST, NORTHEAST, EAST NORTHEAST, EAST, EAST SOUTHEAST, SOUTHEAST, SOUTH SOUTHEAST, SOUTH, SOUTH SOUTHWEST, SOUTHWEST, WEST SOUTHWEST, WEST, WEST NORTHWEST, NORTHWEST, NORTH NORTHWEST

NOTE – When using cardinal directions to describe an alternate location (airspace) or plain language location (obstructions), the contraction is allowable.

CTAF – Common Traffic Advisory Frequency
FDC – Flight Data Center
FICON – Field Condition

Friction Testers:

BOW, BRD, ERD, GRT, MUM, MK3 RFT, RT3, SFH, SFL, SKH, SKL, TAP, VER, NAC

HIRL – High Intensity Runway Light
LB – Pounds
LIRL – Low Intensity Runway Light
LOM – Compass locator at ILS outer marker
IN – Inch

MALSR – Medium-Intensity Approach Lighting System with Runway Alignment Indicator Lights
MIRL – Medium Intensity Runway Lights
MU – Friction value representing runway surface conditions
NA – Not Authorized
NTAP – Notice to Airmen Publication
ORIG – Original

RVRM – Runway Visual Range Midpoint

RVRR – Runway Visual Range Rollout

RVRT – Runway Visual Range Touchdown

SAA – Special Activity Airspace

SSALR – Short Approach Lighting System with Runway Alignment Indicator Lights

STAR – Standard Terminal Arrival

TFR – Temporary Flight Restriction

VASI – Visual Approach Slope Indicator

WAAS – Wide Area Augmentation System
Table of Contents

<table>
<thead>
<tr>
<th>Paragraph Number</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1–1–7</td>
<td>REVISIONS</td>
<td>3</td>
</tr>
<tr>
<td>1–3–6</td>
<td>TRANSPORTATION SECURITY ADMINISTRATION (TSA)</td>
<td>3</td>
</tr>
<tr>
<td>1–4–6</td>
<td>DEFINITIONS</td>
<td>4</td>
</tr>
<tr>
<td>3–3–5</td>
<td>TAXIWAY IDENTIFICATION</td>
<td>4</td>
</tr>
<tr>
<td>4–2–1</td>
<td>NOTAM COMPOSITION</td>
<td>5</td>
</tr>
<tr>
<td>4–4–3</td>
<td>CANCELING PUBLISHED NOTAM DATA</td>
<td>5</td>
</tr>
<tr>
<td>4–5–2</td>
<td>NOTAM SERVICE MESSAGES</td>
<td>6</td>
</tr>
<tr>
<td>6–1–4</td>
<td>AIRCRAFT OPERATIONS</td>
<td>7</td>
</tr>
<tr>
<td>6–1–6</td>
<td>PHARCHUTE JUMPING/SKY DIVING (PJE)</td>
<td>7</td>
</tr>
<tr>
<td>6–1–7</td>
<td>UNMANNED ROCKETS, UNMANNED FREE BALLOONS, HOT AIR BALLOONS, AND HIGH ALT BALLOONS</td>
<td>7</td>
</tr>
<tr>
<td>6–1–8</td>
<td>OTHER AIRSPACE ACTIVITIES</td>
<td>7</td>
</tr>
<tr>
<td>7–1–1</td>
<td>GENERAL</td>
<td>9</td>
</tr>
<tr>
<td>8–1–3</td>
<td>TEMPORARY OR PERMANENT FDC NOTAMS</td>
<td>9</td>
</tr>
<tr>
<td>9–2–1</td>
<td>REQUEST FOR CANADIAN NOTAMS FROM THE CANADIAN NOTAM SYSTEM</td>
<td>9</td>
</tr>
<tr>
<td>APPENDIX D</td>
<td>ICAO DIFFERENCE FOR THE UNITED STATES</td>
<td>10</td>
</tr>
</tbody>
</table>
1. PARAGRAPH NUMBER AND TITLE: 1-1-7. REVISIONS

2. BACKGROUND: JO 7930.2N, Change 1, contains sections and paragraphs that are rewritten or reworded to improve understanding and meet the needs of the National Airspace System (NAS). Acronyms are spelled out to ensure all in the Air Traffic Organization (ATO), the Federal Aviation Administration (FAA), and supporting organizations understand the meaning of the sections.

3. CHANGE:

   OLD
   1-1-7. 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 System Operations Services, Flight Services, Safety and Operations Policy Group.

   NEW
   - a. The contents of this order will be periodically reviewed and updated, as required by National Airspace Data Interchange Network (NADIN), General Notices (GENOTs), and order changes. Changes/orders are published on the publications cycle.
   - b. Any changes to this order must be submitted to the VP, Mission Support Services, attn.: ATC Procedures Office, AJV-11:
   - 1. Personnel should submit recommended changes in procedures to facility management.
   - 2. Recommendations from other sources should be submitted through appropriate FAA, military, or industry/user channels.
   - 3. Procedural changes will not be made to this order until the operational system software has been adapted to accomplish the revised procedures.

1. PARAGRAPH NUMBER AND TITLE: 1-3-6. TRANSPORTATION SECURITY ADMINISTRATION (TSA)

2. BACKGROUND: JO 7930.2N, Change 1, contains sections and paragraphs that are rewritten or reworded to improve understanding and meet the needs of the National Airspace System (NAS). Acronyms are spelled out to ensure all in the Air Traffic Organization (ATO), the Federal Aviation Administration (FAA), and supporting organizations understand the meaning of the sections.

3. CHANGE:

   OLD
   1-3-6. TRANSPORTATION SECURITY ADMINISTRATION (TSA)

   NEW
   Delete
The TSA Aviation Command Center initiates requests to establish 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

1. PARAGRAPh NUMBER AND TITLE: 1-4-6. DEFINITIONS

2. BACKGROUND: JO 7930.2N, Change 1, contains sections and paragraphs that are rewritten or reworded to improve understanding and meet the needs of the National Airspace System (NAS). Acronyms are spelled out to ensure all in the Air Traffic Organization (ATO), the Federal Aviation Administration (FAA), and supporting organizations understand the meaning of the sections.

3. CHANGE:

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<td>1-4-6. DEFINITIONS</td>
<td>1-4-6. DEFINITIONS</td>
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<tr>
<td>The terms below as used in this order are defined in this section.</td>
<td>The terms below as used in this order are defined in this section.</td>
</tr>
<tr>
<td>a through t</td>
<td>No change</td>
</tr>
<tr>
<td>Add</td>
<td>Location Designator. Used to designate either an affected airport, center, or facility.</td>
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</table>

1. PARAGRAPh NUMBER AND TITLE: 3-3-5. TAXIWAY IDENTIFICATION

2. BACKGROUND: JO 7930.2N, Change 1, contains sections and paragraphs that are rewritten or reworded to improve understanding and meet the needs of the National Airspace System (NAS). Acronyms are spelled out to ensure all in the Air Traffic Organization (ATO), the Federal Aviation Administration (FAA), and supporting organizations understand the meaning of the sections.

3. CHANGE:

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<td>3-3-5. TAXIWAY IDENTIFICATION Title through b Note</td>
<td>3-3-5. TAXIWAY IDENTIFICATION Title through b Note</td>
</tr>
<tr>
<td>c. For multiple taxiways, each taxiway need not be prefaced with contraction TWY;</td>
<td>c. For multiple taxiways, each taxiway need not be prefaced with contraction TWY;</td>
</tr>
<tr>
<td>1. Taxiway segments must be separated from each taxiway or taxiway segment with a comma and preceded by contraction TWY followed by the taxiway designator.</td>
<td>1. Taxiway segments must be separated from each taxiway or taxiway segment with a comma and preceded by contraction TWY followed by the taxiway designator. The use of BTN and AND signifies a segment, i.e., TWY B BTN TWY B10 AND TWY B8.</td>
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</table>
1. PARAGRAPH NUMBER AND TITLE: 4-2-1. NOTAM COMPOSITION

2. BACKGROUND: JO 7930.2N, Change 1, contains sections and paragraphs that are rewritten or reworded to improve understanding and meet the needs of the National Airspace System (NAS). Acronyms are spelled out to ensure all in the Air Traffic Organization (ATO), the Federal Aviation Administration (FAA), and supporting organizations understand the meaning of the sections.

3. CHANGE:

OLD

4-2-1. NOTAM COMPOSITION

NOTE-
For FDC NOTAM examples, see chapter 7.

