**U.S. DEPARTMENT OF TRANSPORTATION**
FEDERAL AVIATION ADMINISTRATION

Air Traffic Organization Policy

**ORDER**
**JO 7350.9HH**

Effective date:
December 24, 2026

**SUBJ:** Location Identifiers

This order describes agency policy, responsibility, and procedures for requesting identifiers and making assignments.

JON M STOWE

Digitally signed by JON M STOWE
Date: 2026.08.21 14:29:30 -04'00'

Jon M. Stowe
Director, Policy, AJV-P
Mission Support Services
Air Traffic Organization (ATO)

## Table of Contents

*Paragraph* *Page*

**Chapter 1. General Information ..... 1-1**

1–1. Purpose of This Order. ..... 1-1

1–2. Audience. ..... 1-1

1–3. Where to Find This Order. ..... 1-1

1–4. What This Order Cancels. ..... 1-1

1–5. Explanation of Policy Changes. ..... 1-1

1–6. Issuance. ..... 1-1

1–7. Submission Cutoff and Effective Dates. ..... 1-1

**Chapter 2. Location Identifiers System Administration ..... 2-1**

2–1. Use of Location Identifiers. ..... 2-1

2–2. Assignment Authorities. ..... 2-1

2–3. Coordination. ..... 2-1

2–4. Permanence. ..... 2-2

2–5. Duplication. ..... 2-2

2–6. Assignment System. ..... 2-3

2–7. Canceled Assignments. ..... 2-7

2–8. Corrections. ..... 2-7

2–9. Tie-In Facility. ..... 2-7

2–10. ARTCC Control Area. ..... 2-8

2–11. Metropolitan Area Identifiers. ..... 2-8

2–12. Reviews. ..... 2-8

**Chapter 3. Application for Identifiers and Name-Code Assignments ..... 3-1**

3–1. Requests. ..... 3-1

**Chapter 4. International Location Identifiers ..... 4-1**

4–1. Use of International Location Identifiers. ..... 4-1

4–2. Requests or Assignments of International Location Identifiers. ..... 4-1

**Chapter 5. Administrative Information ..... 5-1**

5–1. Distribution. ..... 5-1

5–2. Authority to Change This Order. ..... 5-1

5–3. Suggestions for Improvements. ..... 5-1

## Table of Contents

*Paragraph* *Page*
5–4. Records Management. ..... 5-1

Appendix A. Guidance for Accessing Changed Location Identifers ..... A-1

Appendix B. Directive Feedback Information ..... B-1

# Chapter 1. General Information

**1–1. Purpose of This Order.** This order describes agency policy, responsibility, and procedures for requesting location identifiers and making assignments.

**1–2. Audience.** This order applies to all FAA personnel processing or using location identifiers, and anyone using ATO directives.

**1–3. Where to Find This Order.** This order is available on the FAA's Air Traffic Plans and Publications website at http://faa.gov/air_traffic/publications and Orders & Notices website at http://www.faa.gov/regulations_policies/orders_notices.

**1–4. What This Order Cancels.** FAA Order JO 7350.9GG, Location Identifiers, dated January 25, 2024, is canceled.

**1–5. Explanation of Policy Changes.** This change adds Appendix A, Guidance for Accessing Changed Location Identifiers, with detailed instructions for navigating files found on the 28 Day NASR Subscription website. These files include current, archived, and upcoming location identifier changes. There have also been minor editorial changes made throughout this order.

**1–6. Issuance.**

**a.** This order is published following the directives management policy and procedure outlined in FAA Order 1320.1, FAA Directives Management, and FAA Order JO 1320.62, Air Traffic Organization Directives Management.

**b.** United States identifier assignments, corrections, or deletions are accessible at several locations. Each location will source location identifier data and information from the National Airspace System Resource (NASR).

(1) Electronic National Airspace System Resource (eNASR) at enasr.faa.gov.

(2) National Flight Data Digest (NFDD) at https://www.faa.gov/air_traffic/flight_info/aeronav/Aero_Data/NFDD/.

(3) NASR Subscriber Files at https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/NASR_Subscription/.

