

CHANGE

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

**7930.2U
CHG 1**

National Policy

Effective Date:
August 10, 2025

SUBJ: Notice to Airmen (NOTAM)

- 1. Purpose of This Change.** This change transmits revised pages to Federal Aviation Administration Order 7930.2U, Notice to Airmen (NOTAM), and the Briefing Guide.
- 2. Audience.** Audience for this order is any office responsible for originating NOTAMs and those who use aeronautical information.
- 3. Where Can I Find This Change?** This change is available on the FAA website at http://faa.gov/air_traffic/publications and 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.
- 5. Distribution.** This order is distributed to selected offices in Washington headquarters, service area offices, the William J. Hughes Technical Center, the Mike Monroney Aeronautical Center, and air traffic operations 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 Disposition of Transmittal.** Retain this transmittal until superseded by a new basic order.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.

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Notice to Airmen (NOTAM)

Explanation of Changes

Change 1

Effective: August 10, 2025

a. 1–4–6. DEFINITIONS

2–1–3. PUBLICATION CRITERIA

2–1–9. COMPUTER PRINTOUTS

5–2–1. LIGHTING AIDS

7–2–1. FDC NOTAM EXPIRATION/CANCELLATION

Appendix E. E–6. RETRIEVING FDC NOTAMS

This change revises language in multiple paragraphs to be inclusive of all certificated part 139 airports to have access to the FAA NOTAM system. It also removed the requirement for a cancellation NOTAM to be issued upon the cancellation of original FDC NOTAM.

b. 3–1–2. FDC PRESIDENTIAL, SPECIAL SECURITY INSTRUCTIONS, OR EMERGENCY AIR TRAFFIC RULES TFRs

Appendix D. D–2. FDC PRESIDENTIAL, SPECIAL SECURITY INSTRUCTIONS, OR EMERGENCY AIR TRAFFIC RULES TFRs

This change addresses the procedure that was required for acknowledgment of identified FDC NOTAMs. With automation of coordination and external stakeholders providing flight planning and pilot informational briefings, the requirement for acknowledgement of certain FDC NOTAMs is not necessary. The procedures of processing the identified FDC NOTAMs for the watch supervisor, controller-in-charge (CIC), or designated lead specialist (DLS) responsibility were updated in this order until future update in FAA Order JO 7110.10, Flight Services. The requirement for USNOF to issue an FDC list has also been removed and is no longer part of the watch checklist.

c. 7–1–1. GENERAL

7–1–5. TEMPORARY FLIGHT RESTRICTIONS

Appendix A. 7–1–5. TEMPORARY FLIGHT RESTRICTIONS

This change addresses the addition of Temporary Flight Restrictions (TFRs) for unmanned aircraft (49 U.S.C. section 44812) within Chapter 7 and Appendix A, updating Notice to Airmen (NOTAM) TFR examples. This change incorporates and cancels N 7930.115, effective August 7, 2025.

d. Editorial Changes

An editorial change to Appendix A, paragraph 7–1–4, updates the example to reference the correct regulation 14 CFR § 91.144 and includes the waiver language, ensuring that operators understand the need for compliance or special authorization.

e. Entire Publication

Additional editorial/format changes were made where necessary. Revision bars were not used because of the insignificant nature of these changes.

PAGE CONTROL CHART

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Section 4. Terms of Reference

1-4-1. WORD USE IN THIS ORDER

As used in this order:

- a. “Must” means a procedure is mandatory.
- b. “Should” means a procedure is recommended.
- c. “May” or “need not” means a procedure is optional.
- d. “Must not” means a procedure is prohibited.
- e. Singular words include the plural.
- f. Plural words include the singular.
- g. Miles means nautical miles unless otherwise stated.
- h. Feet means mean sea level unless otherwise stated.

1-4-2. NOTES

Statements of fact of an introductory or explanatory nature and relating to the use of directive material have been identified and worded as NOTE.

1-4-3. EXAMPLES

An illustration which serves to explain subject material is identified as an EXAMPLE which represents the format discussed in each section and is used as an aid to support policy. Not all components of the NAS will be illustrated with an example. The examples throughout Appendix A contain the keyword and the subject of the NOTAM. All other data is assumed from the NOTAM sentence structure and is eliminated from examples.

1-4-4. REFERENCES

When another paragraph of this order is referenced in the text, the referenced paragraph number will be printed out in full. When a paragraph is referenced in a Reference subparagraph, the referenced paragraph’s title, followed by its number, will be printed in regular type. When other documents and directives are referenced in a Reference subparagraph, the document/directive and the paragraph number will be printed in regular type. All references to other FAA orders reflect the current edition of the order.

1-4-5. MANUAL CHANGES

When revised, reprinted, or additional pages are issued, they will be marked as follows:

- a. Each revised or additional page will show the change number and effective date of the change.
- b. Vertical lines in the margin of the text will mark the location of substantive procedural, operational, or policy changes; that is, when material which affects the performance of duty is added, revised, or deleted.

1-4-6. DEFINITIONS

The terms below as used in this order are defined in this section.

a. Accountable Organization. The accountable organization is responsible for accurately reporting the condition considered to be a hazard or potential hazard to flight operations. Reporting the condition must be

accomplished by ensuring that procedures are developed to establish NOTAM origination and coordination responsibilities.

b. Accountability Location. This is the location identifier of the location in the NOTAM computer that keeps track of the NOTAM numbering.

c. Aeronautical Fixed Telecommunication Network (AFTN). This interface will be used to support the exchange of Aeronautical Fixed Telecommunications Network (AFTN) formatted messages between NADIN and a common set of external TCP/IP users utilizing the Communications, Flight Service and Weather Engineering Group's (CFWG) Common Message Handling Protocol (CMHP).

d. Aeronautical Information. Any information concerning the establishment, condition, or change in any component (facility, service, or procedure of, or hazard) of the NAS. This information is published and/or disseminated by means of aeronautical charts, publications, and/or NOTAMs.

e. Airport Operating Certificate. A certificate issued by the FAA, pursuant to 14 CFR part 139, to airports serving or expected to serve scheduled and unscheduled air carrier operations in aircraft with a seating capacity as determined under 14 CFR part 139. These airports are maintained and operated in accordance with an Airport Certification Manual (ACM) prepared by airport management and approved by the FAA.

f. Automatic Data Processing (ADP) Code. A computer code within the Aeronautical Fixed Telecommunication Network (AFTN) used to identify the start of a new NOTAM. The ADP equipment is programmed to accept and begin processing a NOTAM upon receipt of the ADP code, which is an exclamation point (!).

g. Certificated Airport. An airport certificated under 14 CFR Part 139. These airports are identified in the Chart Supplement.

h. Certified Source/NOTAM Originator. The party (e.g., airport, Tech Ops AIS/Service provider, FSS, etc.) who enters/submits a NOTAM to the NOTAM System (NS) on behalf of the accountable organization using an approved direct entry tool or interface.

i. Chart Supplement. A series of civil/military flight information publications issued by FAA every 56 days consisting of the Chart Supplement Alaska, Chart Supplement Pacific and Chart Supplement U.S.

1. Chart Supplement Alaska. A flight information publication designed for use with appropriate IFR or VFR charts which contains data on all airports, seaplane bases, and heliports open to the public including communications data, navigational facilities, airport diagrams, certain special notices, and non-regulatory procedures. Also included in this publication are selected entries needed to support the unique geographical operational conditions of Alaska. This publication is issued in one volume for the state of Alaska.

2. Chart Supplement Pacific. A flight information publication designed for use with appropriate IFR or VFR charts which contains data on all airports, seaplane bases, and heliports open to the public including communications data, navigational facilities, airport diagrams, certain special notices, and non-regulatory procedures. Also included in this are publication Instrument Approach Procedures (IAP), Departure Procedures (DP), and Standard Terminal Arrival (STAR) charts along with selected entries needed to support the unique geographical operational conditions of the Pacific Oceanic region. This publication is issued in one volume for the Hawaiian Islands and other selected Pacific Islands.

3. Chart Supplement U.S. A flight information publication designed for use with appropriate IFR or VFR charts that contains data on all airports, seaplane bases, and heliports open to the public including communications data, navigational facilities, airport diagrams, certain special notices, and non-regulatory procedures. This publication is issued for the conterminous U.S., Puerto Rico, and the Virgin Islands in seven volumes according to geographical area.

j. Distribution. Forwarding of NOTAM information from the NS to NADIN.

k. Fix/Radial/Distance (F/R/D). Is a VOR identifier followed by 3-digit degrees magnetic and minimum of a 3-digit distance in nautical miles with no spaces between characters (AML360020.1 would be 360-degree radial, 20.1 NM from AML VOR/DME).

l. Flight Data Center (FDC) NOTAM. The classification of NOTAMs containing flight information that is normally regulatory in nature including, but not limited to, changes to IFR charts, procedures, and airspace usage. FDC NOTAM numbers are assigned consecutively by the NS, beginning with 0001 each year. The year of issuance and the serial number are separated by a forward slash; for example, Y/1323.

m. International NOTAM. The classification of NOTAMs received from other countries and stored in the NS. These NOTAMs are numbered consecutively by accountability, location, and series beginning with S0001 each year, where S stands for a generic series a country may have. The NOTAM number and year of issuance are separated by a forward slash; for example, S0211/YY, S0002/YY.

n. Location Identifier. Used to designate an affected airport, air route traffic control center (ARTCC), or facility.

o. Military NOTAM. The classification of NOTAMs issued by the U.S. Air Force, Army, Marine Corps, Navy, and Coast Guard against navigational aids and airports. Military units issue NOTAMs pertaining to their bases and airspace based on the guidelines set forth in Air Force Instruction Interservice Publication 11–208/AR 95–10/OPNAVINST 3721.20, DoD Notice to Airmen (NOTAM) System. These NOTAMs are numbered consecutively by accountability, location, and series beginning with S0001 each year, where S stands for a generic series the military may have. The NOTAM number and year of issuance are separated by a forward slash; for example, S0211/15, S0002/15.

p. Movement Area. The term Movement Area as used for the purpose of NOTAMs, include Runways, Taxiways, Ramps, Aprons, helipads, heliports and maneuvering areas.

q. NADIN. The National Airspace Data Interchange Network (NADIN), also referred to as NMR (NAS Messaging Replacement), Message Switch Network (MSN) receives, processes, and distributes domestic and international flight planning, flight movement, weather observation/forecast, NOTAM, and search and rescue messages between the NAS, commercial/general aviation, U.S. Government agencies, aviation information service providers, and international Civil Aviation Authorities.

r. NAVAID. Any visual or electronic device airborne or on the surface which provides point-to-point guidance information or position data to aircraft in flight.

s. NMR. NAS Messaging Replacement also known as NADIN.

t. NOTAM D. The classification of NOTAMs containing information concerning the establishment, condition, or change in any aeronautical facility, en route navigational aids, services, procedures, hazards, certificated part 139 airports, and civil public-use airports listed in the Chart Supplement. NOTAM Ds are numbered consecutively each month by the NS starting with 001 for each accountability, for example: DAY 01/001 would be the first NOTAM in the month of January for Dayton Accountable Location.

u. NOTAM System. A safety-critical system that collects, maintains and distributes NOTAMs for the aviation community.

v. Not Available (NOT AVBL). Defined within the NAS when a facility, equipment, or service is not accessible or is not being provided as published within normal operation.

w. Pointer NOTAM. NOTAM D issued to point to additional aeronautical information. Pointer NOTAM use is limited to pointing to traffic management program alerts (see subparagraph 5–5–3d), TFRs, and temporary special use airspace (SUA). Pointer NOTAMs should not duplicate information already available through wide area dissemination (for example, NOTAM D with affected location of an ARTCC publicizing an ATC closure is available to all airports within ARTCC). Flight Service is the responsible party for issuance of Pointer NOTAMs on behalf of the accountable organization. A pointer NOTAM should only be originated at aerodromes directly impacted by the referenced activity. When pointing to another NOTAM, the keyword in the pointer NOTAM must match the keyword in the original NOTAM followed by the phrase “SEE” Include the affected location identifier, NOTAM number, and the NOTAM subject of the original NOTAM within the text of the Pointer NOTAM.

x. Prior Permission Required (PPR) means prior permission required to have full operational use of a runway, taxiway, apron, or airport facility/service. Means of communication to the airport can be telephone and/or radio. If PPR and another exception are used in same NOTAM, the PPR should come first.

y. Proposed NOTAM. A drafted NOTAM that has been submitted by an individual, office, or entity for consideration for publication within the NS to be numbered (previously called a Candidate NOTAM).

z. Radio Navigation Aid. As used in this policy, the word “Radio” is added to further describe navigation aids such as ILS, LOC, VOR or other NAVAIDs that are used in assisting the pilot with approaches, departures, and en route operations.

aa. Supervisory Authority. The supervisory authority is the organization responsible for managing the regulatory standards for the particular hazard being advertised in a NOTAM. The supervisory authority establishes organizational responsibilities to include particular or potential hazards, time parameters for origination, cancellation, and/or duration of NOTAMs, and particularly, exceptions to the policies and procedures provided in this document. Each supervisory authority must ensure that the authoritative provider is notified of all offices to which accountable and certified source authority has been granted. The supervisory authority is responsible for ensuring compliance with this directive.

ab. Taxilanes (TXL). Designed for low speed and precise taxiing. Taxilanes usually provide access (to and from taxiways (usually an apron taxiway) to (and from) aircraft parking positions and other terminal areas.

ac. Tie-In Station. A flight service station designated to provide prescribed services for civil, military, national and international facilities; for example, NOTAM purposes and flight information messages.

ad. Unserviceable (U/S). When a piece of equipment, a NAVAID, a facility, or a service is not operational, certified (if required), and immediately “available” for air traffic or public use.

ae. Unusable. The NAVAID is not available for operational use because it may provide potentially unsafe or erroneous signals, or signals of unknown quality.

af. Virgule (/). For US NOTAM purposes – a diagonal symbol used to separate similar alternatives.

ag. Visual Navigation Aid. As used in this policy, the word visual is added to further describe those navigation aids such as PAPI, ALS, VASI, etc., or any other lighting aid that is used in assisting the pilot with approaches or departures.

ah. WMSCR. Weather Message Switching Center Replacement is one of the FAA’s gateway for the receipt and distribution of weather within the National Airspace System (NAS).

Chapter 2. Aeronautical Information Services

Section 1. Aeronautical Information System

2-1-1. GENERAL

The system for disseminating aeronautical information is made up of two subsystems, the Aeronautical Information System (AIS) and the NOTAM System. The AIS consists of charts and publications. The NOTAM system is discussed in later paragraphs.

2-1-2. DISSEMINATION OF AIRMEN INFORMATION

Airmen information is disseminated by the following methods:

a. Aeronautical charts depicting permanent baseline data:

1. IFR Charts:

- (a)** Enroute High Altitude Conterminous U.S.
- (b)** Enroute Low Altitude Conterminous U.S.
- (c)** Alaska Charts
- (d)** Pacific Charts

2. U.S. Terminal Procedures:

- (a)** Departure Procedures
- (b)** Standard Terminal Arrivals (STARs)
- (c)** Standard Instrument Approach Procedures (SIAPs)

3. VFR Charts:

- (a)** Sectional Aeronautical Charts
- (b)** Terminal Area Charts
- (c)** Helicopter Route Charts
- (d)** Caribbean Charts
- (e)** Wall Planning Charts

b. Flight information publications outlining baseline data:

- 1.** Domestic Notices and International Notices
- 2.** U.S. Chart Supplement (formally Airport/Facility Directory)
- 3.** Pacific Chart Supplement
- 4.** Alaska Supplement
- 5.** Aeronautical Information Manual (AIM)

2-1-3. PUBLICATION CRITERIA

The following conditions or categories of information should be forwarded to the Aeronautical Data Team for inclusion in the flight information publications and charts. Time critical delays, corrections, or changes to

previously published data that cannot be republished before occurrence must be issued as a NOTAM, providing they meet the criteria set forth in this order.

a. NAVAIDs. Commissioning, decommissioning, shutdown, restrictions, frequency changes, changes in monitoring status and monitoring facility used in the National Airspace System (NAS). NAVAID outage NOTAMs must remain active until the NAVAID is returned to service or, if being decommissioned, published as shut down or removed from all applicable publications.

b. Commissioning, decommissioning, changes in hours of operation of FAA air traffic control facilities.

c. Surface areas/airspace. Changes in hours of operations.

d. Remote Communication Outlets and Remote Communication Air Ground. Commissioning, decommissioning, changes in voice control or monitoring facility.

e. Weather reporting stations. Commissioning, decommissioning, failure, nonavailability or unreliable operations.

f. Certificated part 139 and civil public-use airports. Commissioning, decommissioning, openings, closings, and abandonment.

g. Airport Rescue Fire Fighting (ARFF) capability. Restrictions to air carrier operations.

h. Changes to runway identifiers, dimensions, threshold placements, and surface compositions.

i. NAS lighting systems. Commissioning, decommissioning, outages, change in classification or operation.

2-1-4. DOMESTIC NOTICES AND INTERNATIONAL NOTICES

Domestic Notices and International Notices are published by Mission Support Services, Policy, Publications and Administration. See Appendix D for further information.