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

   a1 through a8

   9. Lower limit/upper limit, or height, when needed. Limits must be specified as SFC (surface). Up to 17,999, express in feet MSL; for example, 275FT, 1225FT (MSL must not be written). For 18,000 and above, express in in flight levels (FL); for example, FL180, FL550, or UNL (unlimited). Heights AGL may be added in parentheses.

NEW

4-2-1. NOTAM COMPOSITION

NOTE-
For FDC NOTAM examples, see chapter 7.

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

   No change

   9. Lower limit/upper limit, or height, when needed. Limits must be specified as SFC (surface). Up to 17,999, express in feet MSL; for example, 275FT, 1225FT (MSL must not be written). For 18,000 and above, express in in flight levels (FL); for example, FL180, FL550, or UNL (unlimited). Heights AGL may be added in parentheses (125FT AGL).

1. PARAGRAPH NUMBER AND TITLE: 4-4-3. CANCELING PUBLISHED NOTAM DATA

2. BACKGROUND: JO 7930.2N, Change 1, contains sections and paragraphs that are rewritten or reworded to improve understanding and meet the needs of the National Airspace System (NAS). Acronyms are spelled out to ensure all in the Air Traffic Organization (ATO), the Federal Aviation Administration (FAA), and supporting organizations understand the meaning of the sections.

3. CHANGE:

OLD

4-4-3. CANCELING PUBLISHED NOTAM DATA

Title through b6(c)

NEW

4-4-3. CANCELING PUBLISHED NOTAM DATA

No change
1. PARAGRAPH NUMBER AND TITLE: 4-5-2. NOTAM SERVICE MESSAGES

2. BACKGROUND: JO 7930.2N, Change 1, contains sections and paragraphs that are rewritten or reworded to improve understanding and meet the needs of the National Airspace System (NAS). Acronyms are spelled out to ensure all in the Air Traffic Organization (ATO), the Federal Aviation Administration (FAA), and supporting organizations understand the meaning of the sections.

3. CHANGE:

OLD

4-5-2. NOTAM SERVICE MESSAGES
Title through a

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

EXAMPLE-
GG KCLEYFYX
071356 KDZZNAXX
!SVC LOCATION NOT VALID FOR CLE CLE LNN FUEL NOT AVBL

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

NEW

4-5-2. NOTAM SERVICE MESSAGES

No change

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

EXAMPLE-
GG KCLEYFYX
071356 KDZZNAXX
!SVC LOCATION NOT VALID FOR CLE CLE LNN FUEL NOT AVBL 1307040000-1307061200EST

b. Invalid NOTAM accountability location.

EXAMPLE-
GG KRDUYFYX
071402 KDZZNAXX
!SVC NOTAM D ACCOUNTABILITY NOT FOUND NLN LNN RWY CLSD 1307040000-1307061200

c. Invalid affected location.

EXAMPLE-
GG KCLEYFYX
071333 KDZZNAXX
!SVC NOTAM (D) LOCATION NOT FOUND CLE VBV RWY 4 CLSD 1307040000-1307061200

Delete
1. PARAGRAPH NUMBER AND TITLE:
6-1-4. AIRCRAFT OPERATIONS
6-1-6. PARACHUTE JUMPING/SKY DIVING (PJE)
6-1-7. UNMANNED ROCKETS, UNMANNED FREE BALLOONS, HOT AIR BALLOONS, AND HIGH ALT BALLOONS
6-1-8 OTHER AIRSPACE ACTIVITIES

2. BACKGROUND: JO 7930.2N, Change 1, contains sections and paragraphs that are rewritten or reworded to improve understanding and meet the needs of the National Airspace System (NAS). Acronyms are spelled out to ensure all in the Air Traffic Organization (ATO), the Federal Aviation Administration (FAA) and supporting organizations understand the meaning of the sections.

3. CHANGE:

**OLD**
6-1-4. AIRCRAFT OPERATIONS
Title through a1(f)
(g) Alternate description (mandatory). In parentheses, specify an alternate description of the activity center as follows:
  a1(g) (1) through b1(f)
  b1(h) through b1(j) Note

**NEW**
6-1-4. AIRCRAFT OPERATIONS
No change
(g) Alternate description (optional). An alternate description of the center of the activity may be specified in parenthesis.
No change
EXAMPLES—

DEN ZDV AIRSPACE UNMANNED ACFT WITHIN AREA DEFINED AS 50NM EITHER SIDE OF LINE FROM GLD TO LAA 14000FT-16000FT
1312131300–1312151300EST

IAD ZDC AIRSPACE UNMANNED ACFT WITHIN AREA DEFINED AS 10NM RADIUS OF AML223010 (10NM SW IAD) SFC-5000FT
1310251000–1310251200EST

PRC ZLA AIRSPACE UNMANNED ACFT WITHIN AREA DEFINED AS 10NM RADIUS OF 3238N11436W (NYL) SFC-10000FT 1312122100–1312122300EST

OLD

6-1-6. PARACHUTE JUMPING/SKY DIVING (PJE)

Title through 6-1-6 a 1-6

7. Alternate description (mandatory). If the area is described by other than the airport designator or (a) below, follow the description by including an alternate description in parentheses in relation to:

NEW

6-1-6. PARACHUTE JUMPING/SKY DIVING (PJE)

No change

7. Alternate description (optional). If the area is described by other than the airport designator or (a) below, follow the description by including an alternate description in parentheses in relation to:

OLD

6-1-7. UNMANNED ROCKETS, UNMANNED FREE BALLOONS, HOT AIR BALLOONS, AND HIGH ALT BALLOONS

Title through a 1-6

7. Alternate description (mandatory). If the area is described by other than the airport designator or (a) below, follow the description by including an alternate description in parentheses in relation to:

(a) Reference to the nearest public-use airport when the center of the activity is 25NM or less from the nearest public-use airport.

(b) Reference to the nearest public-use airport when the center of the activity is more than 25NM from the nearest VOR/DME or VORTAC

NEW

6-1-7. UNMANNED ROCKETS, UNMANNED FREE BALLOONS, HOT AIR BALLOONS, AND HIGH ALT BALLOONS

No change

7. Alternate description (optional). If the area is described by other than the airport designator or (a) below, follow the description by including an alternate description in parentheses in relation to:

(a) Reference to the nearest public-use airport when the center of the activity is 25NM or less from the nearest public-use airport.

(b) Reference to the nearest public-use airport when the center of the activity is more than 25NM from the nearest VOR/DME or VORTAC

OLD

6-1-8. OTHER AIRSPACE ACTIVITIES

Title through f

g. Alternate description (mandatory). In parentheses, specify an alternate location description as follows:

NEW

6-1-8. OTHER AIRSPACE ACTIVITIES

No change

g. Alternate description (optional). In parentheses, specify an alternate location description as follows:
1. PARAGRAPH NUMBER AND TITLE: 7-1-1. GENERAL

2. BACKGROUND: JO 7930.2N Change 1 contains sections and paragraphs that are rewritten or reworded to improve understanding and meet the needs of the National Airspace System (NAS). Acronyms are spelled out to ensure all in the Air Traffic Organization (ATO), the Federal Aviation Administration (FAA), and supporting organizations understand the meaning of the sections.

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<td>e. Snow conditions affecting glide slope operations</td>
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<tr>
<td>Paragraphs e through k</td>
<td>Re-letter f through k</td>
</tr>
</tbody>
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1. PARAGRAPH NUMBER AND TITLE: 8-1-3. TEMPORARY OR PERMANENT FDC NOTAMs

2. BACKGROUND: JO 7930.2N, Change 1, contains sections and paragraphs that are rewritten or reworded to improve understanding and meet the needs of the National Airspace System (NAS). Acronyms are spelled out to ensure all in the Air Traffic Organization (ATO), the Federal Aviation Administration (FAA), and supporting organizations understand the meaning of the sections.

3. CHANGE:

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</thead>
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<td>8-1–3. MILITARY NOTAMS NOT MEETING CRITERIA</td>
</tr>
</tbody>
</table>

1. PARAGRAPH NUMBER AND TITLE: 9-2-1. REQUEST FOR CANADIAN NOTAMs FROM THE CANADIAN NOTAM SYSTEM

2. BACKGROUND: JO 7930.2N, Change 1, contains sections and paragraphs that are rewritten or reworded to improve understanding and meet the needs of the National Airspace System (NAS). Acronyms are spelled out to ensure all in the Air Traffic Organization (ATO), the Federal Aviation Administration (FAA), and supporting organizations understand the meaning of the sections.

