Comments/Corrections

Comments or corrections concerning this publication may be submitted on this form and submitted electronically to: 9−AJV−8−HQ−Correspondence@faa.gov

Notice to Editor

The following comments/corrections are submitted concerning the information contained in:

Paragraph number_____ Title _____

Page _____ Dated _____

Name_____

Street_____

City_____State_____Zip_____

Notices to Airmen (NOTAM)

Explanation of Changes

Effective: May 26, 2016 Change 1

a. 1–1–7. RECOMMENDATIONS FOR PROCEDURAL CHANGES

Updating order to the current nomenclature being used by the ATO. The title of paragraph 1–1–7 was changed from Revisions to Recommendations for Procedural Changes to remain consistent with other FAA Orders.

b. Entire Publication

A global search and replace was conducted on the term "A/FD – Airport/Facility Directory." This term is now being referred to as "Chart Supplement U.S."

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

Table of Contents

Chapter 1. General

Section 1. Introduction

Section 2. Scope

Section 3. Accountable Organizations

Section 4. Terms of Reference

Chapter 2. Aeronautical Information Services

Section 1. Aeronautical Information System

Chapter 3. General Operating Procedures

Section 1. General

Section 2. Coordination

Section 3. Use of Terms

Chapter 4. NOTAM D Procedures

Section 1. General

Section 2. Preparing NOTAMs for Dissemination

Section 3. Coding and Transmission of NOTAMs

Section 4. Canceling/Extending NOTAMs

Section 5. Computer−Generated NOTAM Service Messages

Chapter 5. NOTAM Criteria

Section 1. Movement Area NOTAMs

Section 2. Lighting Aid and Obstruction NOTAMs

Section 3. NAVAID NOTAMs

Section 4. Communications Outlets NOTAMs

Section 5. Services NOTAMs

Chapter 6. Airspace NOTAMs

Section 1. Airspace

Chapter 7. FDC NOTAMs

Section 1. Transmitting FDC NOTAM Data

Section 2. Cancellation/Expiration

Chapter 8. Military NOTAMs

Section 1. General

Section 2. Military NOTAM Dissemination

Section 3. Military NOTAM Retrieval

Chapter 9. International NOTAMs

Section 1. General Procedures

Section 2. Procedures For Canadian NOTAMs

Appendices

Chapter 1. General

Section 1. Introduction

1–1–1. PURPOSE

This order prescribes direction used to format and distribute information regarding unanticipated or temporary changes to services, components of, or hazards in, the National Airspace System (NAS). The Notices to Airmen (NOTAM) system does not duplicate data already published or charted. Originators of airmen information are expected to inform the National Flight Data Center (NFDC) in sufficient time before the effective dates of changes to permit publishing of aeronautical data on the various charts or in the appropriate publications. When time does not allow for publication of a change or an outage and if the subject matter meets NOTAM criteria, issue a NOTAM until published.

1–1–2. AUDIENCE

The primary audience for this order is any office responsible for originating NOTAMs. The secondary audience is those who use aeronautical information.

1–1–3. WHERE TO FIND THIS ORDER

This order is available on the Federal Aviation Administration (FAA) website at http://faa.gov/air_traffic/publications and http://employees.faa.gov/tools_resources/orders_notices/.

1–1–4. CANCELLATION

FAA Order JO 7930.2P, Notices to Airmen (NOTAM) dated April 3, 2014 and Changes, are canceled.

1–1–5. EXPLANATION OF CHANGES

The significant changes to the basic order will be published and included in the Explanation of Change page(s). It is advisable to retain the page(s) throughout the duration of the basic order. If further information is desired, direct questions through the appropriate facility/service area staff to System Operations Services, Flight Services, Safety and Operations Policy Group.

1–1–6. 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.

1–1–7. RECOMMENDATION FOR PROCEDURAL CHANGES

a. The contents of this order will be periodically reviewed and updated, as required by National Airspace Data Interchange Network (NADIN), General Notices (GENOTs), and order changes. Changes/orders are published on the publications cycle.

b. Any changes to this order must be submitted to the Air Traffic Procedures Directorate.

1. Personnel should submit recommended changes in procedures to facility management.

2. Recommendations from other sources should be submitted through appropriate FAA, military, or industry/user channels.

3. Procedural changes will not be made to this order until the operational system software has been adapted to accomplish the revised procedures.

1–1–8. EFFECTIVE DATE

This order is effective December 18, 2015.

1–1–9. RELATED PUBLICATIONS

• 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 3721.20D, DoD Notice to Airmen (NOTAM) System.
• JO 7110.10, *Flight Services*
• Technical Operations
– 6000.15, *General Maintenance Handbook for NAS*

Facilities
– 8200.1, *U.S. Standard Flight Inspection Manual.*
• Flight Standards
–8260.19, *Flight Procedures and Airspace*
• FAA Order 5010.4, *Airport Safety Data Program*
• JO 7210.3, *Facility Operations and Administration*
• JO 7400.2, *Procedures for Handling Airspace Matters*
• JO 7400.8, *Special Use Airspace*
• 14 CFR Parts
– 77, Safe, Efficient Use, and Preservation of the Navigable Airspace
– 139, Certification of Airports
– 57, Notice of Construction, Alteration, Activation and Deactivation of Airports
– 171, Non-Federal Navigation Facilities
• AC 150/5200–28, Notices to Airmen (NOTAMs) for Airport Operators
• AC 150/5300-18B, General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards
•ICAO Annex 15

Section 2. Scope

1–2–1. PURPOSE

Authorized personnel assigned to facilities that collect, originate, and/or disseminate NOTAMs must be familiar with the provisions of this order that pertain to their operational responsibilities.

a. The United States NOTAM Office (USNOF) is the authority ensuring NOTAM formats. To ensure NOTAMs are issued consistent with NOTAM policy, submitters must comply with USNOF personnel directions.

b. All NOTAMs will be processed, stored, and distributed by the United States NOTAM System (USNS).

c. NOTAMs must have one of the following keywords as the first part of the text. A keyword is used to make it easier to sort and locate the specific data needed.
RWY, TWY, APRON, AD, OBST, NAV, COM, SVC, AIRSPACE, ODP, SID, STAR, CHART, DATA, IAP, VFP, ROUTE, SPECIAL or SECURITY.

NOTE–
Examples of keywords (RWY, TWY, APRON, AD, OBST, NAV, COM, SVC) are shown in chapter 5; AIRSPACE in chapter 6; (IAP, ODP, SID, STAR, ROUTE, and SPECIAL) relating to instrument flight procedures in chapter 7.

1. RWY (Runway). Keyword used to describe a temporary change or hazard associated with landing and takeoff surfaces to include runway lighting, markings, signage, and other airport services or attributes associated with a specific runway.

2. TWY (Taxiway). Keyword used to describe a temporary change or hazard associated with a taxiway, taxiway lighting, markings, helipads, signage and other attributes associated with a specific taxiway.

3. APRON (Apron/Ramp). Keyword used to describe a temporary change or hazard associated with an apron, ramp, or taxilane, lighting, markings, helipad, signage and other attributes associated with a specific apron.

4. AD (Aerodrome). Keyword used to describe a temporary change or hazard or potential hazard on or within 5 statute miles of an airport, heliport, or maneuvering area that is not associated with a specific movement area surface. Such hazards may include, (but are not limited to), aerodrome closures, lighting not associated with a specific movement area surface, aerodrome services (fuel, customs, ARFF), helicopter platforms, wildlife hazards, and meteorological equipment (wind indicators) or services.

5. OBST (Obstructions). Keyword used to describe a temporary change or hazard caused by a moored balloon, kite, tower, crane, stack, obstruction, obstruction lighting outage, obstruction status, or telecommunication tower light outage.

6. NAV (Navigation Aids). Keyword used to describe a temporary change or hazard caused by the changes in the status of ground-based radio navigational aids and Global Navigation Satellite Systems (GNSS) (except for area navigation (RNAV) approach anomalies).

7. COM (Communications). Keyword used to describe a temporary change or hazard caused by communication outlet commissioning, decommissioning, outage, unavailability, and air-to-ground frequencies.

8. SVC (Services). Keyword used to describe a temporary change or hazard associated with change in service levels, such as operating hours, air traffic management services, or airport services.

9. AIRSPACE (Airspace). Keyword used to describe an airspace restriction or activity warning which impacts, restricts, or precludes use of airspace.

10. ODP (Obstacle Departure Procedure). Keyword used when a NOTAM applies to a textual or graphic obstacle departure procedure.

11. SID (Standard Instrument Departure). Keyword used when a NOTAM applies to a published standard instrument departure.

12. STAR (Standard Terminal Arrival). Keyword used when a NOTAM applies to a published standard terminal arrival.

13. CHART (Chart). Keyword used to describe a U.S. Government chart correction, followed by name of chart and word “CORRECT” that becomes effective before the next publication cycle.

14. DATA (Data). Keyword used to describe a temporary change or hazard associated with a data set change followed by the name of the data set to be changed; for example U.S. DOD DAFIF, DACS, or NFD.

15. IAP (Instrument Approach Procedure). Keyword used when a NOTAM applies to a published instrument approach procedure.

16. VFP (Visual Flight Procedure). Keyword used when a NOTAM applies to visual flight procedures such as Charted Visual Flight Procedure and RNAV Visual Flight Procedure.

17. ROUTE (Route). Keyword used to describe a temporary change or hazard or change associated with published ATS routes and related information.

18. SPECIAL (Special). Keyword used when a NOTAM applies to a special instrument flight procedure.

19. SECURITY (Security). Keyword used for Department of State advisories, Special Federal Aviation Regulations (SFARs), advisories of national emergency, national security actions, special security instructions, air defense identification zone (ADIZ) procedures.

NOTE–
Keyword SECURITY is not used for NOTAMs that describe a defined restricted area or TFR. Such NOTAMs would use keyword AIRSPACE.

d. (U) – Unverified. (U) is used preceding a keyword as described in paragraph 5-1-2.

e. The United States Department of Defense (DOD) will append the keywords IAP, SPECIAL, ODP, SID, and STAR with "U. S. DOD" to indicate that a published procedure is for military use only (not for civil use). For example, STAR U. S. DOD, SID U. S. DOD, IAP U. S. DOD.

1–2–2. PROCEDURAL APPLICATIONS

Apply the procedures in this order except when other procedures are contained in a Letter of Agreement or other appropriate FAA documents, provided they only supplement this order and that any standards they specify are not less than those in this order. FAA Order JO 7210.3, Facility Operation and Administration, contains administrative procedures for developing and executing those letters and documents.

1–2–3. AVOIDANCE OF DUPLICATION

Before issuing a NOTAM on any NOTAM criteria data, check all appropriate charts and publications to assure the information does not duplicate the published data. Do not issue a NOTAM on information that duplicates published data unless a NOTAM is required by a Certificate of Waiver or Authorization from Title 14, Code of Federal Regulations (CFR) issued by the FAA.

Section 3. Accountable Organizations

1–3–1. AIR TRAFFIC ORGANIZATION

a. All air traffic employees, regardless of position, must immediately report any situation or condition considered hazardous to flight to an air traffic facility for appropriate action.

NOTE–
Situations that present an immediate hazard should be reported to the air traffic control (ATC) facility most concerned. Other situations should be reported on a first priority basis to the flight service station or appropriate accountable organization.

b. Air traffic personnel must accept all aeronautical information regardless of source or subject matter, provided the occurrence is no more than three days in the future. Obtain the name, title (if appropriate), address, and telephone number of the person furnishing the information and forward all data to the appropriate FSS for NOTAM issuance, if appropriate.

NOTE–
Forwarding the NOTAM data to the tie-in FSS does not relieve the forwarding facility from the responsibility of coordinating the information with other affected ATC facilities.

c. The party that originates the NOTAM on behalf of the accountable organization is responsible for the accuracy, origination, and cancellation of the NOTAM. FSS personnel receiving NOTAM information that requires action by another FSS must forward the information to that FSS for appropriate action.

d. The certified source is responsible for the correct classification and format of the NOTAM and for ensuring that facilities affected by the NOTAM are aware of the new NOTAM.

e. FSS specialists are responsible for issuing NOTAMs that are not covered in any example in FAA Order JO 7930.2. If, after consulting with your management, a format cannot be determined, have management contact USNOF for assistance.

f. System Operations Services, Flight Services, has the responsibility to ensure that data submitted complies with the policies, criteria, and formats contained in this order. This responsibility is delegated to the Safety and Operations Policy Group.

g. Mission Support Services, Aeronautical Navigation Products (AeroNav Products) is responsible for originating Flight Data Center (FDC) NOTAMs for revisions to standard instrument approach procedures (SIAP), air traffic service (ATS) routes, textual and graphic departure procedures (both ODPs and SIDs), and special instrument flight procedures. AeroNav Products may originate NOTAMs regarding navigational aid (NAVAID) restrictions in accordance with FAA Order 8200.1, United States Standard Flight Inspection Manual.

h. Mission Support Services, Airspace Services, is responsible for the development of policy guidance regarding standard terminal arrival routes (STAR). STAR NOTAMs are originated by the Air Route Traffic Control Center (ARTCC) (See paragraph 7-1-4f).

i. USNOF executes the operational compliance function. When operational personnel of the USNOF determine that NOTAM information submitted is not in compliance with the criteria or procedures as prescribed, they must call this to the attention of the transmitting party. USNOF will forward unresolved issues to the Flight Services Program Operations for clarification and further action. The USNOF is responsible for operating the NOTAM system. USNOF originates NOTAMs, as needed. *(See paragraph 4-1-2, National NOTAM Office Relationships for more detail)*

NOTE–
NOTAM office phone numbers: (888) 876-6826; (540) 422-4262. FAX number is (540) 422-4298.

1–3–2. TECHNICAL OPERATIONS SERVICES

The Technical Operations Services, Operations Center manager, or representative, is responsible for:

a. Originating and canceling NOTAM information for shutdown, restoration, or any condition that affects the operations of NAVAIDs, frequencies, or other electronic aids that affect safety of flight. This includes forwarding data of programmed changes in the NAS, such as frequency changes, commissioning/ decommissioning, etc.

b. Coordinating with appropriate air traffic facilities prior to shutdown or changes that affect safety of flight.

c. Submitting approval requests for routine maintenance shutdowns sufficiently in advance to assure that approval will be received with ample time for issuance of a NOTAM five hours before a shutdown will occur.

1–3–3. FLIGHT INSPECTION SERVICES

Flight Inspection Services under FAA Order 8200.1, United States Standard Flight Inspection Manual, initiate NOTAMs regarding radio and lighting NAVAID restrictions. Facility classification based on flight inspection results is the responsibility of the flight inspector.

1–3–4. OFFICE OF AIRPORT SAFETY AND STANDARDS

The Office of Airport Safety and Standards is responsible for enforcing the airport management responsibilities as outlined in the Code of Federal Regulations (CFR).

REFERENCE–
FAA Order 5010.4, Airport Safety Data Program, and 14 CFR Parts 139 and 157.

1–3–5. FLIGHT STANDARDS SERVICE

The Flight Technologies and Procedures Division, AFS-400, is responsible for development of policy guidance and procedures for the origination, tracking, and cancellation of NOTAMs relating to instrument flight procedures. This policy is contained in FAA Order 8260.19, Flight Procedures and Airspace, and applies to the following: SIAPs, ATS routes, textual and graphic ODPs, SIDs, and special instrument flight procedures (*see paragraph 1–3–1 for procedures addressing STAR NOTAMs*). AFS-400 is responsible for oversight of non-FAA service providers authorized to maintain SIAP and/or special instrument flight procedures. Maintenance includes issuance of FDC NOTAMs

1–3–6. AIRPORT MANAGEMENT

Specific airport management responsibilities are outlined in 14 CFR Parts 139 and 157. Airport managers are required to abide by applicable provisions of these and pertinent regulations regardless of application of any procedure in this order.

Section 4. Terms of Reference

1–4–1. WORD MEANINGS

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. "Will" indicates futurity, not a requirement for application of a procedure.

e. "Must not" means a procedure is prohibited.

f. Singular words include the plural.

g. Plural words include the singular.

h. Miles means nautical miles unless otherwise stated.

i. Feet means mean sea level unless otherwise stated.

j. Time is shown in Universal Coordinated Time (UTC) unless otherwise stated, as in the body of Temporary Flight Restrictions.

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 this order contain the keyword and the subject of the NOTAM. All other data is assumed from the NOTAM sentence structure and are 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 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.

d. 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.

e. Certified Airport. An airport certificated under 14 CFR Part 139. These airports are so indicated in the Chart Supplement U.S.

f. Certified Source. The party who enters/submits a NOTAM to the USNS using an approved direct entry tool or interface

g. Distribution. Forwarding of NOTAM information from the USNS to NADIN.

h. 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, 20.1NM from AML VOR/DME).

i. 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 USNS, beginning with 0001 each year. The year of issuance and the serial number are separated by a forward slash; for example, 5/1323.

j. International NOTAM. The classification of NOTAMs received from other counties and stored in the US NOTAM System. 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, S0211/15, S0002/15.