2-1-5. CHART/PUBLICATION ERRORS OR OMISSIONS

a. Managers must review each edition of the Domestic Notices and International Notices, Chart Supplement, and other publications and charts to ensure that all required data is included and correct. Inform the Aeronautical Data Team promptly of errors or omissions in any publication or chart. Notification of errors in the Domestic Notices and International Notices should be sent to Mission Support Services, Policy, Publications and Administration via 9-ATOR-HQ-PubGrp@faa.gov.

b. Managers must review all current NOTAMs issued by their facility on a quarterly basis for currency.

c. When NOTAMs are published, or more than 30 days old, contact the accountable organization for possible cancellation.

2-1-6. FORWARDING DATA

a. When notice is received of a temporary condition which is expected to be corrected before information can be published, issue a NOTAM if it meets criteria.

b. NOTAM or aeronautical information concerning an extended (more than 30 days) shutdown or closure affecting components of the NAS must be forwarded in advance of the occurrence to the Aeronautical Data Team. The Aeronautical Data Team must publish data received in accordance with existing policies, criteria, and publication cutoff deadlines. The schedule of publication cutoff dates is contained in the Chart Supplement.

c. Information received by the Aeronautical Data Team for publication that meets publication criteria and will be current on the effective date of the next available Chart Supplement publication or aeronautical chart will be published.

d. Refer questions and data changes to https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/.

2-1-7. ADDRESSING CORRESPONDENCE

Federal Aviation Administration
Aeronautical Information Services address:
Aeronautical Information Services
1305 East-West Highway
SSMC4, Suite 4531
Silver Spring, MD 20910-3281

2-1-8. THE NATIONAL FLIGHT DATA DIGEST (NFDD)

The NFDD is used to transmit data from the Aeronautical Data Team to chart and publication producers. It may be used to update records. However, it must not be used as a basis to cancel NOTAMs.

2-1-9. COMPUTER PRINTOUTS

Computer printouts listing all navigational aids, certificated part 139 landing areas, and civil public-use landing areas by flight plan area may be obtained from Aeronautical Information Services. ■

5-2-1. LIGHTING AIDS

a. Commissioning approach lighting systems (ALS) and runway edge lights (REDL).

EXAMPLE-

...RWY 12 MALSR COMMISSIONED...
 ...RWY 12/30 HIRL COMMISSIONED...

b. Lead-in lights.

EXAMPLES-

...RWY 01C RLLS U/S...
 ...RWY 32 RLLS U/S EXC LOW INTST ON CONS...

c. Approach light system.

EXAMPLES-

...RWY 01 ALS U/S...
 ...RWY 19 ALS U/S EXC MEDIUM INTST ON CONS...
 ...RWY 06 ALSF-2 NOW SSALR...
 ...RWY 24 SEQUENCED FLG LGT U/S...
 ...RWY 11 1000-FOOT BAR U/S...
 ...RWY 16 RAI LGT U/S...
 ...RWY 34 RTHL U/S...

NOTE-

Technical Operations issue RTHL, when associated with approach lighting systems (ALS).

d. Visual approach lighting.

EXAMPLES-

...RWY 05 VASI U/S...
 ...RWY 04 VASI UNUSABLE...
 ...RWY 13 VASI BEYOND 5DEG LEFT OF RCL UNUSABLE
 ...RWY 02 VASI NOW 2 BOX (TIME-TIME)...For a temporary change
 ...RWY 02 VASI CHANGED TO 2 BOX (YYMMDDHHMM...PERM)
 ...RWY 34 VASI BEYOND 3.0NM UNUSABLE...
 ...RWY 01L PAPI U/S...
 ...RWY 01 PAPI UNUSABLE...
 ...RWY 10 PAPI BEYOND 5DEG LEFT OF RCL UNUSABLE...
 ...RWY 28 PAPI COMMISSIONED...
 ...RWY 30 PAPI COMMISSIONED GPA 3.15DEG...
 ...RWY 12 PAPI GPA CHANGED TO 3.2DEG...
 ...RWY 34 PAPI BEYOND 2.8NM UNUSABLE...

e. Runway lighting.

EXAMPLES-

...AD AP RWY STATUS LGT SYSTEM U/S...
 ...RWY 18L RWY STATUS LGT SYSTEM U/S...
 ...RWY 18L/36R RWY STATUS LGT SYSTEM U/S...
 ...TWY ALL RWY ENTRANCE LGT FOR RWY 09L SOUTH SIDE U/S...
 ...TWY K5, K6, T RWY ENTRANCE LGT FOR RWY 09L U/S...
 ...RWY 28 TKOF HOLD LGT U/S...
 ...RWY 18 RWY END ID LGT U/S...
 ...RWY 08R RTZL U/S...
 ...RWY 08R/26L RCLL U/S...
 ...RWY 13/31 REDL U/S...
 ...RWY 01/19 REDL U/S EXC MEDIUM INTST ON CONS...
 ...RWY 09 RENL U/S...

f. Taxiway lighting.**EXAMPLES–**

...TWY B CL LGT U/S
 ...TWY E CL LGT BTN TWY E1 AND RWY 15/33 U/S...
 ...TWY K, L EDGE LGT U/S...
 ...TWY ALL EDGE LGT WEST OF RWY 16L/34R U/S...
 ...TWY ALL EDGE LGT U/S...

NOTE–

ALL means every taxiway at an airport even if there is only a single taxiway.

...TWY ALL RWY GUARD LGT U/S...
 ...TWY A4 RWY GUARD LGT FOR RWY 01L/19R U/S...
 ...TWY C STOP BAR LGT FOR RWY 16R/34L U/S...

NOTE–

NOTAM for guard light and stop bar light issued using keyword TWY.

g. Lead off / lead on lights.**EXAMPLE–**

...RWY 01C LEAD OFF LGT FOR TWY Y4 U/S...

NOTE–

NOTAMs issued using keyword RWY. Lead off and lead on light will be the standardized verbiage for lead off/on lights, which are sometimes referred to as turnoff.

h. Pilot-controlled lighting.**EXAMPLES–**

...SVC PCL ALL U/S...
 ...SVC PCL RWY 18/36 REDL U/S
 ...SVC PCL RWY 18 ALS U/S...
 ...SVC PCL RWY 18/36 MEDIUM/HIGH INTST U/S...
 ...SVC PCL ALL UNUSABLE BEYOND 2NM...
 ...SVC PCL RWY 18/36 MEDIUM/HIGH INTST U/S...

NOTE–

All the PCL services for runway 18/36 only have low intensity operating.

...SVC PCL RWY 14/32 COMMISSIONED KEY FREQ 122.7 7 TIMES HIGH, 5 TIMES MEDIUM, 3 TIMES LOW
 INTST...
 ...SVC PCL RWY 01/19 NOT STD KEY FREQ 122.7 5 TIMES HIGH, 3 TIMES MEDIUM, 2 TIMES LOW
 INTST...

NOTE–

The PCL frequency transmissions is not standard, and the new information is provided until it is back to standard.

...SVC PCL FREQ CHANGED TO 122.8...

NOTE–

PCL frequency need not be an ATC frequency.

i. Airport lighting total power failure.**EXAMPLE–**

...AD AP LGT ALL U/S...

j. Lights obscured.**EXAMPLES–**

...RWY 15/33 REDL OBSC...
 ...RWY 01C LEAD ON LGT FOR TWY Y9 OBSC...
 ...TWY C EDGE LGT OBSC...
 ...TWY ALL LGT OBSC...

NOTE–

In this example all of the taxiways' lighting is fully obscured.

5–2–2. OBSTACLES**EXAMPLES–**

...OBST CRANE (ASN 2013–ACE–5–NRA) 345140N0804506W (1.44NM SW N52) 580FT (195FT AGL) FLAGGED, NOT LGTD...

!CLE ZOB OBST WIND TURBINE FARM WI AN AREA DEFINED AS 4NM RADIUS OF 411931N0822776W (17NM W LPR) 2820FT (410FT AGL) LGT U/S...

...OBST TOWER LGT (ASR UNKNOWN) 420651.07N0875406.27W (12NM N PWK) 1049FT (330FT AGL) U/S...

...OBST TOWER LGT (ASR 1234567)345313.12N0815744.34W (3NM SSW SPA) 1528FT (564FT AGL) U/S...

...OBST MOORED BALLOON WI AN AREA DEFINED AS 1NM RADIUS OF SJT 2430FT (510FT AGL) FLAGGED...

NOTE–

Moored balloons are not certified aircraft, nor operated by a certified pilot.

EXAMPLE–

...OBST KITE WI AN AREA DEFINED AS 1NM RADIUS OF ABQ020002 (10NM WSW ABQ) 5860FT (505FT AGL) FLAGGED...

5–3–6. INSTRUMENT LANDING SYSTEM (ILS) STATUS**EXAMPLES–**

...NAV ILS RWY 08L CAT II NA...

...NAV ILS RWY 08L CAT III NA...

...NAV ILS RWY 08L CAT II/III NA...

...NAV ILS RWY 22L REDUCED LGT SPECIAL AUTH CAT II AVBL...

5–3–7. NAVAID CONDITIONS**c. NOTAMs****1. General: Decommissioning of a NAVAID****EXAMPLE–**

...NAV ILS RWY 35L U/S YYMMDDHHMM–PERM...

6. Facility Restrictions**(b) Excessive snow and ice accumulation****EXAMPLE–**

...NAV ILS RWY 18 GP U/S...

(c) VOR/ TACAN/ DME/ VOT/ NDB/ DF.**(2) [a] VOR/DME****EXAMPLES–**

...NAV VOR/DME 113.0/CH77 COMMISSIONED...

...NAV VOR/DME 020–140 BEYOND 28NM UNUSABLE...

...NAV VOR 045–060 SFC–2000FT UNUSABLE...

...NAV VOR 010–035 BEYOND 35NM SFC–2000FT UNUSABLE...

...NAV DME 010–035 BEYOND 30NM UNUSABLE...

...NAV DME 010–035 BEYOND 30NM SFC–17000FT UNUSABLE PLUS SEE CHART SUPPLEMENT...

...NAV VOR 090–180 BEYOND 25NM SFC–5000FT, 270–300 BEYOND 25NM SFC–5000FT, 300–360 BEYOND 35NM SFC–4000FT UNUSABLE...

...NAV VOR U/S...

NOTE–

Using “VOR U/S” means the VOR portion of the VOR/DME is out of service/unserviceable. The DME portion is still functioning.

EXAMPLE–

...NAV DME U/S...

NOTE–

A DME–only facility or the DME portion of the VOR/DME, or the DME of an NDB is unserviceable. The VOR or NDB portion is still functioning.

(2) [b] VORTAC**EXAMPLES–**

...NAV VORTAC 116.2/CH 109 COMMISSIONED...

...NAV VORTAC U/S...

...NAV VORTAC 010–035 BEYOND 30NM SFC–2800FT UNUSABLE ...

...NAV VOR U/S...

...NAV TACAN U/S...

NOTE–

When the DME portion of a VORTAC fails or is removed from service for maintenance, the TACAN and azimuth automatically becomes inoperative.

EXAMPLE–

...NAV TACAN AZM U/S...

(2) [c] VOT (VOR Test Facility).**EXAMPLE–**

...NAV VOT U/S...

(2) [d] VOT Receiver Checkpoint.**EXAMPLES–**

...NAV VOR AIRBORNE REC CHECKPOINT U/S...

...NAV VOR GND REC CHECKPOINT U/S...

...NAV VOR GND REC CHECKPOINT FOR TWY A U/S...

NOTE–

There are two separate Ground Receiver Checkpoints for this airport.

(2) [e] TVOR. (Terminal Class VOR).**EXAMPLES–**

!ILN ILN NAV MXQ VOR U/S

!DAY XUB NAV VOR U/S

NOTE–

For clarity, these examples show the accountability and location identifier.

(2) [f] NDB**EXAMPLES–**

!DCA DCA NAV GTN NDB U/S

!RKD SUH NAV NDB U/S

NOTE–

For clarity, these examples show the accountability and location identifier.

(2) [g] LOM**EXAMPLES–**

!SBY SBY NAV ILS RWY 32 COLBE LOM U/S...

!SUS SUS NAV ILS RWY 08R SNOOP LOM U/S...

NOTE–

1. In these examples, both the NDB and the marker beacon are unserviceable.

2. Except in Alaska, collocated LOMs are assigned five–letter names. All other NDBs are assigned three–letter identifiers.

EXAMPLE–

...JOSIE LOM NDB U/S

NOTE–

In this example, the NDB is not operational, but the marker beacon is operational.

EXAMPLE–

...JOSIE MKR BCN U/S

NOTE–

In this example, only the marker beacon is unserviceable; the NDB is operational.

EXAMPLES–

!MCI MCI NAV ILS RWY 09 HUGGY LOM U/S...

FLV FLV NAV HUGGY NDB U/S...

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.

(2) [h] NAVAID identification change.**EXAMPLE–**

...NAV VORTAC ID CHANGED TO VHP...

(d) Visual Glide Slope Indicator.**EXAMPLES–**

...RWY 18 PAPI BEYOND 6DEG LEFT OF RCL UNUSABLE...

...RWY 32 PAPI BEYOND 2.8NM UNUSABLE...

(f) Instrument Landing Systems (ILS). Precision.**EXAMPLES–**

...NAV ILS RWY 35L U/S...

...NAV ILS RWY 32 110.3 COMMISSIONED...

...NAV ILS RWY 08R SNOOP LOM U/S...

...NAV ILS RWY 05 U/S... –PERM

...NAV ILS RWY 18 DME U/S...

...NAV ILS RWY 02 FAN MKR U/S...

...NAV ILS RWY 18 GP UNUSABLE SFC–768FT ...

...NAV ILS RWY 02 GP/OM/MM U/S...

...NAV ILS RWY 30 GP UNUSABLE BEYOND 5DEG LEFT OF COURSE ...

...NAV BZB ILS RWY 22R U/S...

NOTE–

Offset ILS are issued with the 3 letter ID (example BZB) for the localizer after the Keyword NAV.

EXAMPLE–

...NAV ILS RWY 30 FAC PER CLASSIFICATION CODE CHANGED TO CLASS IIIE...

NOTE–

For runway 30, the ILS facility performance classification code has been changed from the previously published data.

(g) Localizer/LOC Directional Aid/Simplified Directional Facility Azimuth.**EXAMPLES–**

...NAV ILS RWY 30 LOC RTS...

...NAV ILS RWY 35L U/S...

...NAV ILS RWY 12 LOC UNUSABLE BEYOND 4DEG RIGHT OF COURSE ...

...NAV ILS RWY 12 LOC UNUSABLE BEYOND RWY THR...

...NAV LOC RWY 27 U/S...

...NAV LOC RWY 33 LOC UNUSABLE WI .4NM ...

...NAV LOC RWY 16 BC UNUSABLE BEYOND 6DEG RIGHT OF COURSE...

...NAV LOC TYPE DIRECTIONAL AID U/S...

...NAV LOC RWY 14 LOC/DME U/S...

NOTE–

The LDA at the airport, not a particular runway, is unserviceable.

...NAV VHW LOC TYPE DIRECTIONAL AID RWY 18 LOC U/S...

...NAV SIMPLIFIED DIRECTIONAL FAC RWY 23 U/S...

5-3-8. SATELLITE BASED SYSTEMS

a. Global Positioning System (GPS).

EXAMPLES-

!GPS GPS NAV PRN 16 U/S...

!GPS ZAB NAV GPS (NAFC GPS 15-01 E1) (INCLUDING WAAS, GBAS, AND ADS-B) MAY NOT BE AVBL WI AN AREA DEFINED AS A 468NM RADIUS CENTERED AT 330702N1062540W (TCS103044) FL400-UNL, 425NM RADIUS AT FL250, 360NM RADIUS AT 10000FT, 354NM RADIUS AT 4000FT AGL, 327NM RADIUS AT 50FT AGL DLY 0400-1000 YMMDD0400-YYMMDD1000

b. Wide Area Augmentation System (WAAS).

1. Unscheduled loss of signal or service.

EXAMPLES-

!FDC FDC NAV WAAS NOT AVBL...

!FDC ZAN WAAS SIGNAL MAY NOT BE AVBL NORTH OF A LINE DEFINED AS XXXXXXNXXXXXXXXW TO XXXXXXNXXXXXXXXW. WAAS USERS SHOULD CONFIRM RAIM AVBL FOR IFR OPS IN THIS AREA. T-ROUTES IN THIS SECTOR NOT AVBL. ANY REQUIRED ALTN AP IN THIS AREA MUST HAVE AN APPROVED IAP OTHER THAN GPS THAT IS ANTICIPATED TO BE OPR AND AVBL AT THE EST TIME OF ARR AND WHICH THE ACFT IS EQUIPPED TO FLY...

2. Ionosphere storm conditions.

EXAMPLES-

...NAV WAAS VNAV/LPV/LP MINIMA MAY NOT BE AVBL...

...NAV WAAS VNAV/LPV MINIMA NOT AVBL, WAAS LP MINIMA MAY NOT BE AVBL...

3. Scheduled loss of signal or service.

EXAMPLES-

...NAV WAAS NOT AVBL...

!FDC ZAN NAV WAAS SIGNAL NORTH OF LINE DEFINED AS XXXXXXNXXXXXXXXW TO XXXXXXNXXXXXXXXW MAY NOT BE AVBL. WAAS USERS SHOULD CONFIRM RAIM AVBL FOR IFR OPS IN THIS AREA. T-ROUTES IN THIS SECTOR NOT AVBL. ANY REQUIRED ALTN AP IN THIS AREA MUST HAVE AN APPROVED IAP OTHER THAN GPS THAT IS ANTICIPATED TO BE OPR AND AVBL AT THE EST TIME OF ARR AND WHICH THE ACFT IS EQUIPPED TO FLY

c. Automatic Dependent Surveillance-Broadcast (ADS-B) and Wide Area Multilateration (WAM).