3. CHANGE:

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<tbody>
<tr>
<td>9-2-1. REQUEST FOR CANADIAN NOTAMs FROM THE CANADIAN NOTAM SYSTEM a. The USNS receives NOTAM data from Canada only on those aerodromes of first landing (airports where you must clear into the country with Customs and Immigration). The USNS cannot confirm that they have all NOTAM data; therefore, you are urged to contact the Canadian website for the most current and up-to-date NOTAM data.</td>
<td>9-2-1. REQUEST FOR CANADIAN NOTAMs FROM THE CANADIAN NOTAM SYSTEM a. The USNS receives NOTAM data from Canada. The USNS cannot confirm that they have all NOTAM data; therefore, you are urged to contact the Canadian Web site for the most current and up-to-date NOTAM data.</td>
</tr>
</tbody>
</table>
1. **PARAGRAPH NUMBER AND TITLE:** Appendix D. ICAO Difference for the United States

2. **BACKGROUND:** JO 7930.2N, Change 1, contains sections and paragraphs that are rewritten or reworded to improve understanding and meet the needs of the National Airspace System (NAS). Acronyms are spelled out to ensure all in the Air Traffic Organization (ATO), the Federal Aviation Administration (FAA), and supporting organizations understand the meaning of the sections.

3. **CHANGE:**

   **OLD**
   
   Appendix D. ICAO Difference for the United States
   
   Title thru BC – Back Course
   
   Add
   
   FDC – Flight Data Center
   
   FICON – Field Condition
   
   Friction Testers: BOW, BRD, ERD, GRT, MUM, RFT, SFH, SFL, SKH, SKL, TAP, VER, NAC

   **NEW**
   
   Appendix D. ICAO Difference for the United States
   
   Cardinal Directions – NORTH, NORTH NORTHEAST, NORTHEAST, EAST NORTHEAST, EAST, EAST SOUTHEAST, SOUTHEAST, SOUTH SOUTHEAST, SOUTH, SOUTH SOUTHWEST, SOUTHWEST, WEST SOUTHWEST, WEST, WEST NORTHWEST, NORTHWEST, NORTH NORTHWEST
   
   Add
   
   NOTE – When using cardinal directions to describe an alternate location (airspace) or plain language location (obstructions), the contraction is allowable.
   
   FDC – Flight Data Center
   
   FICON – Field Condition
   
   Friction Testers: BOW, BRD, ERD, GRT, MUM, RFT, RT3, SFH, SFL, SKH, SKL, TAP, VER, NAC

   No change
   
   No change

---

**NOTE:**

Altitude reservations will be input by Canada utilizing FIR ACCOUNTABILITIES.
Table of Contents

<table>
<thead>
<tr>
<th>Paragraph Number</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1–4–6</td>
<td>DEFINITIONS</td>
<td>3</td>
</tr>
<tr>
<td>3–3–4</td>
<td>USE OF VIRGULE</td>
<td>3</td>
</tr>
<tr>
<td>5–1–4</td>
<td>REPORTING FIELD CONDITIONS</td>
<td>3</td>
</tr>
<tr>
<td>5–2–2</td>
<td>TOWER LIGHT OUTAGES</td>
<td>3</td>
</tr>
<tr>
<td>5–2–3</td>
<td>OBSTRUCTIONS</td>
<td>3</td>
</tr>
<tr>
<td>5–2–4</td>
<td>MOORED BALLOONS AND KITES</td>
<td>3</td>
</tr>
<tr>
<td>5–3–7</td>
<td>NA VAID CONDITIONS</td>
<td>3</td>
</tr>
<tr>
<td>5–3–8</td>
<td>SATELLITE BASED SYSTEMS</td>
<td>3</td>
</tr>
<tr>
<td>5–3–9</td>
<td>HOURS OF OPERATION</td>
<td>3</td>
</tr>
<tr>
<td>5–4–3</td>
<td>COMMUNICATION OUTLET CONDITIONS</td>
<td>3</td>
</tr>
<tr>
<td>5–5–2</td>
<td>CHANGES TO PUBLISHED SERVICES</td>
<td>3</td>
</tr>
<tr>
<td>5–5–4</td>
<td>WEATHER AND WEATHER REPORTING</td>
<td>3</td>
</tr>
<tr>
<td>6–1–4</td>
<td>AIRCRAFT OPERATIONS</td>
<td>3</td>
</tr>
<tr>
<td>6–1–7</td>
<td>UNMANNED ROCKETS, UNMANNED FREE BALLOONS, HOT AIR BALLOONS, AND HIGH ALT BALLOONS</td>
<td>3</td>
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<tr>
<td>6–1–8</td>
<td>OTHER AIRSPACE ACTIVITIES</td>
<td>3</td>
</tr>
<tr>
<td>7–1–4</td>
<td>INTERIM IFR FLIGHT PROCEDURES</td>
<td>3</td>
</tr>
<tr>
<td>7–1–5</td>
<td>TEMPORARY FLIGHT RESTRICTIONS</td>
<td>18</td>
</tr>
<tr>
<td>APPENDIX D</td>
<td>ICAO DIFFERENCES FOR UNITED STATES</td>
<td>22</td>
</tr>
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1. PARAGRAPH NUMBER AND TITLE:
1–4–6. DEFINITIONS
3–3–4. USE OF VIRGULE
5–1–4. REPORTING FIELD CONDITIONS
5–2–2. TOWER LIGHT OUTAGES
5–2–3. OBSTRUCTIONS
5–2–4. MOORED BALLOONS AND KITES
5–3–7. NAVAID CONDITIONS
5–3–8. SATELLITE BASED SYSTEMS
5–3–9. HOURS OF OPERATION
5–4–3. COMMUNICATION OUTLET CONDITIONS
5–5–2. CHANGES TO PUBLISHED SERVICES
5–5–4. WEATHER AND WEATHER REPORTING
6–1–4. AIRCRAFT OPERATIONS
6–1–7. UNMANNED ROCKETS, UNMANNED FREE BALLOONS, HOT AIR BALLOONS, AND HIGH ALT BALLOONS
6–1–8. OTHER AIRSPACE ACTIVITIES
7–1–4. INTERIM IFR FLIGHT PROCEDURES
7–1–5. TEMPORARY FLIGHT RESTRICTIONS

2. BACKGROUND: Document Change Proposals for change 2 contain sections and paragraphs that are rewritten or reworded to improve understanding and meet the needs of the National Airspace System (NAS) or changes that correct the NOTAM handbook to accommodate changes in the NAS and comply with International Civil Aviation Organization (ICAO) standards. Acronyms are spelled out to ensure all in the Air Traffic Organization (ATO), the Federal Aviation Administration (FAA) and supporting organizations understand the meaning of the sections.

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</tr>
<tr>
<td>Add</td>
<td></td>
</tr>
<tr>
<td>Add</td>
<td>v. Taxi lanes are designed for low speed and precise taxiing. Taxi lanes are usually, but not always, located outside the movement area, providing access (to and) from taxiways (usually an apron taxiway) to (and from) aircraft parking positions and other terminal areas.</td>
</tr>
<tr>
<td>Add</td>
<td>w. United States NOTAM System - The United States NOTAM System (USNS) is a safety-critical system that collects, maintains and distributes NOTAMs for the aviation community.</td>
</tr>
<tr>
<td>Add</td>
<td>x. Virgule (/) –For US NOTAM purposes - a diagonal symbol used to separate alternatives; to stand for the word “and”.</td>
</tr>
</tbody>
</table>
### OLD

Add

Add

### NEW

#### 3-3-4. USE OF VIRGULE (/)

The use of virgules should be limited to separate runway pairs (RWY 3/21), combining positions and affected frequencies (LOCAL CTL/CD), and equipment, affected components and frequencies (ILS GP/OM/MM, VOR/DME 111.0/CH77).