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

l. Military NOTAM. The classification of NOTAMs issued by the U.S. Air Force, Army, Marine, Navy, and Coast Guard against navigational aids and airports. 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.

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

n. 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 U.S. NOTAM Ds are numbered consecutively each month by the USNS 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.

o. NOTAM Originator. The party (airport, Tech Ops, AIS/Service Provider, FSS, etc.) who submits a NOTAM to the USNS using an approved interface and is accountable for the NOTAM coordination.

p. Out of Service. When a piece of equipment, a system, a facility or a service is not operational, certified (if required) and immediately "available" for air traffic or public use.

q. Pointer NOTAM. NOTAM D issued to point to another NOTAM. The keyword in the pointer NOTAM must match the keyword in the original NOTAM.

r. Prior Permission Required (PPR) means prior permission required to have full operational use of a runway, taxiway, apron, or airport facility/service.

s. Supplement (Alaska, Pacific).

1. Alaska. This chart supplement is a joint civil-military flight information publication designed for use with other flight information publications, en route charts, Alaska Terminal publication, USAF TACAN charts covering Alaska and portions of southwestern and northwestern Canada, World Aeronautical Charts, and sectional aeronautical charts. The Supplement contains a Chart Supplement U.S. of all airports (including certificated (14 CFR Part 139) airports shown on en route charts and those required by appropriate agencies), communications data, navigational facilities, special notices, and procedures applicable to the area of chart coverage.

2. Pacific. This chart supplement is a civil flight information publication, designed for use with flight information publications, en route charts and the sectional aeronautical chart covering the State of Hawaii and that area of Pacific served by U.S. facilities. The Supplement contains a Chart Supplement U.S. of all airports (including

certificated (14 CFR Part 139) airports open to the public and those requested by appropriate agencies), communications data, navigational facilities, special notices and procedures applicable to the Pacific area.

t. Taxilanes. Designed for low speed and precise taxiing. Taxilanes are usually, but not always, located outside the movement area, providing access (to and) from taxiways (usually an apron taxiway) to (and from) aircraft parking positions and other terminal areas.

u. 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.

v. United States NOTAM System. The United States NOTAM System (USNS) is a safety-critical system that collects, maintains and distributes NOTAMs for the aviation community.

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

x. WMSCR – Weather Message Switching Center Replacement is one of the FAA's gateway for the receipt and distribution of weather and NOTAM data 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 a telecommunication system and will be 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 (DPs).

(b) Standard Terminal Arrivals (STARs).

(c) Standard Instrument Approach Procedures (SIAPs).

3. VFR Charts:

(a) Sectional Aeronautical Charts.

(b) Terminal Area Charts (TAC).

(c) World Aeronautical Charts (WAC).

b. Flight information publications outlining baseline data:

1. Notices to Airmen Publication (NTAP).

2. Chart Supplement U.S.

3. Pacific Chart Supplement.

4. Alaska Supplement.

5. Alaska Terminal.

6. Aeronautical Information Manual (AIM).

2–1–3. PUBLICATION CRITERIA

The following conditions or categories of information should be forwarded to the National Flight Data Center (NFDC) 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, 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 decommissioned.

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. Public 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. NOTICES TO AIRMEN PUBLICATION

a. NTAP is published by Mission Support Services, Standards and Procedures Support, every 28 days.

b. Data of a permanent nature can be published in the Notices to Airmen Publication as an interim step between publication cycles of the Chart Supplement U.S. and aeronautical charts.

c. The Notices to Airmen Publication is divided into four parts:

1. Notices in Part 1 are provided by ATC Products and Publications. This part contains selected FDC NOTAMs that are expected to be in effect on the effective date of the publication. This part is divided into three sections:

(a) Section 1, Airway NOTAMs, reflecting airway changes that fall within an ARTCCs airspace.

(b) Section 2, Procedural NOTAMs.

(c) Section 3, General NOTAMs, containing NOTAMs that are general in nature and not tied to a specific airport/facility (for example, flight advisories and restrictions, open duration Special Security Instructions and Special Flight Rules Area.

2. Part 2, provided by NFDC, contains Part 95 Revisions, Revisions to Minimum En Route IFR Altitudes and Changeover Points.

3. Part 3, International NOTAMs, is divided into two sections.

(a) Section 1, International Flight Prohibitions, Potential Hostile Situations, and Foreign Notices.

(b) Section 2, International Oceanic Airspace Notices.

4. Part 4, Graphic Notices, compiled by ATC Products and Publications from data provided by FAA service area offices and other lines of business, contains special notices and graphics pertaining to almost every aspect of aviation; such as, military training areas, large scale sporting events, air show information, Special Traffic Management Programs (STMPs) and airport–specific information. This part is comprised of 6 sections:

(a) Section 1, General.

(b) Section 2, Special Operations.

(c) Section 3, Airport and Facility Notices.

(d) Section 4, Major Sporting and Entertainment Events.

(e) Section 5, Airshows.

(f) Section 6, Special Notices.

NOTE–
Notices in Parts 3 and 4 of the NTAP are submitted to and processed through ATC Products and Publications, not NFDC. Cutoff dates and requirements for notices in Parts 3 and 4 are in the NTAP.

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

a. Managers must review each edition of the Notices to Airmen Publication, the Chart Supplement U.S., and other publications and charts to ensure that all required data is included and correct. Inform NFDC promptly of errors or omissions in any publication or chart. Notification of errors in the NTAP parts three and four should be sent to ATC Products and Publications.

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 NFDC. NFDC 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 U.S.

c. When time does not permit notification to NFDC by mail, forward the data via administrative message, FAX, or contact the appropriate NFDC section by telephone during administrative hours.

d. Information received by NFDC for publication that meets publication criteria and will be current on the effective date of the next available AFD publication or aeronautical chart will be published.

2–1–7. ADDRESSING CORRESPONDENCE

Federal Aviation Administration
Aeronautical Information Services
1575 I Street, NW. Washington, D.C. 20005

2–1–8. NFDC ORGANIZATION

The NFDC is divided into the following sections listed below. Questions and data should be referred directly to the appropriate section.

a. Airports and NAVAIDs Section telephone: (202) 385–7474.

b. Procedures and Airspace Section, telephone: (202) 385–7473.

c. Cartographic Standards Section, telephone: (202) 385–7456.

d. Aeronautical Information Management:

1. Toll Free: (866) 295-8236

e. Web Page: https://nfdc.faa.gov.

2–1–9. THE NATIONAL FLIGHT DATA DIGEST (NFDD)

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

2–1–10. 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.

Section 2. NOTAM System

2–2–1. NOTAM CLASSIFICATION

When changes occur so rapidly that time does not permit issuance on a chart or in an appropriate publication, they are publicized as NOTAMs. Originators of airmen information are expected to inform the NFDC in sufficient time before the effective dates of changes to permit publishing of aeronautical data on the various charts or in the appropriate publications. NOTAMs are classified into four groups in accordance with instructions in this order. The groups are:

a. NOTAM D. Information that meets the criteria of this order and requires wide dissemination via telecommunication and pertains to en route navigational aids, civil public-use airports listed in the AFD, facilities, services, and procedures.

b. FDC NOTAM. Flight information that is normally regulatory in nature including, but not limited to, changes to IFR charts, procedures, and airspace usage.

c. Pointer NOTAM. Issued by a flight service station to highlight or point out another NOTAM; such as an FDC or Parachute Jump Exercise (PJE) NOTAM. This type of NOTAM will assist users in cross-referencing important information that may not be found under an airport or NAVAID identifier. Keywords in pointer NOTAMs must match the keywords in the NOTAM D that is being pointed out. Keywords in pointer NOTAMs related to temporary flight restrictions (TFR) must be AIRSPACE. (See chapter 6 for an example.)

d. Military NOTAM. NOTAMs pertaining to U.S. Air Force, Army, Marine, Navy, and Coast Guard navigational aids/airports that are part of the NAS.

Chapter 3. General Operating Procedures

Section 1. General

3–1–1. TIE–IN STATIONS

a. Flight Service Program Office 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.

b. Letters of agreement between facilities or other agencies and the FSS should be executed to assure proper handling of NOTAMs.

c. The tie–in FSS is responsible for forwarding the NOTAM data to the NFDC for publication in accordance with the procedures in this order.

3–1–2. NOTAM RESPONSIBILITIES

a. The party that enters the NOTAM data is responsible for classifying, formatting, canceling, and informing the controlling facility and other facilities/offices affected by the aid, service, or hazard contained in the new NOTAM. Flight Service Stations are exempt from the requirement to inform the controlling facility when an alternate means of coordination is approved by the Flight Service Safety and Operations Group, AJR-B1.

b. Any office which receives information is responsible for the accuracy, currency, and validity of the NOTAM. When an office 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 JO 7930.2, Para 5–1–2, Handling Reported Aerodrome Conditions

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

REFERENCE–
FAA Order JO 7930.2, Para 6–1–2Special Activity Airspace (SAA)

3–1–3. NOTAM LOG

FSS air traffic managers must ensure that NOTAMs originated by their facility and FDC NOTAMs received must be accounted for as follows:

a. Log all NOTAMs on a locally approved form containing at least the same data for each accountability (NOTAM file) location. Information to include on the form: Month, Facility, NOTAM Number, Condition Description, Transmitted by/DTG, and Canceled by/DTG.

b. Incoming FDC NOTAMs and cancellations must be logged on a locally approved form, containing at least the same data. Information to include on the form: FDC NOTAM Receipt Log, NOTAM Number, Sending Facility, Affected Facility, Number Canceled by, and Remarks. The Remarks section should contain enough information to identify the location and NAS component affected.

c. Electronic NOTAM logs are acceptable and can replace any paper log.

d. When you receive an FDC NOTAM and the previous number(s) have not been received, obtain the NOTAM on request-reply.

REFERENCE–
FAA Order JO 7930.2, Para7–2–3Retrieving FDC NOTAMs

3–1–4. FDC PRESIDENTIAL, SPECIAL SECURITY INSTRUCTIONS, OR EMERGENCY AIR TRAFFIC RULES TFRs

a. The USNS must send 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, Special Security Instructions NOTAMs; and any revisions, modifications, or cancellations, directly to all flight service stations via NADIN using the flight service group address of "KXXXAFSS."

b. Upon receipt of these messages, the watch supervisor at each flight service station hub or parent facility must ensure that the NOTAM is received at each of their subordinate facilities. The hub or parent 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 hub or parent facility need to acknowledge the NOTAM. For automation processing, the receipt message must adhere to the following format: R FDC 4/1234 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 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.

4. As part of the FSS supervisor's 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.*

Section 2. Coordination

3–2–1. COORDINATION WITH OTHER FACILITIES

When a shutdown or an outage/closure of a component of the NAS will affect another facility's operation, the facility serving as the approval/controlling authority must coordinate with other facilities concerned.

3–2–2. FILING NOTAM INFORMATION WITH FSSs

NOTAM information should not be filed with an FSS (1-800-WX-BRIEF) prior to 3 days before the expected condition is to occur. A NOTAM must be transmitted as soon as practical but not more than 3 days before the expected condition is to occur.

3–2–3. PASSING NOTAM DATA BY PART–TIME FSS FACILITIES

a. Before closing, part-time facilities must give the following NOTAM data to the FSS responsible for handling their NOTAMs during the period the facility is closed:

1. Any known NOTAMs that will require dissemination during the hours the facility is closed.

2. All current NOTAMs.

b. Immediately upon resuming the daily operation, part–time facilities must obtain all the above data as well as pertinent FDC NOTAMs issued.

3–2–4. NON–FEDERAL FACILITIES

a. NOTAMs on non-Federal facilities that are part of the NAS are distributed through the FAA NOTAM system. Letters of agreement covering FSS notification procedures for these facilities should be executed whenever possible. The owner/sponsor or non-Federal technician must contact the appropriate Certified Source to ensure the NOTAM is originated

REFERENCE–
14 CFR Part 171 and FAAO 6700.20, Non-Federal Navigational Aids and Air Traffic Control Facilities, outlines owner/operation responsibilities.

b. NOTAMs on non-Federal facilities that are not part of the NAS are not distributed in the FAA NOTAM system. FSSs receiving data on these facilities must notify the appropriate Technical Operations Control Center as well as Aeronautical Information Services.

Section 3. Use of Terms

3–3–1. USE OF CONTRACTIONS AND ABBREVIATIONS

a. Contractions and abbreviations designated for ICAO usage as specified in FAA Order JO 7340.2, Contractions, must be used in the NOTAM system. When an ICAO-usage contraction is not available, plain text is required, except for the list of differences in Appendix C.

b. For indicating abbreviated days of the week, a hyphen may be used to indicate successive days or each day can be specified individually separated by a single space; for example, MON-FRI means Monday through Friday, whereas MON WED FRI means Monday, Wednesday, and Friday.

c. The Pilot/Controller Glossary must be used to define terms in the NOTAM system.

d. Location identifiers used in the NOTAM system are those contained in FAA Order JO 7350.8, Location Identifiers.

e. Contractions and abbreviations published on instrument flight procedure charts may be used in the text of FDC NOTAMs relating to approach and departure procedures.

f. Contractions written in the singular form decode to mean both the singular and plural.

3–3–2. EXPRESSION OF TIME IN THE NOTAM SYSTEM

a. The day begins at 0000 and ends at 2359.

b. Times used in the NOTAM system are Coordinated Universal Time (UTC/Zulu) unless otherwise stated, and must be stated in 10 digits for the year, month, day, hour, and minute (YYMMDDHHMM).

c. Sunrise-Sunset (SR-SS) is allowed when describing a daily schedule.

EXAMPLES–
MON-FRI SR-SS
DLY SS-SR
DLY SR-1800
TUE 2300-SR

3–3–3. UNITS OF MEASUREMENT

Specify the unit of measurement in distance, height, altitude, or weight. When using an abbreviation, do not add a space between the measurement and the unit of measurement. At a minimum, latitude must be 6 digits and longitude must be 7 digits.

EXAMPLES–
500FT
12500LB
5NM
20MIN
1HR
330DEG
402646N0795856W
402646.25N0795856.95W

3–3–4. USE OF VIRGULE (/)

The use of virgules should be limited to separate runway pairs (RWY 3/21), combining positions and affected frequencies (LOCAL CTL/CD), and equipment, affected components and frequencies (ILS GP/OM/MM, VOR/DME 111.0/CH77).

3–3–5. RUNWAY IDENTIFICATION

a. Specify the runway identification as it is published, including the leading 0.

b. List the runway identifications in clockwise order beginning from the 1 o'clock position.

c. Use runway pair when applicable.

d. Identify runways with the prefix RWY followed by magnetic bearing indicator.

EXAMPLE–
RWY 3/21
RWY 3
RWY 21

e. Parallel runways are differentiated by using the runway designators.

EXAMPLE–
RWY 03L
RWY 03C
RWY 03R

f. Where the magnetic bearing indicator has not been established, identify the runway to the nearest eight points of the compass.

EXAMPLES–
…RWY NE/SW CLSD…

3–3–6. TAXIWAY IDENTIFICATION

a. Identify taxiways with the prefix TWY followed with the taxiway designator letter or letter/number as assigned.

1. Describe a taxiway that does not have an assigned designator as adjacent to a runway or direction from runway.

EXAMPLE–
…TWY PARL TWY ADJ RWY 09/27 CLSD…
…TWY PARL TWY CLSD…

NOTE–
One unnamed parallel taxiway exists at this airport.

2. When a cardinal direction is used to describe a taxiway condition, the word describing the direction must be spelled out in full to ensure that the cardinal direction is not mistaken for a taxiway designator; for example, "EAST," "WEST," "SOUTHWEST."

3. Describe a helipad located on a taxiway as: …TWY C HELIPAD 3 CLSD…

b. Keyword TWY may be followed by designator "ALL."

EXAMPLES–
…TWY ALL CLSD…

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

…TWY ALL EDGE LGT OUT OF SERVICE…

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

c. For multiple taxiways, each taxiway need not be prefaced with contraction TWY;

1. Taxiway segments must be separated from each taxiway or taxiway segment with a comma and preceded by contraction TWY followed by the taxiway designator. The use of "BTN" and "AND" signifies a segment, such as *TWY B BTN TWY B10 AND TWY B8.* A hyphen used in a TWY NOTAM indicates all taxiways between the first and last descriptors.

EXAMPLE–
…TWY B3,C CLSD…
…TWY A1-A6 CLSD…

NOTE–
The example includes taxiways A1, A3, A5 and A6.
…TWY F AT INT TWY C CLSD…

2. Multiple segments separated by commas share the same condition for example: CLSD or WIP (work in progress) SN REMOVAL.