1. ADS-B

EXAMPLES-

!FDC x/xxxx ZHU AIRSPACE ADS-B, AUTO DEPENDENT SURVEILLANCE-REBROADCAST (ADS-R), TFC INFO SER BCST (TIS-B), FLT INFO SER BCST (FIS-B) SER MAY NOT BE AVBL WI AN AREA DEFINED AS 139NM RADIUS OF 261010N0892142W. AIRSPACE AFFECTED MAY INCLUDE GULF OF AMERICA AREAS OF GREEN CANYON, EWING BANK, MISSISSIPPI CANYON. SFC-UNL...

!FDC x/xxxx ZLA AIRSPACE ADS-B, AUTO DEPENDENT SURVEILLANCE REBROADCAST (ADS-R), TFC INFO SER BCST (TIS-B), FLT INFO SER BCST (FIS-B) SER MAY NOT BE AVBL WI AN AREA DEFINED AS 79NM RADIUS OF 333730N1183137W. AP AIRSPACE AFFECTED MAY INCLUDE LAX, BUR, ONT. SFC-UNL...

2. WAM

EXAMPLES-

!MTJ MTJ SVC WID AREA MULTILATERATION U/S...

d. Service Availability Prediction Tool (SAPT).**EXAMPLE–**

/FDC XX/XXX FDC AIRSPACE ADS–B SERVICE AVAILABILITY PREDICTION TOOL (SAPT) U/S SEE AC 90–114 FOR PREFLIGHT GUIDANCE YYMMDDHHMM–YYMMDDHHMM...

e. Ground Based Augmentation System (GBAS) and GBAS Landing System (GLS).**1. Unscheduled loss of signal or service.****EXAMPLE–**

...NAV GBAS U/S...

2. Predicted loss of signal or service.**EXAMPLE–**

...NAV GLS RWY 04R, RWY 04L, RWY 11, RWY 22R, RWY 22L U/S...

NOTE–

When one or multiple GLS approaches are predicted to not be available.

3. Restricted usability of GLS.**EXAMPLES–**

...NAV GBAS, RWY 4L GLS UNUSABLE BYD 28 DEG LEFT OF CL AND UNUSABLE BYD 15NM...

...NAV GBAS, RWY 22 GLS UNUSABLE BYD 15NM...

5–3–9. HOURS OF OPERATION (NAVAID)**EXAMPLE–**

...NAV ILS RWY 32 NOT MNT DLY 0200–0900...

5–4–3. COMMUNICATION NOTAM FORMAT**c. 1. Commissioning and decommissioning.****EXAMPLES–**

...COM CTAF 122.8 COMMISSIONED...–PERM

...COM LOCAL CTL 118.9, GND CTL 121.0 COMMISSIONED...–PERM

...COM REMOTE COM OUTLET 122.6 U/S...–PERM

...COM LOCAL CTL 118.9, GND CTL 121.0 COMMISSIONED...

c. 2. Outage, or (un)availability of communications outlets.**EXAMPLES–**

...COM REMOTE COM OUTLET 122.6 U/S...

...COM REMOTE TRANS/REC 126.25, 131.25 U/S...

...COM REMOTE COM OUTLET U/S...

...COM GRAND ISLE REMOTE COM OUTLET 122.4 U/S

...COM DUTCH HARBOR REMOTE CENTER A/G 268.7 U/S...

...COM VOR VOICE U/S...

...COM VOR 122.1 U/S...

...COM ARINC CPDLC NOT AVBL...

...COM CLR DELIVERY 121.7 U/S...

...COM GND COM OUTLET 135.075 U/S...

...COM LOCAL AP ADVISORY 121.3 U/S... ...COM UNICOM FREQ 122.8 U/S...

c. 3. Communication outlet or facility frequency change.**EXAMPLES–**

...COM CLR DELIVERY 121.7 NOW 124.125...

...CPDLC DEP CLR LOGON CHANGED TO KUSA...

...COM REMOTE COM OUTLET 122.6 CHANGED TO 122.2...

5-5-1. GENERAL**EXAMPLES-**

SVC TWR VISUAL SIGNAL NOT AVBL LIGHT GUN U/S...

5-5-2. CHANGES TO PUBLISHED SERVICES**EXAMPLES-**

...SVC TWR COMMISSIONED...

...SVC ATIS NOT AVBL...

NOTE-

When ATIS is not available for other than equipment malfunction, use NOT AVBL.

EXAMPLES-

...SVC ATIS 134.025 U/S...

...SVC ATIS 134.025 NOT AVBL...

NOTE-

ATIS service from 134.025 is not available; however, ATIS service is being provided from another frequency.

EXAMPLES-

...SVC AUTO FLT INFO U/S...

...SVC AUTO FLT INFO SER 134.95 U/S...

...SVC AUNICOM WX BCST NOT AVBL...

NOTE-

The Automated UNICOM weather broadcast is not available.

EXAMPLES-

...SVC LOCAL AP ADVISORY SER NOT AVBL...

NOTE-

The CTAF frequency at an airport is U/S, and the FSS providing local airport advisory services is not CLSD.

EXAMPLE-

...SVC AUNICOM U/S...

NOTE-

The Automated UNICOM is unserviceable.

5-5-3. HOURS OF OPERATION**a. Changes in hours of operation.****NOTE-**

Spell out facility names when used in the body of the NOTAM.

1. Air route traffic control center (ARTCC).**EXAMPLE-**

...SVC XXXXXX ARTCC CLSD...

NOTE-

Closed (CLSD) is the appropriate term for events when an air traffic facility is unstaffed but not resulting in a total failure of the facility.

EXAMPLE-

...SVC XXXXXX ARTCC U/S...

NOTE-

Unserviceable (U/S) is used with complete system outages/total failure of a facility.

2. Approach control.**EXAMPLE-**

...SVC XXXXXX APP CLSD CLASS C SER INVOLVING VFR ACFT NOT AVBL CTC XXXXXX ARTCC FOR CLASS C ARR COM ON XXX.XX, FOR CLR DELIVERY AT XXX-XXX-XXXX...

...SVC XXXXXX APP CLSD TERMINAL RADAR SERVICE AREA SER INVOLVING VFR ACFT NOT AVBL CTC XXXXXX ARTCC FOR TERMINAL RADAR SERVICE AREA ARR COM ON XXX.XX, FOR CLR DELIVERY AT XXX...XXX...XXXX...

NOTE-

For approach facilities with a terminal RADAR Service Area. The overlying ARTCC is unable to provide Terminal RADAR Service Area services.

3. Air traffic control tower.

EXAMPLE-

...SVC TWR CLSD TWR XXX.XX NOW CTAF CLASS B SER AVBL CTC XXXXXX APP FOR CLASS B VFR DEP AND IFR CLR DELIVERY AT XXX-XXX-XXXX...

NOTE-

Class B stand-alone ATCT with operational overlying TRACON. Class B VFR separation services remain.

EXAMPLE-

...SVC TWR CLSD TWR XXX.XX NOW CTAF CLASS B SER AVBL CTC XXXXXX APP FOR CLASS B VFR DEP AND IFR CLR DELIVERY ON XXX.XX...

NOTE-

Class B combined ATCT/TRACON with operational overlying TRACON. Class B VFR separation services remain.

EXAMPLES-

...SVC TWR CLSD TWR XXX.XX NOW CTAF CLASS B VFR OPS NOT PERMITTED CTC XXXXXX ARTCC FOR CLASS B ARR ON XXX.XX, FOR CLR DELIVERY ON XXX.XX...

...SVC XXXXXX APP CLSD CLASS B VFR OPS NOT PERMITTED CTC XXXXXX ARTCC FOR CLASS B ARR ON XXX.XX, FOR CLR DELIVERY AT XXX-XXX-XXXX...

NOTE-

Combined ATCT/TRACON both with overlying ARTCC that is unable to provide Class B separation service. Two NOTAMs must be issued, one for the ATCT closure and one for the approach closure.

EXAMPLE-

...SVC TWR CLSD TWR XXX.XX NOW CTAF CLASS C SER AVBL CTC XXXXXX APP FOR CLASS C VFR DEP AND IFR CLR DELIVERY AT XXX-XXX-XXXX...

NOTE-

Stand-alone, full-time ATCT (no published CTAF) with operational overlying TRACON (Class C VFR separation services remain). No Class C arrival communication information necessary because frequency is published.

EXAMPLE-

...SVC TWR CLSD MNT CTAF XXX.XX CLASS C SER AVBL CTC XXXXXX APP FOR CLASS C VFR DEP AND IFR CLR DELIVERY AT XXX-XXX-XXXX...

NOTE-

Stand-alone, part-time ATCT (published CTAF) with operational overlying TRACON (Class C VFR separation services remain). No Class C arrival communication information necessary because frequency is published.

EXAMPLES-

...SVC TWR CLSD TWR XXX.XX NOW CTAF CLASS C SER INVOLVING VFR ACFT NOT AVBL CTC XXXXXX ARTCC FOR CLASS C ARR COM ON XXX.XX, FOR CLR DELIVERY AT XXX-XXX-XXXX...

...SVC XXXXXX APP CLSD CLASS C SER INVOLVING VFR ACFT NOT AVBL CTC XXXXXX ARTCC FOR CLASS C ARR COM ON XXX.XX, FOR CLR DELIVERY AT XXX-XXX-XXXX...

...SVC TWR CLSD MNT CTAF XXX.XX TERMINAL RADAR SERVICE AREA SER AVBL CTC XXXXXX APP FOR TERMINAL RADAR SERVICE AREA VFR DEP AND IFR CLR DELIVERY AT XXX-XXX-XXXX...

NOTE-

For stand-alone, part-time ATCT (published CTAF) with operational overlying Approach facility (Terminal RADAR Service Area VFR separation services remain), no Terminal RADAR Service Area arrival communication information necessary because frequency is published.

4. Flight Service Station.**EXAMPLES–**

...SVC XXXXXX FSS CLSD...
 ...SVC XXXXXX FSS U/S...
 ...SVC XXXXXX FSS CLSD LOCAL AP ADVISORY SER NOT AVBL...

b. Establishment of temporary air traffic control tower.**EXAMPLE–**

...TEMPO TWR LOCAL CTL 121.0, GND CTL 121.7...

NOTE–

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.

c. Extended hours of operation.**EXAMPLE–**

...SVC TWR OPN PLUS SEE CHART SUPPLEMENT YYMMDD0330–YYMMDD0530
 ...SVC TWR OPN PLUS SEE CHART SUPPLEMENT DLY 0330–0530 YYMMDD0330–YYMMDD0530

d. Traffic Management Program Alerts.**EXAMPLES–**

...SVC TFC MANAGEMENT PROGRAM ALERT SEE DOMESTIC NOTICES RESERVATION REQUIRED...
 ...SVC TFC MANAGEMENT PROGRAM ALERT SEE ATCSCC MSG...

NOTE–

Details of each traffic management program are published in Domestic Notices or included in a special traffic management program advisory message

5–5–4. WEATHER AND WEATHER REPORTING EQUIPMENT**c.1. Total system failure.****EXAMPLE–**

...SVC AUTOMATED WX BCST SYSTEM U/S...

c.2. Entire observation missing.**NOTE–**

The non-automated weather reporting service provided by the FAA or the NWS is missing or not available as published.
 ...SVC AUTOMATED WX BCST SYSTEM NOT AVBL

NOTE–

The automated observation is missing and no backup observation is available.

c.3. Missing altimeter setting.**EXAMPLE–**

...SVC AUTOMATED WX BCST SYSTEM ALTIMETER SETTING NOT AVBL...

NOTE–

The AWOS–C altimeter setting is being reported as “missing” on the weather report.

c.4. Erroneous date/time group.**EXAMPLE–**

...SVC AUTOMATED WX BCST SYSTEM DTG UNREL...

c.5. Unreliable (intermittent) or inaccurate (erroneous) elements at locations without a certified weather observer to backup weather system.

EXAMPLES–

...SVC AUTOMATED WX BCST SYSTEM ALTIMETER SETTING UNREL...

...SVC AUTOMATED WX BCST SYSTEM CEILING UNREL...
 ...SVC AUTOMATED WX BCST SYSTEM WIND UNREL...
 ...SVC AUTOMATED WX BCST SYSTEM CEILING/WIND UNREL...

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. Multiple elements must be submitted as one NOTAM. Separate each element with a forward slash.

EXAMPLES–

...SVC AUTOMATED WX BCST SYSTEM VIS/PRESENT WX UNREL...
 ...SVC AUTOMATED WX BCST SYSTEM T/PRESENT WX UNREL...

NOTE–

Unreliable or inaccurate visibility, temperature, and dew point will affect present weather information type and intensity reporting (i.e., rain, snow) within the system and must be included in the NOTAM.

c.6. Commissioning or decommissioning of weather reporting.**EXAMPLES–**

...SVC AUTOMATED WX BCST SYSTEM COMMISSIONED...–PERM
 ...SVC AUTOMATED WX BCST SYSTEM U/S ...– PERM
 ...SVC WX REP U/S ...–PERM

c.7. Broadcast frequency**EXAMPLES–**

...SVC AUTOMATED WX BCST SYSTEM 120.3 U/S...,
 ...SVC AUTOMATED WX BCST SYSTEM 119.075 RTS...

d. Juneau Airport Wind Service**EXAMPLES–**

...SVC JUNEAU AP WIND SYSTEM NOT AVBL...
 ...SVC WIND SYSTEM EAGLECREST NOT AVBL...
 ...SVC WIND SYSTEM RWY 08 NOT AVBL...
 ...SVC WIND SYSTEM SOUTH DOUGLAS PROFILER NOT AVBL...

5–5–5. MICROBURST/WINDSHEAR DETECTION SYSTEM**EXAMPLES–**

...SVC MBST/WS DETECTION SYSTEM NOT AVBL...
 ...SVC MBST /WS DETECTION SYSTEM FOR RWY 10/28 NOT AVBL...
 ...SVC WX RADAR BEYOND 60NM RADIUS OF SJU VOR U/S...
 ...SVC WX RADAR U/S...

5–5–6. RADAR SERVICES**EXAMPLES–**

...SVC SMR U/S...
 ...SVC PRECISION RWY MNT U/S...
 !CLE ZOB SVC WX RADAR U/S. ENR WX ADVSIORIES MAY NOT BE AVBL IN SW PA NW OH...

6–1–1. AIRSPACE NOTAM FORMAT**EXAMPLES–**

!SUAW mm/nnn ZSE AIRSPACE OKANOGAN C MOA ACT 300FT–8999FT YYMMDD1815– YYMMDD2245

!CARF mm/nnn ZDC AIRSPACE DCC VIENNA STNR ALT RESERVATION WI AN AREA DEFINED AS 7NM RADIUS OF SBY312017 SFC–3500FT 2312021500–2312021930

...AIRSPACE UNMANNED ROCKET WI AN AREA DEFINED AS 1NM RADIUS OF 424238N0902332W (2.5NM E

PVB) SFC–4500FT YYMMDD1400– YYMMDD2300

... 9N1 AIRSPACE AEROBATIC ACFT WI AN AREA DEFINED AS 403200N0750842W (3.4NM NW 9N1) TO 403200N0750605W (3.1NM N 9N1)

TO 402959N0750605W (1NM N 9N1) TO 402959N0750842W (1.4NM W 9N1) TO POINT OF ORIGIN SFC–7500FT AGL...

AIRSPACE FLTCK ACFT OPS WI AN AREA DEFINED AS 5NM RADIUS OF (airport) SFC–3500FT AGL ACFT CS FLC77...

6–1–2. SPECIAL ACTIVITY AIRSPACE (SAA)

EXAMPLES–

!SUAW mm/nnn ZLC AIRSPACE SADDLE A MOA ACT 10000FT–17999FT YYMMDD1515–YYMMDD0530...

...(ARTCC) AIRSPACE (SUA) ACT 8000FT–FL235 YYMMDD1900–YYMMDD0500

...AIRSPACE DRUM MOA ACT 500FT AGL–4999FT...

SUAW mm/nnn ZLA AIRSPACE TEMPO RESTRICTED AREA R2509W ACT PLUS SEE DOMESTIC NOTICE YYMMDD0424–YYMMDD1200

NOTE–

Temporary SUA information must be described in the Domestic Notice. See FAA Order JO 7400.2, Procedures for Handling Airspace Matters, 21–1–15c.

!SUAW mm/nnn ZLC AIRSPACE LGT OUT/NIGHT VISION GOGGLE TRG SADDLE A MOA ACT 10000FT–17999FT YYMMDD1515–YYMMDD0530

NOTE–

NOTAMs for LIGHT OUT/NGT VISION GOGGLE operations are scheduled times only, identified 48 hours in advance.

6–1–3. AIRSPACE AND ALTITUDE RESERVATIONS

EXAMPLES–

!CARF mm/nnn ZDC AIRSPACE DCC BURGESS STNR ALT RESERVATION WI AN AREA DEFINED AS SBY265052 TO SBY251056 TO SBY242054 TO SBY236048 TO SBY244044 TO POINT OF ORIGIN SFC–3500FT YYDDMM2210–YYDDMM2320

...(ARTCC) AIRSPACE STNR ALT RESERVATION WI AN AREA DEFINED AS XXXXXXNXXXXXXXXXW TO XXXXXXNXXXXXXXXXW TO XXXXXXNXXXXXXXXXW TO XXXXXXNXXXXXXXXXW TO POINT OF ORIGIN SFC–UNL

6–1–4. SPECIAL AERIAL REFUELING

EXAMPLES–

...AIRSPACE SPECIAL AERIAL REFUELING TRACK/ANCHOR WI AN AREA DEFINED AS MCN TO SUG TO GRD090003 TO IRQ TO POINT OF ORIGIN ACT 12000FT–14000FT...