Paragraphs 3-3-4 through 3-3-6

### OLD

5–1–4. REPORTING FIELD CONDITIONS

#### Title through j6

**TBL 5–1–5**

Friction Measuring Devices

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</tr>
<tr>
<td>BRD</td>
<td>Brakemeter – Dynometer</td>
</tr>
<tr>
<td>ERD</td>
<td>Electronic Recording Decelerometer (Bowmonk)</td>
</tr>
<tr>
<td>GRT</td>
<td>Griptester (Findlay, Irvine, LTD)</td>
</tr>
<tr>
<td>MUM</td>
<td>Mark 4 Mu Meter (Bison Instruments, Inc.)</td>
</tr>
<tr>
<td>NAC</td>
<td>Neubert Aero Corp</td>
</tr>
<tr>
<td>RFT</td>
<td>Runway friction tester (K.J.LAW Engineers)</td>
</tr>
<tr>
<td>SFH</td>
<td>Surface friction tester (high pressure tire) (SAAB, Airport Surface Friction Tester AB)</td>
</tr>
<tr>
<td>SFL</td>
<td>Surface friction tester (low pressure tire) (SAAB, Airport Surface Friction Tester AB)</td>
</tr>
<tr>
<td>SKH</td>
<td>Skiddometer (high pressure tire) (AEC, Airport Equipment Co.)</td>
</tr>
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<td>SKL</td>
<td>Skiddometer (low pressure tire) (AEC, Airport Equipment Co.)</td>
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Renumber 3-3-5 through 3-3-7

### NEW

5–1–4. REPORTING FIELD CONDITIONS

No Change

**TBL 5–1–5**

Friction Measuring Devices

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<td>Brakemeter – Dynometer</td>
</tr>
<tr>
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<tr>
<td>GRT</td>
<td>Griptester (Findlay, Irvine, LTD)</td>
</tr>
<tr>
<td>MUM</td>
<td>Mark 4 Mu Meter (Bison Instruments, Inc.)</td>
</tr>
<tr>
<td>NAC</td>
<td>Neubert Aero Corp</td>
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<tr>
<td>RFT</td>
<td>Runway friction tester (K.J.LAW Engineers)</td>
</tr>
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<td>Surface friction tester (high pressure tire) (SAAB, Airport Surface Friction Tester AB)</td>
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<td>Surface friction tester (low pressure tire) (SAAB, Airport Surface Friction Tester AB)</td>
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<td>TAP</td>
<td>Tapley Decelerometer (Tapley Sales)</td>
</tr>
<tr>
<td>VER</td>
<td>Vericom (VC3000)</td>
</tr>
</tbody>
</table>

**BOW**

Bowmonk Decelerometer (Bowmonk Sales)

**BRD**

Brakemeter – Dynometer

**ERD**

Electronic Recording Decelerometer (Bowmonk)

**GRT**

Griptester (Findlay, Irvine, LTD)

**MUM**

Mark 4 Mu Meter (Bison Instruments, Inc.)

**NAC**

Neubert Aero Corp

**RFT**

Runway friction tester (K.J.LAW Engineers)

**SFH**

Surface friction tester (high pressure tire) (SAAB, Airport Surface Friction Tester AB)

**SFL**

Surface friction tester (low pressure tire) (SAAB, Airport Surface Friction Tester AB)

**SKH**

Skiddometer (high pressure tire) (AEC, Airport Equipment Co.)

**SKL**

Skiddometer (low pressure tire) (AEC, Airport Equipment Co.)

**TAP**

Tapley Decelerometer (Tapley Sales)

**VER**

Vericom (VC3000)

**BOW**

Bowmonk Decelerometer (Bowmonk Sales)

**BRD**

Brakemeter – Dynometer

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Electronic Recording Decelerometer (Bowmonk)

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Griptester (Findlay, Irvine, LTD)

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Surface friction tester (high pressure tire) (SAAB, Airport Surface Friction Tester AB)

**SFL**

Surface friction tester (low pressure tire) (SAAB, Airport Surface Friction Tester AB)

**SKH**

Skiddometer (high pressure tire) (AEC, Airport Equipment Co.)

**SKL**

Skiddometer (low pressure tire) (AEC, Airport Equipment Co.)

**TAP**

Tapley Decelerometer (Tapley Sales)

**VER**

Vericom (VC3000)
OLD

5-2-2. TOWER LIGHT OUTAGES

Title through a5

6. The FCC antenna structure registration (ASR) number in parentheses (if known).

Add

NEW

5-2-2. TOWER LIGHT OUTAGES

No Change

NOTE-
If ASR is not known, indicate by (ASR UNKNOWN) in the NOTAM.

OLD

5-2-3. OBSTRUCTIONS

a through b5

Add

NEW

5-2-3. OBSTRUCTIONS

No Change

6. The Aeronautical Study Number (ASN), if known, in parentheses. Do not include the ASN for wind turbine farm NOTAMs, see examples. Note: If the ASN is not known, indicate by (ASN UNKNOWN) in the NOTAM.

7. Obstruction location by fix/radial/distance or latitude and longitude to the nearest second.

For wind turbine farms, if using latitude and longitude, provide the coordinates for the center point of the wind farm, or the coordinates for one of the turbines closest to the center.

8. Plain language location in parentheses.

(a) When the obstruction is within 5SM of an airport, describe the plain language location in feet or nautical miles using 16 points of compass from a specified location on the airport; for example, (.5NM E APCH END RWY 18) (2000FT SSE DEP END RWY 20).

(b) When the obstruction is within 500 feet either side of the centerline of a charted helicopter route, or 5SM or more from an airport and more than 200 feet AGL, describe the plain language location by using the bearing, distance, and aerodrome designator of the nearest public-use airport; for example, (12NM SSW SPA).

8. Plain language location in parentheses.

(a) When the obstruction is within 5SM of an airport, describe the plain language location in feet or nautical miles using 16 points of compass from a specified location on the airport; for example, (.5NM E APCH END RWY 18) (2000FT SSE DEP END RWY 20) (2NM SSW ACY).

(b) When the obstruction is within 500 feet either side of the centerline of a charted helicopter route, or 5SM or more from an airport and more than 200 feet AGL, describe the plain language location by using the bearing, distance, and aerodrome designator of the nearest public-use airport; for example, (12NM SSW SPA).

9. Specify the altitude MSL with the unit of measurement (FT).

For wind turbine farms, use the tallest height of a turbine within the farm.

9. In parentheses, specify the height with the unit of measurement (AGL).

10. Specify the condition; for example, “NOT LGTD,” “LGTD,” “FLAGGED.”

11. Specify the condition; for example, “NOT LGTD,” “LGTD,” “FLAGGED.”
11. Effective time/expiration time.

**EXAMPLE**–

![RDU N52 OBST CRANE 345140N0804506W](1.44NM SW N52) 580FT (195FT AGL) NOT LGTD
1311292300-1311302300

![BGR 60B OBST WIND TURBINE 452315N0701346W](18.4NM SW 60B) 2820FT (410FT AGL) NOT LGTD
1311302330-13121752359EST

![ZOB ZOB OBST WIND TURBINE FARM WITHIN AREA DEFINED AS 4NM RADIUS OF 452315N0701346W](2820FT (410FT AGL) NOT LGTD)
1311302330-1312172359

12. Effective time/expiration time.

**EXAMPLE**–

![RDU N52 OBST CRANE (ASN 2013-ACE-5-NRA)](345140N0804506W) 580FT (195FT AGL) NOT LGTD
1311292300-1311302300

![BGR 60B OBST WIND TURBINE (ASN 2013-ACE-5-0E)]](452315N0701346W) 2820FT (410FT AGL) NOT LGTD
1311302330-13121752359EST

![ZOB ZOB OBST WIND TURBINE FARM WITHIN AREA DEFINED AS 4NM RADIUS OF 411931N0822776W](2820FT (410FT AGL) NOT LGTD)
1311302330-1312172359

OLD

5–2–4. MOORED BALLOONS AND KITES

**Title** through **g**

1. When the obstruction is within 5SM of an airport, describe the plain language location in feet or nautical miles using 16 points of compass from a specified location on the airport; for example, (.5NM E APCH END RWY 18) (2000 FT SSE DEP END RWY 20).

NEW

5–2–4. MOORED BALLOONS AND KITES

No Change

1. When the obstruction is within 5SM of an airport, describe the plain language location in feet or nautical miles using 16 points of compass from a specified location on the airport; for example, (.5NM E APCH END RWY 18) (2000 FT SSE DEP END RWY 20) *(2NM SSW ACY)*.

OLD

5–3–7. NAVAID CONDITIONS

**Title** through **c1 EXAMPLE**

**NOTE**–

This NOTAM states the ILS for RWY 35L is unreliable because it is broadcasting Hazardous Misleading Information.