EXAMPLE–
…TWY B1, B2, F, TWY B BTN TWY B10 AND TWY B8 CLSD…
…TWY C BTN APCH END RWY 04R AND 350FT SOUTH APCH END RWY 04L CLSD…

NOTE–
The originator may originate multiple NOTAMs to ensure clarity.

3–3–7. APRON IDENTIFICATION

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

EXAMPLES–
…APRON TERMINAL RAMP FICON PATCHY THIN WET SN…
…APRON MAIN TAXILANE C CLSD…
…APRON ALL CLSD…

NOTE–
"ALL" is used to describe every APRON at an airport OR can be used for an airport with a single APRON.

…APRON MAIN RAMP HELIPAD A1 CLSD…

NOTE–
This example describes a helipad that resides on the Main Ramp.

b. SPOTS, GATES, HARDSTANDS, etc., can be used as geographical reference points to delineate a section on aprons or taxiways, but do not meet NOTAM criteria as its own "attribute".

EXAMPLE–
…APRON TERMINAL RAMP BTN GATE 3 AND SPOT 4 CLSD…

3–3–8. STANDARD NOTAM PHRASES

The following are a listing (not inclusive) of standard terms used in NOTAMs.

UNL (unlimited)	TO POINT OF ORIGIN	OBSC (obscured)	UNREL (unreliable)
NOT AVBL	CENTERED AT	UNUSABLE	CLSD
IRREGULAR SFC (lips, dips, bumps, holes, ruts, breaks, etc.)	NOW (temporary)	CHANGED TO (permanent)	UNSAFE
TO	EXC	NEAR	BTN and AND
PLUS SEE…	NOT STD	NOT LGTD	FLAGGED
FOR/AT (RWY)	WI AN AREA DEFINED AS	LGTD	USABLE (Used in conjunction with a restriction; not by itself)
OUT OF SERVICE	FLAGGED AND LGTD	ADJ (adjacent)	NONMOVEMENT AREA

3–3–9. CARDINAL DIRECTIONS

Cardinal directions (excluding TAXIWAY usage) is in abbreviation format. This includes N, NNE, NE, ENE, E, ESE, SE, SSE, S, SSW, SW, WSW, W, WNW, NW, and NNW. Also included are directions for high altitude balloons – northbound – NB, northeast bound – NEB; eastbound – EB; southeast bound – SEB; southbound – SB, southwest bound – SWB; westbound – WB; northwest bound – NWB.

Chapter 4. NOTAM D Procedures

Section 1. General

4–1–1. ACCEPTING NOTAM D INFORMATION

FSS facilities must accept and document all aeronautical information regardless of source, provided the occurrence is no more than 3 days in the future. Information from other-than-authorized authorities must be verified prior to NOTAM issuance.

4–1–2. NATIONAL NOTAM OFFICE RELATIONSHIPS

a. The USNOF is charged with monitoring the USNS. The USNOF must monitor the NOTAM system for compliance with the criteria and procedures set forth in this order. When questions arise on NOTAM dissemination, formats, contractions, or other aspects of the distribution system, the USNOF should be consulted. The USNOF is the authority to ensure NOTAM formats. To ensure NOTAMs are issued consistent with policy, NOTAM originators and certified sources must comply with USNOF personnel guidance.

b. Discrepancies in procedures or format must be recorded, and Aeronautical Information Management must forward a list of the discrepancies to Flight Services, Safety and Operations Support, Operational Procedures, and the service area office.

c. Editing:

1. The USNOF may edit any NOTAM (except FDC NOTAMs relating to instrument flight procedures) that does not conform to the formats and/or examples contained in this order. The contents of a NOTAM must not be changed without notifying the originating facility.

NOTE–
FDC NOTAMS relating to instrument approach and departure procedures are originated by the Mission Support Services – Aeronautical Products Office under the Flight Standards Service policy contained in FAA Order 8260.19, chapter 2, section 6. ARTCCs must ensure the origination of NOTAMs pertaining to a Standard Terminal Arrival (STAR).

2. Should the USNOF edit a NOTAM and change the intent, the NOTAM must be canceled by the issuing facility and reissued as a new NOTAM, after consultation with the USNOF.

Section 2. Preparing NOTAMs for Dissemination

4–2–1. NOTAM COMPOSITION

NOTE–
For FDC NOTAM examples, see chapter 7.

a. NOTAMs may contain these elements from left to right in the following order:

1. An ADP code/exclamation point (!).

2. Accountability (the identifier of the accountability location; for example, JFK, FDC, CARF).

3. Location identifier {the affected facility or location (airport, NAVAID, or ARTCC) appears AFTER the NOTAM number}. Approach controls or airspace located within multiple ARTCC must have a separate NOTAM for each ARTCC.

(a) The nearest public use airport when the full activity is completely within a 5NM Radius of the airport.

(b) The nearest VOR when any of the activity is more than 5NM from the nearest public use airport but completely within 25NM Radius of a VOR

(c) When the activity doesn't fall within either (a) or (b), use the ARTCC.

4. Keyword.

5. Attribute, activity, or surface designator(s) (when needed).

NOTE–
A surface designator is required with keywords RWY, TWY, and APRON.

6. Surface segment (when needed).

7. Facility, feature, service, system, and/or components thereof (when needed).

8. Location description (when needed).

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

(a) For SFC, or 1 to 17,999FT with the unit of measurement (AGL or MSL). 50FT, 1275FT AGL, 10500FT.

(b) For 18,000FT and above, express in flight levels (FL), FL180, FL550, FL850, or UNL (altitudes greater than 99,900FT).

(c) Heights AGL may be added when required or when MSL is not known, for example, SFC-450FT AGL.

10. Condition. The changed condition or status being reported, when needed. When the conditions includes a limitation or an exception, follow the condition with "TO" or "EXC"; such as, "CLSD EXC SKI" or "CLSD TO TRANSIENT" or "CLSD EXC TAX BTN APCH END RWY 10 AND TWY C."

11. Reason (when needed).

12. Remarks (when needed). Other information.

13. Schedule, (when needed). A NOTAM may be originated for a scheduled condition/activity that will occur during the period. Specify the schedule between the condition/activity and the valid time string. The days of the week must be specified before the scheduled time. The term "DLY" (daily) indicates the event will occur each day at the same time during the stated time period. The start time of the schedule must correspond to the start of activity time. The end of the last schedule must correspond to the end of validity time. For example : DLY 1200-2000 YYMMDD1200-YYMMDD2000; MON WED 0900-1300 YYMMDD0900-YYMMDD1300, TUE THU 0900-2000 YYMMDD0900-YYMMDD2000. If the active time of a NOTAM corresponds to sunrise or sunset, the actual times of sunrise on the first day of validity and of sunset on the last day of validity should be used.

14. Start of Activity/End of Validity. This is a 10-digit date-time group (YYMMDDHHMM) used to indicate the time at which the NOTAM comes into force (the date/time a condition will exist or begin) and the time at which the NOTAM ceases to be in force and becomes invalid (the expected return to service, return to normal status time, or the time the activity will end). These times must be separated by a hyphen "-."

(a) If the NOTAM duration is expected to return to service prior to the End of Validity time, express the time by using a date-time group followed immediately by "EST" (estimate). Any NOTAM that includes an "EST" must be canceled or replaced before the NOTAM reaches its End of Validity time. If the NOTAM is not canceled or replaced, it

will expire at the end of validity time regardless of EST. FDC NOTAMs relating to instrument flight procedures must not be canceled and reissued. (Reference FAA Order 8260.19, chapter 2, section 6.)

(b) When a NOTAM is originated to advertise a permanent condition that will be published in a publication, chart or database (see paragraph 4-4-3), "PERM" should be inserted as the expiration date in lieu of a 10-digit date-time group. In addition, PERM is used as the end of validity in lieu of a 10-digit date–time-group for certain NOTAMs that pertain to or support national security, law enforcement, and aviation security requirements and for NOTAMs that contain flight prohibitions for U.S. operators and U.S. airmen regarding operations in particular areas of non-U.S. controller airspace due to weapons-related hazards or other hostile threats to civil aviation, regardless of whether the NOTAM will be published in a publication, chart, or database. The NOTAM originator is responsible for canceling the NOTAM upon publication, as PERM will not auto-expire.

(c) All NOTAMs will auto-cancel at their End of Validity time, except PERM.

b. NOTAMs issued when the condition of a number of facilities, NAVAIDs, services, or landing areas/runways are related to the same event (for example, date/time, facility closing, part–timing, runway closures, etc.) must be issued as separate NOTAMs.

c. Each NOTAM concerning a specific aid, service, or hazard must be a complete report including all deviations unless reference is made to other restrictions already published.

d. If information is published elsewhere and is still valid, reference must be made to that publication with the statement, "PLUS SEE (publication)." A NOTAM issued not stating "PLUS SEE (publication)" indicates the NOTAM replaces previously published similar data.

e. NOTAMs must state the abnormal status of a component of the NAS and not the normal status. The only exception is for data that has been published and is being replaced; for example, RWY 9/27 OPEN.

4–2–2. NOTAM ACCOUNTABILITY

Maintain separate accountability (NOTAM file) for each location whose weather report is disseminated via WMSCR and for the location of the tie-in FSS.

a. Issue NOTAMs for an FAA-monitored weather reporting location whose report is disseminated via WMSCR under the location identifier of the weather report.

b. Issue all other NOTAMs under the location identifier of the tie-in FSS. This includes NOTAMs for weather reporting locations whose report is not disseminated via WMSCR.

REFERENCE–
FAA Order JO 7930.2, Chapter 2, Aeronautical Information Services

c. Make NOTAM accountability changes by mail, email or other electronic means when known sufficiently in advance. Issue all subsequent NOTAMs under the corrected accountability. If there are any current NOTAMs for the location, cancel and reissue those NOTAMs under the new accountability after the USNS tables have been changed. Notify Aeronautical Information Services of any NOTAM accountability changes.

Section 3. Coding and Transmission of NOTAMs

4–3–1. PREPARATION FOR TRANSMISSION

In order to ensure that NOTAMs are processed and distributed properly, data for transmission must be coded as prescribed in this order.

4–3–2. AUTOMATIC DATA PROCESSING (ADP) CODES

The ADP equipment is programmed to accept and begin processing a NOTAM upon receipt of the ADP code, which is an exclamation point (!).

4–3–3. NOTAM TRANSMISSION

a. The following examples illustrate the proper coding of NOTAM data for transmission by stations entering their own NOTAM data in the system.

EXAMPLE–
AISR Format:
GG KDZZNAXX
DDHHMM KPIRYFYX
!PIR PIR NAV VOR OUT OF SERVICE
EFFECTIVE-EXPIRATION

b. The following example illustrates the proper coding of NOTAM data for transmission by a station entering NOTAM data into the system for a tie-in location.

EXAMPLE–
AISR Format:
GG KDZZNAXX
DDHHMM KPIRYFYX
!EKN W22 AD AP CLSD EFFECTIVE-EXPIRATION

c. When two or more new NOTAMs or cancellations, or combinations of new NOTAMs and cancellations are transmitted in the same message, they must be separated by the ADP code and a new line.

EXAMPLE–
AISR Format:
GG KDZZNAXX
DDHHMM KABQYFYX
!ABQ C04/003
!ABQ ABQ RWY 8/26 CLSD EFFECTIVE-EXPIRATION
!ABQ C02/057

NOTE–
No confirmation will be received on cancellations.

4–3–4. TRANSMISSION OF NOTAMs EXCEEDING 20 LINES

If the text of a NOTAM is expected to exceed 20 lines, you must call the USNOF (1–888–876–6826) for assistance in composition and guidance.

4–3–5. 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 and sent to WMSCR for distribution.

EXAMPLE–
(Confirmation)

GG KDENYFYX
DDHHMM KDZZNAXX
!DEN 04/003 DEN NAV VOR OUT OF SERVICE
EFFECTIVE-EXPIRATION

b. If the NOTAM is rejected, a USNS-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.

4–3–6. 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.

4–3–7. RETRIEVING DOMESTIC NOTAMs

Domestic NOTAMs must be retrieved via National Airspace Data Interchange Network (NADIN) using the following formats:

a. When the location identifier and number are known:

AISR Format:
GG KDZZNAXX
DDHHMM KTUSYFYX
)SVC RQ DOM LOC=CID NT=02/020

b. When the accountability identifier and number are known:

AISR Format:
GG KDZZNAXX
DDHHMM KYNGYFYX
)SVC RQ DOM ACC=FOD NT=03/040

c. To request all NOTAMs for a given location:

AISR Format:
GG KDZZNAXX
DDHHMM KBZNYFYX
)SVC RQ DOM LOC=DSM

d. To request all NOTAMs for a given accountability:

AISR Format:
GG KDZZNAXX
DDHHMM KBZNYFYX
)SVC RQ DOM ACC=FOD

Section 4. Canceling/Extending NOTAMs

4–4–1. EXTENDING NOTAM VALIDITY

a. When there is a need to extend an existing NOTAM time validity, cancel the original NOTAM, and reissue the data as a new NOTAM with the new time.

4–4–2. CANCELLATION OF NOTAMs

a. To cancel a NOTAM, use the same NOTAM/serial number assigned to the original NOTAM by the USNS 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

b. Stations canceling NOTAMs must check the NOTAM data to ensure the NOTAM's deletion. Retransmit cancellations not acted upon.

c. Cancel NOTAMs containing erroneous information, and reissue. Originate a new NOTAM when data is received amending a current NOTAM, and cancel the previous NOTAM.

4–4–3. CANCELING PUBLISHED NOTAM DATA

a. When data appearing in a NOTAM is printed correctly in a publication or on a chart, cancel the NOTAM.

b. NOTAMs must remain current until the data is published in one or more of the following, with the exception of NAVAID NOTAMs, which must remain in effect until the NAVAID is returned to service or decommissioned:

1. Chart Supplement U.S.

2. En route low altitude charts.

3. En route high altitude charts.

4. Terminal procedures publications.

NOTE–
FDC NOTAMs 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.

5. Supplements (Alaska and Pacific).

6. Charts (VFR):

(a) Sectional charts.

(b) World aeronautical charts.

(c) Terminal area charts.

c. The Notice to Airmen Publication (NTAP) conveys NOTAMs to the public until printed correctly on publications listed in subparagraph b above. The NTAP does not cancel NOTAMs but may supplement briefings. The NTAP must not be used as a basis to cancel NOTAMs.

d. NOTAMs concerning Army airfield operations, in addition to the above listed sources, must be researched in the Army Aviation Flight Information Bulletin, if applicable.

Section 5. Computer–Generated NOTAM Service Messages

4–5–1. MONITORING

a. All input transmissions from a facility are monitored by the USNS computer for the presence of an ADP code. The validity of the station identifier, format, and times are also checked before the USNS 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.

c. 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.

4–5–2. 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. Below are some examples of the type of reject messages received.

a. Invalid accountability location for a specific affected facility and missing keyword.

EXAMPLE–
GG KCLEYFYX
DDHHMM KDZZNAXX
!SVC LOCATION NOT VALID FOR CLE CLE OMN FUEL NOT AVBL EFFECTIVE-EXPIRATION

b. Invalid NOTAM accountability location.

EXAMPLE–
GG KRDUYFYX
DDHHMM KDZZNAXX
!SVC NOTAM D ACCOUNTABILITY NOT FOUND NLN LNN RWY CLSD EFFECTIVE-EXPIRATION

c. Invalid affected location.

EXAMPLE–
GG KCLEYFYX
DDHHMM KDZZNAXX
!SVC NOTAM (D) LOCATION NOT FOUND CLE VBV RWY 4 CLSD EFFECTIVE-EXPIRATION

d. Invalid input format.

EXAMPLE–
GG KDRIYFYX
DDHHMM KDZZNAXX
!SVC INVALID SPACE BEFORE ACCOUNTABILITY

e. Missing FICON

EXAMPLE–
GG KDRIYFYX
DDHHMM KDZZNAXX
!MISSING FICON JNU JNU APRON ALL PATCHY 1/2IN SLUSH 12IN SNOWBANK BA FAIR OBSERVED AT…

f. Unclear times.

EXAMPLE–
GG KCOUYFYX
081822 KDZZNAXX

!UNCLEAR DURATION OR EFFECTIVE TIME MCI MCI NAV VOR OUT OF SERVICE 1301251330-1301251500EST

NOTE–
The NOTAM was inserted after 1330 on the 25th of January and the NOTAM system cannot determine whether the NOTAM is for the present day after the fact. The NOTAM must be reissued with a new effective and expiration time.

EXAMPLE–
GG KOAKYFYX
232323 KDZZNAXX
!UNCLEAR DURATION OR EFFECTIVE TIME OAK OAK NAV DME OUT OF SERVICE 1301231630–1301230000

NOTE–
The time of 0000 can only be used as an effective time. The NOTAM must be issued with a correct expiration time.

EXAMPLE–
GG KCXOYFYX
191632 KDZZNAXX
!UNCLEAR DURATION OR EFFECTIVE TIME CXO CXO AD AIRPORT CLSD 1301262300–1301261600

NOTE–
Any NOTAM issued with an expiration time less than the beginning time must have a ten-digit date/time group later than the effective time.