6–1–5. AIRSPACE NOTAM REQUIRING AUTHORIZATION/WAIVER

c.1. Airshows, Aerial Demonstrations, Aerobatic Areas, Hot Air Balloon Events, Flight Test Areas, Light Out Training, Banner Towing.

EXAMPLES–

AIRSPACE (Activity) WI AN AREA DEFINED AS 2NM RADIUS OF DJB320015 SFC–4000FT...

...HAR AIRSPACE AEROBATIC ACFT WI AN AREA DEFINED AS 2NM RADIUS OF HAR011009 SFC–5000FT SUN 1400–1800 YYYYMMDD1400–YYYYMMDD1800

... AIRSPACE LGT OUT TRG WI CLASS D SFC AREA FRI TUE WED THU 0615–0745 YYYYMMDD0615–YYYYMMDD 0745

c.2. Amateur rockets, Unmanned free balloons.

EXAMPLES–

...AIRSPACE UNMANNED ROCKET WI AN AREA DEFINED AS 4NM RADIUS OF ICT SFC–FL250

...AIRSPACE UNMANNED FREE BALLOON ABQ180020 SFC–UNL NEB TO 150000FT...

...AIRSPACE BALLOON LDG WI AN AREA DEFINED AS 100NM RADIUS OF ICT PAYLOAD FALLING FM 150000FT SFC–UNL...

c.3. Parachute Jumping/Sky Diving

EXAMPLE–

...AIRSPACE PJE WI AN AREA DEFINED AS 5NM RADIUS OF BVT080015...

c.4. Unmanned Aircraft Systems (UAS) Operations.

EXAMPLE–

...AIRSPACE UAS WI AN AREA DEFINED AS 13NM RADIUS OF SYR SFC–17999FT...

6–1–6. SURFACE AREA AIRSPACE

EXAMPLES–

...AIRSPACE CLASS D SFC AREA HR CHANGED TO ACT MON–FRI 0615–2100, SAT 0830–1700, SUN 1000–1900 YYMMDDHHMM–PERM

...AIRSPACE CLASS E SFC AREA HR CHANGED TO ACT DLY 0430–0600 YYMMDDHHMM–PERM

7–1–3. IFR FLIGHT PROCEDURES

f. Chart correction NOTAMs.

EXAMPLES–

!FDC x/xxxx VLL CHART TROY/OAKLAND, TROY, MI.

VOR–A, ORIG...

CORRECT FAF TO READ PERLS INT. VS PERSL INT. YYMMDDHHMM–PERM

!FDC x/xxxx FDC CHART U.S. GOVERNMENT CHART

NORTH ATLANTIC ROUTE CHART, EFFECTIVE 5 MAY 2011...

CORRECT ROUTE IDENTIFIER A763 BETWEEN GRAND TURK ISLAND (GTK) VORTAC AND AGUADILLA (BQN) VORTAC TO READ R763. YYMMDDHHMM–PERM

!FDC x/xxxx FDC CHART U.S. GOVERNMENT CHART

IFR EN ROUTE LOW ALTITUDE CHART L–3, PANEL C, EFFECTIVE 23 SEPT 2010...

CORRECT VICTOR AIRWAY V458 BTW JLI VORTAC (330825.651N/116 3509.365W) AND KUMBA INT (324543.180N/1160313.370W) MEA SHOULD READ 7700 VICE 7800. YYMMDDHHMM–PERM

EXAMPLES–

A DME antenna is unserviceable:

!FDC x/xxxx PWK IAP CHICAGO EXECUTIVE, CHICAGO/PROSPECT HEIGHTS/WHEELING, IL. VOR RWY 16, ORIG–B...

DME MINIMUMS NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ORD DME U/S.

YYMMDDHHMM – YYMMDDHHMMEST

REASON: ORD DME U/S

A locator outer marker (LOM) used for procedure entry and/or missed approach clearance limit for an ILS approach is unserviceable:

!FDC x/xxxx ASH IAP NASHUA/BOIRE FIELDS, NH. ILS OR LOC RWY 14, AMDT 5B...

PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CHERN

LOM U/S. YMMDDHHMM – YMMDDHHMMEST REASON: CHERN LOM U/S.

A VOR is used in a departure procedure (ODP or SID) is unserviceable:

!FDC x/xxxx DUG ODP BISBEE–DOUGLAS INTL, DOUGLAS BISBEE, AZ. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES... DEPARTURE PROCEDURE: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, DUG VOR U/S.

YMMDDHHMM – YMMDDHHMMEST

REASON: DUG VOR U/S.

EXAMPLES–

!FDC x/xxxx LAS SID HARRY REID INTL, LAS VEGAS, NV. HOOVER THREE DEPARTURE...

PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS OR DME/DME/IRU, PGS VOR U/S. BLD AND DRK DME MUST BE OPERATIONAL FOR DME/DME/IRU ON PEACH SPRINGS TRANSITION. DRAKE TRANSITION NA FOR DME/DME/IRU.

YMMDDHHMM – YMMDDHHMMEST

REASON: PGS VOR U/S.

h. Air Traffic Service NOTAMs.

EXAMPLES–

!FDC x/xxxx ZFW OK ROUTE ZFW ZKC.

V140 SAYRE (SYO) VORTAC, OK TO TULSA (TUL) VORTAC, OK MEA 4300.

YMMDDHHMM – YMMDDHHMMEST

!FDC x/xxxx ZKC OK ROUTE ZFW ZKC.

V140 SAYRE (SYO) VORTAC, OK TO TULSA (TUL) VORTAC, OK MEA 4300.

YMMDDHHMM – YMMDDHHMMEST

REASON: TEMPORARY NEW TOWER, 20 YY –ASW–0123–OE.

EXAMPLES–

!FDC x/xxxx ZAB ROUTE ZAB ZKC.

V12–V280 PANHANDLE (PNH) VORTAC, TX TO GAGE (GAG) VORTAC, OK MOCA 5000. YMMDDHHMM – YMMDDHHMMEST

!FDC x/xxxx ZKC ROUTE ZAB ZKC.

V12–V280 PANHANDLE (PNH) VORTAC, TX TO GAGE (GAG) VORTAC, OK MOCA 5000. YMMDDHHMM – YMMDDHHMMEST

REASON: NEW CONTROLLING OBSTACLE: 352536.26N/1013119.72W, 389 AGL/3932 MSL. 20 YY –ASW–0369–OE.

EXAMPLES–

!FDC x/xxxx FDC ROUTE ZBW ZNY ZDC ZJX.

V1 HARTFORD (HFD) VORTAC, CT TO CRAIG (CRG) VORTAC, FL MEA 4000. YMMDDHHMM – YMMDDHHMMEST

REASON: REDESIGNATION OF CONTROLLED AIRSPACE.

i. DVA, IAP, ODP, SPECIAL, SID, and STAR FDC NOTAM EXAMPLES:

EXAMPLES–

!FDC x/xxxx ORD IAP CHICAGO O'HARE INTL, CHICAGO, IL.

VOR RWY 22R AMDT 8B...

MDA 1400/HAT 750, VIS 1–1/2 ALL CATS. TEMPORARY CRANE 1100 MSL

1.2-NM SE OF RWY 23 (Note: Specify distances less than 1 NM in feet.).(2013–AGL–0689–OE) YMMDDHHMM – YMMDDHHMMEST

REASON: TEMPORARY CRANE FOR 180 DAYS. 20 YY –AGL–0689–OE

!FDC x/xxxx MYF DVA MONTGOMERY FIELD, SAN DIEGO, CA. DIVERSE VECTOR AREA ORIG... RWY 5 REQUIRES MINIMUM CLIMB OF 338 FT PER NM TO 2200. ALL OTHER DATA REMAINS AS PUBLISHED.

YMMDDHHMM – YMMDDHHMMEST

REASON: TEMPORARY CRANE FOR 180 DAYS. 20 YY –AWP–1234–OE

*/FDC x/xxxx GPT IAP GULFPORT-BILOXI INTL, GULFPORT, MS
VOR RWY 31 AMDT 18...*

*S-31 MDA 720/HAT 693 ALL CATS. VIS CAT C 2, CAT D 2-1/2. CIRCLING MDA 720/HAA 692 ALL CATS. VIS
CAT C 2, CAT D 2-1/2. TEMPORARY CRANE 410 MSL 375 FT SE OF RWY 31.*

*THIS IS VOR RWY 31 AMDT 18A. (ASN 2013-ASO-5-NRA) YMMDDHHMM-PERM REASON: TEMPORARY
CRANE FOR 1 YEAR. ASN 20 YY-ASO-5-NRA*

*/FDC x/xxxx LAN IAP CAPITAL CITY, LANSING, MI.
ILS RWY 10R AMDT 8A...*

*CIRCLING MDA 1420/HAA 559 ALL CATS.
THIS IS ILS RWY 10R AMDT 8B. (2013-AGL-0123-OE) YMMDDHHMM-PERM
REASON: NEW BUILDING, 1115 MSL. 20 YY-AGL-0123-OE*

*/FDC x/xxxx AXH IAP HOUSTON-SOUTHWEST, HOUSTON, TX
NDB RWY 28 AMDT 4...*

*CHANGE ALL REFERENCE TO RWY 10-28 TO RWY 9-27. THIS IS NDB RWY 27 AMDT 4A. YMMDDHHMM
- YMMDDHHMMEST
REASON: RUNWAYS RENUMBERED FOR MAGNETIC VARIATION CHANGE.*

*/FDC x/xxxx HIE ODP MOUNT WASHINGTON REGIONAL, WHITEFIELD, NH
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...
TAKEOFF MINIMUMS: RWY 10, NA. RWY 28, 2700-3 WITH A MINIMUM CLIMB OF 340 FT PER NM TO
4400. DEPARTURE PROCEDURE: RWY 10, NA. RWY 28, CLIMB DIRECT GMA NDB, CLIMB IN HOLDING
PATTERN (W, RIGHT TURNS, 104 INBOUND) TO 5300 BEFORE PROCEEDING ON COURSE. ALL OTHER
DATA REMAINS AS PUBLISHED. YMMDDHHMM - YMMDDHHMMEST
REASON: PERIODIC REVIEW. PROCEDURE UPDATED TO MEET CURRENT POLICY/CRITERIA.*

*/FDC x/xxxx BCE ODP BRYCE CANYON, BRYCE CANYON, UT.
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES.
BRYCE ONE DEPARTURE (RNAV): PROCEDURE NA. YMMDDHHMM - YMMDDHHMMEST
REASON: AWAITING CONTROLLED AIRSPACE RULEMAKING*

*/FDC x/xxxx PAJN SPECIAL JUNEAU INTERNATIONAL, JUNEAU, AK.
LDA X RWY 8 AMDT 9...
PROCEDURE TURN NA. YMMDDHHMM - YMMDDHHMMEST
REASON: PROCEDURE TURN (PT) STEPDOWN FIX GREATER THAN 4-NM FROM PT FIX.*

*/FDC x/xxxx DFW SID DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX.
PODDE THREE DEPARTURE...
CHANGE NOTES TO READ: RWYS 17C/R, 18L/R: DO NOT EXCEED 240KT UNTIL LARRN. RWYS 35L/C,
36L/R: DO NOT EXCEED 240KT UNTIL KMART.
YMMDDHHMM - YMMDDHHMMEST
REASON: TO SEPARATE SID FROM THE CEOLA DEPARTURE AND CHANGE 240L TO READ 240 KT.*

*/FDC x/xxxx DCA STAR WASHINGTON/RONALD REGAN WASHINGTON NATIONAL, WASHINGTON, DC.
WZRRD TWO ARRIVAL...
SHAAR TRANSITION: ROUTE FROM DRUZZ INT TO WZRRD INT NOT
AUTHORIZED. AFTER DRUZZ INT EXPECT RADAR VECTORS TO ARMEL (AML) VORTAC.
YMMDDHHMM- YMMDDHHMMEST
REASON: ATC ROUTING RESTRICTION.*

Snow Glideslope

EXAMPLE-

*/FDC x/xxxx DLH IAP DULUTH INTL, DULUTH, MN
ILS OR LOC RWY 27 AMDT 10...*

*S-ILS 27 CAT D/E NA.
YYMMDDHHMM-YYMMDDHHMMEST*

7-1-4. HIGH BAROMETRIC PRESSURE WARNING

EXAMPLE-

(ARTCC) AIRSPACE HIGH BAROMETRIC PRESSURE ALTIMETER PROC ARE IN EFFECT PURSUANT 14 CFR SECTION 91.144 WI AN AREA DEFINED AS (ARTCC Name or see 6-1-1a4) BLW 18000FT. NO PERSON MAY OPR AN ACFT UNLESS ABLE TO COMPLY WITH AERONAUTICAL INFORMATION MANUAL (AIM) 7-2-3 AND AERONAUTICAL INFORMATION PUBLICATION (AIP) ENR 1.7 OR SPECIFICALLY WAIVED BY THE ADMINISTRATOR.

7-1-5. TEMPORARY FLIGHT RESTRICTIONS

a. 49 U.S.C. section 44812

EXAMPLE-

!FDC y/nnnn (ARTCC ID) (state code)..AIRSPACE (city/location, state)..TEMPORARY FLIGHT RESTRICTIONS PURSUANT TO 49 U.S.C. SECTION 44812 AS AMENDED BY SECTION 935 OF THE FAA REAUTHORIZATION ACT OF 2024 FOR PROTECTION OF LARGE PUBLIC GATHERINGS. UAS FLT OPS ARE PROHIBITED WI AN AREA DEFINED AS (XNM) RADIUS OF (Centerpoint L/L) (Fix/Radial/Distance) (altitude, ex, SFC-400FT) AGL. UAS OPS FOR OPERATIONAL, SAFETY, SECURITY, OR COMPLIANCE OVERSIGHT PURPOSES MUST APPLY FOR AUTH VIA EMAIL AT (SERVICE CENTER). (ATC Facility Name/ATC Facility ID/ATC Facility Type) TEL (XXX-XXX-XXXX) IS THE FAA CDN FAC. (schedule, if needed) (YYMMDDHHMM)-(YYMMDDHHMM)

b. 14 CFR section 91.137

EXAMPLE-

!FDC y/nnnn (ARTCC ID) (state code)..AIRSPACE (city/location, state)..TEMPORARY FLIGHT RESTRICTIONS PURSUANT TO TITLE 14 CFR SECTION 91.137(A)(1) WI AN AREA DEFINED AS 10NM RADIUS OF (Centerpoint L/L) (Fix/Radial/Distance) SFC -FL180 (schedule, if needed) (reason) ONLY RELIEF ACFT OPS UNDER DIRECTION OF (agency in charge) ARE AUTH IN THE AIRSPACE (Agency name and telephone number) OR (frequency) IS IN CHARGE OF THE OPS. (Agency name and telephone number) OR (frequency) IS IN CHARGE OF ON SCENE EMERG RESPONSE ACT. (ATC Facility Name/ATC Facility ID/ATC Facility Type) TEL (XXX-XXX-XXXX) IS THE FAA CDN FAC. (schedule, if needed) (YYMMDDHHMM)-(YYMMDDHHMM)

!FDC y/nnnn ZLC MT..AIRSPACE MISSOULA, MT..TEMPORARY FLIGHT RESTRICTIONS PURSUANT TO TITLE 14 CFR SECTION 91.137(A)(2) WI AN AREA DEFINED AS 3NM RADIUS OF 465422N1135521W (MSO076008.6) SFC -10000FT FIRE FIGHTING ACFT OPS. MONTANA DNRC MISSOULA DISPATCH TEL 406 -829 -7070 OR FREQ 133.20/WEST RIVERSIDE FIRE IS IN CHARGE OF THE OPS. SALT LAKE/ZLC/ARTCC TEL 801 -320 -2560 IS THE FAA CDN FAC...

!FDC y/nnnn (ARTCC id) (state code)..AIRSPACE (city/location, state)...TEMPORARY FLIGHT RESTRICTIONS PURSUANT TO TITLE 14 CFR SECTION 91.137(A)(3) WI AN AREA DEFINED AS 5NM RADIUS OF 464996N1140000W (Fix/Radial/Distance) SFC -(upper limit) DLY SR -SS (reason) (Agency and telephone number) OR (frequency) IS IN CHARGE OF THE OPS. (coordination facility)...

c. 14 CFR section 91.141 and section 99.7

EXAMPLE-

!FDC y/nnnn ZHU TX..AIRSPACE CORPUS CHRISTI, TX..TEMPORARY FLIGHT RESTRICTIONS APRIL 4 -5, 20YY LOCAL. PURSUANT TO 49 USC 40103(B) (3)...(remainder of the clause). PURSUANT TO TITLE 14 CFR SECTION 99.7 (plain language text) WI AN AREA DEFINED AS 273437N0970631W (NGP117011.9) TO...(remainder of the description) TO POINT OF ORIGIN 2500FT-17999FT EFFECTIVE YY04041800 (1300 LOCAL 4/4/YY) UNTIL YY04051000 (0500 LOCAL 4/5/YY). WI AN AREA DEFINED AS 15NM EITHER SIDE OF A LINE FM 274022N0971244W (NGP094004.5) TO...(remainder of the description) 1500FT -3500FT EFFECTIVE YY04041800 (1300 LOCAL 4/4/YY) UNTIL YY04051000 (0500 LOCAL 4/5/YY). WI A 4.3NM RADIUS OF 274134N0971725W (NGP025000.4) SFC -3000FT EFFECTIVE YY04041800 (1300 LOCAL 4/4/YY) UNTIL YY04051000 (0500 LOCAL 4/5/YY). HOUSTON/ZHU/ARTCC TEL 281 -230 -5560 IS THE FAA CDN FAC. EXC AS SPECIFIED BELOW

AND/OR UNLESS AUTH BY ATC: 1. ALL ACFT MUST BE ON AN ACTIVE IFR OR FILED VFR FLT PLAN WITH A DISCRETE CODE ASSIGNED BY AN ATC FAC. 2. ACFT MUST BE SQUAWKING THE DISCRETE CODE AT ALL TIMES WHILE IN THE TFR. 3. ALL ACFT ENTERING OR EXITING THE TFR MUST REMAIN IN TWO – WAY RADIO COMMUNICATIONS WITH ATC...