**c2 through **j EXAMPLE**

**k. Global Positioning System (GPS).**

1. **All global positioning system pseudo–random noise (PRN) GPS satellite outages will be reported directly to the USNOF by the Air Force Space Command (AFSPACECOM) monitoring facility. The USNOF will issue NOTAMs under the accountability “GPS” with a location of “GPS.” When these NOTAMs get distributed internationally, the USNOF changes the designator “KNMH.”**

**EXAMPLE**–

![IND IND NAV VORTAC ID CHANGED TO VHP 1301011200-PERM](Delete)

NEW

5–3–7. NAVAID CONDITIONS

No Change

Delete

No Change

Delete
NOTE–
1. Global positioning system pseudo-random noise (PRN) number 16 is out of service from September 23, 2013, at 1600 until September 24, 2013, at 2300.

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

EXAMPLE–
GG KDZZNAXX
121413 KDCAYFYX
SVC RQ DOM LOC=GPS
or
GG KDZZNAXX
121413 KDCAYFYX
SVC RQ INT LOC=KNMH
or
ORIGIN: PRECEDENCE: GG TIME:
ACK:N
ADDR: KDZZNAXX
TEXT:) SVC RQ INT LOC=KNMH

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

2. All GPS interference testing NOTAMs will be reported to the USNOF by Technical Operations ATC Spectrum Engineering Services, Spectrum Assignment and Engineering Services. The USNOF will format NOTAMs under the accountability “GPS” with an affected location of the associated center.

EXAMPLE–
!GPS ZAB NAV GPS SIGNAL WITHIN A CONE SHAPED AREA DEFINED AS A CIRCLE CENTERED AT 310535N0930350W (AEX 251.4 RADIAL AT 30.5NM) DECREASING IN AREA WITH A DECREASE IN ALTITUDE DEFINED AS:
270NM RADIUS OF 310535N0930350W FL400-UNL,
220NM RADIUS OF 310535N0930350W FL250,
150NM RADIUS OF 310535N0930350W 10000FT,
110NM RADIUS OF 310535N0930350W 4000FT AGL,
50NM RADIUS OF 310535N0930350W 50FT AGL
UNREL DAILY 0600–1200 1311160600–1311191200EST

NOTE–
Spectrum Assignment and Engineering Services will notify the flight service station with the new NOTAM information.
1. **Wide Area Augmentation System (WAAS).** WAAS area-wide NOTAMs are originated when WAAS assets are out of service and impact the service area. The term “MAY NOT BE AVBL” indicates that due to ionospheric conditions, lateral guidance may still be available when vertical guidance is unavailable. Under certain conditions, both lateral and vertical guidance may be unavailable. USNOF distributes these 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. USNOF utilizes templates provided by Technical Operations, WAAS Operations. All events must reflect an effective time and expiration time.

1. **Unscheduled loss of signal or service.**

**EXAMPLE—**

\[\text{FDC FDC NAV WAAS NOT AVBL 1311160600–1311191200 EST}\]

\[\text{FDC ZAN NAV WAAS SIGNAL NORTH OF LINE DEFINED AS 6800N14000W TO 5400N16000W MAY NOT BE AVBL. WAAS USERS SHOULD CONFIRM RAIM AVAILABILITY FOR IFR OPERATIONS IN THIS AREA. T-ROUTES IN THIS SECTOR NOT AVBL. ANY REQUIRED ALTERNATE AIRPORT IN THIS AREA MUST HAVE AN APPROVED INSTRUMENT APPROACH PROCEDURE OTHER THAN GPS THAT IS ANTICIPATED TO BE OPERATIONAL AND AVAILABLE AT THE ESTIMATED TIME OF ARRIVAL AND WHICH THE AIRCRAFT IS EQUIPPED TO FLY.}\]

\[\text{1304210800–1304242000 EST}\]

2. **Ionosphere storm conditions.**

**EXAMPLE—**

\[\text{FDC FDC NAV WAAS VNAV/LPV/LP MINIMA MAY NOT BE AVBL 1306111330–1306141930 EST}\]

\[\text{FDC FDC NAV WAAS VNAV/LPV MINIMA NOT AVBL. WAAS LP MINIMA MAY NOT BE AVBL}\]

\[\text{1306021200–1306031200 EST}\]

3. **Scheduled loss of signal or service.**

**Delete**
EXAMPLE -
!FDC FDC NAV WAAS NOT AVBL
1312041015-1312082000EST

!FDC ZAN NAV WAAS SIGNAL NORTH OF LINE DEFINED AS 7000N15000W TO 6400N16400W MAY NOT BE AVBL. WAAS USERS SHOULD CONFIRM RAIM AVAILABILITY FOR IFR OPERATIONS IN THIS AREA. T-ROUTES IN THIS SECTOR NOT AVBL. ANY REQUIRED ALTERNATE AIRPORT IN THIS AREA MUST HAVE AN APPROVED INSTRUMENT APPROACH PROCEDURE OTHER THAN GPS THAT IS ANTICIPATED TO BE OPERATIONAL AND AVAILABLE AT THE ESTIMATED TIME OF ARRIVAL AND WHICH THE AIRCRAFT IS EQUIPPED TO FLY. 1304210800-1304242000EST

m. Ground Based Transceiver (GBT) when used as a published ground based navigation aid; for example, as used for CAPSTONE.

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

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

3. A GBT service is comprised of Flight Information Service Broadcast (FIS-B) and Traffic Information Service Broadcast (TIS-B). When one of these broadcasts is out of service and/or expected by Technical Operations personnel to be out of service issue a NOTAM D.

EXAMPLE -
!BET BET NAV GROUND BASED TRANSCEIVER OUT OF SERVICE 1312070800-1312101800EST

!ANI ANI NAV GROUND BASED TRANSCEIVER OUT OF SERVICE 1309211600-1309211900EST

n. Ground Based Augmentation System (GBAS). Originate NOTAMs when the GBAS is out of service for maintenance reasons or predicted to be out of service. GBASs are operated by non-federal service providers.

1. Unscheduled loss of signal or service.

EXAMPLE -
!IAH IAH NAV GBAS OUT OF SERVICE 1309211600-1309211900EST

!EWR EWR NAV GLS RWY 4R, RWY 4L, RWY 11, RWY 22R, RWY 22L OUT OF SERVICE 1307182135-1307182200
2. Predicted loss of signal or service of the GBAS Landing System (GLS).

**NOTE**—
When one or more multiple GLS approaches are predicted to not be available.

**OLD**

5-3-8. HOURS OF OPERATION

Add

**NEW**

5-3-8. SATELLITE BASED SYSTEMS


1. All global positioning system pseudo–random noise (PRN) GPS satellite outages will be reported directly to the USNOF by the Air Force Space Command (AFSPACECOM) monitoring facility. The USNOF will issue NOTAMs under the accountability “GPS” with a location of “GPS.” When these NOTAMs get distributed internationally, the USNOF changes the designator “KNMH.”

Add

**EXAMPLE**—

!GPS GPS NAV PSUEDO RANDOM NOISE 16 OUT OF SERVICE 1309231600–1309242300EST

Add

**NOTE**—

1. Global positioning system pseudo–random noise (PRN) number 16 is out of service from September 23, 2013, at 1600 until September 24, 2013, at 2300.

Add

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

Add

**EXAMPLE**—

GG KDZZNAXX
121413 KDCAFYXX
)SVC RQ DOM LOC=GPS

or

GG KDZZNAXX
121413 KDCAFYXX
)SVC RQ INT LOC=KNMH

or

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

Add

**NOTE**—

GPS operations are included in the Aeronautical Information Manual.

Add

2. All GPS interference testing NOTAMs will be reported to the USNOF by Technical Operations ATC Spectrum Engineering Services, Spectrum Assignment and Engineering Services. The USNOF will format NOTAMs under the accountability “GPS” with an affected location of the associated center.
Add

EXAMPLE -

!GPS ZAB NAV GPS (INCLUDING WAAS, GBAS, AND ADS-B) MAY NOT BE AVAILABLE WITHIN A 468NM RADIUS CENTERED AT 330702N1062540W (TCS103044) FL400-UNL DECREASING IN AREA WITH A DECREASE IN ALTITUDE DEFINED AS:

- 425NM RADIUS AT FL250,
- 360NM RADIUS AT 10000FT,
- 354NM RADIUS AT 4000FT AGL,
- 327NM RADIUS AT 50FT AGL DLY 0400-1000 1308060400-1308081000

Add

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

Add

b. Wide Area Augmentation System (WAAS). WAAS area-wide NOTAMs are originated when WAAS assets are out of service and impact the service area. The term “MAY NOT BE AVBL” indicates that due to ionospheric conditions, lateral guidance may still be available when vertical guidance is unavailable. Under certain conditions, both lateral and vertical guidance may be unavailable. USNOF distributes these 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. USNOF utilizes templates provided by Technical Operations, WAAS Operations. All events must reflect an effective time and expiration time.