Chapter 5. NOTAM Criteria

Section 1. Movement Area NOTAMs

5–1–1. ORIGINATORS OF AERODROME NOTAMs

a. Airport management is responsible for observing and reporting the condition of the aerodrome services, facilities, and movement area. The FSS air traffic managers must coordinate with appropriate airport managers to obtain a list of airport employees who are authorized to originate NOTAMs.

b. At public airports without an airport manager, the FSS air traffic manager must coordinate with the appropriate operating authority to obtain a list of persons delegated to provide NOTAM information.

NOTE–
Letters of agreement should be executed between airport management and ATC facilities outlining procedures to be used for originating NOTAMs.

5–1–2. HANDLING REPORTED AERODROME CONDITIONS

a. Copy any information received verbally, and record the name, title (if appropriate), address, and telephone number of the person submitting the information. Information obtained from other than an authorized airport or FAA employee must be confirmed before issuance. If you are informed of or observe a condition that affects the safe use of a movement area, relay the information to the airport management for action.

NOTE–
This includes data received from airport inspectors.

b. If unable to contact airport management, classify and issue a NOTAM publicizing the unsafe condition always stating the condition and including the word "UNSAFE;" for example, RWY number or TWY letter or letter/number "UNSAFE DISABLED ACFT." Inform airport management of the action taken as soon thereafter as practical.

EXAMPLE–
!CLE CLE TWY L UNSAFE BREAKS IN ASPH 1512010001-1512312359

NOTE–
As this is the first example, all elements are shown. Subsequent examples will begin with keyword and end prior to the schedule, unless it is deemed helpful for clarity.
…RWY 16/34 UNSAFE DISABLED ACFT SE END…

NOTE–
Only airport management can close any portion of an airport.

REFERENCE–
14 CFR Part 139

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

EXAMPLE–
…(U) RWY 07/25 UNSAFE ABANDONED VEHICLE…

5–1–3. MOVEMENT AREA INFORMATION

a. When the condition includes a limitation, follow the condition with "TO" or "EXC;" for example, "CLSD EXC SKI" or "CLSD TO TRANSIENT."

b. Originate a NOTAM D for the following reported conditions:

1. Aerodrome conditions.

EXAMPLES–
…AD AP CLSD…
…AD AP CLSD TO TRANSIENT…
…AD AP CLSD EXC SKI…
…AD AP CLSD EXC 1HR PPR…
…AD AP CLSD EXC PPR MON–FRI 0330–1430 1310120330-1310171430
…AD AP CLSD EXC HI–WING ACFT…
…AD HELIPORT CLSD…
…AD SEAPLANE BASE CLSD…
…AD AP OPEN…

NOTE–
OPEN is only an acceptable condition when the airport is published as being closed.

EXAMPLE–
…AD AP NOW PUBLIC…

NOTE–
This airport is now open to the public as a public-use airport.

EXAMPLE–
…AD AP NOW PRIVATE…

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

2. Commissioning of a movement area or portions thereof. State the type of surface, length and width of the surface, lighting status, and declared distances.

(a) Lighting status; for example, LGTD, NOT LGTD.

(b) Length and declared distances required for only runway commissioning.

TBL 5–1–1
Contractions

Movement Area - Surface:	
ASPH	asphalt/tar/macadam
CONC	concrete
GRVL	gravel/cinders
Movement Area - Lighting:	
LGTD	lighted
NOT LGTD	unlighted

EXAMPLES–
…RWY 01L/19R COMMISSIONED 10301FT X 150FT CONC LGTD. DECLARED DIST: RWY 01L TORA 10301FT TODA 10301FT ASDA 10301FT LDA 10301FT. RWY 19R TORA 10301FT TODA 10301FT ASDA 10301FT LDA 10301FT…
…TWY M8 COMMISSIONED 500FT X 75FT CONC LGTD…

3. Closure of a movement area or portion thereof. Partial runway closures must be indicated by feet – E 500FT.

EXAMPLES–
…APRON ALL CLSD…
…APRON NORTH APN E 50FT CLSD…
…TWY A3, A4, A5, TWY A BTN TWY A2 AND TWY A3 CLSD…
…TWY ALL CLSD…
…TWY B, C, D, TWY P BTN TWY EL AND TWY B, TWY P BTN TWY A AND TWY ER, TWY ER BTN RWY 17C/35C AND TWY Q CLSD…
…RWY 36 CLSD…
…RWY 02 FIRST 1000FT CLSD EXC TAX…

NOTE–
The first 1000 feet for runway 02 is closed, except it is available for taxiing aircraft. This is used for single runway only. If both runways were affected, the NOTAM would state N 1000FT
…RWY 06/24 CLSD EXC 1HR PPR 303–627–3001…

NOTE–
Runways 06 and 24 are closed except by 1-hour prior permission from that telephone number during the times stated.
…APRON NORTH APN CLSD RESURFACING…

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

EXAMPLES–
…TWY C CLSD 1309041800-PERM

…RWY 17/35 CLSD 1310122330-PERM

(b) Temporary Nonmovement Area. If a taxiway is temporarily designated as Non Movement in a NOTAM, issue it as
…TWY Y BTN TWY Q AND 10/30 NONMOVEMENT AREA…

4. Operational limitations on the use of any portion of a runway, a taxiway, a ramp, an apron or a waterway. Weight bearing capacity of a runway can be changed only by authorization of the Manager, Airports Division (appropriate region). Include reference to ACFT when describing limitations associated – wing, weight, tail, engine, taxi speed, etc.

EXAMPLE–
…RWY 18/36 CLSD TO JET…

NOTE–
Runways 18 and 36 are closed to jet aircraft.

EXAMPLE–
…RWY 09/27 CLSD EXC ACFT MORE THAN 13500LB…

NOTE–
Runways 09 and 27 are closed to all aircraft weighing less than 13,500 pounds. Do not use class of aircraft when closing runways. Always use aircraft weight.

EXAMPLES–
…RWY 10/28 E 3800FT CLSD TO ACFT LESS THAN 12500LB…

NOTE–
Runways 10 and 28 east 3800 feet are closed to all aircraft weighing less than 12,500 pounds.
…RWY 16/34 CLSD TO ACFT WINGSPAN MORE THAN 70FT AND TAIL HEIGHT MORE THAN 49FT…

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

EXAMPLES–
…RWY 05 CLSD TO LDG…
…RWY 03 CLSD TO TKOF…
…RWY 08/26 CLSD TO TGL…
…RWY 01/19 CLSD EXC XNG…

5. Changes to usable runway length and declared distances.

(a) When a runway condition restricts or precludes the use of any portion of a runway resulting in a change to the declared distances, include the published take-off run available (TORA), take-off distance available (TODA), accelerated stop distance available (ASDA), and landing distance available (LDA) in the NOTAM. Ensure that a second NOTAM is originated for the reciprocal runway with all declared distances if any value has changed. Declared distances can only be authorized by the FAA Office of Airport Safety and Standards, Airport Design Division, AAS–100.

EXAMPLES–
…RWY 19 THR DISPLACED 300FT MARKING NOT STD. DECLARED DIST: TORA 6827FT TODA 6827FT ASDA 6827FT LDA 6527FT. ….
…RWY 01 DECLARED DIST: TORA 6827FT TODA 6827FT ASDA 6527FT LDA 6527FT. …

NOTE–
Runway 19 threshold is displaced 300 feet, therefore the Runway 19 landing LDA is shortened by 300 feet. The LDA and ASDA for Runway 1 are also shortened by 300 feet.

EXAMPLES–
…RWY 05/23 NE 500FT CLSD. DECLARED DIST: RWY 05 TORA 7002FT TODA 7002FT ASDA 7002FT LDA 7002FT. RWY 23 TORA 7002FT TODA 7002FT ASDA 7002FT LDA 7002FT. …

NOTE–
Construction on Runway 05 requires 500 feet to be closed to protect a construction area thus changing declared distances to Runways 05 and 23.

(b) In the event the published TORA, TODA, ASDA, and LDA need to be reported without reference to the runway condition that caused the change, report declared distances or changes to published declared distances. For example, when the published runway length is changed, report the declared distances, or erroneous declared distances that were published and need to be corrected.

EXAMPLE–
…RWY 08/26 CHANGED TO 10000FT X 150FT. DECLARED DIST: RWY 08 TORA 9000FT TODA 9500FT ADSA 9000FT LDA 9000FT. RWY 26 TORA 9000FT TODA 9000FT ASDA 9400FT LDA 10000FT….

6. Change of runway identification.

EXAMPLE–
…RWY 13/31 CHANGED TO RWY 14/32…

7. Change of traffic pattern.

EXAMPLE–
RWY 03L RIGHT TFC PATTERN

8. Runway Visual Range (RVR). When originating a NOTAM on RVR, RVR touchdown (RVRT), RVR midpoint (RVRM), and RVR rollout (RVRR), specify the single runway affected. When all the RVRs are out of service, issue a NOTAM using the keyword AD.

EXAMPLES–
…RWY 10/28 RVR OUT OF SERVICE …

…AD AP RVR OUT OF SERVICE…

9. Surface Markings and Signage. Follow 4-2-1 b 1-3, including:

(a) Keyword. Specify the keyword for the type of surface on which the sign/marking is located.

(b) Surface designator. Specify the designator of the surface on which the sign/marking is located.

(c) Geographical Relationship of surface from relevant intersection/point of reference, (N OF, E OF), if needed.

(d) Name of sign/surface marking. Signs follow runway identification guidance.

(e) Sign/ marking location from users' perspective (LEFT/RIGHT SIDE; FOR RWY; AT RWY), when needed.

(f) Condition. For example, NOT STD, NOT LGTD, OBSC, MISSING

(g) Follow 4-2-1 b 11-14 to complete the NOTAM.

EXAMPLES–
…AD AP SIGNS ALL OBSC…
…RWY 21 4000FT DIST REMAINING SIGN NOT LGTD…
…TWY U7 HLDG PSN SIGN FOR RWY 01L/19R NOT LGTD…
…TWY ALL SFC PAINTED HLDG PSN SIGNS NOT STD DUE TO REPAINTING…
…RWY 01/19 MARKING NOT STD…

10. Other reportable conditions. The airport operator must ensure that a NOTAM is submitted for conditions considered to be hazardous or potentially hazardous to the aircraft operator. Permanent changes in surface conditions must be coordinated for publication in accordance with Paragraph 2–1–3, Publication Criteria.

(a) When SNOWBANKS, BERMS, DRIFTS, WINDROWS and SN PILES are not on the movement areas, they may be issued without the FICON descriptor.

(b) When it is determined that no surface condition reports will be taken for longer than a 24-hour period, issue a single NOTAM (Keyword AD) for the entire time-period. Use the phrase "SFC CONDITIONS NOT REPORTED", as this differs from Conditions Not Monitored.

EXAMPLES–
…RWY 01/19 3FT SNOWBANKS ADJ…
…APRON MAIN RAMP 6FT SN PILES ADJ E SIDE…
…TWY A 3FT SNOWBANKS NORTH 500FT…
…AD AP SFC CONDITIONS NOT REPORTED…
…RWY 31C ENGINEERED MATERIAL ARST SYSTEM NOT STD…
…RWY 31C ENGINEERED MATERIAL ARST SYSTEM OUT OF SERVICE…
…AD AP CARIBOU NEAR MOVEMENT AREAS…
…AD AP BIRD ACT INCREASED NW SIDE…
…RWY 02R/20L S 2600FT FROST HEAVES…
…RWY 12/30 NUMEROUS 5IN CRACK…
…RWY 01/19 SAFETY AREA BTN TWY C AND TWY B IRREGULAR SFC…
…RWY 01/19 SOFT…

NOTE–
Runway 01/19 is a turf runway that gets soft during the melting of snow or rainy seasons.
…RWY 06/24 W 1000FT IRREGULAR SFC 4IN DPT X 12IN WID X 24FT LEN…

NOTE–
In this example, the irregular surface affects the west 1000ft and is 4 inches deep, 12 inches wide and 24 feet long- within the surface itself. NOTAM format for temporary field conditions (FICON) caused by weather phenomena are covered in Paragraph 5-1-4, Reporting of Field Conditions.

5–1–4. REPORTING FIELD CONDITIONS

Field condition (FICON) NOTAMs are used to report surface conditions, braking action, and friction values on runways, taxiways, and aprons/ramps. Keyword AD must not be used with descriptor FICON, except for Heliport.

a. FICON. Insert "FICON" after the surface designator(s) and surface segments, and before the field condition.

b. Pilot-reported field conditions. During periods when field conditions are not being monitored, a FICON NOTAM may be originated for a pilot-reported condition. The words "PILOT REPORTED" must precede the word "FICON."

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

c. Reporting surface conditions.

1. Coverage. Do not express the condition in terms of percentage of coverage. Use the word "PATCHY" to describe a contaminant that covers 25 percent or less of the reported portion of the surface. The term "PATCHY" can be used to describe either a layered or a non-layered contaminant. For example: "patchy wet snow"; "patchy wet snow over ice" – patchy indicates both layers.

2. Use the term "DRY" to describe a surface that is neither wet nor contaminated. A FICON NOTAM must not be originated for the sole purpose of reporting a dry runway. A dry surface must be reported only when there is need to report conditions on the remainder of the surface or when reporting segments of the runway surface as being dry when other contaminants are present.

3. Use the term "WET" to describe a surface that is neither dry nor contaminated but has visible dampness, moisture, and/or water less than ⅛ inch in depth or less. "WET" can also be reported as a standalone contaminant. .

4. A surface condition must be reported in each FICON NOTAM when reporting the condition on any part of the surface; for example, edges, remaining length.

d. Reporting contaminant depths.

1. Other than "WET", use the word "THIN" for reporting contaminant depths of ⅛ inch or less.

2. Water is only reported as greater than ⅛ inch depth.

3. Specify the contaminant in feet and inches.

TBL 5–1–2
Reportable Depth Measurements

Use value "THIN" to report ⅛ inch
Use value "1/4IN" to report > ⅛ inch to and including ¼ inch
Use value "1/2IN" to report > ¼ inch to and including ½ inch
Use value "3/4IN" to report > ½ inch to and including ¾ inch
Use value "1IN" to report > ¾ inch to and including 1 inch

(a) When 1 inch is reached, report values in multiples of 1 inch and discontinue the use of fractions. When a snow depth of 35 inches is reached, report values in multiples of feet only. Round depths greater than 1 inch to the next higher reportable depth.

(b) Report the highest depth of the contaminant along the reported portion of the surface.

(c) The runway contaminants for which depth is mandatory when reporting runway surface conditions are specified in TBL 5–1–3. Part 139/Federally obligated airports are required to report depth on taxiways and aprons. It is optional for other airports to report depths on taxiways and aprons.

e. Reporting the contaminants.

1. Only the contaminants marked with an "*" are to be accompanied by a depth. When reporting a runway condition, a depth is mandatory with those contaminants marked by an asterisk, "*", in TBL 5–1–3.

TBL 5–1–3
Reportable Contaminants

Wet
Water* (⅛ inch and greater)
Frost
Slush*
Ice
Wet ice
Water* over ice
Wet snow*
Wet snow* over ice
Dry snow*
Dry snow* over ice
Slush* over ice
Compacted snow
Water* over compacted snow
Wet snow* over compacted snow
Dry snow* over compacted snow
Ash*
Mud*
Rubber
Oil
Sand

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

2. PLOWED, SWEPT. The terms "PLOWED" and "SWEPT" are used when indicating that a portion of a surface has been plowed or swept and is different than the surrounding area. When known, the surrounding area items will be specified as REMAINDER and listed after the PLOWED or SWEPT information. PLOWED and SWEPT are omitted when the entire runway, taxiway, or apron has been plowed.

3. Use the term "SANDED" after the surface contaminant to report when a surface has been treated with sand.

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

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

6. Use the terms "SNOWBANKS," "BERMS," "SN PILES" or "WINDROWS" after the surface condition. Snowbanks must be assumed to be at the edge of a movement surface or, when plow/sweeper is used, at the edge of the plowed/swept area.