***NOTE-***
*See Appendix A for detailed instructions on navigating the website.*

**1–7. Submission Cutoff and Effective Dates.** Location identifier assignment changes follow Aeronautical Information Regulation and Control (AIRAC) effective dates. Suggested changes to location identifiers should be submitted to Mission Support Services, Aeronautical Information Services (AIS) on, or before the AIRAC-aligned cut-off dates listed at https://www.faa.gov/air_traffic/flight_info/aeronav/Aero_Data/NFDC_CutOff_Dates/ and in the Chart Supplement.

## Chapter 2. Location Identifiers System Administration

**2–1. Use of Location Identifiers.** The FAA location identifier is an assigned code used to simplify the identification of a landing facility, navigational aid, weather station or manned air traffic control facility.

**2–2. Assignment Authorities.**

**a.** The FAA assigns three-letter identifiers, three- and four-character identifiers, and five-letter name codes for the United States and its jurisdictions.

(1) The block beginning with the letter "Q" is under international telecommunications jurisdiction and is used by FAA Technical Operations to capture National Airspace equipment not published in this order.

(2) FAA assigns identifiers beginning with the letter "Z" to air route traffic control centers (ARTCCs).

(3) Air Traffic Safety Oversight (AOV) assigns identifiers within the range of AV00 through AV99.

**b.** The Department of Navy, Naval Telecommunications System, ICO-5, assigns three-letter identifiers beginning with the letter N for the use of that Department.

**c.** The Federal Communications Commission assigns identifiers beginning with K and W for broadcast radio and television stations.

**d.** The National Weather Service assigns four-letter, one-number identifiers for certain weather requirements.

**e.** The U.S. Air Force Weather Agency (AFWA), acting on behalf of all the military services, assigns three letter FAA identifiers beginning with the letter "Q" for special use by deployed units supporting real world contingencies; deployed/in-garrison units providing support during exercises; supporting weather system testing programs requiring temporary station identifiers; and units that have requested, but not yet received a permanent location identifier.

**2–3. Coordination.**

**a.** In the FAA.

(1) Mission Support Services' AIS is the authorizing office responsible for assessing location identifier requests, assigning location identifiers in accordance with this order, and the coordination of requests for location identifiers within each service area.

(2) Any reapplication or change in usage of a location identifier assignment must receive prior clearance from AIS.

(3) Occasions will arise where a sponsor or interested group will seek the advice of regional/service area office or field personnel concerning the assignment of a particular identifier or a change to a more preferred identifier. All inquiries related to location identifiers must be referred to AIS for assessment in accordance with this order.

**b.** The Department of Navy, Naval Telecommunications System, ICO-5, is responsible for final coordination and assignment of three letter identifiers beginning with the letter "N".

**2–4. Permanence.**

**a.** The available pool of letter and number/letter combinations that make up location identifiers are limited and continue to be a finite resource with each assignment.

**b.** Location identifiers are considered permanent and will not be changed without strong and documented justification, primarily concerning air safety or a significant change of landing facility status as detailed in 2–6, Assignment System. AIS is responsible for determination of such requests.

**c.** Location identifiers are not interchangeable and non-transferrable from one airport location to another even within the same community. Airports moved or relocated must be established as a new airport and issued a new identifier.

**d.** The original identifier will remain in effect, in most instances, even if it is necessary to change the facility's name.

**e.** In certain instances, disparities exist between state of record, county of record, and associated city. It has occurred where a particular airport's physical location and county are in the same state of record while the associated city is across the state line in the adjacent state. In such instances, it is recommended the location identifier remain unchanged but the associated city and/or county be changed to those in the same state as the facility's state of record and physical location. The request must be coordinated with the Office of Airports (AAS-100) and AIS via the Airport Data and Information Portal (ADIP) to AAS-100 Office of Airports. https://adip.faa.gov/agis/public/#/public

**f.** If it is deemed necessary to change the location identifier to match the facility's state of record, the request must be coordinated with AIS by the State's Department of Transportation with supporting documentation

**g.** Airport Location Identifiers are not associated with International Air Transport Association (IATA) codes and such requests to match Location Identification with IATA codes will be denied.