7-1-6. AIR DEFENSE EMERGENCY

EXAMPLE-

/FDC y/nnnn FDC SECURITY AIR DEFENSE EMERGENCY DECLARED THROUGHOUT THE UNITED STATES AND POSSESSIONS. THE EMERGENCY SECURITY CONTROL OF AIR TFC (ESCAT) HAS BEEN IMPLMENTED. UNTIL FURTHER ADZ, NO ACFT WILL BE ALLOWED TO OPR WI THE AIRSPACE OVERLYING THE FOLLOWING AREAS: THE PACIFIC COASTAL ADIZ, THE SOUTHERN BORDER DOMESTIC ADIZ, THE GULF OF AMERICA COASTAL ADIZ, THE ATLANTIC COASTAL ADIZ, THE ALASKAN DOMESTIC ADIZ, THE ALASKAN DEWIZ, THE GUAM COASTAL ADIZ, AND THE HAWAIIAN COASTAL ADIZ UNLESS THE ACFT PROPOSING TO OPR WI THE ABOVE AREAS HAVE A PRIORITY ASSIGNMENT OF “ONE” OR “TWO” IN ACCORDANCE WITH THE WARTIME AIR TFC PRIORITY LIST FOR MOV OF ACFT CONTAINED IN SECTION FIVE OF THE ESCAT PLAN. ALL PILOTS, REGARDLESS OF PRIORITY, CIVIL OR MIL, CHECK WITH THE NEAREST FAA OR MIL OPS FAC TO DETERMINE CURRENT RESTRICTIONS AND OBTAIN AN ATC CLR FROM FAA...

NOTE-

The example FDC NOTAM is for guidance purposes only. Although the information contained in this example could conceivably cover all facets of an emergency, it does not mean that the information contained covers all emergency actions that might be placed into effect by the military when the provisions of the ESCAT are implemented.

7-1-7. SPECIAL DATA

EXAMPLE-

/FDC X/XXXX FDC ... SECURITY ... PILOTS ARE REMINDED... -PERM...

7-1-8. LASER LIGHT ACTIVITY

EXAMPLES-

/FDC y/nnnn (ARTCC id) (state code)..AIRSPACE (city/state)..LASER LGT location identifier DEMONSTRATION WI AN AREA DEFINED AS (description of area) (alternate, if needed) SFC-5000FT (schedule, if needed) LASER LGT BEAM MAY BE INJURIOUS TO PILOT’S/PASSENGER’S EYES WI XXXFT VERTICALLY AND XXXFT Laterally OF THE LGT SOURCE. FLASH BLINDNESS OR COCKPIT ILLUMINATION MAY OCCUR BEYOND THESE DISTANCES. (Name of facility)/(id)(type of facility) (telephone number) IS THE FAA CDN FAC...

/FDC y/nnnn (ARTCC id) (state code)... AIRSPACE (city/state)..LASER RESEARCH WI AN AREA DEFINED AS (description of area) (alternate location identifier, if needed) SFC-8000FT (schedule if needed) AT AN ANGLE OF XXXDEG, FM THE SFC, PROJECTING UP TO XXXFT AVOID AIRBORNE HAZARD BY 5NM. THIS BEAM IS INJURIOUS TO PILOT’S/AIRCREW’S AND PASSENGER’S EYES. (Name of facility)/(id)(type of facility) (telephone number) IS THE FAA CDN FAC...

/FDC y/nnnn (ARTCC id) (state code)..AIRSPACE (city/state)..AIRBORNE TO GND LASER ACT WI AN AREA DEFINED AS (latitude/longitude or fix/radial/distance) TO (latitude/longitude or fix/radial/distance) SFC-7000FT AVOID AIRBORNE HAZARD BY 5NM. THIS BEAM IS INJURIOUS TO PILOT’S/AIRCREW’S AND PASSENGER’S EYES. (Name of facility)/(id)(type of facility) (telephone number) IS THE FAA CDN FAC (schedule, if needed)...

8-1-1. INTERNATIONAL NOTAMs

EXAMPLE-

GG KSEAYFYX
041749 KDZZNAXX
) SVC RQ INT LOC=KZSE NT=A0007/YY
040105 KZSE (A0007/YY) NOTAMN
Q) KZSE/QRRCA/////A) KZSE

- B) XX01042100*
- C) XX01050100*
- E) AIRSPACE W460B ACT*
- F) SFC*
- G) 2000FT*

NOTE-

This is an example of the reply after Seattle FSS requested an international NOTAM from the U.S. NOTAM System computer. The request was for Seattle Air Route Traffic Control Center (ARTCC) International NOTAM A0007/YY and received the data from the computer. The NOTAM was issued on January 4 at 0105 UTC. The affected location was Seattle ARTCC (KZSE) with an effective time of January 4 at 2100UTC (B) and good through January 5 at 0100 UTC (C). The condition was that Warning Area W460B will be active during those times stated and for an altitude of surface (F) to 2000 feet MSL (G). There was only one NOTAM found.

Chapter 3. General Operating Procedures

Section 1. General

3-1-1. NOTAM RESPONSIBILITIES

a. The certified source (NOTAM originator) that enters the NOTAM data is responsible for classifying, formatting, cancelling, and informing the controlling facility and other facilities/offices affected by the aid, service, or hazard contained in the new NOTAM.

NOTE—

1. In the contiguous United States (CONUS), Hawaii, Puerto Rico, and Guam, ARTCC Flight Data Units perform required NOTAM coordination. In Alaska, Flight Service performs the required NOTAM coordination.

2. During contingency events or for scheduled outages, Flight Service may be directed to perform manual NOTAM coordination for ATC facilities in the CONUS, Hawaii, Puerto Rico and Guam as needed.

b. Any certified source that receives information is responsible for the accuracy, currency, and validity of the NOTAM. When a certified source receives information that is outside their area of responsibility, they will inform the accountable organization.

c. FSSs must accept all aeronautical information. Information obtained from other than authorized personnel must be confirmed before issuance. NOTAM data received from state inspectors or state contracted inspectors must be confirmed by airport managers or appropriate authority before issuance of NOTAMs except in case of data that presents an immediate hazard to aircraft operations. If a NOTAM is issued without confirmation, advise the airport manager as soon as possible. In case of conflict between airport management and the named state airport inspector, contact FAA regional airports personnel for resolution. Conditions requiring a NOTAM should be coordinated with the appropriate air traffic facilities.

REFERENCE—

FAA Order 7930.2, Para 5-1-2, Handling Reported Aerodrome Conditions.

d. Tie-in Stations. The Flight Service Directorate must designate an FSS as tie-in point for NOTAM purposes for all facilities in the NAS. The facilities assigned should normally be within the confines of the FSS's flight plan area. Letters of agreement between facilities or other agencies and the FSS should be executed to assure proper handling of NOTAMs:

e. Inform the controlling facility of all Obstruction Light Outage NOTAMs that meet one of the following criteria:

1. The obstruction is located 6 NM or less from an airport.

2. The obstruction is more than 400 feet AGL.

3. Identified by the terminal facility as one not meeting the criteria stated in e1 or e2 above; however, has been deemed necessary for the safety of operations (for example, depicted on the radar video map).

f. A Domestic NOTAM will auto-reject if it is over 20 lines. Ensure the NOTAM meets AFTN capability prior to originating NOTAM.

g. When a NOTAM is rejected, it is not distributed. It will not be stored in the NOTAM master file, and it will not be available by request-reply. Error messages are not stored in the master file.

h. ARTCCs are responsible for forwarding FDC and special activity airspace (SAA) NOTAM information to the affected terminal facilities.

3-1-2. FDC PRESIDENTIAL, SPECIAL SECURITY INSTRUCTIONS, OR EMERGENCY AIR TRAFFIC RULES TFR

See Appendix D for further information.

The NS must send NOTAMs referencing Title 14 CFR, part 91, section 91.139, Emergency air traffic rules; section 91.141, Flight restrictions in the proximity of the Presidential and other parties; part 99, section 99.7, Special security instructions; and any revisions, modifications, or cancellations, directly to all flight service stations via NADIN (NMR) using the flight service group address of “KXXXXAFSS.”

3-1-3. MILITARY NOTAMs

- a. See Appendix D for further information regarding military NOTAMs/functions/facilities.
- b. See Appendix E for further information with regard to retrieving military NOTAMs and service messages.

3-1-4. DURATION OF NOTAM

NOTAM must only address the time that the activity or condition is taking place. Temporary changes anticipated to last less than three months are considered to be information of short duration, which is distributed by NOTAM. When a temporary change, condition or activity is expected to exceed three months in advance of NOTAM issuance, it is considered to be information of long duration. Consideration should be given for publication of the long duration temporary change of condition until the subject of the NOTAM is returned to normal operation.

3-1-5. PERMANENT (PERM) NOTAM PROCESS

a. When a NOTAM is originated for a permanent change to published aeronautical information, “PERM” must be inserted in lieu of a 10-figure date–time group end of validity time. Prior to issuance of a PERM NOTAM, the accountable organization must demonstrate that the publication process has been initiated. The originator is required to enter a temporary NOTAM until they are able to confirm the initiation of the publication process.

- b. To submit aeronautical data for publication, go to:

https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Submitting_Data/

Section 2. Lighting Aid and Obstruction NOTAMs

5-2-1. LIGHTING AIDS

FIG 5-2-1
Lighting Aids



...RWY 27 RTHL U/S...

Originate NOTAMs on operational status of lighting aids for certificated part 139 and civil public-use landing areas listed in the U.S. Chart Supplement. Each type of lighting requires separate NOTAMs. Technical Operations must be made aware of any runway approach lighting outages, as this is the office that maintains the equipment. When describing restrictions, use Runway Centerline (RCL) with visual navigational aids. NOTAMs regarding lighting aids are originated as follows:

a. Commissioning

1. Approach lighting systems (ALS).

(a) Only use the runway direction for which the equipment pertains.

(b) When commissioning approach light systems, indicate the exact type of system (MALSR, MALSF, etc.). Once commissioned and published, approach light systems need only be shown as ALS.

2. Runway edge lights (REDL). When commissioning runway edge light systems, indicate the exact type of system (LIRL, MIRL, HIRL, etc.). Once commissioned and published, runway edge lights must only be shown as REDL.

b. Lead-in lights. Runway lead-in light system (RLLS).

c. Approach light systems (ALS).

1. ALS Outage

(a) Complete loss or dual mode with loss or unavailability of both ALS and SSALR capability.

(b) Dual mode with loss or unavailability of ALS capability only.

(c) When the ALS has been changed to the simplified, short ALS with runway alignment lights, issue the condition as temporarily changed ("NOW"). Do not use unserviceable (U/S).

2. Sequence flashing light (SEQUENCED FLG LGT).

3. One-thousand-foot bar (1000-FOOT BAR).

4. Runway alignment indicator light (RAI LGT).

5. Runway threshold light (RTHL).

NOTE-

Technical Operations issues RTHL, when associated with approach lighting systems (ALS).

d. Visual approach lighting.

1. Visual approach slope indicator (VASI).
2. Precision approach path indicator (PAPI).
- e. Runway lighting.
 1. Runway status light system (RWY STATUS LGT SYSTEM).
 - (a) Take-off hold light (TKOF HOLD LGT).
 - (b) Runway entrance light (RWY ENTRANCE LGT).

NOTE—

NOTAM issued using keyword TWY.

2. Runway end identifier light (RWY END ID LGT).
3. Runway touchdown zone lights (RTZL).
4. Runway centerline light (RCLL).
5. Runway edge light. (REDL).
6. Runway end light (RENL).
- f. Taxiway lighting.
 1. Taxiway centerline light.
 2. Taxiway edge light.
 3. Runway guard lights.
 4. Stop bar lights.

NOTE—

NOTAMs for guard lights and stop bar lights issued using keyword TWY.

g. Lead off /lead on lights. NOTAMs issued using keyword RWY. Lead off and lead on light will be the standardized verbiage for lead off/on lights, which are also referred to as turnoff lights.

h. Pilot – controlled lighting (PCL) frequency when it controls approach lights or runway lights.

i. Airport lighting total power failure.

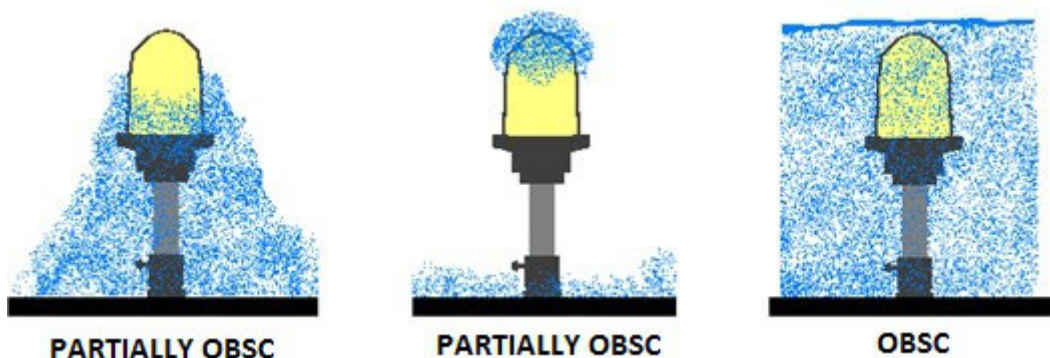
j. Lights obscured due to snow and ice.

1. Only issue a NOTAM when lighting is completely obscured (OBSC), do not report partial obscuration.
2. Do not report reason for obscuration.

NOTE—

OBSC can be used to describe physical state of airport infrastructure, including signs and markings.

FIG 5-2-2

Obscured or Partially Obscured Runway Edge Lights

Chapter 7. FDC NOTAMs

Section 1. Transmitting FDC NOTAM Data

7-1-1. GENERAL

FDC NOTAMs refer to information that is normally regulatory in nature and includes, but is not limited to, the following:

a. Interim IFR flight procedures.

1. Air traffic service route changes.

2. Instrument flight procedure changes to include special instrument flight procedures, Standard Instrument Approach Procedures (SIAP), textual and graphic Obstacle Departure Procedures (ODP), Standard Instrument Departures (SID), and Standard Terminal Arrivals (STAR). Refer to FAA Order 8260.19, Flight Procedures and Airspace, for policy guidance and procedures for the issuance, tracking, and cancellation of FDC NOTAMs relating to instrument flight procedures.

3. Airspace changes in general. For FDC NOTAMs that are generated due to unforeseen events, use keyword/title “AIRSPACE...NOTICE”.

b. Temporary flight restrictions.

1. Unmanned aircraft over large public gatherings.

2. Disaster/hazard areas.

3. Hijacking.

4. Aerial demonstrations.

5. Space flight operations.

6. Flight restrictions in the proximity of the President and other parties.

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—

FAA Order JO 7210.3, Chapter 5, Section 1, Presidential Aircraft.

c. 14 CFR Part 139 certificated airport condition changes.

d. Air defense emergencies.

e. Emergency flight rules

f. Substitute airway routes.

g. Special data.

h. U.S. Government charting corrections

i. Laser activity.

7-1-2. TEMPORARY OR PERMANENT FDC NOTAMS

a. Instrument flight procedure FDC NOTAMs may, at the direction of the Aeronautical Information Services and Flight Inspection Services Group personnel, be used for either temporary or permanent conditions.

b. NOTAMS for temporary conditions must be identified by the addition of “EST” following the expiration date/time group. NOTAMS for permanent conditions must be identified by inserting “PERM” in lieu of an expiration date/time group.

c. FDC NOTAMS of a permanent nature, relating to instrument approach and obstacle departure procedures and airways, must remain current until published in the Terminal Procedures Publication or applicable en route chart.

7-1-3. INSTRUMENT IFR FLIGHT PROCEDURES

a. Instrument Flight Procedure (IFP) NOTAM. Changes to IFPs that have been charted and distributed, are processed as FDC NOTAMS and issued through the NS. Procedural NOTAMS are originated by FAA Flight Operations and FAA Flight Inspection and Procedures personnel. When these revisions cannot be published in advance of their effective date, the NOTAM is transmitted as an FDC NOTAM. The applicable keyword (ODP, SID, STAR, CHART, DATA, IAP, VFP, ROUTE, or SPECIAL) will be included immediately following the location identifier designator.

NOTE-

The USNOF is responsible for Quality Control on Interim IFR Flight Procedure NOTAMS.