Add

1. Unscheduled loss of signal or service.

Add

EXAMPLE -

!FDC FDC NAV WAAS NOT AVBL 1311160600--1311191200EST

!FDC ZAN NAV WAAS SIGNAL NORTH OF LINE DEFINED AS 6800N14000W TO 5400N16000W MAY NOT BE AVBL. WAAS USERS SHOULD CONFIRM RAIM AVAILABILITY FOR IFR OPERATIONS IN THIS AREA. T-ROUTES IN THIS SECTOR NOT AVBL. ANY REQUIRED ALTERNATE AIRPORT IN THIS AREA MUST HAVE AN APPROVED INSTRUMENT APPROACH PROCEDURE OTHER THAN GPS THAT IS ANTICIPATED TO BE OPERATIONAL AND AVAILABLE AT THE ESTIMATED TIME OF ARRIVAL AND WHICH THE AIRCRAFT IS EQUIPPED TO FLY. 1304210800-1304242000EST

Add

2. Ionosphere storm conditions.
EXAMPLE--

!FDC FDC NAV WAAS VNAV/LPV/LP MINIMA MAY NOT BE AVBL 1306111330-1306141930EST

!FDC FDC NAV WAAS VNAV/LPV MINIMA NOT AVBL, WAAS LP MINIMA MAY NOT BE AVBL 1306021200-1306031200EST

Add 3. Scheduled loss of signal or service.

Add EXAMPLE--

!FDC FDC NAV WAAS NOT AVBL 1312041015-1312082000EST

!FDC ZAN NAV WAAS SIGNAL NORTH OF LINE DEFINED AS 7000N15000W TO 6400N16400W MAY NOT BE AVBL. WAAS USERS SHOULD CONFIRM RAIM AVAILABILITY FOR IFR OPERATIONS IN THIS AREA. T-ROUTES IN THIS SECTOR NOT AVBL. ANY REQUIRED ALTERNATE AIRPORT IN THIS AREA MUST HAVE AN APPROVED INSTRUMENT APPROACH PROCEDURE OTHER THAN GPS THAT IS ANTICIPATED TO BE OPERATIONAL AND AVAILABLE AT THE ESTIMATED TIME OF ARRIVAL AND WHICH THE AIRCRAFT IS EQUIPPED TO FLY. 1304210800-1304242000EST

Add c. Ground Based Transceiver (GBT) when used as a published ground based navigation aid; for example, as used for CAPSTONE.

Add 1. When a GBT is out of service and/or expected by Technical Operations personnel to be out of service, issue a NOTAM D.

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

Add 3. A GBT service is comprised of Flight Information Service Broadcast (FIS-B) and Traffic Information Service Broadcast (TIS-B). When one of these broadcasts is out of service and/or expected by Technical Operations personnel to be out of service issue a NOTAM D.

Add EXAMPLES--

!BET BET NAV GROUND BASED TRANSCEIVER OUT OF SERVICE 1312070800-1312101800EST

!ANI ANI NAV GROUND BASED TRANSCEIVER OUT OF SERVICE 1309211600-1309211900EST

Add d. Ground Based Augmentation System (GBAS). Originate NOTAMs when the GBAS is out of service for maintenance reasons or predicted to be out of service. GBASs are operated by non-federal service providers.

Add 1. Unscheduled loss of signal or service.
2. Predicted loss of signal or service.

**EXAMPLE—**

!EWR EWR NAV GLS RWY 4R, RWY 4L, RWY 11, RWY 22R, RWY 22L OUT OF SERVICE 1307182135-1307182200 EST

**NOTE—**

When one or multiple GLS approaches are predicted to not be available.

---

OLD

5-3-8. HOURS OF OPERATION

NEW

5-3-9. HOURS OF OPERATION

OLD

5-4-3. COMMUNICATION OUTLET CONDITIONS

No Change

NEW

5-4-3. COMMUNICATION OUTLET CONDITIONS

Add

(a) Remote Communication Outlets associated with an airport or NAVAID.

**EXAMPLE—**

!INW INW COM REMOTE COM OUTLET 122.6 OUT OF SERVICE 1307121330-1307151930 EST

**NOTE—**

Winslow’s other frequency 255.4 is still operating. If both were out of service, the NOTAM would be “INW COM REMOTE COM OUTLET OUT OF SERVICE.”

**EXAMPLE—**

!PSK PSK COM CLEARANCE DELIVERY 121.7 OUT OF SERVICE 1305101330-1305131330 EST

!BNA MBT COM GROUND COM OUTLET 135.075 OUT OF SERVICE 1306111330-1306141930 EST

!ENA ENA COM LOCAL AIRPORT ADVISORY 121.3 OUT OF SERVICE 1307091530-1307142230 EST

Notes:

- Local Airport Advisory frequency out of service.
- Winslow’s other frequency 255.4 is still operating. If both were out of service, the NOTAM would be “INW COM REMOTE COM OUTLET OUT OF SERVICE.”

(b) Remote Communication Outlets NOT associated with an airport or NAVAID.

Add
2. If several frequencies are out, but one is still operating, issue the out-of-service frequencies in one NOTAM.

**EXAMPLE**–

!DCA PSK COM REMOTE COM OUTLET OUT OF SERVICE 1307091530-1307142230EST

!FAI FAI COM 6BT REMOTE COM OUTLET 122.2, 121.5, 255.4 OUT OF SERVICE 1310140200-1310160900EST

!IPT IPT COM VOR VOICE OUT OF SERVICE 1310140200-1310160900EST

!DCA OKV COM REMOTE TRANSMITTER/ RECEIVER OUT OF SERVICE 1310140200-1310160900EST

!GCK GCK COM REMOTE COM AIR TO GROUND OUT OF SERVICE 1310140200-1310160900EST

Add

**EXAMPLE**–

!JBR 1SH COM SOCIAL HILL REMOTE COM OUTLET OUT OF SERVICE 1307091530-1307132330

No Change

**EXAMPLE**–

!IPT IPT COM VOR VOICE OUT OF SERVICE 1310140200-1310160900EST

!OKV OKV COM REMOTE TRANSMITTER/ RECEIVER OUT OF SERVICE 1310140200-1310160900EST

!GCK GCK COM REMOTE COM AIR TO GROUND OUT OF SERVICE 1310140200-1310160900EST

(a) **Remote Communication Outlets** associated with an airport or NAVID.

**EXAMPLE**–

!ZZV ZZV COM REMOTE COM OUTLET 122.5 OUT OF SERVICE 1307091530-1307142230EST

(b) **Remote Communication Outlets NOT** associated with an airport or NAVID.

**EXAMPLE**–

!DCA 2D2 COM FALLS CHURCH REMOTE COM OUTLET 122.6 OUT OF SERVICE 1310140200-1310160900EST
OLD

5–5–2. CHANGES TO PUBLISHED SERVICES

Title through b3 EXAMPLE

NOTE–
ATIS service from 134.025 is not available; however, ATIS service is being provided from another frequency.

Add

EXAMPLE–
DEN DEN SVC ATIS 134.025 NOT AVBL
1303300100-1304031700 EST

NOTE–
ATIS service from 134.025 is not available; however, ATIS service is being provided from another frequency.

Add

Add

5–5–4. WEATHER AND WEATHER REPORTING EQUIPMENT

Title through b

Add

Add

NEW

5–5–2. CHANGES TO PUBLISHED SERVICES

No Change

NOTE–
1. When ATIS is not available for other than equipment malfunction, use NOT AVAILABLE.

2. ATIS service is not available at Denver International Airport.

EXAMPLE–
DEN DEN SVC ATIS 134.025 OUT OF SERVICE
1403300100-1404031700

No Change

No Change

4. Automatic Flight Information Service

EXAMPLE–
ILI I LI SVC AUTOMATIC FLIGHT
INFORMATION SERVICE OUT OF SERVICE
1303201430-1303201600

ILI I LI SVC AUTOMATIC FLIGHT
INFORMATION SERVICE 134.95 OUT OF SERVICE
1305212000-1305212330

5. En Route Flight Advisory Service (EFAS).

OLD

6–1–4. AIRCRAFT OPERATIONS

Title through a1(b)

(c) Location designator.