**2–5. Duplication.**

**a.** When assigning location identifiers within the boundaries of an established landing area, a location identifier may be assigned more than once; however, the following restrictions apply. The same identifier may be assigned to:

(1) The landing area.

(2) One landing facility.

(3) Each unique navigational aid (NAVAID) type.

(4) One manned air traffic control facility.

(5) Each unique weather station.

(6) With certain restrictions, variations of the airport identifier may also be assigned to landing systems.

**b.** Some duplication of three-letter assignments has been made between air navigation facilities in the contiguous United States, which are not associated primarily with a landing area, and U.S. Department of Defense overseas air bases. For example, the second Instrument Landing System (ILS) at an airport in the U.S. and an air base in Italy, or an air base in Germany and an en route Very High Frequency Omnidirectional Range Collocated Tactical Aircraft Control and Navigation (VORTAC) facility in the U.S.

**c.** The first and second letters or second and third letters or third and first letters of a three-letter identifier may not be duplicated with less than 200 nautical miles separation.

**2–6. Assignment System.**

**a.** Three-letter identifiers are assigned as radio call signs to:

(1) Aeronautical navigational aids (NAVAIDs).

(2) Airports:

(a) with a manned air traffic control facility.

(b) with a navigational aid (NAVAID) within airport boundaries.

(c) that receive scheduled route air carriers.

(d) that receive military airlift services.

(e) designated by the U.S. Customs Service as Airports of Entry.

(3) Some staffed aviation weather reporting stations.

(4) Public use airports commissioning automated weather observations systems, level III (AWOS-III) or higher that have paved runways 5,000 feet or longer.

(5) Weather reporting systems approved for national dissemination of weather data.

(a) When located on a public use airport, the AWOS identifier will match the airport identifier. This may be a three-letter identifier or a three-character identifier.

(b) When located on a private use airport-, the AWOS will be assigned a unique, three-letter or three-character identifier-, unrelated to the airport identifier.

(c) When located off airport, the AWOS will be assigned a unique, three-letter or three-character identifier.

**b.** NAVAID identifiers are assigned by the following standards:

(1) ILS, localizer type directional aid (LDA), and associated distance measuring equipment (DME):

(a) The initial localizer (LOC) commissioned at a landing facility, whether it is associated with an ILS, or LDA is usually assigned the same identifier as the landing facility that it serves. This may be altered to a unique, three letter identifier if the airport has not yet been assigned a three-letter identifier or if the assigned airport identifier begins with ‘K’, ‘N’ or ‘W’.

(b) If additional LOC are established at the same landing facility, whether it is associated with an ILS, or LDA each localizer will be assigned a unique three letter identifier.

(c) If a DME is installed as an integral component of the ILS, the DME is assigned the same identifier as the associated ILS.

(d) The keyed ILS, LDA, or DME identifier is preceded by the letter “I” and a dash.

***EXAMPLE-***
*The initial LOC at ORD is keyed I-ORD.*

(2) Compass locators. The general term “compass locator” also covers non-directional beacon (NDB)/outer marker (OM), locator middle maker (LMM), and compass locator at outer marker (LOM) regardless of output power or type. The term is applied only to a non-direction radio facility which is located at the very high frequency (VHF) middle or outer marker site (front course) of an ILS. It is assigned a name-code and a two-letter identifier. The two-letter identifier is derived in the following manner:

(a) The three-letter LOC identifier is considered as a base.

(b) The first and second letters of the three-letter LOC identifier are assigned to the LOM and the second and third letters are assigned to the LMM.

***EXAMPLE-***

| | | | |
|---|---|---|---|
| Raleigh-Durham | ILS | Localizer | I-RDU |
| | LOM | | RD |
| | LMM | | DU |

(3) Non-directional radio beacon. Non-directional radio beacons are assigned three-letter identifiers except when they are also the LOM or LMM of an ILS, or placed at a marker site of an ILS. See Compass Locators above. The same basic three-letter identifier cannot be shared by a terminal NDB and an ILS at the same location.

