

NOTICE

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

N JO 7930.100

Effective Date:
October 15, 2012

Cancellation Date:
October 14, 2013

SUBJ: Reporting Field Conditions (FICON)

1. Purpose of This Notice. This notice amends FAA Order JO 7930.2, Notices to Airmen (NOTAM), Paragraph 5-1-4, Reporting of Snow, Ice, Slush, and Water Conditions. At the 2011 Winter Operations Dispatcher meeting, held on May 24-25, 2011, in Chicago, Illinois, an agreement was made to use “FICON” in field condition NOTAMs as a means for pilots and dispatchers to more easily recognize and sort NOTAMs with reported field conditions to improve operational safety.

2. Audience. The primary audience for this notice is any office responsible for originating NOTAMs. The secondary audience is those who utilize aeronautical information.

3. Where Can I Find This Notice? This notice is available on the MyFAA Employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/air_traffic/publications/.

4. Cancellation. This notice cancels N JO 7930.93, N JO 7930.95 (GENOT 11/31), and N JO 7930.98 (GENOT 11/34).

5. Procedures. Amend paragraph 5-1-4 to read as follows:

5-1-4. REPORTING FIELD CONDITIONS

Field condition (FICON) NOTAMs are used to report surface contaminants 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 before the field condition.
- b. The term BARE is not to be used in NOTAMs.

REFERENCE—

ICAO Annex 15 and AC 150/5200-28, Notices to Airmen (NOTAMs) for Airport Operators

c. Measurement. The depth is always expressed in terms of thin (less than ¼ inch), ¼ inch, ½ inch, and 1 inch. When 1 inch is reached, additional reports should be in multiples of 1 inch and the use of fractions discontinued. If a variable amount is reported, such as 3 to 5 inches, show the greater depth. When a snow depth of 35 inches is reached, additional reports should be in multiples of feet only. If a report is halfway between two reportable values, round to the next higher reportable value.

d. Coverage. Do not express the condition in terms of percentage of coverage. A surface that has 25 percent or less of the surface covered by snow, ice, etc., should be described as “patchy.” The absence of a described surface indicates the entire landing area.

e. Conditions.

1. Snow.

EXAMPLE—

/MIV MIV RWY 10/28 FICON 1/4 IN LSR WEF 1212201200

NOTE-

Millville Runway 10/28 has 1/4 inch of loose snow covering the runway and this NOTAM was observed at 1212201200.

EXAMPLE-

!FAI INR RWY 16/34 FICON 18 IN LSR WEF 1211132300

NOTE-

McKinley Park's Runway 16/34 has 18 inches of loose snow covering the runways.

EXAMPLE-

!ENA 5HO RWY 16/34 FICON THN PSR WEF 1209131520

NOTE-

Hope's Runway 16/34 has a thin layer (less than a 1/4 inch) of packed or compacted snow.

EXAMPLE-

!ENA CLP RWY 8/26 FICON PTCHY THN WSR WEF 1212132300

NOTE-

Clarks Point's Runway 8/26 has 25 percent or less of the surface covered by a thin layer of wet snow.

EXAMPLE-

!ENA AK63 RWY 1/19 FICON 1/2 IN SN WEF 1211132359

NOTE-

Twin Hill's Runway 1/19 has 1/2 inch of undefined snow.

EXAMPLES-

!ANI ANI RWY 10/28 FICON THN LSR OVR 1 IN PSR WEF 1211132000

!PAQ PAQ RWY 9/27 FICON 6 IN RUF FRZN SN WEF 1210131900

!TYS TYS TWY ALL EXC TWY G FICON 2 IN LOOSE SN WEF 1212231220

!MEM MEM APRON FEDEX FEEDER RAMP FICON 1/2 IN LOOSE SN WEF 1212292345

!BNA BNA APRON AIR CARGO APRON FICON THN SN WEF 1211301645

2. Ice.

EXAMPLE-

!AKN AKN RWY 11/29 FICON THN IR WEF 1212131750

NOTE-

King Salmon's Runway 11/29 has a thin layer of smooth ice.