1. Procedural minimums must not be lowered by NOTAM unless fully justified as a safety of flight issue or after returning the minimums to their previously published level at the end of the NOTAM.

2. Both temporary and permanent conditions may be promulgated via an FDC NOTAM at the direction of AIS.

b. Temporary conditions. NOTAMS for temporary conditions whose expiration time is uncertain and approximate, must be identified by the addition of “EST” following the NOTAM date/time group. The “EST” suffix may be used with all IFP temporary NOTAMS.

1. When it is known that the condition requiring a PERM NOTAM will be effective for more than four chart cycles (224 days), a procedure amendment [revised 8260-series form] or PERM NOTAM must be submitted as soon as possible to allow publication of the change within the 224-day timeframe.

2. When the timeframe for temporary conditions requiring NOTAM action is unknown or cannot be determined and the condition is beyond the control of the NOTAM issuing authority; e.g., airport construction, NAVAID restrictions, temporary obstructions, etc., the NOTAM issuing authority will ensure the line of business (LOB) approving the temporary condition is advised (copy the Flight Technologies and Procedures Division, AFS-400) of the procedural impact and the necessity of reconciling the condition as soon as possible so the temporary NOTAM can be canceled within the 224-day timeframe.

3. If the condition cannot be corrected within 224 days, the NOTAM issuing authority must obtain Flight Standards approval from AFS-400 for the NOTAM to remain in effect beyond the 224-day limitation. *It is important that NOTAMS not be allowed to remain active for excessive periods of time; therefore, an FDC IFP NOTAM must not be canceled and re-issued without Flight Standards approval.*

NOTE-

Requests for Flight Standards approval must be coordinated with AFS-400 as soon as the requirement is known. For example, it is known that a temporary crane affecting an IFP(s) will be in place for 10 months as soon as it is erected; therefore, forward the approval request for extension immediately.

c. Permanent conditions. When the condition requiring NOTAM action is known to be permanent or is expected to be effective for more than four charting cycles (224 days), a permanent NOTAM is used to promulgate amended SIAPs and textual ODPs as well as correction information for U.S. Government aeronautical charts.

1. Identify permanent NOTAMS by inserting “PERM,” meaning the condition is permanent, instead of an actual date/time group. Procedural amendments may be charted from the permanent NOTAM information and may also be used as a substitute for the abbreviated amendment process within the limitations specified in Order 8260.19.

2. IFP permanent NOTAMs contain information that is complete for charting purposes and are promulgated in the bi-weekly Transmittal Letter (TL) with a specified procedure amendment date that is coincidental with an international Aeronautical Information Regulation and Control (AIRAC) charting date.

3. Permanent NOTAMs may only be used for SIAPs, textual ODPs, and to correct U.S. Government charting printing and compilation errors. Permanent NOTAMs must *not* be used for changes to Special IFPs, ATS routes, graphic ODPs, SIDs, and STARs.

4. Permanent NOTAMs may be used to amend procedures without a complete review of the procedure. The amendment will be indicated by an alphanumeric identifier; e.g., Orig-A, Amdt 3B, Amdt 4C, etc.

5. Only one procedure may be addressed per PERM NOTAM except that a single PERM NOTAM may be used for ILS CAT I/II/III and SA CAT I/II procedures to the same runway. A single PERM NOTAM may also address multiple procedures at a single location when correcting a common printing error on U.S. Government charts.

6. A hard/electronic copy of each PERM NOTAM must be stored with the current amendment and maintained with the procedure filed by AIS specialists.

7. PERM NOTAMs must not be used for RNAV/database driven procedures when the change(s) will affect waypoint coordinates, course (track), distances, or bearings.

8. The PERM NOTAM originator must coordinate a procedure amendment date with AIS for inclusion in the Transmittal Letter. This will ensure that all charting agencies publish the amended procedure on the same AIRAC chart cycle and with the same procedure amendment date.

9. Each AIRAC cycle is limited to no more than 150 PERM NOTAMs, except for Flight Standards directed safety initiatives or national implementation processes. Whenever the 150 PERM NOTAM limit must be exceeded, AIS is responsible for coordinating with other charting agencies (for example, Jeppesen, LIDO) to ensure they can accommodate the necessary changes on the required AIRAC date.

10. PERM NOTAMs must be canceled when the applicable procedural change has been published.

11. When a PERM NOTAM is originated to permanently amend a SIAP or textual ODP, “PERM” must 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.

12. A NOTAM will auto-expire at the expiration DTG unless “PERM” is used.

d. NOTAM Procedures:

The applicable keyword (ODP, SID, STAR, CHART, DATA, IAP, VFP, ROUTE, DVA, or SPECIAL) will be included immediately following the location identifier designator.

1. Standard instrument approach procedure and special instrument flight procedure format:

(a) For SIDs and STARs serving multiple airports, a separate FDC NOTAM must be prepared for each airport affected by the procedure. Permanent NOTAMs must not be used as a source to effect charting changes for these procedures. Procedural NOTAMS are originated by FAA Flight Operations and FAA Flight Inspection and Procedures personnel and are transmitted to the NS. When these revisions cannot be published in advance of their effective date, the NOTAM is transmitted as an FDC NOTAM.

(b) Permanent procedural changes to graphic ODPs and SIDs must be made via a new or amended 8260-15 series form [see 8260-17 series forms for STARs] within 224 days of the issuance of the associated NOTAM.

2. Form 8260-17.1, Standard Terminal Arrival [and Form 8260-17.2, STAR (Data Record) for PBN STARs] must be submitted for permanent charting changes. NOTAM on STARs must not exceed 224 days.

e. Instrument Flight Procedure NOTAMs. A complete review and a new amendment are the preferred methodology for permanent procedure changes, particularly when applying new or revised Order 8260.3 criteria.

However, it is recognized that this may not always be possible due to time constraints, workload, staffing level, etc. Abbreviated 8260-series forms and/or PERM NOTAMs have proven to be an effective means of updating aeronautical charts and amending instrument flight procedures within the following guidelines:

1. Whenever the need for a NOTAM to a procedure arises, AIS, or the non-FAA service provider must review the procedure and ascertain that there is no other safety of flight changes required. If a PERM NOTAM is required to amend a SIAP or textual ODP for safety reasons, other items may be included in the NOTAM to simultaneously update procedure charts.

2. Procedural minimums must not be lowered by NOTAM except when returning minimums to their previously published level at the end of a temporary condition. Refer to Order 8260.19, *Flight Procedures and Airspace*, chapter 8, for conditions pertaining to IFP NOTAMs when amending an instrument flight procedure.

3. Exercise caution in initiating or adding a NOTAM to a procedure when there is already a current NOTAM in effect for the procedure. In many cases close follow-up action, including canceling and reissuing NOTAMs, will be necessary to ensure there is no confusion for pilots and chart producers. All FDC NOTAMs must be issued against the *currently published* procedure.

4. When a NOTAM D is issued closing an airport permanently, an FDC NOTAM need not be issued denying use of an IFP. A routine procedure cancellation should be processed.

5. When a NOTAM D is issued to shut down a facility permanently, only routine cancellations of procedures predicated on that facility are required. FDC NOTAMs may be required for other procedures supported by the affected facility.

6. When a NOTAM D is issued closing a runway, an FDC NOTAM need not be issued denying approach or departure minimums to that runway. If the closing is permanent, routine procedure cancellations, including takeoff/departure procedures, must be processed immediately.

7. When a NOTAM D is issued for a facility shutdown or outage, an FDC NOTAM denying IFP use is not required for those IFPs using only that facility. However, other IFPs in the vicinity must be reviewed to determine if that facility supports courses or fixes; in such cases, those IFPs require an FDC NOTAM. Particular attention must be given to fixes supporting stepdown minimums and missed approach procedures, which are predicated on the out of service facility. It is not necessary to issue NOTAMs for fixes and terminal route segments that are related to unusable airway segments from the subject facility. Do not issue "Radar Required" NOTAMs on unusable or restricted ATS route segments. Also, see Order 8260.19, paragraph 4-3-3, for ILS CAT II/III NOTAM restrictions.

8. When a NOTAM D removes a localizer from service, the ILS approach is unusable. If the glide slope (GS) is out, the precision approach is unusable. If other ILS components are out, the inoperative table applies. In these instances, an FDC NOTAM for the ILS approach is not required.

9. When Final Approach Segment (FAS) data problems are reported and LPV minimums must be restricted, also restrict use of the WAAS VNAV. The NOTAM must read: "LPV MINIMUMS AND WAAS VNAV NA."

NOTE—

Some avionics use the LPV FAS data information to establish the glideslope for the LNAV/VNAV. Baro VNAV is not affected.

f. Chart correction NOTAMs. FDC NOTAMs to correct U.S. Government chart printing or compilation errors are issued by AIS. If the NOTAM is used to correct an IFP, specify the location identifier of the airport affected by the procedure, the full procedure title and amendment number (if applicable). If the NOTAM is used to correct a chart; e.g., VFR sectional chart, IFR enroute chart, etc., use "FDC" as the location identifier. The first word in the NOTAM text should be "correct."

g. RNAV substitution. Properly equipped aircraft may substitute RNAV systems for inoperative ground NAVAIDs; however, RNAV systems must not be substituted for NAVAIDs providing final approach course guidance on instrument approach procedures.

1. When the use of an instrument approach procedure, departure procedure (SID or ODP), or STAR is restricted or prohibited by NOTAM because of a NAVAID (VOR, TACAN, NDB, compass locator, or DME)

outage, the NOTAM does not apply to aircraft equipped with suitable global positioning system (GPS) RNAV. For clarification, state the reason for the restriction in the text of the procedural FDC NOTAM.

2. In certain circumstances, AFS-400 may determine that the use of RNAV systems that utilize DME/DME/inertial reference unit (IRU) inputs should be allowed [see Order 8260.19, paragraph 4-6-9, for additional information/requirements]. In these instances, AFS-400 will advise AIS by e-mail or memorandum to insert the phrase “OR DME/DME/IRU” after “SUITABLE RNAV SYSTEM WITH GPS.” Include in the NOTAM any required DME facilities, as provided by AFS-400 to support DME/DME/IRU operations.

h. Air Traffic Service Route NOTAMs. Under 14 CFR part 71.13, the term “ATS route” refers to a variety of routes, including airways, jet routes, and PBN routes. When a restriction or a change to an ATS route requires a NOTAM, AIS must prepare and forward a temporary FDC NOTAM following the procedures in paragraph 7-1-3b.

1. ATS Route changes involving a single state and one or more ARTCCs must be issued with the ARTCC identifier followed by the two-letter state code. The two-letter state code must also follow all NAVAID and fix designators.

2. If the ATS Route NOTAM affects one, two, or three ARTCCs and multiple states, issue a separate NOTAM for each affected ARTCC. Do not include two-letter state codes if more than one state is involved.

3. If the NOTAM affects four or more ARTCCs, send one NOTAM using “FDC” as the facility identifier.

4. If the restriction will exceed the 224-day time limit, a procedure amendment (revised 8250-series form or PERM NOTAM) must be submitted as soon as possible to allow publication of the change within the 224-day timeframe.

i. FDC NOTAMs for Special Instrument Approach Procedures (Specials). A Temporary FDC NOTAM may also be used to promulgate safety of flight information relating to Specials provided the location has a valid landing area identifier and is serviced by the NS.

1. If the Special is maintained by AIS or a non-FAA service provider and the location is in the NS, then procedures for NOTAM processing will be similar to the procedures used for public, 14 CFR part 97 instrument approach procedures. When preparing the NOTAM for submission, include the keyword “Special” immediately following the three or four character location identifier. (!FDC PAJN SPECIAL)

2. AIS/non-FAA service providers will notify the Regional NextGen Branch (RNGB) as soon as practicable when a NOTAM has been issued.

NOTE-

For AIS maintained procedures, after duty hours, contact the stand-by AIS representative at (405) 954 8260.

3. If the Special procedure location is not in the NS, whoever is responsible for maintaining the procedure will notify the applicable RNGB of the change/outage. The RNGB must contact the user(s) of the procedure to disseminate appropriate action; (e.g., NA the procedure, raise applicable minimums, etc.)

4. Non-FAA service providers must notify Flight Inspection Services of the change/outage if flight inspection is responsible for conducting flight inspection/validation activities.

j. NOTAM content.

1. FDC SIAP and textual departure NOTAMs must identify the procedure being amended and the current amendment number. NOTAMs for graphic ODPs, SIDs, and STARs must reflect the current procedure identification, including number. The NOTAM must be as concise as possible.

2. The issuing authority must prepare the NOTAM using plain language text and those contractions found in Order JO 7340.2 and those contractions and abbreviations used on IFP charts. Specialists must keep in mind that the NOTAM is directed to the pilot, and should be worded so that the intended change will not be misinterpreted. Avoid the use of internal cartographic instructions that have no meaning to pilots. Spell out NAVAID names in clear text followed by the identifier. If it appears that the NOTAM length will exceed 20 lines, call the USNOF at (888)-876-6826 for assistance and guidance.

3. For temporary obstructions, include the type, elevation, distance, and direction from the airport or runway threshold, as appropriate, as the last line of the NOTAM text. Do not preface this information with “Chart”

4. Include a reason for the NOTAM following the NOTAM text. This information will not be transmitted as a part of the NOTAM text, but will inform the NFDC and the USNOF of the basis for the NOTAM. It will also ensure the data is retained in the NOTAM historical files.

7-1-4. HIGH BAROMETRIC PRESSURE WARNING

When requested by the affected area Air Route Traffic Control Center (ARTCC), the USNOF will ensure an FDC NOTAM is issued.

REFERENCE-

14 CFR § 91.144.

FAA Order JO 7110.10, Flight Services, Chapter 4.

7-1-5. TEMPORARY FLIGHT RESTRICTIONS

a. Through system interface, the NOTAM requestor must forward the NOTAM information directly to the USNOF for FDC NOTAM issuance. The NS disseminates the FDC NOTAM for coordination purposes, and to FSS and external providers of pilot informational briefings. The NOTAM must follow subparagraph 4-2-1b1-2, including:

1. ARTCC designator/location (mandatory) followed by the state(s) abbreviation; for example: ZDC VA.
2. Keyword “AIRSPACE.”
3. City/Location(s), State(s) for each area; for example: Detroit, MI Ann Arbor, MI.; Beale AFB, CA.; Libby AAF, AZ.; Hibbing, MN.; Fargo, ND.
4. Description of activity: “TEMPORARY FLIGHT RESTRICTIONS.”
5. Plain language effective date; for example, February 26, 2014 LOCAL (applicable to 14 CFR Sections 91.141 and 99.7 only).

6. The phrase beginning with, “PURSUANT TO...” for the following:

(a) For unmanned aircraft over large public gatherings. “PURSUANT TO 49 U.S.C. SECTION 44812 AS AMENDED BY SECTION 935 OF THE FAA REAUTHORIZATION ACT OF 2024 FOR PROTECTION OF LARGE PUBLIC GATHERINGS.”

(b) Include the phrase as required for 14 CFR sections 91.141 and 99.7: “PURSUANT TO 49 USC (section)...”.

(c) For 14 CFR sections 91.137, 91.141, 91.143, 91.145, and 99.7: “PURSUANT TO TITLE 14 CFR SECTION 9X.XXX...(the appropriate paragraph and subparagraph number) (plain language text, as needed).

7. Description of area or areas impacted; each area will contain:

(a) Stated as “WI AN AREA DEFINED AS...” and if appropriate “...TO POINT OF ORIGIN.” The area is defined as a nautical mile radius of a latitude/longitude. Include an alternate description as a fix/radial/distance in parentheses to help clarify the location. For example, ...285039N0800500W (MLB040053)...

(b) Lower limit then upper limit, or height, (when needed). Limits must be specified, as:

- (1) For SFC, or 1 to 17,999 feet, include the unit of measurement (FT), for example 1275FT.
- (2) For 18,000FT and above, express in flight levels (FL), FL180, FL250, FL850, or UNL (altitudes greater than 99,900).

(3) When referencing heights above ground level, include the reference indication label (AGL) after the stated altitude in the NOTAM (for example, 4000FT AGL).

(c) Schedule of individual area, if needed. For example, EFFECTIVE YY02271900 (1400 LOCAL 2/27/YY) UNTIL YY02280200 (2100 LOCAL 2/27/YY). If a daily (or MON WED FRI) time is required, DLY 1900–0200 (1400–2100 LOCAL).

NOTE–

Repeat 7 (a)–(c), as necessary, for each defined area.

8. Reason or purpose (when needed).

9. The FAA coordination facility and commercial telephone number.

10. Remarks (when needed). Include other information that is required or considered to be important to the pilot. Do not use the 1–800–WX–BRIEF telephone number for the flight service stations.

11. Start of Activity/End of Validity.

b. Flight restrictions in the proximity of the President or other parties (14 CFR Section 91.141) or Special Security Instructions (14 CFR Section 99.7) will be issued by System Operations Services, System Operations Security, and System Operations Support Center (SOSC). Operational requirements may necessitate a change in format to Presidential and Special Security Instructions TFRs at any time.

1. Multiple areas may be specified in one NOTAM when the areas are in the same ARTCC airspace.

2. The requirement for one effective period per NOTAM is waived for NOTAMs advertising flight restrictions in the proximity of the President or other parties. See paragraph 4–1–1.