7. Use the term "RUTS" to report ruts in a contaminant after the surface contaminant.

8. Use the word "REMAINDER" to provide additional information about the surface condition.

For example, the runway surface conditions vary significantly on one end of the runway or a runway has been treated, resulting in differing field conditions on the untreated parts of the surface.

f. Observation time. Every FICON NOTAM must have the time that the conditions were observed. If unable to obtain a time, use the time when the NOTAM information is received.

g. CONDITIONS NOT MNT. When an airport operator cannot monitor the condition of the movement area or airfield surface, this information is issued as a NOTAM. Usually necessitated due to staffing, operating hours or other mitigating factors associated with airport operations. When the field conditions will not be monitored, follow the most recent observation with the words "CONDITIONS NOT MNT (date/time) (date/time)." The time parameters specified must fall within the effective/expiration times

h. Start of Activity/End of Validity. FICON NOTAMs are considered temporary, therefore the expiration time for FICON NOTAMs must not exceed 24 hours from the effective time, except:

1. When the reported contaminant is RUBBER, SAND, or OIL.

2. When appended with remarks "CONDITIONS NOT MNT."

3. When the FICON is "PILOT REPORTED," the expiration time must not exceed 12 hours. The "PILOT REPORTED FICON" NOTAM must not cancel or otherwise affect a NOTAM advertising "CONDITIONS NOT MNT."

i. The following are example NOTAMs (not inclusive):

1. Snow and ice contaminants.

EXAMPLE–
!LGA LGA RWY 13/31 FICON WET ICE OBSERVED AT 1301040230. CONDITIONS NOT MNT 1501040300-1501061045. 1501040253-1501061115

NOTE–
1. *The field conditions are not monitored from January 4, 2015 0300UTC January 6, 2015 1045UTC. The airport operator expects to have a new NOTAM submitted by January 6, 2015 1115UTC.*

2. *This will be the only example reflecting times. All FICON NOTAMs have "OBSERVED AT" and effective/expiration times but not all have "CONDITIONS NOT MNT".*

EXAMPLE–
…RWY 13/31 PILOT REPORTED FICON 1/2IN WET SN OVER ICE…

NOTE–
A pilot has reported a field condition that was entered as a NOTAM. The originator must not establish an expiration time that exceeds 12 hours.

EXAMPLE–
…RWY 10/28 FICON 1/4IN DRY SN OVER ICE…

NOTE–
Runway 10/28 has 1/4 inch of dry snow over ice. The depth of the ice layer is not reported.

EXAMPLE–
…TWY C, C1, C6, TWY D BTN RWY 13/31 AND TWY C FICON DRY SN OVER ICE…

NOTE–
A number of taxiways to have ½ inch of dry snow over ice. In this example, the depth of the dry snow was not reported, however it could have been entered as: 1/2IN DRY SN OVER ICE

EXAMPLE–
…RWY 16/34 FICON ICE SANDED…

NOTE–
Runway 16/34 is completely ice covered and has been sanded to treat the surface of the runway.
…RWY 16/34 FICON PATCHY COMPACTED SN…

NOTE–
Runway 16/34 is 25 percent or less covered with compacted snow. The depth of the compacted snow is not reported

EXAMPLE–
…RWY 08/26 FICON THIN WET SN…

NOTE–
Runway 08/26 is covered with ⅛ inch (3mm) depth or less of wet snow.

EXAMPLE–
…RWY 10/28 FICON 2IN DRY SN OVER COMPACTED SN…

NOTE–
Runway 10/28 is covered by 2 inches of dry snow over compacted snow. The depth of compacted snow is not reported.

EXAMPLE–
…APRON FEDEX FEEDER RAMP FICON DRY SN…

NOTE–
The FedEx Feeder ramp is covered by dry snow. The depth of the contaminant on an apron/ramp is not required when reporting the conditions of non-part 139 airports or not federally obligated.

EXAMPLE–
…APRON AIR CARGO APN E 500FT FICON PLOWED 1IN WET SN…

NOTE–
The east 500 feet of the Air Cargo apron has been plowed. An inch of wet snow remains on the surface.

2. Plowed/swept.

EXAMPLE–
…RWY 02/20 FICON DRY PLOWED 100FT WID REMAINDER 1/2IN WET SN OVER ICE…

NOTE–
Runway 02/20 is wider than 100 feet and the area inside the center 100 feet is dry. The remainder of the runway is covered with ½ inch of wet snow over ice.

EXAMPLE–
…RWY 16/34 FICON 4IN WET SN PLOWED 50FT WID REMAINDER 18IN WET SN…

NOTE–
Runways 16/34 have been plowed 50 feet wide, which is less than the full runway width, and is covered by 4 inches of wet snow. At the highest measurement of the remainder of the runway, which has not been plowed, is covered with 17.5 inches of snow, which is rounded up to 18 inches.

EXAMPLE–
…RWY 16/34 FICON WET PLOWED 100FT WID REMAINDER 1/2IN WET SN OVER ICE…

NOTE–
*The **r**unway is wider than 100 feet and the area inside the center 100 feet is wet. The ½ inch of wet snow over ice is outside of the plowed area.*

EXAMPLE–
…RWY 01/19 N 2700FT FICON PATCHY COMPACTED SN SWEPT 75FT WID REMAINDER 8IN DRY SN…

NOTE–
Runway 01/19 is wider than 75 feet. A portion of the runway 2700 feet in length and 75 feet wide has been swept. The swept area has compacted snow while the remainder of the runway has 8 inches of dry snow.

EXAMPLE–
…TWY ALL FICON DRY PLOWED 50FT WID REMAINDER DRY SN…

NOTE–
All taxiways are plowed 50 feet wide and are dry. The part that has not been plowed has dry snow.

EXAMPLE–
…RWY 16/34 FICON COMPACTED SN PLOWED 75FT WID REMAINDER 1/2IN DRY SN OVER COMPACTED SN…

NOTE–
Runway 16/34 has been plowed 75 feet wide. The plowed portion is covered by compacted snow The area that has not been plowed has ½ inch dry snow over compacted snow. The depth is not reported for compacted snow.

EXAMPLE–
…RWY 10/28 FICON DRY 120FT WID REMAINDER COMPACTED SN…

NOTE–
The center 120ft of runway 10/28 is dry. The remainder has compacted snow.

3. Snowbanks, berms.

EXAMPLE–
…RWY 16/34 FICON COMPACTED SN 12IN SNOWBANKS…

NOTE–
Runway 16/34 has been plowed and swept in its entirety; therefore, neither "PLOWED" nor "SWEPT" is used. The runway is covered with compacted snow and has 12- inch snowbanks.

EXAMPLE–
…RWY 15/33 FICON COMPACTED SN PLOWED 100FT WID 24IN BERM…

NOTE–
Runway 15/33 has been plowed 100 feet wide leaving compacted snow on the runway. The depth of the compacted snow is not reported, however 24-inch berms are also observed along the edges of the surface.

EXAMPLE–
…TWY ALL FICON WET 4FT SNOWBANK…

NOTE–
All of the taxiways as wet with snowbanks reaching 4 feet in depth.

4. Ice contaminants.

EXAMPLE–
…RWY 01/19 N 2000FT FICON ICE REMAINDER 1IN SLUSH…

NOTE–
The north 2000 feet of runway 01/19 is covered with ice. The remainder has 1 inch of slush.

EXAMPLE–
…APRON FEDEX FEEDER RAMP W 700FT FICON ICE…

NOTE–
The west 700 feet of the FedEx Feeder Ramp is covered with ice. The depth of ice is not reported.

EXAMPLES–
…RWY 07/25 W 1200FT FICON PATCHY ICE REMAINDER WET…

NOTE–
The west 1200 feet of runways 07/25 are covered by patchy ice. The remainder of runways 07/25 has visible moisture, described as "WET."

EXAMPLE–
…RWY 07/25 FICON 1/2IN WET SN OVER ICE PLOWED 50FT WID REMAINDER 2IN WET SN OVER COMPACTED SN…

NOTE–
The full length of runways 07/25 have been plowed 50 feet wide. The plowed portion has ½ inch of wet snow over ice while the remainder of the runway has 2 inches of wet snow over compacted snow. Contaminant depths are not reported for ice or compacted snow.

5. Wet.

EXAMPLE–
…RWY 10/28 FICON WET…

NOTE–
Runway 10/28 has visible moisture with 1/8in (3mm) depth or less of water

6. Frost.

EXAMPLE–
…TWY ALL FICON FROST…

NOTE–
Frost is observed on all taxiways.

7. Slush Contaminants.

EXAMPLE–
…RWY 07/25 FICON 1IN SLUSH OVER ICE…

NOTE–
Runway 07/25 has 1 inch of slush over ice.

EXAMPLE–
…TWY ALL EXC TWY G FICON 3IN SLUSH…

NOTE–
All of the taxiways except taxiway G, are covered by3-inches of slush. The depth of the contaminant is not required when reporting the taxiways or aprons/ramps conditions of non-part 139 airports or not federally obligated.

8. Drift.

EXAMPLE–
…RWY 03R/21L FICON 4IN DRY SN 9IN DRIFT…

NOTE–
Runway 03R/21L is covered with 4 inches of dry snow and 9inch snow drifts.

EXAMPLE–
…RWY 04/22 FICON 5IN DRIFT…

NOTE–
Runway 04/22 is contaminant free; however, there are five-inch snow drifts on the surface.

9. Sanded, as a treatment of the surface.

EXAMPLE–
…RWY 18/36 FICON ICE SANDED…

NOTE–
Runway 18/36 is covered by ice and has been treated with sand. The depth of ice is not reported.

EXAMPLE–
…RWY 11/29 FICON THIN DRY SN OVER ICE SANDED 80FT WID…

NOTE–
Runway 11/29 is covered with ⅛ inch (3mm) depth or less of dry snow over ice and has been sanded 80 feet wide. The depth of dry snow is reported, however the depth of ice is not reportable.

10. Deiced, as a treatment of the surface.

EXAMPLE–
…RWY 12/30 FICON WET DEICED LIQUID…

NOTE–
Runway 12/30 is wet and has been treated with a liquid deicing chemical.

EXAMPLE–
…RWY 12/30 FICON DRY DEICED SOLID 100FT WID REMAINDER ICE…

NOTE–
Runway 12/30 is dry 100ft wide as result of a solid deicing material being applied. The remainder of the runway is covered with ice. The depth of the ice is not reported.

11. Miscellaneous (mud, ash, rubber).

EXAMPLE–
…RWY 01R/19L N 700FT FICON 2IN MUD…

NOTE–
Runway 01R/19L north 700 feet is covered with 2 inches of mud.

EXAMPLE–
…RWY 01L/19R FICON ASH…

NOTE–
Runway 01L/19R is covered with volcanic ash.

EXAMPLE–
…RWY 01/19 N 800FT FICON RUBBER…

NOTE–
The north 800 feet of runway 01/19 is covered by rubber. The depth of rubber is not reportable. Although the rubber is observed only at the approach end of Runway 01, FICON NOTAMs are reported using both runway designators.

j. FICON NOTAMs are used by airport management to report braking action and MU values.

1. Runway friction measuring values are reported in thirds of a runway for landing runway(s) only. A MU value for the thirds of a runway should be reported when contaminant(s) are present or there is precipitation occurring.

2. Do not combine runways into a single NOTAM.

3. NOTAMs for MU values must be issued as value 40 if readings are 40 or above.

4. If a NOTAM was issued and the airport manager advises that the readings are above 40, the MU value NOTAM may remain as 40 or canceled.

EXAMPLE–
…RWY 36 FICON TAP MU 20/20/40…

NOTE–
A MU value of 40 indicates 40 or greater. Current friction measurement technologies are not reliable in determining braking effectiveness of a contaminated surface condition above measurements of 40. (Advisory Circular 150/5200-30C, Airport Winter Safety and Operations).

…RWY 18 FICON RFT MU 40/40/40…

NOTE–
Runway 18 MU readings are all 40 or above and the airport manager requested this NOTAM be issued to indicate that the friction testing was completed. A NOTAM is not required, but is allowed.

5. Friction measuring reports are to be expressed using the name of the FAA-approved device, followed by the word “MU” (pronounced “mew”), followed by the reported values, then followed by the actual time of the measurement.

TBL 5–1–4
Friction Measuring Devices

BOW	Bowmonk Decelerometer (Bowmonk Sales)
BRD	Brakementer – Dynometer
ERD	Electronic Recording Decelerometer (Bowmonk)
GRT	Griptester (Findlay, Irvine, LTD)
MK3	TES ERD MK3 Decelerometer
MUM	Mark 4 Mu Meter (Bison Instruments, Inc.)
NAC	Neubert Aero Corp
RFT	Runway friction tester (K.J. LAW Engineers)
RT3	Halliday RT3–FAA–Model: 1000
SFH	Surface friction tester (high pressure tire) (SAAB, Airport Surface Friction Tester AB)
SFL	Surface friction tester (low pressure tire) (SAAB, Airport Surface Friction Tester AB)
SKH	Skiddometer (high pressure tire) (AEC, Airport Equipment Co.)
SKL	Skiddometer (low pressure tire) (AEC, Airport Equipment Co.)
TAP	Tapley Decelerometer (Tapley Sales)
VER	Vericom (VC3000)

6. Report braking action on movement areas as fair, poor, or nil, as received from airport management. Classify according to the most critical term used. Reporting of a ”Nil” braking condition is not permissible by Federally Obligated Airports or those Airports Certificated under 14 CFR Part-139. A ”NIL” braking condition at these airports must be mitigated by closure of the affected surface.

EXAMPLE–
…TWY G FICON BA FAIR…
…RWY 18/36 FICON COMPACTED SN BA POOR…
…RWY 14/32 FICON WET ICE BA NIL…

NOTE–
1. *Do not include the type of vehicle in the NOTAM.*

2. *A braking action report from a landing aircraft should be processed as a PIREP.*

5–1–5. AERODROME FACILITIES

Issue a NOTAM if any aerodrome service availability has changed from that which is published.

a. Certified Aircraft Rescue and Fire Fighting (ARFF).

1. Issue a NOTAM D on airports (not runways) certificated under 14 CFR Part 139, when notified by airport management that required ARFF equipment is inoperative/unavailable and replacement equipment is not available. Except as indicated in paragraph 5-1-5a 3, airport management has 48 hours to replace or substitute equipment before the index changes. Air carriers and others must be notified that ARFF equipment is out of service. Each NOTAM must have an expiration time as obtained from airport management. If unable to obtain an expiration time, add 48 hours to the time of receipt and advise airport management.

NOTE–
The ARFF Index for each certificated airport is published in the Chart Supplement U.S., which lists indices and ARFF equipment requirements.

2. At certificated airports listed in the Chart Supplement U.S., the certificate holder (airport management) is required to notify air carriers by NOTAM when required ARFF equipment is inoperative/unavailable and replacement equipment

is not available immediately. If the required Index level of capability is not restored within 48 hours, airport management is required to limit air carrier operations.

REFERENCE–
Title 14 CFR Part 139

EXAMPLE–
…AD AP ARFF VEHICLE OUT OF SERVICE INDEX UNCHANGED…

3. If the ARFF vehicle is still out of service after 48 hours, the airport manager must notify the FSS of a temporary index change and approximate duration time.

EXAMPLE–
…AD AP ARFF NOW INDEX A…

NOTE–
Even though the ARFF index is now A, four or less Index B aircraft may still operate into the airport.

4. If the ARFF Index is listed in the Chart Supplement U.S. as A and the ARFF vehicle is out of service, the NOTAMs would be issued using the following format:

EXAMPLE–
…AD AP ARFF INDEX A NOT AVBL AND AP CLSD TO AIR CARRIER OPS…

b. Fuel services.

EXAMPLE–
…AD AP 100LL FUEL NOT AVBL…

…AD AP MOBILE JET A FUEL NOT AVBL…

…AD AP HYDRANT MOGAS FUEL NOT AVBL…

…AD AP SELF SERVE 100LL FUEL NOT AVBL…

…AD AP FUEL NOT AVBL…

c. MU-Friction Measuring Device.

EXAMPLE–
…AD AP FRICTION MEASURING DEVICE OUT OF SERVICE…

d. Customs Services. Describe the change of services by using "CUSTOMS," followed by plain language.

EXAMPLE–
…AD AP CUST PROCESSING DLA DUE TO CAPACITY, INTL CARRIERS MAY EXPERIENCE SIGNIFICANT DLA IN CLEARING CUST, CTC AP MANAGEMENT AT XXX-XXX-XXXX…

e. Aerodrome beacon (ABN). If any of the lights are out of service, the whole system is considered out of service.

EXAMPLE–
…AD AP ABN OUT OF SERVICE…

f. Wind direction equipment, including wind cones, wind direction indicator, wind sock, etc.

EXAMPLE–
…AD AP WDI UNREL…

…AD AP WINDCONE LGT OUT OF SERVICE…

…AD AP WINDCONE FOR RWY 17L LEFT SIDE OUT OF SERVICE…

5–1–6. WORK IN PROGRESS

a. Work in Progress (WIP) describes any work being done on the airport surface, including construction, mowing, snow/ice removal, etc. WIP does not close a movement area.

b. WIP (reason) is mandatory for describing construction and snow/ice removal NOTAMs. Other WIP reasons are optional.

c. Any NOTAM associated with work in progress on or adjacent to a runway, taxiway, apron/ramp, or aerodrome must be formatted as follows 4-2-1 b 1-3, including:

d. Keyword. RWY, TWY, APRON, or AD.

e. Surface name/designator. Specify the name/designator of the surface on which the work is being conducted.

f. Surface segment description must be specified in feet or from a specific point to point; for example, TWY A SOUTH 76FT or TWY A BTN TWY B AND TWY C.

