

**CHANGE**

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

**JO 7930.2P  
CHG 1**

Air Traffic Organization Policy

**Effective Date:**  
July 24, 2014

**SUBJ:** Notices to Airmen

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- 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.
- 3. Where Can I Find This Change?** This change is available on the FAA Web site at [http://www.faa.gov/air\\_traffic/publication](http://www.faa.gov/air_traffic/publication) and [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/).
- 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 Disposition of Transmittal.** Retain this transmittal until superseded by a new basic order.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: 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.



**PAGE CONTROL CHART**  
**Notices to Airmen (NOTAM)**

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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 KDCAYFYX 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.
- e. Web Page: <https://nfdc.faa.gov>.

### 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 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. 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

### 3-3-5. 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.”

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

**EXAMPLES–**  
ACY TWY ALL CLSD

DEN TWY ALL EDGE LGT WEST OF RWY 16L/34R  
OUT OF SERVICE

SHD TWY ALL EDGE LGT OUT OF SERVICE

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

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.

### 3-3-6. APRON IDENTIFICATION

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

**EXAMPLES–**  
DCA DCA APRON ALL CLSD

FAI 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.*

## 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).
4. Keyword.
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 (YYMMDDHHMM) 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.

# 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*

*!PIE CLW RWY 16/34 UNSAFE DISABLED ACFT  
1303251800-1303261000EST*

**NOTE-**

*Only airport management can close any portion of an airport.*

**REFERENCE-**

*14 CFR Part 139*

**c.** (U) – Unverified aeronautical information (for use only where authorized by letters of agreement). Movement area or other information received that meets NOTAM criteria and has not been confirmed by the airport manager or designee. If Flight Service is unable to contact airport management, Flight Service must forward (U) NOTAM information to the USNS. Subsequent to USNS distribution of a (U) NOTAM, Flight Service will inform airport management of the action taken as soon as practical. Any such NOTAM will preface the keyword with “(U)” and must include the condition and cause.

**EXAMPLE-**

*!ORT 6K8 (U) RWY 7/25 UNSAFE ABANDONED  
VEHICLE 1310122330-1310130300EST*

### 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*

0330-1430 1310120330-1310171430

!BUF D67 AD AIRPORT CLSD EXC HI-WING ACFT  
1310122330-1310131300  
!KVC KVC AD AIRPORT CLSD 1310122330-PERM

!O88 O88 AD HELIPORT CLSD 1310122330-PERM

!DAY O12 AD SEAPLANE BASE CLSD  
1309041400-1309041800

!AKA AKA AD AIRPORT OPEN 1309041800-PERM

**NOTE-**  
AKA airport was published as being closed.

**EXAMPLE-**  
!CLE 15G AD AIRPORT NOW PUBLIC  
1309041800-PERM

**NOTE-**  
15G is now open to the public and a public-use airport.

**EXAMPLE-**  
!CLE 15G AD AIRPORT NOW PRIVATE  
1309041800-PERM

**NOTE-**  
15G is now closed to the public and is no longer a public-use airport. The NFDC must contact the USNOF to have 15G deleted from the NOTAM tables after the NOTAM has been canceled.

**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.**

**TBL 5-1-1  
Movement Area - Surface**

ASPH	Asphalt/tarmacadam
CONC	concrete
GRVL	gravel
DIRT	dirt
SOD	sod

**TBL 5-1-2  
Movement Area - Lighting**

LGTD	lighted
NOT LGTD	unlighted

**EXAMPLES-**

!ICT ICT RWY 1L/19R COMMISSIONED 10301FT X 150FT CONC LGTD. DECLARED DISTANCES: RWY 1L TORA 10301 TODA 10301 ASDA 10301 LDA 10301. RWY 19R TORA 10301 TODA 10301 ASDA 10301 LDA 10301 1310122330-PERM