EXAMPLE-

!AKN AKN RWY 18/36 FICON 1 IN RUF IR WEF 1212132145

NOTE-

King Salmon's Runway 18/36 is covered with 1 inch of rough ice (or frozen slush).

EXAMPLE-

!ENA BGQ RWY 6/24 FICON 5 IN WSR OVR RUF IR WEF 1211132230

NOTE-

Big Lake's Runway 6/24 is covered with 5 inches of wet snow over rough ice, depth unknown.

EXAMPLES-

!TYS TYS TWY ALL EXC TWY G FICON 1/2 IN ICE WEF 1212051430

!MEM MEM APRON FEDEX FEEDER RAMP FICON 1/2 IN ICE WEF 1211220815

!BNA BNA APRON AIR CARGO APRON FICON THN ICE WEF 1212020200

3. Snow and ice.

EXAMPLE-

!ENA BGQ RWY 6/24 FICON 5 IN SIR WEF 1210131910

NOTE-

Big Lake's Runway 6/24 is covered with 5 inches of snow and ice.

EXAMPLES-

!MOT MOT TWY C, C1, C6, D BTN RWY 13/31 AND TWY C FICON 1/2 IN LOOSE SN OVR ICE WEF 1212202200

!MEM MEM APRON FEDEX FEEDER RAMP FICON 1/2 IN FRZN SN OVR ICE WEF 1212070700

!BNA BNA APRON AIR CARGO APRON FICON THN SN OVR ICE WEF 1212251115

4. Slush.

EXAMPLE-

!BTT BTT RWY 1/19 FICON 1 IN SLR WEF 1209132100

NOTE-

Bettles' Runway 1/19 is covered with 1 inch of slush.

EXAMPLES-

!IAD IAD RWY 1L/19R FICON 1/2 IN FRZN SLR WEF 1210041600

!MEM MEM APRON FEDEX FEEDER RAMP FICON 1/2 IN SLUSH WEF 1212052210

!BNA BNA APRON AIR CARGO APRON FICON SLUSH WEF 1212101200

5. Water.

EXAMPLES-

!CLE CLE RWY 6/24 FICON 1/2 IN WTR WEF 1212241700

!CLE CLE RWY 6/24 FICON PTCHY 1/2 IN WTR WEF 1211250900

NOTE-

Do not refer to puddles.

EXAMPLES-

!MEM MEM APRON FEDEX FEEDER RAMP FICON 1/2 IN WATER WEF 1208241205

!BNA BNA APRON AIR CARGO APRON FICON 1 IN WATER WEF 1209112200

NOTE-

Words of five letters or less may be contracted or spelled out in accordance with paragraph 3-3-1 (for example, either WTR or WATER is acceptable).

6. Drifting or drifted snow.

NOTE-

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

EXAMPLE-

!SFF SFF RWY 3R/21L FICON 4 IN LOOSE SN 9 IN DRFT WEF 1211071900

NOTE-

Conditions prevail throughout the airport surface.

EXAMPLES-

!AVP AVP RWY 4/22 FICON 5 IN DRFT WEF 1212201600

!IPT IPT RWY 9/27 FICON 5 IN LSR 10 IN DRFT WEF 1212051200

!MEM MEM APRON FEDEX FEEDER RAMP FICON 4 IN DRFT WEF 1212091111

!BNA BNA APRON AIR CARGO APRON FICON 3 IN DRFT WEF 1212152015

7. Plowed/swept.

NOTE-

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

EXAMPLE-

!OQU OQU RWY 16/34 FICON PLW 100 WIDE RMNDR 1/2 IN SIR WEF 1211132112

NOTE-

Quonset State's Runway is wider than 100 feet, and the area inside the center 100 feet is bare. The 1/2 inch of snow and ice (SIR) is outside the plowed area.

EXAMPLE-

!FAI FAI RWY 1/19 FICON PTCHY THN PSR SWEPT 75 WIDE WEF 1210131530

NOTE-

Fairbanks' Runway 1 /19 is wider than 75 feet, and the area inside the center 75 feet has patchy, thin-packed snow on them even though they have been swept.

