



# Federal Aviation Administration

## National Part 139 CertAlert

**\*\*Advisory\*\*Cautionary\*\*Non-Directive\*\*Advisory\*\*Cautionary\*\*Non-Directive\*\*Advisory\*\*Cautionary\*\*Non-Directive\*\***

**Date:** 12/26/2024 **No. 24-10**

**To:** All Title 14 CFR Part 139 Airport Operators

**Subject:** Clarifications Regarding Restrictive Use Notices to Airmen (NOTAMs)

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### 1. Purpose.

The purpose of this CertAlert is to provide airport operators awareness on the impact of restrictive use NOTAMs on aircraft operations, particularly during irregular operations (IROPS) events, and provide guidance for airport operators to use when issuing these types of NOTAMs to avoid adverse impacts to the safe and efficient operation of the National Airspace System (NAS).

Restrictive use NOTAMs are used to limit or close certain airport facilities due to temporary conditions or events such as unsafe airfield field conditions, limitations in the services that can be provided at the airport, and construction.

### 2. Background/ Discussion.

We are aware of instances where restrictive use NOTAMs have been issued at airports to close or restrict the use of airport facilities due to constraints on apron/gate space, fueling, staffing, or other reasons during irregular operations events such as severe weather events, disaster recovery, and special events. These restrictive use NOTAMs can create operational challenges for aircraft operations, particularly in situations where flights need to divert to alternate airports or otherwise need to diverge from their originally filed flight plan. Some operational challenges can be mitigated/avoided when airport operators are aware of future constraints such as construction. Airport operators should be coordinating with airport users, to include air carriers and other commercial operations, as far in advance as possible to minimize the impact. NOTAMs can be filed as early as seven days in advance.

For the safety and resiliency of the NAS, it is important to recognize how these closures and/or restrictions may affect aircraft operators. In some cases, the imposition of a restriction may inadvertently introduce unsafe conditions or create safety risks the airport sponsor did not anticipate or consider. Accordingly, restrictive use NOTAMs must be adequately justified and are subject to FAA review. While we understand there are times when airport operators must issue these types of NOTAMs, it is imperative that airport operators utilize closures and restrictions only when necessary and provide advanced notice when possible.

### 3. Action.

Per 139.339, certificated airport operators using the NOTAM system to report airport conditions should reference [FAA Order JO 7340.2N - Contractions \(faa.gov\)](https://www.faa.gov/air_traffic/flight_info/aeronav/notams/contractions) for the appropriate use of abbreviations.

Key elements that should be included in restrictive use NOTAMs are:

- Clearly identify the airport facilities to which the restrictions apply.
- The types of aircraft operations that are restricted. Use of terminology provided in Order JO 7340.2 is particularly important for this element. Certain terms such as “scheduled” and “unscheduled” have specific definitions per 14 CFR Part 139 and should be used with caution to avoid confusion among NOTAM users.
- Contact information at which representatives will be available when prior permission is required for use of restricted facilities. It is a good practice to enable aircraft operators to seek prior permission except as required in unique circumstances.

Airports, as soon as practicable, should notify the air carrier community of limiting/restrictive conditions via NOTAM so airlines have the most up-to-date information for their flight planning purposes. Additionally, when airport operators have limited capacity and/or diminished ability to support aircraft operations we recommend a closure with a Prior Permission Required (PPR) versus a complete closure to aircraft operations altogether. Complete closures are recommended when capacity is reached and/or the airport operator can no longer safely support operations.

While we recognize there could be other variations of restrictions, we have provided two examples below utilizing standardized terminology for air carrier and international air carrier diversions.

#### Examples 1/2:

(1) ...AD AP CLSD TO DIV INTL AIR CARRIER ACFT EXC EMERG ACFT AND DIV INTL AIR CARRIER ACFT #HR PPR ####-###-####

(2) ...AD AP CLSD TO DIV AIR CARRIER ACFT EXC FOR PREVIOUSLY APPROVED PPR CDN AND EMERG ACFT

#### Translations:

(1) Airport closed to divert international air carrier aircraft except for emergency aircraft and divert international air carrier aircraft with a #hour prior permission required by calling ####-###-####

(2) Airport closed to divert air carrier aircraft except for previously approved prior permission required coordination and emergency aircraft (air carrier aircraft that have already coordinated a PPR have been considered and resulted in this latest NOTAM. The airport cannot support any more air carrier aircraft. No new PPRs are being approved).

*Note\** Examples 1/2 were created by first selecting a closure and then selecting “Other” in the Operations dropdown in the Restrictions tab in NOTAM Manager and then typing the underlined portions.

[ACRP Report 65](#): Guidebook for Irregular Operations (IROPS) Contingency Planning is a recommended resource for materials related to development/updating of IROPS plans. It recommends regular review, update, and training of personnel on IROPS planning.



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