(4) VHF Omnidirectional Range (VOR), VORTAC, and Tactical Air Navigation (TACAN) facilities. These facilities are assigned three-letter identifiers. If two or more such facilities or an NDB are established at a location, they will be assigned different identifiers. The same basic three-letter identifier can be assigned to one of these terminal facilities and to an ILS LOC at the same location.

(5) Distance measuring equipment (DME). This equipment can be used in conjunction with several types of navigational aids or as standalone. It is assigned the same identifier as its associated aid, whether a VOR/DME, NDB/DME, or ILS/DME.

(6) Ground based augmentation system (GBAS) facilities. These facilities are assigned the same three letter identifiers as the landing airport at which they are physically located. If multiple GBAS runway records are established at the airport or associated airports within its service volume, they will each be assigned the same GBAS facility identifier.

**c.** Most one-number, two-letter identifiers have been assigned to aviation weather reporting and observation stations and special-use locations. Some of these identifiers may be assigned to public-use landing facilities within the United States and its jurisdictions, which do not meet the requirements for identifiers in the three-letter series. In this identifier series, the number is always in the first position of the three-character combination.

**d.** Most one-letter, two-number identifiers are assigned to public-use landing facilities within the United States and its jurisdictions, which do not meet the requirements for identifiers in the three-letter series. Some of these identifiers are also assigned to aviation weather reporting stations.

(1) One-letter, two-number identifiers are keyed by the alphabetical letter. The letter may appear in the first, middle or last position in the combination of three characters. When the letter signifies an ARTCC's area, the assignment will not change if the ARTCC's boundaries are realigned.

(2) Identifiers in this series, which could conflict with the "Victor", "Jet", "RNAV", or colored airway numbers are not assigned.

**e.** Two-letter, two-number identifiers are assigned to private-use landing facilities in the United States and its jurisdictions which do not meet the requirements for three-character assignments. They are keyed by the two-letter Post Office or supplemental abbreviation (listed below) of the state with which they are associated. Any combination of the two letters/two numbers may be used to identify the airport (e.g. AL11, A11L, 11AL, A1L1, 1A1L, 1AL1).

| State | Supplemental State Codes | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Alabama | AB | | | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Alaska | AA | LK | | | | | | |
| Arizona | AN | ZN | | | | | | |
| Arkansas | AS | RK | | | | | | |
| California | CL | CN | CF | | | | | |
| Colorado | CD | LR | | | | | | |
| Connecticut | CU | | | | | | | |
| Delaware | DW | | | | | | | |
| District of Columbia | | | | | | | | |
| Florida | FA | FD | FR | | | | | |
| Georgia | GE | GG | | | | | | |
| Hawaii | HW | | | | | | | |
| Idaho | DH | | | | | | | |
| Illinois | IS | LL | LN | | | | | |
| Indiana | IG | II | DN | | | | | |
| Iowa | IW | | | | | | | |
| Kansas | SN | KA | | | | | | |
| Kentucky | KT | | | | | | | |
| Louisiana | LS | XL | | | | | | |
| Maine | SM | | | | | | | |
| Maryland | ML | | | | | | | |
| Massachusetts | MC | | | | | | | |
| Michigan | MG | | | | | | | |
| Minnesota | MY | ST | | | | | | |
| Mississippi | SP | | | | | | | |
| Missouri | MU | SR | | | | | | |
| Montana | XM | | | | | | | |
| Nebraska | BR | | | | | | | |
| Nevada | VE | EV | | | | | | |
| New Hampshire | WH | | | | | | | |
| New Jersey | JY | JR | | | | | | |
| New Mexico | XC | | | | | | | |
| New York | NK | YK | | | | | | |
| North Carolina | NR | CR | | | | | | |
| North Dakota | NA | DK | | | | | | |
| Ohio | OA | BE | | | | | | |
| Oklahoma | OL | LH | | | | | | |
| Oregon | OG | RN | | | | | | |
| Pennsylvania | PN | PS | SY | | | | | |
| Puerto Rico | | | | | | | | |
| Rhode Island | HD | | | | | | | |
| South Carolina | CS | | | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| South Dakota | DA | | | | | | | |
| Tennessee | ES | | | | | | | |
| Texas | TA | TE | TS | XA | XS | TT | EX | |
| Utah | UH | | | | | | | |
| Vermont | RM | | | | | | | |
| Virginia | VG | RG | | | | | | |
| Virgin Islands | | | | | | | | |
| Washington | WT | SH | | | | | | |
| West Virginia | WE | | | | | | | |
| Wisconsin | WN | WS | WC | | | | | |
| Wyoming | WG | | | | | | | |