!ICT ICT TWY M8 COMMISSIONED 500FT X 75FT CONC LGTD 1310122330 - PERM

**3. Closure of a movement area or portion thereof.**

**EXAMPLES-**  
!BNA BNA APRON NORTH APRON CLSD  
1309041800-1309062200EST

!BNA BNA APRON NORTH APRON E SIDE CLSD  
13111221500-1312220700

!TYS TYS TWY A3, A4, A5 CLSD  
1309041800-1309062200EST

!TYS TYS TWY A BTN TWY A2 AND TWY A3 CLSD  
1311221500-1312220700

!EKX EKX TWY ALL CLSD  
1309041800-1309062200EST

!DFW DFW TWY JS SOUTH 200FT, TWY ER WEST OF TWY K CLSD 1309041800-1309062200EST

!DFW DFW TWY P BTN TWY EL AND TWY B, TWY P BTN TWY A AND TWY ER, TWY ER BTN RWY 17C/35C AND TWY Q CLSD 1309041800-1309062200EST

!BNA BNA RWY 36 CLSD 1309131300-1309132000EST

!BDL BDL RWY 6/24 CLSD EXC 1 HR PPR  
203-627-3001 1309131300-1309132000EST

**NOTE-**  
Runways 6 and 24 are closed except by 1 hour prior permission from that telephone number during the times stated.

**(a) Permanent closure (decommissioning).** State the surface description and the condition "CLSD" with expiration time "PERM."

**EXAMPLES-**  
!TYS TYS TWY C CLSD 1309041800-PERM

!ICT MEJ RWY 17/35 CLSD 1310122330-PERM

**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.*

**EXAMPLES–**

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

*!CMH CMH RWY 10R/28L CLSD EXC ACFT MORE  
THAN 12000LB 10 MIN PPR DLY 1330-2200  
1311211330-1311212200EST*

*!GNV 31J RWY 10/28 E 3800FT CLSD EXC ACFT  
MORE THAN 12500LB DLY 1200–2100  
1311211200-1311212100EST*

*!CLE CLE RWY 16/34 CLSD TO ACFT WINGSPAN  
MORE THAN 70FT AND TO ACFT TAIL HEIGHT  
MORE THAN 49FT 1309131300–1309132000EST*

**NOTE–**

*Runways 16 and 34 are closed to aircraft with a wingspan more than 70 feet and is also closed to aircraft with tail height more than 49 feet.*

**EXAMPLES–**

*!CLT CLT RWY 5 CLSD TO LDG ACFT 1306110300 –  
1306112100EST*

*!PDX PDX RWY 3 CLSD TO DEPARTING ACFT  
1306110300-1306112100EST*

*!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.

**EXAMPLES–**

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

*!MKC MKC RWY 1 DECLARED DISTANCES: TORA  
6827FT TODA 6827FT ASDA 6527FT LDA 6527FT.  
130601150300–1307141600EST*

**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.*

**EXAMPLES–**

*!ORD ORD RWY 28 THR DISPLACED 1500FT.  
DECLARED DISTANCES: TORA 13001FT TODA  
13001FT ASDA 13001FT LDA 11501FT.  
1306110300–1306130600EST*

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

**NOTE–**

*A 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. DECLARED  
DISTANCES: RWY 5 TORA 7002FT TODA 7002FT  
ASDA 7002FT LDA 7002FT RWY 23 TORA 7002FT  
TODA 7002FT ASDA 7002FT LDA 7002FT.  
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.*

**EXAMPLE–**

*!MEM MEM RWY 9/27 W 500FT CLSD TO  
DEPARTING ACFT. DECLARED DISTANCES: RWY 9  
TORA 8446FT TODA 8446FT ASDA 8446FT LDA  
8446FT. RWY 27 TORA 8946FT TODA 8946FT ASDA  
8246FT LDA 8246FT. 1306110300–1306112100EST*

**NOTE–**

*The west 500 feet of Memphis' Runway 9 is closed. Aircraft will enter the runway and depart Runway 9 from an intersecting taxiway. Because the NOTAM uses both*

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–**

*!CLT 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 9000FT LDA 9000FT. RWY 26 TORA 9000FT TODA 9000FT ASDA 9400 FTLDA 10000FT. 1306110300–PERM*

**6. Change of runway identification.**

**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/markings is located.

(e) Surface designator. Specify the designator of the surface on which the sign/markings 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 1305112300-1305131200EST*