7–1–6. AIR DEFENSE EMERGENCY

When an air defense emergency is declared and Emergency Security Control of Air Traffic (ESCAT) has been implemented, an FDC NOTAM will be issued in accordance with procedures in FAA Order JO 7610.4, Sensitive Procedures and Requirements for Special Operations, Chapter 6, Emergency Security Control of Air Traffic. NOTAMs advertising an air defense emergency must use accountability FDC, location identifier FDC, and be preceded by keyword “SECURITY.”

REFERENCE–

*FAA Order JO 7610.4, Chapter 6, Emergency Security Control of Air Traffic (ESCAT).
AC 99–1, Emergency Security Control of Air Traffic (ESCAT).*

7–1–7. SPECIAL DATA

When special data NOTAMs must be issued (for example, Department of State information and special air traffic programs for national security, aviation security, and law enforcement, etc.), an FDC NOTAM is issued by the USNOF using the keyword “SECURITY.” Issue the NOTAM with PERM instead of a cancellation date and cancel the NOTAM only at the request of the originating office, System Operations Security.

NOTE–

See information on use of the System Operations Security KICZ Accountability/Location Code for United States International Security NOTAMs in Chapter 8.

7–1–8. LASER LIGHT ACTIVITY

The service area office where the laser activity will occur must enter the NOTAM via an approved direct entry tool or interface within 7 days of a proposed activity. Additionally, service area offices, when coordinated with their respective ATC facilities, may delegate notification responsibility. The USNOF will transmit the appropriate FDC NOTAM. If the event is canceled prior to the scheduled ending date/time, the service area office or their designee must notify the USNOF to cancel the NOTAM.

REFERENCE–

FAA Order JO 7400.2, Procedures for Handling Airspace Matters.

Follow 4–2–1b1–2, including:

- a. ARTCC designator (mandatory) followed by the state abbreviation.
- b. Keyword “AIRSPACE.”
- c. City/state.
- d. Description of activity; for example, “LASER LGT ACT.”
- e. Description of area impacted; describe the area using radius and latitude/longitude.
- f. Alternate description. In parentheses, specify area impacted in reference to a fix/radial/DME.
- g. Altitudes impacted. Must include lower limit and upper limit.
- h. Follow 4-2-1b11-14 to complete the NOTAM.

7-1-9. FDC NOTAM LIST

- a. The NS transmits a list of FDC NOTAM numbers issued during the previous 24 hours. The NS transmits the list between 1715 and 1745 UTC.

7-1-10. RETRIEVING FDC NOTAMs

Upon issuance, all FDC NOTAMs are given all circuit distribution and are stored in the NS. See Appendix E for further information.

Section 2. Cancellation/Expiration

7-2-1. FDC NOTAM EXPIRATION/CANCELLATION

a. The FDC NOTAM originator is responsible for canceling FDC NOTAM prior to end of validity; otherwise, the NOTAM cancellation is automatically processed.

b. When a new FDC NOTAM is issued to correct or in any way change a previously issued FDC NOTAM, a new NOTAM will be issued and the previous NOTAM will be canceled. ■

Appendix D. Miscellaneous Functions

D-1. DOMESTIC NOTICES AND INTERNATIONAL NOTICES

- a. The Domestic Notices are divided into the following:
 - 1. General Notices.
 - 2. Special Operations Notices.
 - 3. Airport and Facility Notices.
 - 4. Major Sporting and Entertainment Event Notices and other Notices.
 - 5. Airshow Notices.
- b. The International Notices are divided into two sections:
 - 1. Section 1: Flight Prohibitions, Potentially Hostile Situations, and Foreign Notices.
 - 2. Section 2: International Oceanic Airspace Notices.

NOTE-

Domestic Notices and International Notices are submitted to and processed through Mission Support Services, Policy, Publications and Administration via 9-ATOR-HQ-PubGrp@faa.gov. Cutoff dates and requirements for Domestic notices are found at https://www.faa.gov/air_traffic/publications/domesticnotices/. For International Notices refer to https://www.faa.gov/air_traffic/publications/internationalnotices/

D-2. FDC PRESIDENTIAL, SPECIAL SECURITY INSTRUCTIONS, OR EMERGENCY AIR TRAFFIC RULES TFR

- a. Upon receipt of these messages, the watch supervisor, controller-in-charge (CIC), or designated lead specialist (DLS) at the designated flight service station must ensure that the NOTAM is received at each of the remaining facilities.
- b. The watch supervisor, CIC, or DLS of the designated flight service station must be responsible for:
 - 1. Logging the Presidential, Special Security Instructions, or Emergency Air Traffic Rules FDC NOTAM in the facility log.
 - 2. Notifying the specialists on duty that a Presidential, Special Security Instructions, or Emergency Air Traffic Rules FDC NOTAM has been issued.
 - 3. Posting the Presidential, Special security instructions, or Emergency air traffic rules FDC NOTAM in the facility status information area.
 - 4. As part of the FSS watch checklist, the watch supervisor, CIC, or DLS must check to ensure that every Presidential, Special security instructions, or Emergency air traffic rules FDC NOTAM has been received in the facility.

NOTE-

The purpose of this procedure is to ensure that all flight service specialists are aware of the Presidential, Special security instructions, or Emergency air traffic rules TFR so that pilots are briefed appropriately.

D-3. MILITARY NOTAMS

The NS transmits a list of FDC NOTAM numbers issued during the previous 24 hours. The NS transmits the list between 1715 and 1745 UTC.

- a. Military Functions

1. MILITARY FACILITIES

NOTAMs pertaining to U.S. Air Force, Army, and Navy navigational aids that are part of the NAS must be disseminated.

2. SUBMISSION OF MILITARY DATA FOR PUBLICATION

Military aeronautical data affecting FAA publications must be submitted to the FAA through the responsible military authority.

3. MILITARY NOTAMs

Department of Defense (DOD) NOTAMs are stored in the FAA NOTAM database. Most of these facilities are assigned to a tie-in FSS for NOTAM purposes.

NOTE–

Some Army airfields are not assigned to a tie-in FSS. Army aeronautical data and NOTAMs are not necessarily published in FAA publications. Publication of NOTAM data in the DOD FLIP is justification for NOTAM cancellation.

4. ALASKAN MILITARY NOTAMs

Select Alaskan military facility NOTAMs may be disseminated in the FAA NOTAM system via the tie-in FSS. The military base operations must transmit NOTAM data into the Department of Defense Aeronautical Information Portal (DAIP) and, at a minimum, coordinate with tie-in FSS.

5. MILITARY NOTAM AVAILABILITY

(a) All military NOTAMs are stored in the NS data base. While current, they may be retrieved by both AFTN subscribers and FAA facilities via request/reply.

(b) Refer to the DOD Flight Information Publication (EN Route), IFR, or VFR Supplements to determine whether NOTAM service is provided for a facility.

(c) Military NOTAMs are entered in the military system using the following NOTAM format:

EXAMPLE–

281131 KLTS

NOTAMN M0719/ YY

Q) ZFW/QMXLC/IV/NBO/A/000/999/3439N09916W005

A) KLTS

B) YY 08071256

C) YY 10302359

E) TWY C BTN TWY G AND TWY B CLSD

NOTE–

Refer to ICAO 8126 for international NOTAM (Q) codes. The DOD may supplement ICAO NOTAM (Q) codes based on military necessity.

D-4. SATELLITE BASED SYSTEMS

Use standard request/reply procedures to obtain all current GPS NOTAMs.

EXAMPLE–

GG KDZZNAXX

DDHHMM KDCAYFYX

)SVC RQ DOM LOC (or ACC)=GPS

OR

GG KDZZNAXX

DDHHMM KDCAYFYX

)SVC RQ INT LOC (or ACC)=KNMH

Appendix E. Computer Functions

Flight Services Computer Functions

E-1. CONFIRMING ACCEPTANCE BY THE NOTAM SYSTEM

- a. When a new NOTAM is accepted into the NOTAM file, a copy of the NOTAM with the NOTAM number will be returned back to the originating facility.
- b. If the NOTAM is rejected, an NS-generated service message will be relayed back to the facility of origin indicating the reason for rejection as shown in paragraph 4-5-2, NOTAM Service Messages.

E-2. TRANSMISSION BY ANOTHER FACILITY

When unable to transmit a NOTAM directly into the system due to equipment failure or other situation, relay the information to an FSS and request that the data be transmitted into the system.

E-3. CANCELLATION OF NOTAMS

To cancel a NOTAM, use the same NOTAM/serial number assigned to the original NOTAM by the NS computer, preceded by the letter "C." If the serial number of a NOTAM cancellation is invalid (number not in a master file), no action is taken within the NOTAM system. A cancellation must receive the same dissemination as the NOTAM it cancels. Do not carry the NOTAM text in the cancellation.

EXAMPLE-
!ABC C05/005

E-4. MONITORING

- a. All input transmissions from a facility are monitored by the NS computer for the presence of an ADP code. The validity of the station identifier, format, and times are also checked before the NS computer assigns a number and updates the NOTAM master file.
- b. Errors in the station identifier or the format will result in a computer-generated service message being sent to the facility of origin. (See paragraph 4-5-2 for examples). The service message will identify the NOTAM parameter which was in error. A rejection (R) requires corrective action as soon as possible.

E-5. NOTAM SERVICE MESSAGES

If data is entered incorrectly, it will be rejected. Each rejection will be preceded with a service message (SVC) explaining the cause for the rejection.

E-6. RETRIEVING FDC NOTAMS

- a. Upon issuance, all FDC NOTAMS are given all circuit distribution and are stored in the NS. FDC NOTAMS remain in the NS for the duration of their validity.
- b. FDC NOTAMS may be retrieved via request/reply. To minimize response delays, each FDC NOTAM should be requested individually.

1. To retrieve an individual FDC NOTAM by number:

- (a) When the location identifier and number are known:

EXAMPLE-
AIS:
GG KDZZNAXX

DDHHMM KFODYFYX
)SVC RQ FDC LOC=CID NT=Y/2735

(b) When only the number is known:

EXAMPLE–
 GG KDZZNAXX
 DDHHMM KFODYFYX
)SVC RQ FDC NT=Y/2735

2. To request all FDC NOTAMs for a given location:

EXAMPLE–
 GG KDZZNAXX DDHHMM KCOUYFYX
)SVC RQ FDC LOC=MCI

NOTE–
All facilities must use their particular equipment's keyboard equivalent of the closed parenthesis or equal symbol as appropriate.

E-7. RETRIEVING MILITARY NOTAMS

Formats for retrieving military NOTAMS via NADIN are as follows:

a. A request for a single NOTAM for a given location:

EXAMPLE–
 SVC B:
 GG KDZZNAXX
 DDHHMM KDCAIFYX
)SVC RQ MIL ACC=KADW NT= M0134/YY

b. A request for all military NOTAMs for a given location:

EXAMPLE–
 SVC B:
 GG KDZZNAXX
 DDHHMM KSJTYFYX
)SVC RQ MIL LOC=KNGP

c. A request for all military NOTAMs for multiple locations (maximum of eight):

EXAMPLE–
 SVC B:
 GG KDZZNAXX
 DDHHMM KEKNIFYX
)SVC RQ MIL LOC= KADW,KDAA,KNGP,KNGU,KNUW,KHST,KHIF

NOTE–
All facilities must use their particular equipment's keyboard equivalent of the closed parenthesis or equal symbol as appropriate.

d. To review all NOTAMs for a joint-use airport (for example, CHS), both civil (CHS) and military (KCHS) NOTAMs must be retrieved.

e. To request all NOTAMs for a given location from all files (domestic, FDC, international, and military) that meets the military NOTAM criteria:

EXAMPLE–
 SVC B:
 GG KDZZNAXX
 DDHHMM KEKNIFYX
)SVC RQ MIL LOC= KADW

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BRIEFING GUIDE



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

Initiated By: AJV-0
Vice President, Mission Support Services

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1. PARAGRAPH NUMBER AND TITLE:

1–4–6. DEFINITIONS

2–1–3. PUBLICATION CRITERIA

2–1–9. COMPUTER PRINTOUTS

5–2–1. LIGHTING AIDS

7–2–1. FDC NOTAM EXPIRATION/CANCELLATION

Appendix E. E–6. RETRIEVING FDC NOTAMS

2. BACKGROUND: 14 CFR section 139.339, states that certificate holders must provide for the collection and dissemination of airport condition information to air carriers using the Notice to Airmen (NOTAM) system. Previously, the NOTAM order only addressed civil public–use airports, including certificated part 139 airports, but it should be inclusive of all certified part 139 airports.

OLD**1–4–6. DEFINITIONS****Title through d**

e. Airport Operating Certificate. A certificate issued by the FAA, pursuant to 14 CFR Part 139, to airports serving or expected to serve scheduled air carrier operations in aircraft with a seating capacity of more than thirty passengers. These airports are maintained and operated in accordance with an Airport Certification Manual (ACM) prepared by airport management and approved by the FAA.

f through s

t. NOTAM D. The classification of NOTAMs containing information concerning the establishment, condition, or change in any aeronautical facility, en route navigational aids, services, procedures, hazards and civil public–use airports listed in the Chart Supplement. NOTAM Ds are numbered consecutively each month by the NS starting with 001 for each accountability, for example: DAY 01/001 would be the first NOTAM in the month of January for Dayton Accountable Location.

NEW**1–4–6. DEFINITIONS****No Change**

e. Airport Operating Certificate. A certificate issued by the FAA, pursuant to 14 CFR ~~part~~ 139, to airports serving or expected to serve scheduled **and unscheduled** air carrier operations in aircraft with a seating capacity **as determined under 14 CFR part 139.** These airports are maintained and operated in accordance with an Airport Certification Manual (ACM) prepared by airport management and approved by the FAA.

No Change

t. NOTAM D. The classification of NOTAMs containing information concerning the establishment, condition, or change in any aeronautical facility, en route navigational aids, services, procedures, hazards, **certificated part 139 airports,** and civil public–use airports listed in the Chart Supplement. NOTAM Ds are numbered consecutively each month by the NS starting with 001 for each accountability, for example: DAY 01/001 would be the first NOTAM in the month of January for Dayton Accountable Location.

OLD**2-1-3. PUBLICATION CRITERIA****Title through e**

f. Public airports. Commissioning, decommissioning, openings, closings, and abandonment.

OLD**2-1-9. COMPUTER PRINTOUTS**

Computer printouts listing all navigational aids and public use civil landing areas by flight plan area may be obtained from Aeronautical Information Services.

OLD**5-2-1. LIGHTING AIDS****Title through FIG 5-2-1***...RWY 27 RTHL U/S...*

Originate NOTAMs on operational status of lighting aids for public use civil landing areas listed in the U.S. Chart Supplement. Each type of lighting requires separate NOTAMs. Technical Operations must be made aware of any runway lighting outages, as this is the office that maintains the equipment. When describing restrictions, use Runway Centerline (RCL) with visual navigational aids. NOTAMS regarding lighting aids are originated as follows:

OLD**7-2-1. FDC NOTAM EXPIRATION/CANCELLATION**

a. The FDC NOTAM originator is responsible for canceling FDC NOTAM prior to end of validity; otherwise, the NOTAM cancellation is automatically processed.

b. When a new FDC NOTAM is issued to correct or in any way change a previously issued FDC NOTAM, a new NOTAM will be issued, and a separate cancellation NOTAM will be issued to cancel the old NOTAM.

NEW**2-1-3. PUBLICATION CRITERIA**

No Change

f. Certificated part 139 and civil public-use airports. Commissioning, decommissioning, openings, closings, and abandonment.

NEW**2-1-9. COMPUTER PRINTOUTS**

Computer printouts listing all navigational aids, **certificated part 139 landing areas, and civil public-use** landing areas by flight plan area may be obtained from Aeronautical Information Services.

NEW**5-2-1. LIGHTING AIDS**

No Change

No Change

Originate NOTAMs on operational status of lighting aids for **certificated part 139 and civil public-use** landing areas listed in the U.S. Chart Supplement. Each type of lighting requires separate NOTAMs. Technical Operations must be made aware of any runway lighting outages, as this is the office that maintains the equipment. When describing restrictions, use Runway Centerline (RCL) with visual navigational aids. NOTAMS regarding lighting aids are originated as follows:

NEW**7-2-1. FDC NOTAM EXPIRATION/CANCELLATION**

No Change

b. When a new FDC NOTAM is issued to correct or in any way change a previously issued FDC NOTAM, a new NOTAM will be issued and **the previous NOTAM will be canceled.**

OLD**E-6. RETRIEVING FDC NOTAMS**

a. Upon issuance, all FDC NOTAMS are given all circuit distribution and are stored in the NS. FDC NOTAMS remain in the NS for the duration of their validity. FDC NOTAM cancellations remain in the NS for 72-hours after transmission.

b. FDC NOTAMS may be retrieved via request/reply. To minimize response delays, each FDC NOTAM and FDC NOTAM cancellation to be retrieved should be requested individually.

NEW**E-6. RETRIEVING FDC NOTAMS**

a. Upon issuance, all FDC NOTAMS are given all circuit distribution and are stored in the NS. FDC NOTAMS remain in the NS for the duration of their validity.

b. FDC NOTAMS may be retrieved via request/reply. To minimize response delays, each FDC NOTAM should be requested individually.