NEW

6–1–4. AIRCRAFT OPERATIONS

No Change

No Change
Add

Add

Add

b1(d) through b1(j) Note

EXAMPLE –

!DCA ZDC AIRSPACE UNMANNED ACFT WITHIN AREA DEFINED AS 10NM RADIUS OF AML223010 (10NM S/W IAD) SFC-5000FT
1310251000-1310251200EST

!HHR ZLA AIRSPACE UNMANNED ACFT WITHIN AREA DEFINED AS 10NM RADIUS OF 238N11436W (NYL) SFC-10000FT 1312122100-1312122300EST

Add

OLD

6–1–7. UNMANNED ROCKETS, UNMANNED FREE BALLOONS, HOT AIR BALLOONS, AND HIGH ALT BALLOONS

Title through 7

(a). Reference to the nearest public-use airport when the center of the activity is 25NM or less from the nearest public-use airport.

NEW

6–1–7. UNMANNED ROCKETS, UNMANNED FREE BALLOONS, HOT AIR BALLOONS, AND HIGH ALT BALLOONS

Title through 7

(a). Reference to the nearest VOR/DME or VORTAC when the center of the activity is 25NM or less from the NAV Aid.

OLD

6–1–8. OTHER AIRSPACE ACTIVITIES

Title through g

1. Reference to the nearest public-use airport when the center of the activity is 25NM or less from the nearest public-use airport.

NEW

6–1–8. OTHER AIRSPACE ACTIVITIES

Title through g

1. Reference to the nearest VOR/DME or VORTAC when the center of the activity is 25NM or less from the NAV Aid.
OLD
7-1-4. INTERIM IFR FLIGHT PROCEDURES
These procedures are originated by FAA flight operations and flight inspection and procedures personnel and are transmitted to USNOF. When these revisions cannot be published in advance of their effective dates, USNOF transmits them as FDC NOTAMs. The applicable keyword (ODP, SID, STAR, CHART, DATA, IAP, VFP, ROUTE, or SPECIAL) will be included immediately following the location identifier designator. Changes to air traffic service routes are issued as an FDC Center Area NOTAM(s).

NEW
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 the USNS. When these revisions cannot be published in advance of their effective date, the NOTAM is transmitted as an FDC NOTAM. The applicable keyword (ODP, SID, STAR, CHART, DATA, IAP, VFP, ROUTE, or SPECIAL) will be included immediately following the location identifier designator. Changes to air traffic service routes are issued as an FDC Center Area NOTAM(s).

NOTE:
The USNOF is responsible for Quality Control on Interim IFR Flight Procedure NOTAMs.

1. PARAGRAPH NUMBER AND TITLE: 7-1-5. TEMPORARY FLIGHT RESTRICTIONS

2. BACKGROUND: JO 7930.2P contains sections and paragraphs that are rewritten or reworded to improve understanding and meet the needs of the National Airspace System (NAS) or changes that correct the NOTAM handbook to accommodate changes in the NAS and comply with International Civil Aviation Organization (ICAO) standards.

3. CHANGE:

OLD
7-1-5. TEMPORARY FLIGHT RESTRICTIONS

a. Through system interface, the NOTAM requestor must forward the NOTAM information directly to the USNOF for FDC NOTAM issuance and to the FSS nearest the incident site for coordination purposes. The USNOF disseminates FDC NOTAMs, and the FSS must act as “coordination facility” for preflight briefings for the ARTCC. The NOTAM must contain information in the following order:

1. An exclamation point (!).
2. Accountability location.
3. ARTCC designator/location (mandatory) followed by the state abbreviation.
4. Keyword “AIRSPACE.”
5. City/state, if needed.

6. Description of activity; for example, “TEMPORARY FLIGHT RESTRICTION.”

NEW
7-1-5. TEMPORARY FLIGHT RESTRICTIONS

a. Through system interface, the NOTAM requestor must forward the NOTAM information directly to the USNOF for FDC NOTAM issuance and to the FSS nearest the incident site for coordination purposes. The USNS disseminates FDC NOTAMs, and the FSS must act as “coordination facility” for preflight briefings for the ARTCC. The NOTAM must contain information in the following order:

No change

No change

3. ARTCC designator/location (mandatory) followed by the state(s) abbreviation.

No change

5. City/Location(s), State(s) for each area; for example: Detroit, MI Ann Arbor, MI; Beal AFB, CA; Libby AAF, AZ; Hibbing, MN., Fargo, ND

6. Description of activity: “TEMPORARY FLIGHT RESTRICTIONS.”
7. Description of area impacted; for example, a nautical mile radius of a latitude/longitude or fix/radial distance, or an area defined by latitude/longitude or fixes.

8. Alternate description. In parentheses, specify area impacted in reference to a fix/radial/DME:

9. Altitudes impacted. Must include lower limit and upper limit.

10. Reason or purpose (optional).

11. Remarks (optional). Other information that is required or considered to be important to the pilot.

(a) The phrase “PURSUANT TO 14 CFR SECTION 91.XXX” (the appropriate paragraph and subparagraph number) (plain language text, as needed).

(b) The FAA coordination facility and commercial telephone number.

7. Plain language effective date; for example, February 26, 2014 LOCAL (applicable to 14 CFR Sections 91.141 and 99.7 only).

8. The phrase “PURSUANT TO TITLE 14 CFR SECTION 91.XXX…(the appropriate paragraph and sub-paragraph number) (plain language text, as needed). Include the phrase “PURSUANT TO 49 USC (section)…” as required for 14 CFR Sections 91.141 and 99.7 only.

9. Description of area or areas impacted; each area will contain:

   (a) Stated as “WITHIN AN AREA DEFINED AS…” and if appropriate “…TO POINT OF ORIGIN.” The area is defined as a nautical mile radius of a latitude/longitude, or an area defined by latitude/longitude or fixes. As necessary, include an alternate description as a fix/radial/distance in parentheses, to help clarify the location. For example, X (alt X) TO Y (alt Y) TO Z (alt Z).

   (b) Altitudes impacted: must include lower limit and upper limit. Limits must be specified as SFC, or 1 to 17,999 expressed in feet, with the unit of measurement (AGL or MSL); for example, 1275FT AGL, 10500FT MSL. For 18,000 feet and above, express in flight levels (FL); for example, FL180, FL240. Altitudes greater than 99,900 feet should be entered as UNL.

   (c) Schedule of individual area, if needed. For example, EFFECTIVE 1402271900 UTC (1400 LOCAL 2/27/14) UNTIL 1402280200 UTC (2100 LOCAL 2/27/14). If a daily (or MON WED FRI) time is required, DLY 1900-0200 (1400-2100 LOCAL).

*NOTE*: Repeat 9 a-c, as necessary, for each defined area.

11. The FAA coordination facility and commercial telephone number.

No Change

Delete
12. Schedule of activity, if needed.

13. Effective time/expiration time.

**EXAMPLE**–

`!FDC x/xxxx (ARTCC id) (state code)..AIRSPACE (city/state) TEMPORARY FLIGHT RESTRICTIONS WITHIN AREA DEFINED AS 10NM RADIUS OF 2920N09020W (FIX/RADIAL/DISTANCE) SFC-FL180 (altitude AGL, if needed) (reason) PURSUANT TO 14 CFR SECTION 91.137(a)(1) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT ONLY RELIEF AIRCRAFT OPERATIONS UNDER DIRECTION OF (agency in charge) ARE AUTHORIZED IN THE AIRSPACE (Agency name and telephone number) OR (frequency) IS IN CHARGE OF THE OPERATION. (Agency name and telephone number) OR (frequency) IS IN CHARGE OF ON SCENE EMERGENCY RESPONSE ACTIVITIES. (Coordination facility) (schedule, if needed) 1309141200-1309282200 EST`

**EXAMPLE**–

`!FDC x/xxxx ZLC MT..AIRSPACE MISSOULA, MT.. TEMPORARY FLIGHT RESTRICTIONS WITHIN AREA DEFINED AS 3NM RADIUS OF 4653N11352W (3NM RADIUS OF MSO 076 RADIAL AT 8.6NM) SFC-10000FT FIRE FIGHTING AIRCRAFT OPERATIONS PURSUANT TO 14 CFR SECTION 91.137(a)(2) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT. MONTANA DNRC MISSOULA DISPATCH TELEPHONE 406-829-7070 OR FREQ 133.20/WEST RIVERSIDE FIRE IS IN CHARGE OF THE OPERATION. SALT LAKE/ZLC/ARTCC TELEPHONE 801-320-2560 IS THE FAA COORDINATION FACILITY DAILY 1300-1400 1308241300-1310151400 EST`