**f.** A single Five-Letter Name Code (5LNC) serves as the airspace fix name and computer code. If a new fix or waypoint is to be collocated with an existing ILS outer marker, the 5LNC must be the same for both.

**g.** Weather offices and stations, may be assigned in any of the series of location identifiers, depending upon type or combination of station. Generally, a weather service office at an Airport is given a three-letter identifier. Automated meteorological observation station (AMOS) equipment may be polled with any combination of three-character identifiers. Some types of aviation weather reporting stations are listed with two-number, one-letter identifiers.

**2–7. Canceled Assignments.**

**a.** All users are requested to periodically review assignments in their area of responsibility, and notify AIS as soon as an identifier or name-code may be canceled. Abandoned landing facilities must be forwarded to the Office of Airports (AAS-100) and AIS via the Airport Data and Information Portal (ADIP) to AAS-100, Office of Airports. https://adip.faa.gov/agis/public/#/public

**b.** Canceled three-letter assignments are held in abeyance for one year, usually, before becoming available for reassignment.

**c.** Canceled number-alpha and five-letter assignments are held in abeyance an appropriate length of time depending upon circumstances of cancellation, but not more than one year.

**2–8. Corrections.** Users are requested to regularly verify the proper assignment of identifiers in their area of responsibility. Omitted, incorrect and obsolete assignments and tie-in facilities should be reported immediately to AIS by entering into the Aeronautical Information Portal located at https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/. If available, include the correct information. See paragraph 1–7 for appropriate action dates.

**2–9. Tie-In Facility.** The "FAA TIE-IN FACILITY" is the telecommunications facility that handles flight plan messages for the listed landing facility or NAVAID. Tie-in facility hours are local times. The absence of a facility in this column indicates that the location identifier is being reserved for the future commissioning of the landing facility or navigational aid.

**2–10. ARTCC Control Area.** The computer code for the ARTCC may change for any landing facility or NAVAID depending on letters of agreement, ARTCC boundary realignment, hours of service, traffic flight levels or altitudes. Additions, deletions or changes of such information must be provided to AIS by the appropriate air traffic facility by entering into the Aeronautical Information Portal located at https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/.

**2–11. Metropolitan Area Identifiers.** A number of three-letter identifiers have been assigned in the past to designate a metropolitan area where a principal city is served by more than one airport, however, no further assignment of metropolitan codes is contemplated. Existing metropolitan codes are not exchangeable with airport codes at the same location.

**2–12.** Reviews. Continuous reviews are conducted to update assignments. Assignments lasting more than five years are subject to overall reviews for current standard compliance.

## Chapter 3. Application for Identifiers and Name-Code Assignments

### 3–1. Requests.

**a.** Make requests for all identifier assignments in writing at least 120 days in advance of the proposed commissioning or effective date directly to AIS. Include the following information:

(1) For United States airport:

(a) Name of the airport (must include site number, if civil airport).

(b) Name of city and state where located.

(c) Type of airport (whether public, private, or military).

(d) Coordinates of airport location; i.e., latitude and longitude in degrees and minutes only.

(e) Center identifier of the ARTCC, if known, which has jurisdiction over area within which the airport is located.

(f) Name or identifier of the FAA tie-in facility for the airport.

(g) Name of scheduled air carriers (or MAC) serving the airport, if any.

(h) Associated NAVAIDs and their assigned identifiers, if any.

(i) Type of weather reports which will originate at the airport, if any.