NOTE–
A surface segment differs from the optional plain language description of the work areas in that the surface segment description can be captured and depicted graphically in a digital environment. The optional plain language comments will be delivered in text form only.

g. Condition or activity; "WIP."

NOTE–
Airport operators must ensure this NOTAM remains active only when actual snow and ice removal operations are taking place.

h. Reason or purpose.

i. Remarks. The work area may be described in plain language text after the reason by specifying the area by cardinal direction in relationship to the work area, by an intersection, or distance from an intersection.

j. Follow 4-2-1 b 13 and14 to complete the NOTAM.

EXAMPLE–
…RWY 01L/19R WIP…

…TWY E BTN RWY 05/23 AND TWY B WIP RESURFACING…

…TWY B BTN RWY 14/32 AND TWY A WIP TRENCHING ADJ EAST SIDE…

…APRON FEDEX FEEDER RAMP W 1000FT WIP RESURFACING…

…RWY 03/21 NE 1000FT WIP LGT REPLACEMENT…

…RWY 01L/19R NE 500FT WIP MOWING ADJ…

…RWY 01L/19R SAFETY AREA WIP MAINT VEHICLES E SIDE…

…AD AP ALL SFC WIP SN REMOVAL…

…RWY 01L/19R WIP SN REMOVAL…

…TWY D4, D5, D6, TWY B BTN RWY 13/31 AND TWY D, TWY D WEST OF RWY 05/23 WIP SN REMOVAL…

Section 2. Lighting Aid and Obstruction NOTAMs

5–2–1. LIGHTING AIDS

Originate NOTAMs on operational status of lighting aids for public use civil landing areas listed in the Chart Supplement U.S. 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:

a. Approach light systems (ALS). Only use the runway direction for which the equipment pertains.

1. When commissioning approach light systems, indicate the exact type of system; for example, MALSR, MALSF, etc.

EXAMPLE–
…RWY 12 MALSR COMMISSIONED…

2. Once commissioned and published, approach light systems need only be shown as ALS.

EXAMPLE–
…RWY 36 ALS DECOMMISSIONED…

…RWY 18 ALS OUT OF SERVICE…

…RWY 22 CHANGE ALL REF ALSF-1 TO SSALR…

NOTE–
ALSF-1 is the type of approach lighting at that airport.

…RWY 22 ALS OUT OF SERVICE EXC MEDIUM INTST ON CONS…

b. Lead off /lead on lights. NOTAMs issued using keyword RWY

NOTE–
Lead off and lead on light will be the standardized verbiage for lead off/on lights, which are sometimes referred to as turnoff lights.

EXAMPLE–
…RWY 01C LEAD OFF LGT FOR TWY Y4 OUT OF SERVICE…

…RWY 01C LEAD ON LGT FOR TWY Y9 OBSC…

c. Runway status light system.

EXAMPLE–
…RWY 18L RWY STATUS LGT SYSTEM OUT OF SERVICE…

…AD AP RWY STATUS LGT SYSTEM OUT OF SERVICE…

…RWY 18L/36R RWY STATUS LGT SYSTEM OUT OF SERVICE…

1. Runway entrance lights. NOTAMs issued using keyword TWY

EXAMPLE–
…TWY ALL RWY ENTRANCE LGT FOR RWY 09L SOUTH SIDE OUT OF SERVICE…

…TWY K5, K6, T RWY ENTRANCE LGT FOR RWY 09L OUT OF SERVICE…

2. Take-off hold lights.

EXAMPLE–
…RWY 28 TKOF HOLD LGT OUT OF SERVICE…

d. Sequence flashing lights/runway alignment indicator lights.

EXAMPLE–
…RWY 18 SEQUENCED FLG LGT OBSC…

…RWY 18 RAI LGT OUT OF SERVICE…

e. Visual approach lighting.

1. Visual approach slope indicator (VASI).

EXAMPLE–
…RWY 05 VASI OUT OF SERVICE…

…RWY 13 VASI 5DEG LEFT OF RCL UNUSABLE

…RWY 13 VASI BEYOND 5DEG LEFT AND RIGHT OF RCL UNUSABLE…

2. Precision approach path indicator (PAPI).

EXAMPLE–
…RWY 01L PAPI OUT OF SERVICE…

…RWY 10 PAPI BEYOND 5DEG LEFT AND RIGHT OF RCL UNUSABLE…

…RWY 28 PAPI COMMISSIONED…

…RWY 30 PAPI COMMISSIONED GPA 3.15DEG…

…RWY 12 PAPI GPA CHANGED TO 3.2DEG…

3. Runway end identifier lights.

EXAMPLE–
…RWY 18 RWY END ID LGT OUT OF SERVICE…

4. Threshold lights (RTHL).

EXAMPLE–
…RWY 27 RTHL OUT OF SERVICE…

f. Runway edge lights (REDL).

1. When commissioning runway edge light systems, indicate the exact type of system; for example, LIRL, MIRL, HIRL, etc.

EXAMPLE–
…RWY 13/31 HIRL COMMISSIONED…

2. Once commissioned and published, runway edge lights must only be shown as REDL.

EXAMPLE–
…RWY 13/31 REDL OUT OF SERVICE…

…RWY 01/19 REDL OUT OF SERVICE EXC MEDIUM INTST ON CONS…

3. Runway lights obscured due to snow and ice.

EXAMPLE–
…RWY 15/33 REDL OBSC…

NOTE–
1. *All edge lights for runway 15/33 are completely obscured. The reason for the obscuration should not be reported.*

2. *Lights that are partially obscured should not be reported.*

g. Runway centerline light (RCLL).

EXAMPLE–
…RWY 08R/26L RCLL OUT OF SERVICE…

h. Touchdown zone lights (RTZL).

EXAMPLE–
…RWY 08R RTZL OUT OF SERVICE…

i. Runway lead-in lighting system (RLLS).

EXAMPLE–
…RWY 18 RLLS OUT OF SERVICE…

j. Airport lighting total power failure.

EXAMPLE–
…AD AP LGT ALL OUT OF SERVICE…

k. Pilot-controlled lighting (PCL) frequency when it controls approach lights or runway lights.

EXAMPLE–
…SVC PCL ALL OUT OF SERVICE…

…SVC PCL RWY 18/36 REDL OUT OF SERVICE

…SVC PCL RWY 18 ALS OUT OF SERVICE…

…SVC PCL RWY 18/36 MEDIUM/HIGH INTST OUT OF SERVICE…

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 FREQ CHANGED TO 122.8…

NOTE–
PCL frequency need not be an ATC frequency.

l. Taxiway lighting.

1. Taxiway edge lights.

EXAMPLE–
…TWY K, L EDGE LGT OUT OF SERVICE…

2. Taxiway centerline lights.

EXAMPLE–
…TWY E CL LGT BTN TWY E1 AND RWY 15/33 OUT OF SERVICE…

3. Runway guard lights. NOTAM issued using keyword TWY.

EXAMPLE–
…TWY ALL RWY GUARD LGT OUT OF SERVICE…

…TWY A4 RWY GUARD LGT FOR RWY 01L/19R OUT OF SERVICE…

4. Stop bar lights. NOTAM issued using keyword TWY.

EXAMPLE–
…TWY C STOP BAR LGT FOR RWY 16R/34L OUT OF SERVICE…

5. Taxiway lights obscured due to snow and ice.

EXAMPLE–
…TWY C EDGE LGT OBSC…

…TWY ALL LGT ALL OBSC…

NOTE–
1. *OBSC can be used to describe the physical state of airport infrastructure, including signs and markings.*

2. *All taxiway C edge lights are completely obscured. The reason for the obscuration should not be reported.*

3. *Lights that are partially obscured should not be reported.*

5–2–2. OBSTACLES

a. Obstructions to include telecommunications antenna tower lights, cranes, stacks, wind turbines, non-FCC towers, power lines, moored balloon, kites, natural growth/terrain, etc.

b. Any failure or malfunction which affects a top light or flashing obstacle light regardless of its position is a condition for a NOTAM.

c. Commercial tower light operators must report the operating status of tower lights and ensure that a NOTAM is originated via a direct entry tool or contacting FSS.

d. The NOTAM text for obstructions to air navigation must be formatted as follows 4-2-1 b 1-2, including:

1. Location Identifier: For wind turbine farms, use the ARTCC under which the farm falls.

2. Keyword "OBST."

3. Specify the attribute; for example, "TOWER LGT", "CRANE," "STACK," "ACFT TAIL," "BUILDINGS," "MOORED BALLOON", "KITE" etc.

4. Assigned obstruction identifier.

(a) For FCC Towers, the Antenna Structure Registration (ASR), if known, in parentheses. If the ASR is not known, indicate by (ASR UNKNOWN) in the NOTAM.

(b) For Cranes, Stacks, etc., the Aeronautical Study Number (ASN), if known, in parentheses. If the ASN is not known, indicate by (ASN UNKNOWN) in the NOTAM. Do not include the ASN for wind turbine farm NOTAMs, see examples.

(c) For Moored Balloon, which requires a waiver to 14 CFR Part 101, the assigned obstruction identifier is not required.

5. For FCC Tower Obstructions, enter the location by latitude and longitude to the nearest one hundredth of a second. For wind turbine farms, if using latitude and longitude, provide the coordinates for the center point of the wind farm, or the coordinates for one of the turbines closest to the center. If the latitude and longitude is not known, use "UNKNOWN". For all other obstacles, use the latitude and longitude to the nearest second, or fix/radial/distance, or a nautical mile radius of a NAVAID.

6. Plain language location in parentheses.

(a) When the obstacle is within 5SM of an airport, describe the plain language location in feet or nautical miles using 16 points of compass from a specified location on the airport; for example, (.5NM E APCH END RWY 18) (2000FT SSE DEP END RWY 20) (2NM SSW ACY).

(b) When the obstacle is within 500 feet either side of the centerline of a charted helicopter route, or 5SM or more from an airport and more than 200 feet AGL, describe the plain language location by using the bearing, distance, and aerodrome designator of the nearest public-use airport; for example, (12NM SSW SPA).

7. Specify the altitude MSL with the unit of measurement (FT), if known. Otherwise state UNKNOWN. For wind turbine farms, use the tallest height of a turbine within the farm.

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

NOTE–
Report the height of obstruction lights on terrain (hills) in MSL only, as the terrain is the obstacle, not the light on the terrain

9. Specify the condition:

(a) "OUT OF SERVICE" for FCC obstructions. A light condition of OUT OF SERVICE refers to a top light or flashing obstruction light regardless of its position.

(b) "NOT LGTD," "LGTD," "FLAGGED" for non-FCC obstructions, for example.

10. Effective time/expiration time. FCC receives notification upon ASR NOTAM issuance.

EXAMPLE–
…OBST CRANE (ASN 2013-ACE-5-NRA) 345140N0804506W (1.44NM SW N52) 580FT (195FT AGL) NOT LGTD…

!CLE ZOB OBST WIND TURBINE FARM WI AN AREA DEFINED AS 4NM RADIUS OF 411931N0822776W (17NM W LPR) 2820FT (410FT AGL) NOT LGTD…

...OBST TOWER LGT (ASR UKNOWN) 420651.07N087546.27W (12NM N PWK) 1049FT (330FT AGL) OUT OF SERVICE…

…OBST TOWER LGT (ASR 1234567)345313.12N0815744.34W (3NM SSW SPA) 1528FT (564FT AGL) OUT OF SERVICE…

…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.

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

Section 3. NAVAID NOTAMs

5–3–1. GENERAL

Technical Operations personnel must ensure the origination of NOTAM Ds concerning NAVAIDs for which they are responsible.

5–3–2. REPORTING NAVAID MALFUNCTIONS

Known or reported malfunctions of a navigational aid must be reported to Technical Operations or appropriate personnel.

5–3–3. UNPROGRAMMED EXTENDED SHUTDOWNS

Unprogrammed, extended facility shutdowns or other unanticipated outages that are expected to last more than 30 days must be promptly reported to NFDC. When possible, the expected duration of the shutdown is to be included in the message.

NOTE–
Except for emergency shutdowns, technical operations personnel are expected to give at least 1 hour notice.

5–3–4. NAVAID MAINTENANCE SHUTDOWNS

Information concerning maintenance shutdown of NAVAIDs that are part of the NAS must be handled as follows:

a. Routine maintenance shutdown. When possible, approval should be obtained sufficiently in advance of the proposed shutdown time to allow dissemination of a NOTAM at least 5 hours before a shutdown will occur. A routine maintenance shutdown request must not be denied because of an inability to issue a NOTAM 5 hours in advance of the shutdown.

b. Emergency shutdown. When possible, obtain at least 1 hour advance notice so that appropriate dissemination may be made before shutdown.

c. Extended maintenance shutdown. Notify the NFDC sufficiently in advance to permit publication of the information prior to the shutdown date. When this is not possible, disseminate a NOTAM no more than 3 days before the shutdown.

5–3–5. UNMONITORED NAVAIDs

a. All VOR, VORTAC, and ILS equipment in the NAS have automatic monitoring and shutdown features in the event of malfunction.

b. When a navigational aid's operational status cannot be monitored at the controlling or monitoring facility, but all indications or reports are the facility is operating normally, Technical Operations personnel must ensure the origination of a NOTAM placing the aid in an unmonitored status.

c. When issuing a NOTAM describing a facility as unmonitored, do not use the category of monitor, only the phrase "NOT MNT."

EXAMPLE–
…NAV VOR NOT MNT…

d. If the NAVAID is reported as being out of service, the unmonitored NOTAM must be canceled.

5–3–6. INSTRUMENT LANDING SYSTEM STATUS

a. ILS approaches are automatically canceled or not authorized when a NOTAM has been issued for any fundamental component needed for the approaches as identified in FAA Order 6750.24.

b. Category II and/or III approaches may not be authorized due to the failure of additional equipment, as specified in FAA Order 6750.24. The Technical Operations Control Center specialist in accordance with the guidance contained in FAA Order 6750.24 will make the determination of impact to Category II/III ILS operations, and a separate NOTAM request for loss of ILS category will be made if the equipment failures warrant this action.

EXAMPLE–
…NAV ILS RWY 08L CAT II NA…

…NAV ILS RWY 08L CAT III NA…

…NAV ILS RWY 08L CAT II/III NA…

c. Special Authorization CAT II approaches. These Part 97 CAT II approaches are identified as "ILS RWY XX (SA CAT II)" and by an additional chart note saying "Reduced Lighting: Requires specific OpSpec, MSpec, or LOA approval and use of autoland or HUD to touchdown."

1. The aircraft operator is authorized to conduct CAT II IAP on certain ILS facilities that do not meet the equipment requirements of a U.S. Standard or ICAO Standard, for example when TDZ lighting or RCL become inoperative. These procedures have been specifically approved in accordance with FAA Order 8400.13, *Procedures for the Evaluation and Approval of Facilities for Special Authorization Category I Operations and All Category II and III Operations.*

2. When TDZ and/or CL lighting become inoperative on a standard CAT II instrument approach, the certificate holder is authorized to conduct SA CAT II operations.

EXAMPLE–
…NAV ILS RWY 22L REDUCED LGT SPECIAL AUTH CAT II AVBL…

5–3–7. NAVAID CONDITIONS

a. Originate a NOTAM D for commissioning, decommissioning, outages, or unmonitored status of radio NAVAIDs (more than one hour or 30 minutes for RADAR) that are part of the NAS. The NOTAM must be canceled by the originator.

b. Restrictions to NAVAIDs are normally published by segment; for example, 020-055 degree radials. To correct a given segment, cancel the original NOTAM and issue a completely new NOTAM. Add "PLUS SEE (publication)" when other restrictions to the NAVAID are published. The absence of this statement from the NOTAM indicates that all other restrictions have been canceled.

EXAMPLE–
…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…

…NAV DME 010-035 BEYOND 30NM SFC-17000FT UNUSABLE PLUS SEE Chart Supplement U.S.…

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

c. Instrument Landing Systems (ILS).

1. Distinguish components of an ILS from non-precision approach NAVAIDs by preceding the component with "ILS" followed by "RWY" and the runway number (including single ILS airports). Use the term "COURSE" when describing radio navigation aid restrictions.

NOTE–
Back Course and Coupled Approach NOTAMs are FDC.

EXAMPLES–
…NAV ILS RWY 32 110.3 COMMISSIONED…

…NAV ILS RWY 08R SNOOP LOM OUT OF SERVICE…

…NAV ILS RWY 05 DECOMMISSIONED…

…NAV ILS RWY 18 DME OUT OF SERVICE…

…NAV ILS RWY 30 LOC RTS…

…NAV ILS RWY 02 FAN MKR OUT OF SERVICE…

…NAV ILS RWY 18 GP SFC-768FT UNUSABLE…

…NAV ILS RWY 02 GP/OM/MM OUT OF SERVICE…

…NAV ILS RWY 35L OUT OF SERVICE…

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

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

…NAV HJT ILS RWY 04L OUT OF SERVICE…

NOTE–
Offset ILS are issued with the 3 letter ID (HJT) to the localizer after the Keyword NAV.