*!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*

*!MDW MDW RWY 31C ENGINEERED MATERIAL  
ARRESTING SYSTEM OUT OF SERVICE  
1309151335-1309301200EST*

**■** *!ILI ILI AD CARIBOU NEAR MOVEMENT AREAS  
1309251300-1309262200EST*

**■** *!CAK CAK AD BIRD ACTIVITY NW SIDE  
1309151335-1309301200EST*

**■** *!FAI FAI RWY 2R/20L S 2600FT FROST HEAVES  
1302271930-1304302200EST*

*!ORT TSG RWY 12/30 NUMEROUS 5IN CRACK  
1312050100-1404301700EST*

**■** *!TAL TAL RWY 6/24 W 1000FT 4IN RUTS  
1312051400-1403301200EST*

**NOTE**—  
*NOTAM format for temporary field conditions (FICON) caused by weather phenomena, such as ruts in a snow covered runway, are covered in Paragraph 5-1-4, Reporting of Field Conditions.*

**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 1/8 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 1/8 inch.

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

**TBL 5-1-3  
Reportable Depth Measurements**

Use value “1/8IN” to report 1/8 inch
Use value “1/4IN” to report > 1/8 inch to and including 1/4 inch
Use value “1/2IN” to report > 1/4 inch to and including 1/2 inch
Use value “3/4IN” to report > 1/2 inch to and including 3/4 inch
Use value “1IN” to report > 3/4 inch to and including 1 inch

**(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.

**TBL5-1-4**  
**Reportable Contaminants**

Water* (1/8 inch and greater)
Frost
Slush*
Ice
Wet ice
Water* over ice
Wet snow*
Wet snow* over ice
Dry snow*
Dry snow* over ice
Compacted snow
Water* over compacted snow
Wet snow* over compacted snow
Dry snow* over compacted snow
Ash*
Mud*
Rubber
Oil
Sand

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

**2. PLOWED, SWEPT.** The terms “PLOWED” and “SWEPT” are used to describe a surface that has been plowed or swept and has a surface condition that is different than the surrounding area. If other than the full width or length is treated, report the width and/or length and the condition of the treated portion of the surface. The treatment is omitted when the entire surface has been treated. When known, the surrounding area items will be specified as “REMAINDER.”

**3.** Use the term “SANDED” after the surface contaminant to report when a surface has been sanded.

**4.** Use the terms “DEICED LIQUID” or “DEICED SOLID” after the surface contaminant to report the presence of liquid or solid deicing material, as this may have operational significance to the pilot.

**5.** Use the term “DRIFT” to describe one or more drifts. When the drifts are variable in depth, report the greater depth.

**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):

**1.** Snow and ice.

**EXAMPLE-**

*!FOE FOE RWY 13/31 FICON WET ICE OBSERVE 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 1312202200. 1312202203-1312210000EST

**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 ice covered and has been sanded.

## 2. Plowed/swept.

**EXAMPLE–**

!OQU OQU RWY 16/34 FICON DRY PLOWED 100FT WIDE REMAINDER 1/2IN WET SN OVER ICE 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 INR 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.

### 3. Snowbanks.

#### **EXAMPLE–**

**!OQU OQU RWY 16/34 FICON COMPACTED SN 12IN 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 BTW 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 4FT 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–**

**!MKC MKC RWY 1/19 N 2000FT FICON ICE REMAINDER 1IN SLUSH OBSERVED AT 1302241100. 1302241107-1302241700EST**

#### **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 ½ 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 1/2IN WATER OVER ICE OBSERVED AT 1310241700. 1310241707-1310250100EST**

#### **NOTE–**

Cleveland's runway 10/28 has water exceeding ¼ inch up to but not exceeding ½ inch of water over ice observed on the runway. Contaminant depths exceeding ¼ inch to and including ½ inch are reported as ½ 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 ⅛ 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 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 TWY 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.

**9. Drift.****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 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 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.  
1311051622-1311061600EST*

**NOTE-**  
*Ralph Calhoun Memorial Airport’s Runway 6/24is wet and has soft edges.*

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

**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. 1309132213-1309141200EST*

**NOTE-**  
*Kenai Municipal Airport’s Runway 1L/19R is covered with less than 1/8 inch volcanic ash.*

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

**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.  
1312111105-1312111500EST*

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

*OBSERVED AT 1309011200.  
1309011213-1309011400EST*

**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  
Friction Measuring Devices**

BOW	Bowmonk Decelerometer (Bowmonk Sales)
BRD	Brakemeter – Dynamometer
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)

**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.

**a. 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*

*!FTW FTW AD ARFF VEHICLE OUT OF SERVICE 1310021200-1310121200EST*

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 1309072300-1309092300EST*

**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.

**EXAMPLES–**

*!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.”

