

NOTICE

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

N JO 7930.106

Effective Date:
October 15, 2014

Cancellation Date:
January 8, 2015

SUBJ: Safety and Time Critical Changes to Notices to Airmen (NOTAM)

- 1. Purpose of This Notice.** This notice provides necessary changes to safety and time critical NOTAMs, specifically subparagraphs 5-2-3 Obstructions; 5-3-7 NAVAID Conditions; 5-3-8 Satellite Based Systems; 5-3-9 Hours of Operations; 5-4-3 Communication Outlet Conditions; 5-5-4 Weather and Weather Reporting Equipment; 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; and 7-1-5 Temporary Flight Restrictions.
- 2. Audience.** This notice applies to any office responsible for originating NOTAMs. The secondary audience is those who use 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. Explanation of Policy Change.** Sections and paragraphs (listed in Paragraph 1 above) are rewritten or reworded to improve understanding and meet the needs of the NAS and comply with 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.
- 5. Procedures.** Amend the following paragraphs to read as follows:

5-2-3. OBSTRUCTIONS

Title thru b.5, no change

6. The Antenna Structure 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—

!RDU N52 OBST CRANE (ASN 2013-ACE-5-NRA)345140N0804506W (1.44NM SW N52) 580FT (195FT AGL) NOT LGTD 1311292300-1311302300

!BGR 60B OBST WIND TURBINE (ASN 2013-ACE-5-OE) 452315N0701346W (18.4NM SW 60B) 2820FT (410FT AGL) NOT LGTD 1311302330-13121752359EST

!CLE ZOB OBST WIND TURBINE FARM WITHIN AREA DEFINED AS 4NM RADIUS OF 411931N0822776W (17NM W LPR) 2820FT (410FT AGL) NOT LGTD 1311302330-1312172359

No further changes to paragraph

5-3-7. NAVAID CONDITIONS

Title thru c.1, no change

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

!DCA DCA NAV ILS RWY 18 DME OUT OF SERVICE 1311011200-1311011600EST

*!DTW DTW NAV ILS RWY 30 LOC RETURN TO
SERVICE 1311251600-1311251900EST*

*!CDR CDR NAV ILS RWY 2 FAN MKR OUT OF
SERVICE 1311011200-1311011600EST*

*!ANB EUF NAV ILS RWY 18 GP SFC-768FT
UNUSABLE 1311251600-1311251900EST*

*!CDR CDR NAV ILS RWY 2 GP/OM/MM OUT OF
SERVICE 1311011200-1311011600EST*

DEN DEN NAV ILS RWY 35L OUT OF SERVICE 1311011200-1311011600

c.2 thru j, no change

k thru n.2, delete

No further changes to paragraph

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 "GPS." 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.

EXAMPLES-

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 (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.

EXAMPLES–

!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

2. Ionosphere storm conditions.

EXAMPLES–

!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.

EXAMPLES—

!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

c. 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.

EXAMPLES—

!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.

EXAMPLES—

!IAH 05/087 IAH NAV GROUND BASED AUGMENTATION SYSTEM OUT OF SERVICE 1309211600-1309211900EST

!EWR EWR NAV GLS RWY 4R, RWY 4L, RWY 11, RWY 22R, RWY 22L OTS 1307182135-1307182200

2. Predicted loss of signal or service.

EXAMPLE—

!IAH IAH NAV GLS NOT AVBL 1302101944-1302102001

NOTE—

When all the GBAS are not available

5-3-9. HOURS OF OPERATION

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

EXAMPLE–

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

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 TRAFFIC ADVISORY FREQUENCY 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 NOT AVBL 1307091530-1307142230EST

(a) Remote Communication Outlets associated with an airport or NAVAID

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 NAVAID

EXAMPLE–

*!JBR ISH 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 NAVAID

EXAMPLE–

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

(b) Remote Communication Outlets NOT associated with an airport NAVAID

EXAMPLE–

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

No further changes to paragraph

5-5-4. WEATHER AND WEATHER REPORTING EQUIPMENT

Title thru b., no change

c. 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.

EXAMPLES-

!JNU JNU SVC WIND SYSTEM EAGLECREST NOT AVBL 1308241200-1308250200

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

No further changes to paragraph

6-1-4. AIRCRAFT OPERATIONS

Title thru a.1.(f)., no change

(g) Alternate description (**optional**). In parentheses, specify an alternate location description as follows:

a.1.(g)(1) thru b.1.(b), no change

(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.

b.1.(d) thru b.1.(j) Note, no change

EXAMPLES-

!DCA ZDC AIRSPACE UAS WITHIN AN AREA DEFINED AS 10NM RADIUS OF AML223010 (10NM SW IAD) SFC-5000FT 1310251000-1310251200EST

!HHR ZLA AIRSPACE UAS WITHIN AN AREA DEFINED AS 10NM RADIUS OF 238N11436W (NYL) SFC-10000FT 1312122100-1312122300EST

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

No further changes to paragraph

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

Title thru a.6., no change

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 NAVAID.

No further changes to paragraph

6-1-8. OTHER AIRSPACE ACTIVITIES

title thru f., no change

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.

No further changes to paragraph

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.

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:

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; Beal 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.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.

10. Reason or purpose (optional).

11. The FAA coordination facility and commercial telephone number.

a.11.(a) thru (b), delete

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)(2) 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 MSO076008.6NM) 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) DAILY SR-SS (reason) (Agency and telephone number) OR (frequency) IS IN CHARGE OF THE OPERATION.(coordination facility). 1308241300-1310151400EST

NOTE, no change

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, System Operations Security, and System Operations Support Center (SOSC). Operational requirements may

necessitate a change in format to Presidential and Special Security Instructions TFRs at any time. (See subparagraph 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 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

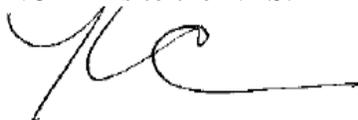
NOTE 1. and 2., no change

EXAMPLE, delete

No further changes to paragraph

6. Distribution. This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support, Technical Operations, and System Operations; the Office of ATO Safety and Technical Training; the Air Traffic Safety Oversight Service; Flight Standards;the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

7. Background. FAA Order JO 7930.2P was recently updated with changes that do not completely meet the operational needs of safety and time critical NOTAMs. These updates clarify the information and sequence of information required to successfully create, submit, and publish NOTAMs to the NAS.



Heather Hemdal
Director, Air Traffic Procedures
Air Traffic Organization



9-15-14
Date Signed