(2) For NAVAID:

(a) Name of aid as it is to appear on charts. (The general procedure for assigning location and facility names is contained in FAA Order JO 7400.2, Part 1, Chapter 3. Any further questions regarding such names are to be directed to AIS.)

(b) Type of aid.

(c) Name of city and state where located.

(d) Coordinates of NAVAID location, i.e., latitude and longitude in degrees and minutes only.

(e) Airport identifier (if associated with an airport).

(f) Whether located within airport boundaries or distance and direction from airport and whether it is intended to be on any airway.

(g) Whether the frequency of the NAVAID is allocated to a civil or military government agency, or non-federal concern.

(h) Whether permanent or temporary. (If temporary, specify planned period of use.)

(i) Proposed frequency, if available.

(j) Proposed commissioning date.

(k) If an ILS, or to serve a runway, advise runway number and outer marker name-code. (If second, additional, or partial ILS, provide outer marker name-code, even though an outer marker is not now planned. If a fix already exists over the proposed marker site, that name code should be provided.)

(l) Names and identifiers of the other NAVAIDs at the same location.

(3) For weather offices and stations:

(a) City and state where located.

(b) Coordinates and elevation of weather station.

(c) Type of station, as described in the publication, "National Weather Service Offices and Stations."

(d) Distance and direction from airport

(e) Type of reports to be originated, entry station and circuit numbers.

(f) Operator (National Weather Service, Coop Observer, Military, Airline).

(4) For airspace fixes Five Letter Name Codes (5LNC):

(a) The procedures for naming and assignment of 5LNCs are contained in FAA Order JO 7400.2 Part 1, Chapter 3 and FAA Order 8260.19, 2-10-4.

(b) Instructions for the preparation of FAA Form 8260-2 are contained in FAA Order 8260.19, Chapter 8, Section 8-5.

(5) In all cases of identifier requests, include any other information pertinent to the situation or which may influence the combination of characters chosen for assignment.

**b.** Forward request for location identifiers as follows:

(1) FAA offices: Federal Aviation Administration, Mission Support Services, Aeronautical Information Services (AIS), Washington, DC 20591.

(2) U.S. Military Facilities and Commands: Through each appropriate Military Headquarters Office.

(3) All others:

(a) Application for a weather observation/reporting station identifier should be sent to:

NOAA
National Weather Service
Configuration Management Section
W/OSO113
1325 East West Hwy
Silver Spring, MD 20910.

(b) Application for a non-federal NAVAID identifier is to be made to an air traffic service area office of the FAA.

**c.** Newly established airport, heliport and other landing facilities will not be issued a location identifier without coordinating with the Office of Airports to activate. The Office of Airports will provide AIS with required data to include, but not limited to, the following information in addition to the above requirements:

(1) Airspace determination.

(2) Site number.

(3) All pertinent contact information, services, systems, and geographic location data specific to the type of landing facility.

**d.** The FAA will not publish derogatory aeronautical information.

(1) If any airport name or airport information currently in use is determined to be derogatory, AIS will request the FAA's Office of Airports to coordinate with the proponent to establish a revised, non-derogatory name and/or related airport information.

(2) If any published fix-name code is determined to be derogatory, AIS will coordinate with fix owner(s) and change the fix-name code.

# Chapter 4. International Location Identifiers

**4–1. Use of International Location Identifiers.** An international location identifier is a four-letter code used in international telecommunications. The international location indicator for airports in the contiguous United States is "K" and precedes the three-letter domestic identifier. For other non-contiguous United States airports, the following two letter prefix will be used:

Alaska - PA, PF, PO, PP
Hawaii – PH
Puerto Rico – TJ
Virgin Islands – TI
(See International Civil Aviation Organization (ICAO) Document 7910 for listings.)

**4–2. Requests or Assignments of International Location Identifiers.** Send requests for international location identifier assignments as follows:

**a.** Within the United States and its jurisdictions to: Aeronautical Information Services (AIS), Federal Aviation Administration (FAA), by entering into the Aeronautical Information Portal located at https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/.