**NOTE–**

*Any NOTAM associated with snow/ice removal must be described as “WIP (reason);” for example, SN REMOV-*

*AL, ICE REMOVAL. Airport operators must ensure this NOTAM remains active only when actual snow and ice removal operations are taking place.*

**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*

*!SBY SBY TWY E BTN RWY 5/23 AND TWY A WIP  
TRENCHING SOUTH SIDE 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*

## Section 2. Lighting Aid and Obstruction NOTAMs

### 5-2-1. LIGHTING AIDS

Originate 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 TWY 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 1311232300-1315251200EST*

d. 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  
1309111200-1309131200EST*

*!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*

*!ANB EUF 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 122.7 7 TIMES HIGH/5 TIMES MED/3 TIMES*

*LOW INTST DLY 0200-1100 1305110200-PERM*

*!SBY SBY SVC PCL FREQ CHANGED TO 122.8  
1305112300-PERM*

**NOTE–**

*PCL frequency need not be an ATC frequency.*

1. Taxiway lighting.

1. Taxiway edge lights.

**EXAMPLE–**

*!SHD SHD TWY K, L EDGE LGT OUT OF SERVICE  
1305112300-1305131200EST*

2. Taxiway centerline lights.

**EXAMPLE–**

*!ROA ROA TWY E CL LGT BTN TWY E1 AND RWY  
15/33 OUT OF SERVICE 1305112300-1305131200EST*

3. Runway guard lights.

**EXAMPLE–**

*!MCI MCI TWY ALL RWY GUARD LGT FOR RWY  
1L/19R OUT OF SERVICE  
1305112300-1305131200EST*

4. Stop bar lights.

**EXAMPLE–**

*!SEA SEA TWY C STOP BAR LGT FOR RWY 16R/34L  
AND FOR EAST SIDE RWY 16L/34R OUT OF  
SERVICE 1305112300-1305131200EST*

5. Taxiway lights obscured due to snow and ice.

**EXAMPLE–**

*!BTV BTV TWY C EDGE LGT OBSC  
1310131300–1310141300EST*

**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).

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. Obstruction location by fix/radial/distance or latitude and longitude to the nearest second.

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

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

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

**11.** Effective time/expiration time.

**EXAMPLES—**

*!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 1311302330-1312172359EST*

*!ZOB ZOB OBST WIND TURBINE FARM WITHIN AN AREA DEFINED AS 4NM RADIUS OF 452315N0701346W 2820FT (410FT AGL) NOT LGTD 1311302330-1312172359*

**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)

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

**i.** In parentheses, specify the height with the unit of measurement and reference datum (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—**

*!SJT SJT OBST MOORED BALLOON WITHIN AREA DEFINED AS 1NM RADIUS OF SJT 2430FT (510FT AGL) FLAGGED 1309251400-1309261400EST*

*!SJT SJT OBST MOORED BALLOON WITHIN AREA DEFINED AS 1NM RADIUS OF 400720N0943105W (30NM NE SJT) 2350FT (431FT AGL) LGTD FLAGGED 1310271700-1311051200*

*!ABQ ABQ OBST KITE WITHIN AN AREA DEFINED AS 1NM RADIUS OF ABQ020002 (10NM WSW ABQ) 5860FT (505FT AGL) DLY SR-SS 1310011900-1310112100EST*

## 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.

**EXAMPLES–**

*!ATL ATL NAV ILS RWY 8L CAT 2 NA  
1311251600-1311251900EST*

*!ATL ATL NAV ILS RWY 8L CAT 3 NA  
1311251600-1311251900EST*

*!ATL ATL NAV ILS RWY 8L CAT 2/3 NA  
1311251600-1311251900EST*

**5–3–7. NAVAID CONDITIONS**

a. Originate a NOTAM D for commissioning, decommissioning, outages, or unmonitored status of NAVAIDs (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 NAVAIDs 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 NAVAID 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 VOR 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*

c. Instrument Landing Systems (ILS).