…NAV ILS RWY 30 FACILITY PERFORMANCE CLASSIFICATION CODE CHANGED TO CLASS IIIE…

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

2. Excessive snow and ice accumulation near the glide slope antennas may affect facility performance to the extent that it is inoperative. When this occurs, Technical Operations personnel at the glide slope location are required to initiate

appropriate NOTAM D action. Technical operations personnel must monitor snow conditions to determine when conditions permit use of the glide slope and initiate action to cancel the NOTAM. Technical Operations and Aeronautical Information Services NOTAM Office make the determination when to issue an FDC NOTAM or NOTAM D, based on FAA JO 6750.49, *Maintenance of Instrument Landing System (ILS) Facilities.* Tech Ops issues the NOTAM D and AIS NOTAM Office issues the FDC.

EXAMPLE–
…NAV ILS RWY 18 GP OUT OF SERVICE…

d. Simplified directional facility.

EXAMPLE–
…NAV SIMPLIFIED DIRECTIONAL FACILITY RWY 23 OUT OF SERVICE…

e. Localizer type directional aid for the airport.

EXAMPLES–
…NAV LOC TYPE DIRECTIONAL AID OUT OF SERVICE…

NOTE–
The LDA at the airport, not a particular runway, is out of service.

…NAV VWH ILS RWY 04L LOC OUT OF SERVICE…

…NAV VHW LOC TYPE DIRECTIONAL AID RWY 18 LOC OUT OF SERVICE…

f. VOR/DME.

EXAMPLES–
…NAV VOR/DME 113.0/CH 77 COMMISSIONED…

…NAV VOR/DME DECOMMISSIONED…

…NAV VOR OUT OF SERVICE…

NOTE–
The VOR portion of the VOR/DME is out of service. The DME portion is still functioning.

…NAV DME OUT OF SERVICE…

NOTE–
The DME portion of the VOR/DME is out of service. The VOR portion is still functioning.

g. VORTAC.

1. VORTAC (all components, VOR/DME/TACAN).

EXAMPLES–
…NAV VORTAC 116.2/CH 109 COMMISSIONED…

…NAV VORTAC DECOMMISSIONED…

…NAV VORTAC OUT OF SERVICE…

2. VOR out of service (DME/TACAN operational).

EXAMPLE–
…NAV VOR OUT OF SERVICE…

3. DME out of service (VOR operational/TACAN out).

EXAMPLE–
…NAV TACAN OUT OF SERVICE…

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

4. TACAN azimuth out of service (VOR/DME operational).

EXAMPLE–
…NAV TACAN AZM OUT OF SERVICE…

5. VOT (VOR Test Facility).

EXAMPLE–
…NAV VOT OUT OF SERVICE…

6. VOR Receiver Checkpoint.

EXAMPLES–
…NAV VOR AIRBORNE REC CHECKPOINT OUT OF SERVICE…

…NAV VOR GND REC CHECKPOINT OUT OF SERVICE…

…NAV VOR GND REC CHECKPOINT FOR TWY A OUT OF SERVICE…

NOTE–
There are two separate Ground Receiver Checkpoints for this airport.

h. TVOR.

1. TVORs serving one airport, and not associated with airway structure, must have NOTAMs issued using the associated airport identifier as the affected facility.

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

EXAMPLE–
!ILN ILN NAV MXQ VOR OUT OF SERVICE

2. TVORs serving more than one airport, or associated with airway structure, must have NOTAMs issued using the TVOR identifier as the affected facility.

EXAMPLE–
!DAY XUB NAV VOR OUT OF SERVICE…

(a) NDB or LOM as follows:

(1) Terminal NDBs. Those NDBs located on or serving only that airport must have NOTAMs issued using the associated airport as the affected facility.

EXAMPLE–
!DCA DCA NAV GTN NDB OUT OF SERVICE

(2) If an NDB serves more than one airport, or associated with an airway route structure, issue a NOTAM using the identifier of the NDB as the affected facility.

EXAMPLE–
!RKD SUH NAV NDB OUT OF SERVICE

(3) LOM outages.

[a] LOM serving one airport must be issued with the three–letter identifier of the airport as the location identifier.

EXAMPLES–
!SBY SBY NAV ILS RWY 32 COLBE LOM OUT OF SERVICE…

!SUS SUS NAV ILS RWY 8R SNOOP LOM OUT OF SERVICE…

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

[b] LOM serving more than one airport must be issued under the three-letter identifier of each airport that it serves. This procedure may require coordination with other facilities.

EXAMPLES–
!MCI MCI NAV ILS RWY 9 HUGGY LOM OUT OF SERVICE…

FLV FLV NAV HUGGY NDB OUT OF SERVICE…

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.

i. NAVAID identification change.

EXAMPLE–
…NAV VORTAC ID CHANGED TO VHP…

5–3–8. SATELLITE BASED SYSTEMS

a. Global Positioning System (GPS)**.**

1. All global positioning system pseudo–random noise (PRN) GPS satellite outages will be reported directly to the USNOF by the Air Force Space Command (AFSPACECOM) monitoring facility. The USNOF will issue NOTAMs under the accountability "GPS" with a location of "GPS." When these NOTAMs get distributed internationally, the USNOF changes the designator "KNMH."

EXAMPLE–
!GPS GPS NAV PRN 16 OUT OF SERVICE…

NOTE–
1. *Global positioning system pseudo–random noise (PRN) number 16 is out of service.*

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

3. *GPS operations are included in the Aeronautical Information Manual.*

EXAMPLE–
GG KDZZNAXX
DDHHMM KDCAYFYX
)SVC RQ DOM LOC=GPS
OR
GG KDZZNAXX
DDHHMM KDCAYFYX
)SVC RQ INT LOC=KNMH

2. All GPS interference testing NOTAMs will be reported to the USNOF by Technical Operations ATC Spectrum Engineering Services, Spectrum Assignment and Engineering Services. The USNOF will format NOTAMs under the accountability "GPS" with a location identifier of the associated center.

EXAMPLE–
!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 DECREASING IN AREA WITH A DECREASE IN ALT DEFINED AS:

425NM RADIUS AT FL250,
360NM RADIUS AT 10000FT,
354NM RADIUS AT 4000FT AGL,
327NM RADIUS AT 50FT AGL DLY 0400–1000
1508060400-1508081000

NOTE–
Spectrum Assignment and Engineering Services will notify the flight service station with the new NOTAM information.

b. Wide Area Augmentation System (WAAS). WAAS area-wide NOTAMs are originated when WAAS assets are out of service and impact the service area. The term "MAY NOT BE AVBL" indicates that due to ionospheric conditions, lateral guidance may still be available when vertical guidance is unavailable. Under certain conditions, both lateral and vertical guidance may be unavailable. USNOF distributes these as FDC NOTAMs when a WAAS asset failure affects a large area, or as Center NOTAMs if all airports with RNAV approaches within a center's boundary do not have WAAS availability. USNOF utilizes templates provided by Technical Operations, WAAS Operations. All events must reflect an effective time and expiration time.

1. Unscheduled loss of signal or service.

EXAMPLE–
!FDC FDC NAV WAAS NOT AVBL…
…NAV WAAS SIGNAL NORTH OF A LINE DEFINED AS XXXXXXNXXXXXXXW TO XXXXXXNXXXXXXXW 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 ESTIMATED 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 XXXXXXNXXXXXXXW TO XXXXXXNXXXXXXXW 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 ESTIMATED TIME OF ARR AND WHICH THE ACFT IS EQUIPPED TO FLY…

c. Upon receipt of notification of satellite/surveillance system interference issue the following NOTAM

1. GPS interference:

EXAMPLE–
!GPS BNA NAV GPS (INCLUDING WAAS, GBAS, AND ADS-B) MAY NOT BE AVBL WI AN AREA DEFINED AS 468NM RADIUS OF 360728N0864041W SFC-UNL

2. Automatic Dependent Surveillance and affected components, including Wide Area Multilateration Outage

(a) Localized Service Outage for the affected airport

EXAMPLE–
…AIRSPACE TFC INFO SERVICE BCST MAY NOT BE AVBL WI AN AREA DEFINED AS 100NM RADIUS OF 360728N0864041W SFC-UNL…

!MTJ MTJ SVC WID AREA MULTILATERATION SFC-8000FT OUT OF SERVICE…

(b) Large Service Outages affecting an Air Route Traffic Control Center area(s)

(1) Single service outage – for large area

EXAMPLE–
!ISP ZNY AIRSPACE TFC INFO SERVICE BCST SERVICES NOT AVBL…

!DEN ZDV SVC WID AREA MULTILATERATION OUT OF SERVICE…

(2) Multiple service outages

EXAMPLE–
!ISP ZNY AIRSPACE TFC AND FLT INFO SERVICE BCST SERVICES NOT AVBL…

(c) Large Service Outages affecting several Air Route Traffic Control Center areas

!FDC y/nnnn ZME GA..NC..MS..AL..TN..SC..NC..AR..SPECIAL NOTICE..AUTOMATIC DEPENDENT SURVEILLANCE BCST AUTOMATIC DEPENDENT SURVEILLANCE REBROADCAST AND TRAFFIC INFORMATION SERVICES BCST MAY NOT BE AVBL 1501270400-1501270600

d. Ground Based Augmentation System (GBAS). Originate NOTAMs when the GBAS is out of service for maintenance reasons or predicted to be out of

service. GBASs are operated by non-federal service providers, currently IAH and EWR.

1. Unscheduled loss of signal or service.

EXAMPLE–
…NAV GBAS OUT OF SERVICE…

2. Predicted loss of signal or service.

EXAMPLE–
…NAV GLS RWY 04R, RWY 04L, RWY 11, RWY 22R, RWY 22L OUT OF SERVICE…

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

5–3–9. HOURS OF OPERATION

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

EXAMPLE–
…NAV ILS RWY 32 NOT MNT DLY 0200-0900…

Section 4. Communications Outlets NOTAMs

5–4–1. GENERAL

Technical Operations personnel must ensure the origination of NOTAM D concerning communication outlets for which they are responsible.

5–4–2. REPORTING COMMUNICATIONS OUTLET MALFUNCTIONS

Known or reported malfunctions of a communication outlet must be reported to Technical Operations or appropriate personnel.

5–4–3. COMMUNICATION OUTLET CONDITIONS

Originate a NOTAM for conditions pertaining to the operation of communications outlets that are part of the NAS when an outage occurs or when a scheduled shutdown is expected as follows:

a. Commissioning, decommissioning, outage, or (un)availability of communications outlets for the following:

EXAMPLES–
…COM ARINC CPDLC NOT AVBL…

…COM COMMON TFC ADVISORY FREQ 122.8 COMMISSIONED…

…COM UNICOM FREQ 122.8 OUT OF SERVICE…

…COM LOCAL CTL 118.9, GND CTL 121.0 COMMISSIONED…

NOTE–
Use comma to separate multiple frequencies.

1. All published ATC frequencies and all communication frequencies will be issued with the affected frequency when out of service.

EXAMPLES–
…COM CLEARANCE DELIVERY 121.7 OUT OF SERVICE…

…COM GND COM OUTLET 135.075 OUT OF SERVICE…

…COM LOCAL AP ADVISORY 121.3 OUT OF SERVICE…

NOTE–
Local Airport Advisory frequency out of service.

EXAMPLE–
…COM REMOTE AP ADVISORY 123.65 OUT OF SERVICE…

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

EXAMPLE–
…COM REMOTE COM OUTLET 122.6 OUT OF SERVICE…

NOTE–
The airport's other frequency 255.4 is still operating. If both were out of service, the NOTAM would be "…COM REMOTE COM OUTLET OUT OF SERVICE…"

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

EXAMPLE–
!JBR 1SH COM SOCIAL HILL REMOTE COM OUTLET OUT OF SERVICE…

2. If several frequencies are out, but one is still operating, issue the out-of-service frequencies in one NOTAM.

EXAMPLES–
…COM VOR VOICE OUT OF SERVICE…

…COM REMOTE TRANS/REC 126.25, 131.25 OUT OF SERVICE…

…COM REMOTE COM A/G OUT OF SERVICE…

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

EXAMPLE–
…COM REMOTE COM OUTLET 122.5 OUT OF SERVICE…

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

EXAMPLE–
!DCA 2D2 COM FALLS CHURCH REMOTE COM OUTLET 122.6 OUT OF SERVICE…

Section 5. Services NOTAMs

5–5–1. GENERAL

a. Technical Operations personnel must ensure the origination of NOTAM D concerning the malfunction or degradation of FAA maintained systems and/or equipment.

b. When notified, Technical Operations and Air Traffic personnel must ensure the origination of NOTAM D concerning changes to air traffic services and capabilities, for which they are responsible.

5–5–2. CHANGES TO PUBLISHED SERVICES

a. The party that issues the NOTAM is responsible for formatting the information correctly.

b. Originate a NOTAM for conditions pertaining to the following conditions:

1. Commissioning, decommissioning, or outage of TWRs, APPs, RAPCONs, FSSs, and ARTCCs that are part of the NAS.

EXAMPLE–
…SVC TWR COMMISSIONED…

2. Hazardous In flight Weather Advisory Service (HIWAS). HIWAS is considered a service because it is broadcast and not a two-way communication system.

(a) Outage of HIWAS service outlets must be advertised as a separate NOTAM for each outlet.

EXAMPLE–
…SVC HAZARDOUS INFLIGHT WX ADVISORY SERVICE OUTLET OUT OF SERVICE…

(b) Commissioning or non-availability of a new HIWAS outlet.

EXAMPLE–
…SVC HAZARDOUS INFLIGHT WX ADVISORY SERVICE OUTLET COMMISSIONED…

3. Automatic Terminal Information Service (ATIS).

EXAMPLE–
…SVC ATIS NOT AVBL…

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

EXAMPLE–
…SVC ATIS 134.025 OUT OF SERVICE…

EXAMPLE–
…SVC ATIS 134.025 NOT AVBL…

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

4. Automatic Flight Information Service.

EXAMPLE–
…SVC AUTOMATIC FLT INFO SERVICE OUT OF SERVICE…

…SVC AUTOMATIC FLT INFO SERVICE 134.95 OUT OF SERVICE…

5. Automated Universal Communication (AUNICOM). AUNICOMs have portions that are automatically broadcast along with the voice recordings. When these functions are out of service or not available, issue as:

EXAMPLE–
…SVC AUNICOM WX BCST NOT AVBL…

NOTE–
The Automated UNICOM weather broadcast is not available.

…SVC AUNICOM OUT OF SERVICE…

NOTE–
The Automated UNICOM is out of service.

5–5–3. HOURS OF OPERATION

Disseminate the following conditions as NOTAMs:

a. Change in the hours of operation of an air traffic control facility or service. Tower hours of operation use the airport as the location identifier; for approach controls, since they cover a larger area, use the associated ARTCC(s). Approach controls located within multiple ARTCC airspace must have a separate NOTAM for each ARTCC. When needed, add which class of services is not available and whom to contact.

EXAMPLES–
…SVC TWR CLSD…

…SVC TWR CLSD MON-FRI 0300-1215, SAT 2300-1430, SUN 0100-1600…

…SVC CLARKSBURG APP CLSD…

NOTE–
Examples reflect service NOTAM publishing changes in hours of operation of an air traffic control facility that does not affect an associated airspace area.

EXAMPLE–
…SVC TWR CLSD CLASS D SERVICE NOT AVBL CTC XXXXXXXX AT XXX.XX…

…SVC TWR CLSD MON-FRI 0300-1215, SAT 2300-1430, SUN 0100-1600 CLASS D SVC NOT AVBL CTC XXXXXXXX AT XXX.XX… …

…SVC PENSACOLA APP CLSD CLASS C SERVICE NOT AVBL CTC XXXXXXXX AT XXX.XX…

NOTE–
Examples reflect service NOTAM publishing changes in hours of operation of an air traffic control facility that affect an associated airspace area.

b. Establishment of a temporary air traffic control tower. Specify the frequency(ies) to be used and, if necessary, the type of service provided with each frequency.

EXAMPLE–
…SVC TEMPO TWR 121.0…

NOTE–
Frequency 121.0 will be used to control aircraft on all movement areas and traffic patterns.

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. Total failure of an air traffic facility (for example, loss of communications, NAVAID monitoring, etc.). Provide the class of service that are not available; the class of services to expect, and, if needed, who to contact for services.

1. Air route traffic control centers (ARTCC).

EXAMPLE–
…SVC WASHINGTON ARTCC OUT OF SERVICE…

2. Approach control.

EXAMPLES–
…SVC POTOMAC APP OUT OF SERVICE.
RICHMOND CLASS C SERVICE NOT AVBL. CTC XXXXXXX ON XXX.XX…

3. Flight service stations. FSS covering a large Flight Plan Area use the ARTCC as the location identifier; for FSS with a small Flight Plan Area use the airport as the location identifier. Flight Plan Areas located within multiple ARTCC airspace must have a separate NOTAM for each ARTCC.