EXAMPLES-

!MOT MOT TWY ALL FICON PLW 50 WIDE RMNDR 6 IN LOOSE SN WEF 1212202200

!BNA BNA APRON AIR CARGO APRON FICON EAST 1000 PLW WEF 1212202000

8. Sanded, deiced.

EXAMPLE-

!MGW MGW RWY 18/36 FICON 1/2 IN IR SANDED WEF 1211021300

NOTE-

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

EXAMPLE-

!YAK YAK RWY 11/29 FICON THN SIR SANDED 80 WIDE RMNDR BA POOR WEF 1212061530

NOTE-

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

EXAMPLES-

!IAD IAD RWY 12/30 FICON DEICED LIQUID WEF 1212172100

!IAD IAD RWY 12/30 FICON DEICED SOLID 150 WIDE WEF 1212172100

NOTE–

1. Report the deicing material used as either “LIQUID” or “SOLID,” as this may have operational significance to the pilot.
2. Words of five letters or less may be contracted or spelled out in accordance with paragraph 3-3-1 (for example, either SLD or SOLID is acceptable).

EXAMPLES–

!MOT MOT TWY A, B FICON DEICED SOLID WEF 1212202200

!MEM MEM APRON FEDEX FEEDER RAMP FICON DEICED LIQUID WEF 1212202000

!BNA BNA APRON AIR CARGO APRON FICON DEICED LIQUID WEF 1212202000

9. Snowbanks.

EXAMPLES–

!BTB BTB RWY 15/33 FICON 3 IN SN 24 IN SNBNK WEF 1211111915

!BTB BTB RWY 15/33 FICON 2 IN LSR PLW 100 WIDE 24 IN SNBNK WEF 1212101750

!BTB BTB RWY 15/33 FICON 2 IN LSR PLW 100 WIDE 10 IN BERM WEF 1210091415

NOTE–

Snowbanks must be assumed to be at the edge of a movement surface, or when plow/swept are used, at the edge of the plowed/swept area.

EXAMPLES–

!BGR BGR TWY ALL FICON 4 FT SNBNK WEF 1212121200

!BGR BGR APRON SOUTHEAST RAMP FICON 6 FT WINDROWS WEF 1212201330

!BNA BNA APRON SOUTH AIR CARGO APRON FICON 4 FT SNBNK WEF 1212292330

10. Mud.

EXAMPLES–

!ENA ENA RWY 1/19 FICON PTCHY 2 IN MUD WEF 1210132140

!ENA ENA RWY 1/19 FICON THN MUD WEF 1209132210

11. Frost.

EXAMPLE–

!JNU JNU TWY ALL FICON THN FROST WEF 1209132315

12. Frost Heave.

EXAMPLE–

!BET BET RWY 11/29 FICON FROST HEAVE NW 500 WEF 1211050030

13. Cracks.

EXAMPLE–

!ORT TSG RWY 12/30 FICON NMRS 5 IN CRACKS WEF 1212050105

14. Ruts.

EXAMPLE–

!TAL TAL RWY 6/24 FICON 4 IN RUTS W 1000 WEF 1212051400

15. Soft Edge.

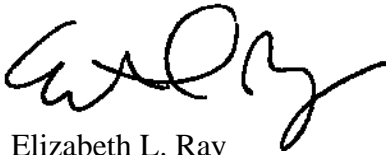
EXAMPLE—*!TAL TAL RWY 6/24 FICON SOFT EDGES WEF 1211051622*

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

g. Each NOTAM on snow, ice, slush, and water must contain coverage, measurement (if known), conditions, and time of NOTAM observation issued in that order.

6. Background. The FAA is transitioning to a NOTAM that is in line with International Civil Aviation Organization standards to enable more global consistency in NOTAMs. As the new Federal NOTAM System (FNS) policy is developed, software changes are being made in the U.S. NOTAM System to enable a smoother transition to the FNS.

7. Distribution. This notice is distributed to the following Air Traffic Organization (ATO) service units: Terminal, En Route and Oceanic, System Operations, and Mission Support; ATO Office of Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.



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

10/2/12
Date Signed