1. Distinguish components of an ILS from nonprecision approach NAVAIDs 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*

*!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*

**NOTE–**

*This NOTAM states the ILS for RWY 35L is unreliable because it is broadcasting Hazardous Misleading Information.*

*!DTW DTW NAV ALA ILS RWY 4L LLZ OTS  
1311011200-1311011600EST*

*!DTW DTW NAV ALA LDA RWY 4L LLZ OTS  
1311011200-1311011600EST*

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*

d. Simplified directional facility.

**EXAMPLE–**

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

e. Localizer type directional aid (LDA).

**EXAMPLES–**

*!DCA DCA NAV LOCALIZER TYPE DIRECTIONAL  
AID RWY 18 OUT OF SERVICE  
1301051615-1301052015EST*

*!EKN EKN NAV LOCALIZER 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*

*!OJC OJC NAV VOR/DME DECOMMISSIONED  
1312012300-PERM*

*!OJC OJC NAV VOR OUT OF SERVICE  
1310230100-1310311230EST*

*!OJC OJC NAV DME OUT OF SERVICE  
1301010001-1301051230EST*

*!OJC OJC NAV VOR OUT OF SERVICE  
1303011200-1303151830EST*

**g. 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*

*!BTL BTL NAV VOR GROUND REC CHECKPOINT  
OUT OF SERVICE 1310242000-1310250300EST*

*!LRD LRD NAV VOR 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 NOTAMs 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*

**NOTE–**

*SUH serves 2B7 and RKD.*

### 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 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-PERM*

#### 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–**

*!GPS GPS NAV PSEUDO 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 KDCAIFYX  
)SVC RQ DOM LOC=GPS*

*or*

*GG KDZZNAXX  
121413 KDCAIFYX  
)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.**

**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*

**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.

**EXAMPLES—**

*!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.**

**EXAMPLES—**

*!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.*

**5-3-8. 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*



## 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-**

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

**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.*

4. 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.*

**EXAMPLES-**

*!CLE ZOB SVC CLARKSBURG APP CLSD  
1310100600-1310101400EST*

*!DCA ZDC SVC CLARKSBURG APP CLSD  
1310100600-1310101400EST*

*!HUF ZID SVC CLARKSBURG APP CLSD  
1310100600-1310101400EST*

b. Establishment of a temporary air traffic control tower. Specify the frequency(ies) to be used and, if necessary, how the frequency(ies) are to be used.

**EXAMPLE-**

*!PBF PBF SVC TEMPO TWR 121.0 DLY 1400-2100  
1309221400-1310222100EST*

**NOTE–**

Services for a temporary tower are available between 1400 and 2100 daily from September 22, 2013, to October 22, 2013, and frequency 121.0 will be used to control aircraft on all movement areas and traffic patterns.

**EXAMPLE–**

**!PBF PBF SVC TEMPO TWR LOCAL CTL 121.0 DLY  
1400-2100 1310031400-1310232100EST**

**NOTE–**

Services for a temporary tower are available between 1400 and 2100 daily from October 3, 2013, to October 23, 2013, and frequency 121.0 will be used to control arriving and departing aircraft from the designated runway(s) only. Taxiing will be at pilot's discretion.

**EXAMPLE–**

**!PBF PBF SVC TEMPO TWR LOCAL CTL 121.0  
GROUND CTL 121.7 MON-FRI 1400-2100  
1310241400-1310282100EST**

**NOTE–**

Services for a temporary tower are available Monday-Friday 1400- 2100 from October 24 to October 28, 2013; frequency 121.0 will be used to control arriving and departing aircraft from the designated runway(s), and 121.7 will be used for controlling taxiing aircraft.

**EXAMPLE–**

**!PBF PBF SVC TEMPO TWR LOCAL  
CTL/CLEARANCE DELIVERY 121.0 FRI SAT  
1400-2100 1311041400-1311052100EST**

**NOTE–**

Services for a temporary tower are available Friday, November 4 and Saturday, November 5, 2013, between 1400 and 2100, and frequency 121.0 will be used to control arriving and departing aircraft from the designated runway(s) and for issuing clearances.