**EXAMPLE**–

`!FDC x/xxxx ZLC MT..AIRSPACE MISSOULA, MT.. TEMPORARY FLIGHT RESTRICTIONS PURSUANT TO TITLE 14 CFR SECTION 91.137(a)(2) WITHIN AN AREA DEFINED AS 3NM RADIUS OF 465422N113552W (3NM RADIUS OF MSO 076 08.6NM) SFC-10000FT MSL EFFECTIVE 1402271900 UTC (1400 LOCAL 2/27/14) UNTIL 1402280200 UTC (2100 LOCAL 2/27/14) FIRE FIGHTING AIRCRAFT OPERATIONS, MONTANA DNRC MISSOULA DISPATCH TELEPHONE 406-829-7070 OR FREQ 133.20/WEST RIVERSIDE FIRE IS IN CHARGE OF THE OPERATION. SALT LAKE/ZLC/ARTCC TELEPHONE 801-320-2560 IS THE FAA COORDINATION FACILITY 1402271900-1402280200`

**EXAMPLE**–

`!FDC x/xxxx (ARTCC id) (state code)..AIRSPACE (city/ location, state) TEMPORARY FLIGHT RESTRICTIONS PURSUANT TO TITLE 14 CFR SECTION 91.137(a)(3) WITHIN AN AREA DEFINED AS 5NM RADIUS OF 464996N114000W (F/R/D) SFC-(upper limit MSL) DAILY SR-SS (reason) (Agency and telephone number) OR (frequency) IS IN CHARGE OF THE OPERATION (coordination facility) DAILY SR-SS (reason) 1308241300-1310151400 EST`

**NOTE**–

Do not use the 1–800–WX–BRIEF telephone number for the flight service stations.
b. 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, System Operations Support Center (SOSC). After normal duty hours, the request for issuance of temporary flight restriction must be coordinated with the duty officer, Washington Operations Center. The duty JO 7930.2N 8/22/13 7-1-4 Transmitting FDC NOTAM Data officer will contact the designated SOSC representative. In the event the SOSC representatives are unavailable, the duty officer will coordinate the NOTAM request with the Systems Operations Security, Air Traffic Security Coordinator. Operational requirements may necessitate a change in format to Presidential TFRs at any time.

EXAMPLE-
FDC x/xxxx ZFW TX..AIRSPACE FLIGHT RESTRICTIONS DALLAS, TX (mo-dy-yr) WITHIN AREA DEFINED AS 1NM RADIUS OF 325321N/0964835W (CVE 085 RADIAL 4.8NM) SFC-2100FT (1500FT AGL) PURSUANT TO TITLE 14 SECTION 91.141 OF THE CODE OF FEDERAL REGULATIONS, AIRCRAFT FLIGHT OPERATIONS ARE PROHIBITED UNLESS OTHERWISE AUTHORIZED BY ATC (remainder of text in plain language, as needed) 1312051400-1312051600EST

EXAMPLE-
FDC x/xxxx ZHU TX..AIRSPACE CORPUS CHRISTI, TX..TEMPORARY FLIGHT RESTRICTIONS, APRIL 4-5, 2014 LOCAL, PURSUANT TO 49 USC 40103(b) .. (remainder of the clause). PURSUANT TO TITLE 14 CFR SECTION 99.7 (plain language text) WITHIN AN AREA DEFINED AS 273437N0970631W (NGP117011.9) TO ... (remainder of the description) TO POINT OF ORIGIN 2500FT MSL-17999FT MSL EFFECTIVE 1404041800 UTC (1300 LOCAL 4/4/14) UNTIL 1404051000 UTC (0500 LOCAL 4/5/14). WITHIN AN AREA DEFINED AS 15NM EITHER SIDE OF A LINE FROM 274022N0971244W (NGP094004.5) TO ... (remainder of the description) 15000FT-35000FT MSL EFFECTIVE 1404041800 UTC (1300 LOCAL 4/4/14) UNTIL 1404051000 UTC (0500 LOCAL 4/5/14). WITHIN A 4.3NM RADIUS OF 274134N0971725W (NGP025000.4) SFC-3000FT MSL EFFECTIVE 1404041800 UTC (1300 LOCAL 4/4/14) UNTIL 1404051000 UTC (0500 LOCAL 4/5/14). HOUSTON CENTER, PHONE 281-230-5560, IS THE FAA COORDINATION FACILITY. EXCEPT AS SPECIFIED BELOW AND/OR UNLESS AUTHORIZED BY ATC: 1. ALL AIRCRAFT ENTERING OR EXITING THE TFR MUST BE ON A DISCRETE CODE ASSIGNED BY AN AIR TRAFFIC CONTROL (ATC) FACILITY. 2. AIRCRAFT MUST BE SQUAWKING THE DISCRETE CODE AT ALL TIMES WHILE IN THE TFR. 3. ALL AIRCRAFT ENTERING OR EXITING THE TFR MUST REMAIN IN TWO-WAY RADIO COMMUNICATIONS WITH ATC. 1404041800-1404051000EST
NOTE—
1. Multiple areas may be specified in one NOTAM when the areas are in the same ARTCC airspace.

2. The requirement for one effective period per NOTAM is waived for NOTAMs advertising flight restrictions in the proximity of the President or other parties. See paragraph 4–1–2.

EXAMPLE—

[FDX x/xxxx ZAU MN I...AIRSPACE FLIGHT RESTRICTIONS MINNEAPOLIS, MN TO DECOHIA (mo-dy-yr) WITHIN AREAS DEFINED AS: 30NM EITHER SIDE OF A LINE FROM 445244N0931318W (MSP 142 RADIAL 1.1NM) TO 440137N0922930W (RST012 RADIAL AT 15.3NM) SFC-FL180, 30NM RADIUS OF 431756N0914756W (UNKN271011.5) SFC-FL180, 10NM RADIUS OF 431756N0914756W (UNKN271011.5) SFC-FL180, PURSUANT TO 49 USC 40103(B), THE FEDERAL AVIATION ADMINISTRATION (FAA) CLASSIFIES...]

1. PARAGRAPH NUMBER AND TITLE: Appendix D. ICAO Difference for the United States

2. BACKGROUND: Document Change Proposals for change 2 contain sections and paragraphs that are rewritten or reworded to improve understanding and meet the needs of the National Airspace System (NAS), or changes that correct the NOTAM handbook to accommodate changes in the NAS and comply with International Civil Aviation Organization (ICAO) standards. Acronyms are spelled out to ensure all in the Air Traffic Organization (ATO), the Federal Aviation Administration (FAA) and supporting organizations understand the meaning of the sections.

3. CHANGE:

<table>
<thead>
<tr>
<th>OLD</th>
<th>NEW</th>
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<tbody>
<tr>
<td>Appendix D. ICAO Difference for the United States</td>
<td>Appendix D. ICAO Difference for the United States</td>
</tr>
<tr>
<td>Friction Testers: BOW, BRD, ERD, GRT, MUM, RFT, RT3, SFH, SFL, SKH, SKL, TAP, VER, NAC</td>
<td>Friction Testers: BOW, BRD, ERD, GRT, MUM, <strong>MK3</strong>, RFT, RT3, SFH, SFL, SKH, SKL, TAP, VER, NAC</td>
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<tr>
<td>Add</td>
<td><strong>AUNICOM – Automated UNICOM</strong></td>
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<tr>
<td>Add</td>
<td><strong>CTAF – Common Traffic Advisory Frequency</strong></td>
</tr>
<tr>
<td>Add</td>
<td><strong>HIRL – High Intensity Runway Light</strong></td>
</tr>
<tr>
<td>Add</td>
<td><strong>LIRL – Low Intensity Runway Light</strong></td>
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<tr>
<td>Add</td>
<td><strong>MALSR – Medium-Intensity Approach Lighting System with Runway Alignment Indicator Lights</strong></td>
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<tr>
<td>Add</td>
<td><strong>MALSF – Medium-Intensity Approach Lighting System with Sequence Flashing Lights</strong></td>
</tr>
<tr>
<td>Add</td>
<td><strong>MIRL – Medium Intensity Runway Lights</strong></td>
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