**b.** From other States (nations) and Territories to: the appropriate agency within the State or Territory for coordination with ICAO.

# Chapter 5. Administrative Information

**5–1. Distribution.** This order is distributed electronically to all who subscribe to receive email notifications through the FAA's website. All organizations are responsible for viewing, downloading, and subscribing to receive email notifications when changes occur to this order. Subscriptions to air traffic directives can be made through the Air Traffic Plans and Publications website at https://www.faa.gov/air_traffic/publications/ or directly via the following link: https://public.govdelivery.com/accounts/USAFAA/subscriber/new?topic_id=USAFAA_39.

**5–2. Authority to Change This Order.** The issuance, revision, or cancellation of the material in this order is the responsibility of AJV-P.

**5–3. Suggestions for Improvements.** Please forward all comments on deficiencies, clarifications, or improvements regarding the contents of this order to the AJV-P Correspondence Mailbox at 9-AJV-P-HQ-Correspondence@faa.gov.

Your suggestions are welcome. FAA Form 1320-19, *Directive Feedback Information*, is located in Appendix B of this order for your convenience.

**5–4. Records Management.** Refer to FAA Order 0000.1, *FAA Standard Subject Classification System*; FAA Order 1350.14, *Records Management*; or your office Records Management Officer (RMO)/Directives Management Officer (DMO) for guidance regarding retention or disposition of records.

# Appendix A. Guidance for Accessing Changed Location Identifiers

This Appendix provides detailed instructions for access to changed location identifiers via the link provided in paragraph 1-6. Issuance, subparagraph b(3), to the National Airspace System Resource (NASR) Subscriber Files at:
https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/NASR_Subscription/.

## A-1. Navigating the 28 Day NASR Subscription website for current location identifier changes:

**a.** Under the header "Current", click the bulleted "Subscription effective [date]".

**b.** The link will go to another page titled "28 Day NASR Subscription - Effective [date]". Scroll down to the header "Comma-separated Values (CSV) Data".

**c.** Click the second bullet, "28 Day Cycle CSV Change Report Files (Zip)" to download the files.

**d.** Open the downloaded zip file and scroll to "LID_CHG_RPT". This will open an Excel spreadsheet with all LOC ID changes along with effective date.

***NOTE-***
1. *There is an associated PDF document labeled "CSV_CHG_RPT_README" with details on the layout of information.*
2. *If a facility wishes to update their systems more frequently than 28 days, link 2 in paragraph 1-6, National Flight Data Digest (NFDD), https://www.faa.gov/air_traffic/flight_info/aeronav/Aero_Data/NFDD/, provides such data in a PDF version.*

## A-2. Navigating the 28 Day NASR Subscription website for archived location identifier changes:

**a.** Under the header "Archives", click the bulleted "Subscription effective [date] - Download (Zip)".

**b.** Open the downloaded zip file then open the folder "CSV_Data".

**c.** Open the single zipped folder formatted as "DD_Month_YYYY_CSV".

**d.** Open the zipped folder at the top of the listed files formatted as "DD_Month_YYYY_CSV-DD_Month_YYYY_CSV".

**e.** Scroll to the file "LID_CHG_RPT". This will open an Excel spreadsheet with all LOC ID changes along with effective date.

## Appendix B. Directive Feedback Information

Please submit any written comments or recommendations for improving this directive, or suggest new items or subjects to be added to it. Also, if you find an error, please tell us about it.

Subject: Order JO 7350.9, Location Identifiers

To: 9-AJV-P-HQ-Correspondence@faa.gov

*(Please mark all appropriate line items)*

☐ An error (procedural or typographical) has been noted in paragraph _____ on page _____.

☐ Recommend paragraph _____ on page _____ be changed as follows:
*(attach separate sheet if necessary)*

☐ In a future change to this order, please include coverage on the following subject:
*(briefly describe what you want added.)*

☐ Other comments:

☐ I would like to discuss the above. Please contact me.

Submitted by: _____ Date: _____

Telephone Number: _____ Routing Symbol: _____

FAA Form 1320-19 (08/21) Supersedes Previous Edition