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

1. Air route traffic control centers (ARTCC).

**EXAMPLE–**

**!DCA ZDC SVC WASHINGTON ARTCC OUT OF  
SERVICE 1312061100-1312101200**

2. Approach control.

**EXAMPLES–**

**!DCA ZDC SVC GREENSBORO APP OUT OF  
SERVICE 1309280900-1310011200EST**

**!MCN ZTL SVC GREENSBORO APP OUT OF  
SERVICE 1309280900-1309302200EST**

**NOTE–**

If an approach control area covers two or more ARTCCs, a NOTAM has to be issued for each ARTCC.

3. Flight service stations.

**EXAMPLE–**

**!ENA ZAN SVC KENAI FSS OUT OF SERVICE  
1310021520-1310202359EST**

**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.

**EXAMPLE–**

**!GSO GSO SVC TWR OUT OF SERVICE  
1310130500-1310152300EST**

d. Traffic delays due to Presidential and other parties' aircraft operations.

1. Traffic delays required by the arrival and the departure of Presidential aircraft.

2. Transmit the NOTAM at least 8 hours in advance. The time period the NOTAM will be in effect will normally be 15 minutes before to 15 minutes after the arrival and the departure times. Avoid any reference to Presidential activities.

**EXAMPLES–**

**!LIT LIT SVC ATC DLA 1310131800–1310131830EST**

**!LIT LIT SVC ATC DLA 1310132100–1310132130EST**

**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, and FAAO 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  
1310211400-1310270200–1310270200**

**!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—**

*!DAN DAN 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 119.075 RETURN TO SERVICE 1304061200-PERM*

**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*

### **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 APPROACH,” “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.
9. Schedule (optional).
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 FJC360020 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.

**EXAMPLES-**

!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 6508N14729W SFC-UNL 1301250400-1301251400

!CARF ZJX AIRSPACE STATIONARY ALTITUDE RESERVATION WITHIN AN AREA DEFINED AS 3312N08125W TO 3257N08132W TO 3229N08144W TO 3225N08126W TO 3240N08119W TO POINT OF ORIGIN 8000FT -17000FT AERIAL REFUELING DLY 1830-05001302171830-1302210500

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 KDZZNAXX  
220302 KZOAZRZX  
FNNNN/YY NOTAMN  
Q) KZOA/QWMLM/IV/NBO/E/000/999/3411N12456W  
A) KZOA

B) 1103240351

C) 1103240455

E) AIRSPACE WATER OPERATIONS WITHIN AN AREA DEFINED AS 3411N12456W TO 3451N12322W TO 3426N12319W TO 3417N12453W TO POINT OF ORIGIN NONPARTICIPATING PILOTS ARE STRONGLY ADVISED TO AVOID THE ABOVE AREAS. IFR TRAFFIC UNDER ATC JURISDICTION SHOULD ANTICIPATE REROUTING IN VICINITY OF IMPACTS.

F) SFC G) UNL

### 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 (mandatory). 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 (ARTCC).
- (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.
- (j) 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—**

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

**!HHR ZLA AIRSPACE UNMANNED ACFT WITHIN AN AREA DEFINED AS 10NM RADIUS OF 3238N11436W (NYL) SFC-10000FT 1312122100–1312122300EST**

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 1311291600–1311300800EST**

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

**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. NOTAM Ds 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 PJE 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 PJE WITHIN AN AREA**

**DEFINED AS 2NM RADIUS OF ESL170035 (10 SE VG18) SFC-12000FT 1311301200-1311301600EST**

*(On airport)*

**!CHO CHO AIRSPACE PJE 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 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.

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**

**!CDC MTU AIRSPACE UNMANNED ROCKET WITHIN AN AREA DEFINED AS 2NM RADIUS OF 4008N11007W SFC-FL250 131214100-1312141400EST**

*(Pointer NOTAM)*

**!CDC 12/049 CDC AIRSPACE SEE MTU 12/045 UNMANNED ROCKET 1312140400-1312141400EST**

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**

**!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-1500FT 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 public-use airport when the center of the activity is 25NM or less from the nearest public-use airport.

**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 DMN052030.6  
DMN071029.9 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. ■



## 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

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.*

FDC – Flight Data Center

FICON – Field Condition

Friction Testers:

BOW, BRD, ERD, GRT, MUM, RFT, RT3, SFH, SFL, SKH, SKL, TAP, VER, NAC

LB – Pounds

LOM – Compass locator at ILS outer marker

IN – Inch

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