1. PARAGRAPH NUMBER AND TITLE:

3-1-2. FDC PRESIDENTIAL, SPECIAL SECURITY INSTRUCTIONS, OR EMERGENCY AIR TRAFFIC RULES TFR

Appendix D. D-2. FDC PRESIDENTIAL, SPECIAL SECURITY INSTRUCTIONS, OR EMERGENCY AIR TRAFFIC RULES TFR

2. BACKGROUND: Past procedures for NOTAMS referencing Title 14 CFR, part 91, section 91.139, Emergency air traffic rules; section 91.141, Flight restrictions in the proximity of the Presidential and other parties; part 99, section 99.7, Special security instructions required, the United States NOTAM System (USNS) to request acknowledgment of receipt of the NOTAM from Flight Service air traffic facilities. Moving forward with USNS modernization, this requirement will no longer be necessary under the new system.

3. CHANGE:**OLD****3-1-2. FDC PRESIDENTIAL, SPECIAL SECURITY INSTRUCTIONS, OR EMERGENCY AIR TRAFFIC RULES TFR_s**

See Appendix D for further information.

a. The NS must send NOTAMS referencing Title 14 CFR, Part 91, Section 139, Emergency Air Traffic Rules; Section 141, Flight Restrictions in the Proximity of the Presidential and Other Parties; Part 99, Section 7, Security Instructions; and any revisions, modifications, or cancellations, directly to all flight service stations via NADIN (NMR) using the flight service group address of "KXXXAFSS."

NEW**3-1-2. FDC PRESIDENTIAL, SPECIAL SECURITY INSTRUCTIONS, OR EMERGENCY AIR TRAFFIC RULES TFR**

No Change

The NS must send NOTAMS referencing Title 14 CFR, part 91, section 91.139, Emergency air traffic rules; section 91.141, Flight restrictions in the proximity of the Presidential and other parties; part 99, section 99.7, Special security instructions; and any revisions, modifications, or cancellations, directly to all flight service stations via NADIN (NMR) using the flight service group address of "KXXXAFSS."

OLD**D-2. FDC PRESIDENTIAL, SPECIAL SECURITY INSTRUCTIONS, OR EMERGENCY AIR TRAFFIC RULES TFR_s**

b. Upon receipt of these messages, the watch supervisor at the designated flight service station must ensure that the NOTAM is received at each of the remaining facilities. The designated facility must send notification within 15 minutes by receipt message to “KDZZNAXX.” The receipt message must include:

- 1. R or RGR.**
- 2. The FDC number, including the letters FDC.**
- 3. The initials of the watch supervisor.**

NOTE–

Only the designated facility needs to acknowledge the NOTAM. For automation processing, the receipt message must adhere to the following format: R FDC Y/1234 XX

c. The USNOF must make a record of all receipt messages received.

d. If no receipt message is received by the USNOF within 90 minutes of issuance of the FDC Presidential, Special Security Instructions, or Emergency Air Traffic Rules NOTAM, the USNOF will follow-up with a phone call to the facility watch supervisor.

e. The watch supervisor of the designated flight service station must be responsible for:

1. Logging the Presidential, Special Security Instructions, or Emergency Air Traffic Rules FDC NOTAM in the facility log.

2. Notifying the specialists on duty that a Presidential, Special Security Instructions, or Emergency Air Traffic Rules FDC NOTAM has been issued.

3. Putting the Presidential, Special Security Instructions, or Emergency Air Traffic Rules FDC NOTAM in the facility status information area.

NEW**D-2. FDC PRESIDENTIAL, SPECIAL SECURITY INSTRUCTIONS, OR EMERGENCY AIR TRAFFIC RULES TFR**

a. Upon receipt of these messages, the watch supervisor, **controller-in-charge (CIC), or designated lead specialist (DLS)** at the designated flight service station must ensure that the NOTAM is received at each of the remaining facilities.

Delete

Delete

Delete

Delete

Delete

Delete

b. The watch supervisor, **CIC, or DLS** of the designated flight service station must be responsible for:

No Change

No Change

3. Posting the Presidential, Special security instructions, or Emergency air traffic rules FDC NOTAM in the facility status information area.

4. As part of the watch checklist, the watch supervisor must check the FDC list that is issued by the USNOF to ensure that every Presidential, Special Security Instructions, or Emergency Air Traffic Rules FDC NOTAM has been received in the facility.

NOTE–

The purpose of this procedure is to ensure that:

1. All flight service specialists know about the Presidential, Special Security Instructions, or Emergency Air Traffic Rules TFRs so that pilots are briefed appropriately.

2. All affected air traffic facilities receive immediate notification when these TFRs are issued.

4. As part of the **FSS** watch checklist, the watch supervisor, **CIC, or DLS** must check to ensure that every Presidential, Special security instructions, or Emergency air traffic rules FDC NOTAM has been received in the facility.

NOTE–

*The purpose of this procedure is to ensure that all flight service specialists **are aware of** the Presidential, Special security instructions, or Emergency air traffic rules TFR so that pilots are briefed appropriately.*

1. PARAGRAPH NUMBER AND TITLE:

7–1–1. GENERAL

7–1–5. TEMPORARY FLIGHT RESTRICTIONS

Appendix A. 7–1–5. TEMPORARY FLIGHT RESTRICTIONS

2. BACKGROUND: Section 935 of the FAA Reauthorization Act of 2024 (Public Law 118–63) amended section 44812 of Title 49 United States Code (U.S.C). This amendment created a requirement for the FAA to temporarily restrict unmanned aircraft operations over large eligible public gatherings by issuing Temporary Flight Restrictions (TFRs). A TFR issued under this authorization would restrict unmanned aircraft operations over eligible large public gatherings when requested by credentialed law enforcement organizations.

3. CHANGE:

OLD

7–1–1. GENERAL

Title through b

1. Disaster/hazard areas.

2. Aerial Demonstrations.

3. Hijacking.

4. Flight restrictions in the proximity of the President and other parties.

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–

FAA Order JO 7210.3, Chapter 5, Section 1, Presidential Aircraft.

Add

Add

NEW

7–1–1. GENERAL

No Change

1. Unmanned aircraft over large public gatherings.

2. Disaster/hazard areas.

No Change

4. Aerial demonstrations.

Delete

Delete

5. Space flight operations.

6. Flight restrictions in the proximity of the President and other parties.

Add

Add

OLD**7-1-5. TEMPORARY FLIGHT RESTRICTIONS**

a. Through system interface, the NOTAM requestor must forward the NOTAM information directly to the USNOF for FDC NOTAM issuance and to the FSS nearest the incident site for coordination purposes. The NS disseminates FDC NOTAMs, and the FSS must act as “coordination facility” for preflight briefings for the ARTCC. The NOTAM must follow 4-2-1 b 1-2, including

a1 through a5

6. The phrase “PURSUANT TO TITLE 14 CFR SECTION 9X.XXX...(the appropriate paragraph and sub-paragraph number) (plain language text, as needed). Include the phrase “PURSUANT TO 49 USC (section)...” as required for 14 CFR Sections 91.141 and 99.7 only.

Add

Add

Add

OLD**Appendix A. Examples****7-1-5. TEMPORARY FLIGHT RESTRICTIONS**a. 14 CFR Section 91.137**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-

FAA Order JO 7210.3, Chapter 5, Section 1, Presidential Aircraft.

NEW**7-1-5. TEMPORARY FLIGHT RESTRICTIONS**

a. Through system interface, the NOTAM requestor must forward the NOTAM information directly to the USNOF for FDC NOTAM issuance. The NS disseminates **the FDC NOTAM for coordination purposes, and to FSS and external providers of pilot informational briefings.** The NOTAM must follow **subparagraph 4-2-1b1-2**, including:

No Change

6. The phrase **beginning with**, “PURSUANT TO...” **for the following:**

(a) For unmanned aircraft over large public gatherings. “PURSUANT TO 49 U.S.C. SECTION 44812 AS AMENDED BY SECTION 935 OF THE FAA REAUTHORIZATION ACT OF 2024 FOR PROTECTION OF LARGE PUBLIC GATHERINGS.”

(b) Include the phrase as required for 14 CFR sections 91.141 and 99.7: “PURSUANT TO 49 USC (section)...”.

(c) For 14 CFR sections 91.137, 91.141, 91.143, 91.145, and 99.7: “PURSUANT TO TITLE 14 CFR SECTION 9X.XXX...(the appropriate paragraph and subparagraph number) (plain language text, as needed).

NEW**Appendix A. Examples****7-1-5. TEMPORARY FLIGHT RESTRICTIONS**a. 49 U.S.C. section 44812

EXAMPLES–

!FDC y/nnnn (ARTCC id) (state code)..AIRSPACE (city/location, state)..TEMPORARY FLIGHT RESTRICTIONS PURSUANT TO TITLE 14 CFR SECTION 91.137(A)(1) W/AN AREA DEFINED AS 10NM RADIUS OF 292000N0902000W (FIX/RADIAL/DISTANCE) SFC –FL180 (schedule, if needed) (reason) ONLY RELIEF ACFT OPS UNDER DIRECTION OF (agency in charge) ARE AUTH IN THE AIRSPACE (Agency name and telephone number) OR (frequency) IS IN CHARGE OF THE OPS. (Agency name and telephone number) OR (frequency) IS IN CHARGE OF ON SCENE EMERG RESPONSE ACT. (Coordination facility)...

!FDC y/nnnn ZLC MT..AIRSPACE MISSOULA, MT..TEMPORARY FLIGHT RESTRICTIONS PURSUANT TO TITLE 14 CFR SECTION 91.137(A)(2) W/AN AREA DEFINED AS 3NM RADIUS OF 465422N1135521W (MSO076008.6NM) SFC –10000FT FIRE FIGHTING ACFT OPS. MONTANA DNRC MISSOULA DISPATCH TEL 406 –829 –7070 OR FREQ 133.20/WEST RIVERSIDE FIRE IS IN CHARGE OF THE OPS. SALT LAKE/ZLC/ARTCC TEL 801 –320 –2560 IS THE FAA CDN FAC...

!FDC y/nnnn (ARTCC id) (state code)..AIRSPACE (city/location, state)...TEMPORARY FLIGHT RESTRICTIONS PURSUANT TO TITLE 14 CFR SECTION 91.137(A)(3) W/AN AREA DEFINED AS 5NM RADIUS OF 464996N1140000W (F/R/D) SFC –(upper limit) DLY SR –SS (reason) (Agency and telephone number) OR (frequency) IS IN CHARGE OF THE OPS. (coordination facility)...

b. 14 CFR Section 91.141 and Section 99.7

EXAMPLE–

!FDC y/nnnn (ARTCC ID) (state code)..AIRSPACE (city/location, state)..TEMPORARY FLIGHT RESTRICTIONS PURSUANT TO 49 U.S.C. SECTION 44812 AS AMENDED BY SECTION 935 OF THE FAA REAUTHORIZATION ACT OF 2024 FOR PROTECTION OF LARGE PUBLIC GATHERINGS. UAS FLT OPS ARE PROHIBITED W/AN AREA DEFINED AS (XNM) RADIUS OF (Center-point L/L) (Fix/Radial/Distance) (altitude, ex, SFC–400FT) AGL. UAS OPS FOR OPERATIONAL, SAFETY, SECURITY, OR COMPLIANCE OVERSIGHT PURPOSES MUST APPLY FOR AUTH VIA EMAIL AT (SERVICE CENTER). (ATC Facility Name/ATC Facility ID/ATC Facility Type) TEL (XXX–XXX–XXXX) IS THE FAA CDN FAC. (schedule, if needed) (YYMMDDHHMM)–(YYM–MDDHHMM)

Delete

Delete

b. 14 CFR section 91.137

EXAMPLE–

!FDC y/nnnn ZHU TX..AIRSPACE CORPUS CHRISTI, TX..TEMPORARY FLIGHT RESTRICTIONS APRIL 4 – 5, 20YY LOCAL. PURSUANT TO 49 USC 40103(B) (3)...(remainder of the clause). PURSUANT TO TITLE 14 CFR SECTION 99.7 (plain language text) WIAN AREA DEFINED AS 273437N0970631W (NGP117011.9) TO...(remainder of the description) TO POINT OF ORIGIN 2500FT MSL – 17999FT MSL EFFECTIVE YY04041800 UTC (1300 LOCAL 4/4/YY) UNTIL YY04051000 UTC (0500 LOCAL 4/5/YY). WIAN AREA DEFINED AS 15NM EITHER SIDE OF A LINE FM 274022N0971244W (NGP094004.5) TO...(remainder of the description) 1500FT – 3500FT EFFECTIVE YY04041800 UTC (1300 LOCAL 4/4/YY) UNTIL YY04051000 UTC (0500 LOCAL 4/5/YY). WIA 4.3NM RADIUS OF 274134N0971725W (NGP025000.4) SFC – 3000FT EFFECTIVE YY04041800 UTC (1300 LOCAL 4/4/YY) UNTIL YY04051000 UTC (0500 LOCAL 4/5/YY). HOUSTON CENTER TEL 281 – 230 – 5560 IS THE FAA CDN FAC. EXC AS SPECIFIED BELOW AND/OR UNLESS AUTH BY ATC: 1. ALL ACFT MUST BE ON AN ACTIVE IFR OR FILED VFR FLT PLAN WITH A DISCRETE CODE ASSIGNED BY AN ATC FAC. 2. ACFT MUST BE SQUAWKING THE DISCRETE CODE AT ALL TIMES WHILE IN THE TFR. 3. ALL ACFT ENTERING OR EXITING THE TFR MUST REMAIN IN TWO – WAY RADIO COMMUNICATIONS WITH ATC....

EXAMPLE–

!FDC y/nnnn (ARTCC ID) (state code)..AIRSPACE (city/location, state)..TEMPORARY FLIGHT RESTRICTIONS PURSUANT TO TITLE 14 CFR SECTION 91.137(A)(1) WIAN AREA DEFINED AS 10NM RADIUS OF (Centerpoint L/L) (Fix/Radial/Distance) SFC – FL180 (schedule, if needed) (reason) ONLY RELIEF ACFT OPS UNDER DIRECTION OF (agency in charge) ARE AUTH IN THE AIRSPACE (Agency name and telephone number) OR (frequency) IS IN CHARGE OF THE OPS. (Agency name and telephone number) OR (frequency) IS IN CHARGE OF ON SCENE EMERG RESPONSE ACT. (ATC Facility Name/ATC Facility ID/ATC Facility Type) TEL (XXX–XXX–XXXX) IS THE FAA CDN FAC. (schedule, if needed) (YYM–MDDHHMM)–(YYMMDDHHMM)

!FDC y/nnnn ZLC MT..AIRSPACE MISSOULA, MT..TEMPORARY FLIGHT RESTRICTIONS PURSUANT TO TITLE 14 CFR SECTION 91.137(A)(2) WIAN AREA DEFINED AS 3NM RADIUS OF 465422N1135521W (MSO076008.6) SFC – 10000FT FIRE FIGHTING ACFT OPS. MONTANA DNRC MISSOULA DISPATCH TEL 406 – 829 – 7070 OR FREQ 133.20/WEST RIVERSIDE FIRE IS IN CHARGE OF THE OPS. SALT LAKE/ZLC/ARTCC TEL 801 – 320 – 2560 IS THE FAA CDN FAC....

!FDC y/nnnn (ARTCC id) (state code)..AIRSPACE (city/location, state)...TEMPORARY FLIGHT RESTRICTIONS PURSUANT TO TITLE 14 CFR SECTION 91.137(A)(3) WIAN AREA DEFINED AS 5NM RADIUS OF 464996N1140000W (Fix/Radial/Distance) SFC – (upper limit) DLY SR – SS (reason) (Agency and telephone number) OR (frequency) IS IN CHARGE OF THE OPS. (coordination facility)...

Add

c. 14 CFR section 91.141 and section 99.7

Add

EXAMPLE–

**/FDC y/nnnn ZHU TX..AIRSPACE CORPUS
CHRISTI, TX..TEMPORARY FLIGHT
RESTRICTIONS APRIL 4 –5, 20YY LOCAL.
PURSUANT TO 49 USC 40103(B) (3)...(remainder
of the clause). PURSUANT TO TITLE 14 CFR
SECTION 99.7 (plain language text) WIAN AREA
DEFINED AS 273437N0970631W (NGP117011.9)
TO...(remainder of the description) TO POINT OF
ORIGIN 2500FT–17999FT EFFECTIVE
YY04041800 (1300 LOCAL 4/4/YY) UNTIL
YY04051000 (0500 LOCAL 4/5/YY). WIAN AREA
DEFINED AS 15NM EITHER SIDE OF A LINE
FM 274022N0971244W (NGP094004.5)
TO...(remainder of the description)
1500FT –3500FT EFFECTIVE YY04041800 (1300
LOCAL 4/4/YY) UNTIL YY04051000 (0500 LOCAL
4/5/YY). WIA 4.3NM RADIUS OF
274134N0971725W (NGP025000.4) SFC –3000FT
EFFECTIVE YY04041800 (1300 LOCAL 4/4/YY)
UNTIL YY04051000 (0500 LOCAL 4/5/YY).
HOUSTON/ZHU/ARTCC TEL 281 –230 –5560 IS
THE FAA CDN FAC. EXC AS SPECIFIED BELOW
AND/OR UNLESS AUTH BY ATC: 1. ALL ACFT
MUST BE ON AN ACTIVE IFR OR FILED VFR
FLT PLAN WITH A DISCRETE CODE ASSIGNED
BY AN ATC FAC. 2. ACFT MUST BE SQUAWKING
THE DISCRETE CODE AT ALL TIMES WHILE
IN THE TFR. 3. ALL ACFT ENTERING OR
EXITING THE TFR MUST REMAIN IN
TWO –WAY RADIO COMMUNICATIONS WITH
ATC...**