(a) Covering a large Flight Plan area

EXAMPLE–
…SVC KENAI FSS OUT OF SERVICE…

(b) Covering a small Flight Plan area of 5NM or less.

EXAMPLE–
…SVC FSS OUT OF SERVICE…

NOTE–
Do not spell out the name of the facility as with large area FSS.

(c) Flight Plan area covering 2 or more centers

EXAMPLE–
…SVC FORT WORTH FSS OUT OF SERVICE…

4. Air traffic control towers.

EXAMPLE–
…SVC TWR OUT OF SERVICE…

…SVC TWR OUT OF SERVICE CLASS D SERVICE NOT AVBL CTC XXXXXXXX AT XXX.XX…

d. Traffic Management Program Alerts.

1. When requested by the associated arrival ARTCC TMU, issue an alerting NOTAM for each airport where an arrival/departure reservation is required. NOTAMs should be in the self-canceling format whenever possible.

EXAMPLE–
…SVC TFC MANAGEMENT PROGRAM ALERT SEE NTAP RESERVATION REQUIRED…

…SVC TFC MANAGEMENT PROGRAM ALERT SEE TFC MANAGEMENT MSG RESERVATION REQUIRED…

NOTE–
Details of each traffic management program are published in Part 4 of the NTAP or included in a special traffic management program advisory message.

2. When a flow control message (for example, arrival delays, ground stops, ground delays, airborne holding, etc.) is received from the Air Traffic Control System Command Center (ATCSCC), the tie-in FSS for the affected airport(s) must issue a NOTAM(s) in the self-canceling format.

EXAMPLES–
…SVC TFC MANAGEMENT PROGRAM ALERT SEE ATCSCC MSG…

5–5–4. WEATHER AND WEATHER REPORTING EQUIPMENT

a. Technical Operations personnel, responsible for system monitoring, must ensure the origination of NOTAMs on Federal AWOS systems as follows:

1. Total system failure (which includes date-time code failures).

2. Altimeter setting is reported as "missing." AWOS weather reports will be disseminated with missing report elements including altimeter settings. The letter "M" will appear on the operator's terminal in place of any missing elements. No report will be disseminated when there is a total system failure.

3. Inaccurate/unreliable sensor readings.

4. When malfunctions or discrepancies are reported to a facility, they must be verified by any of the following methods:

(a) A certified observer, airport manager, or fixed base operator at the observation site.

(b) Reports regarding a given observation by two pilots within 2 miles of the airport prior to the observation.

(c) Technical operations personnel.

5. When verified, issue a NOTAM and notify the responsible technical operations office of the discrepancy, unless they reported the outage. If notified of system failure or other irregularity by other than a technical operations office that cannot be verified by the methods given above, forward the information to technical operations office for resolution. Accept NOTAM cancellation information only from the responsible technical operations office.

6. Disseminate the following conditions as NOTAM:

(a) Commissioning or decommissioning of weather reporting. When commissioning an automated system that has a frequency/telephone number, include that information in the NOTAM and specify the system nomenclature.

EXAMPLES–
…SVC AWOS–3 COMMISSIONED 120.3/202–426–8000..

…SVC AWOS DECOMMISSIONED…

…SVC WX REPORTING DECOMMISSIONED…

(b) When reporting a failure or unavailability of weather reporting, do not specify the system nomenclature.

EXAMPLE–
…SVC AUTOMATED WX BCST SYSTEM ALTIMETER SETTING NOT AVBL…

NOTE–
The AWOS–3 altimeter setting is being reported as "missing" on the weather report.

EXAMPLES–
…SVC WX REPORTING NOT AVBL…

NOTE–
The non–automated weather reporting service provided by the FAA or the NWS is not available as published.

(c) AWOS unreliable/inaccurate elements.

EXAMPLES–
…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 T UNREL…

…SVC AUTOMATED WX BCST SYSTEM CEILING AND VIS 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.

(d) The broadcast frequency of the AWOS is inoperative or returned to service.

EXAMPLE–
…SVC AUTOMATED WX BCST SYSTEM 120.3 OUT OF SERVICE…

…SVC AUTOMATED WX BCST SYSTEM 119.075 RETURN TO SERVICE…

NOTE–
The failure of the telephone line and/or circuit used for connection to WMSCR must not be the basis for a NOTAM.

b. Accept NOTAM information on ASOS only from the NWS Weather Forecast Office. The person on duty, Meteorologist in Charge or Lead Forecaster, at the NWS Weather Forecast Office is responsible for requesting NOTAMs to be issued regarding ASOS system malfunctions. When malfunctions or discrepancies of an ASOS system are reported to a facility, they are reported to the NWS Weather Forecast Office. ASOS NOTAMs do not get issued using the same criteria as the AWOS systems, as they (ASOS) are monitored and maintained by the NWS and not the FAA. Accept NOTAM information on ASOS only from the NWS Weather Forecast Office, when the following conditions are reported. Accept ASOS NOTAM cancellation information only from the NWS Weather Forecast Office.

1. The entire ASOS observation is missing and no backup observation is available for long-line dissemination.

2. The altimeter setting is missing and is not backed-up.

3. The date/time group is erroneous and has not been corrected.

EXAMPLE–
…SVC ASOS COMMISSIONED 134.725/352-799-5881…

c. Juneau Airport Wind Service is a wind warning system which provides turbulence alerts based on real-time wind information from anemometers and wind profilers around hazardous terrain.

EXAMPLE–
…SVC WIND SYSTEM EAGLECREST NOT AVBL…

…SVC WIND SYSTEM RWY 08 NOT AVBL…

…SVC JUNEAU AP WIND SYSTEM NOT AVBL…

5–5–5. MICROBURST/WINDSHEAR DETECTION SYSTEM

Technical Operations personnel must ensure the origination of NOTAM D concerning microburst/windshear detection systems, such as low-level windshear alert system, terminal Doppler weather radar and weather system processor.

EXAMPLES–
…SVC MICROBURST/WS DETECTION SYSTEM NOT AVBL…

…SVC MICROBURST/WS DETECTION SYSTEM FOR RWY 10/28 NOT AVBL…

5–5–6. RADAR SERVICES

The Technical Operations personnel must ensure the origination of NOTAM D concerning radar outages. List the service restrictions with reference to the nearest NAVAID.

a. Radar services for terminal facilities are described using the following terminology. Location identifiers used for the issuance of NOTAMs for terminal facilities must be the airport identifier.

TBL 5–5–1

SSR (secondary surveillance radar)	SMR (surface movement radar)	TAR (terminal area surveillance radar)
GCA (ground control approach)	PAR (precision approach radar)	PRECISION RWY MNT No contraction

EXAMPLE–
…SVC SMR OUT OF SERVICE…

b. The contraction phrase “RADAR SERVICE” must not be used. When describing the radar service, do not use the model number.

EXAMPLE–
…SVC PRECISION RWY MNT OUT OF SERVICE…

Chapter 6. Airspace NOTAMs

Section 1. Airspace

6–1–1. AIRSPACE NOTAM FORMAT

a. NOTAMs originated for Airspace items will be formatted following 4-2-1 b 1-2, including:

1. Location identifier – may be AP, NAVAID, or ARTCC depending on NOTAM.

2. Keyword "AIRSPACE."

3. Description of activity, if needed.

4. Description of area impacted; for example, the name of a published area, an airport, a nautical mile radius of a latitude/longitude, NAVAID or fix-radial-distance from a VOR-type NAVAID, or an area defined by latitude/longitude or NAVAID. When applicable, preface the description with this standard phrase: "WI AN AREA DEFINED AS…"

5. Plain Language location, when using all latitude/longitude. In parentheses, specify using nautical miles…direction…airport (5NM E IAD), or F/R/D from the nearest NAVAID.

6. Condition

7. Lower limit/upper limit; for example, 5000FT-16000FT (as specified in 4-2-1)

8. Remarks (when needed). Other operational information.

9. Follow 4-2-1 b 13-14 to complete the NOTAM.

b. If the area impacts more than one ARTCC, originate a NOTAM for each ARTCC.

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

A NOTAM must be entered through SAMS to activate special use airspace if activated by NOTAM only or at other than published times for those SAA that contain a NOTAM provision in their legal description, under the appropriate ARTCC(s):

a. SAA, for the purpose of this manual, includes special use airspace (SUA) (restricted area, military operations area (MOA), warning area, and alert area airspace), instrument and visual military training routes, aerial refueling tracks and anchors.

1. A NOTAM must be in effect to activate SAA at other than published or charted times for those areas that contain a NOTAM provision ("BY NOTAM," "INTERMITTENT BY NOTAM," or "OTHER TIMES BY NOTAM") in their times of use legal description per FAA Order 7400.8, Special Use Airspace, Flight Information Publications, and related Government charting, or if that SAA can only be activated by NOTAM. A NOTAM must not be used to make other changes to the charted lateral dimensions or which would exceed the lower or upper published altitude limits.

2. NOTAMs for SAA activation and cancellation for uncharted and unpublished times must be originated by the appropriate controlling agency, with the overlying ARTCC as the location identifier, using the appropriate accountability of SUAE, SUAC and SUAW, corresponding to the FAA service areas, east, central and west, respectively.

b. Issue the NOTAM in the format described in 6-1-1 above using the following items:

Accountability = SUA (E, C, W)

Location identifier = ARTCC

Condition = "ACT" (active)

EXAMPLE–
…AIRSPACE CRYPT NORTH MOA ACT 5000FT-16000FT…

c. Lights Out/Night Vision Goggle Operations in MOAs. Upon notification of a lights out/ Night Vision Goggle operation in an authorized MOA (as listed in FAA exemption 7960 and FAA exemption 3946), issue a NOTAM containing the description of activity information.

EXAMPLE–
…AIRSPACE LGT OUT/NGT VISION GOGGLE TRAINING DESERT AND REVEILLE NORTH/SOUTH MOA ACT SFC-9000FT AVOIDANCE ADVISED…

NOTE–
NOTAMs for LIGHT OUT/ NGT VISION GOGGLE

operations are scheduled times only, identified 48 hours in advance.

d. Special Use Airspace (SUA) NOTAMs are originated by the controlling agency, utilizing the SUA Management System. The type of activity included does not restrict movement into or out of the airspace. TFRs restrict movement. This is an advisory about unusual activity within the airspace. Do not use this to report increased flight movement.

EXAMPLE–
*…AI*RSPACE DRUM MOA ACT 500FT
AGL-4999FT…

6–1–3. AIRSPACE AND ALTITUDE RESERVATIONS

a. Central Altitude Reservation Function (CARF) airspace and altitude reservation NOTAMs must be transmitted by the USNOF, after receipt of the candidate NOTAM from the CARF office. The information will be stored in the USNS database and available for request/reply. If the altitude reservation affects international airspace, it will be sent and stored as an international NOTAM.

b. Issue the NOTAM in the format described in 6-1-1 above using the following items:

Accountability = CARF

Location identifier = ARTCC

Description of Activity = Stationary Altitude Reservation.

c. Airspace and Altitude reservation involving a single ARTCC.

EXAMPLES–
…AIRSPACE STATIONARY ALTITUDE RESERVATION WI AN AREA DEFINED AS 100NM RADIUS OF FJC360020 5500FT–FL270…

…AIRSPACE STATIONARY ALTITUDE RESERVATION WI AN AREA DEFINED AS XXXXXXNXXXXXXXW TO XXXXXXNXXXXXXXW TO XXXXXXNXXXXXXXW TO XXXXXXNXXXXXXXW TO POINT OF ORIGIN, AND 52NM RADIUS OF XXXXXXNXXXXXXXW, AND 9NM RADIUS OF XXXXXXNXXXXXXXW SFC-UNL…

d. Missile firing and offshore airspace reservations. ARTCCs must issue as a NOTAM missile firing exercises and offshore airspace reservations. These NOTAMs must be transmitted as an international NOTAM to the USNOF as depicted below.

EXAMPLE–
EXAMPLE-
GG KDZZNAXX
DDHHMM KZOAZRZX
FNNNN/YY NOTAMN
Q) KZOA/QWMLM/IV/NBO/
E/000/999/3411N12456W
A) KZOA
B) EFFECTIVE TIME
C) EXPIRATION TIME
E) AIRSPACE WATER OPERATIONS WI AN AREA DEFINED AS XXXXXXNXXXXXXXW TO
XXXXXXNXXXXXXXW TO
XXXXXXNXXXXXXXW TO
XXXXXXNXXXXXXXW TO POINT OF ORIGIN
NONPARTICIPATING PILOTS ARE STRONGLY ADVISED TO AVOID THE ABOVE AREAS. IFR TFC UNDER ATC JURISDICTION SHOULD ANTICIPATE REROUTING IN VICINITY OF IMPACTS.
F) SFC G) UNL

6–1–4. SPECIAL AERIAL REFUELING

a. Where published tracks/anchors are inadequate for special mission/sortie, special track/anchor may be established. Special tracks/anchors must not be published in the DOD FLIP Planning document but may be described in Letters of Agreement.

b. Originate a NOTAM for special tracks/anchors that are outside restricted/warning areas. NOTAM Ds will be used for special refueling tracks/anchors outside Class A airspace so as to define the refueling area as specifically as mission security will allow.

c. Issue the NOTAM in the format described in 6-1-1a above with:

1. Description of Activity = SPECIAL AERIAL REFUELING TRACK/ANCHOR

2. Condition = “ACT”

REFERENCE–
FAAO JO 7610.4, Special Operations, Para 10-6-6, Special Exercises, and para 10-6-7, Issue NOTAM

EXAMPLE–
…AIRSPACE SPECIAL AERIAL REFUELING TRACK/ANCHOR WI AN AREA DEFINED AS 5NM EITHER SIDE OF LINE FROM MGM087050 TO MGM272065 ACT 7000FT-9000FT…

6–1–5. OTHER AIRSPACE NOTAMS

With the exception of hot air balloons, FAA Authorization will consist of an approved waiver/authorization to 14 CFR Part 101.

NOTE–
14 CFR part 91 applies to hot air balloons

a. Upon receipt of appropriate notification/authorization, but not more than 3 days prior to the event, originate an AIRSPACE NOTAM using the format described in 6-1-1a above.

1. Location Identifier =

(a) The nearest public use airport when the full activity is completely within a 5NM Radius of the airport.

(b) The nearest VOR when any of the activity is more than 5NM from the nearest public use airport but completely within 25NM Radius of a VOR

(c) When the activity doesn't fall within either (a) or (b), use the ARTCC.

2. Description of activity = see table 6-1-1 for general types of activity.

TBL 6–1–1
Types of Activity

AIRSHOW ACFT	AEROBATIC AREA	PJE (parachute jumping)
DEMONSTRATION ACFT	HOT AIR BALLOON	UNMANNED FREE BALLOON
UNMANNED ROCKET	UAS (unmanned aircraft system)	GLIDERS
HANG GLIDERS	LGT OUT TRAINING (lights-out training)	BALLOON LANDING
PYROTECHNIC DEMONSTRATION (fireworks)	BLASTING	CONTROLLED BURN
AEROBATIC ACFT	SPACE LAUNCH	SPACE REENTRY

NOTE–
Unmanned rocket activities that will require airspace management such as Temporary Flight Restrictions will require the issuance of an FDC NOTAM.

b. For unmanned free balloons the forecasted trajectory and cruising altitude or UNL (unlimited). For operations above FL999/UNL, place expected altitude in remarks. Include a landing area NOTAM, if requested by proponent.

EXAMPLES–
…AIRSPACE UNMANNED FREE BALLOON ABQ180020 SFC-UNL NEB TO 150000FT…

…AIRSPACE BALLOON LANDING WI AN AREA DEFINED AS 100NM RADIUS OF ICT PAYLOAD FALLING FM 150000FT SFC-UNL…

…AIRSPACE UNMANNED FREE BALLOON DVV180030 (32NM S DEN) SFC-10000FT SB…

…AIRSPACE HOT AIR BALLOON WI AN AREA DEFINED AS 2NM RADIUS OF 13M SFC-1500FT…

…AIRSPACE UAS WI AN AREA DEFINED AS 10NM RADIUS OF BGR130020 (6NM E BHB) SFC-10000FT AGL…

…AIRSPACE UNMANNED ROCKET WI AN AREA DEFINED AS 4NM RADIUS OF ICT SFC-FL250

…AIRSPACE PYROTECHNIC DEMONSTRATION WI AN AREA DEFINED AS 2NM RADIUS OF AML360001 SFC–1500FT…

…AIRSPACE LGT OUT TRAINING WI AN AREA DEFINED AS DMN307017 TO DMN052030.6 TO DMN071029.9 TO DMN212016 TO POINT OF ORIGIN 5000FT–12000FT AVOIDANCE ADVISED…

…AIRSPACE LGT OUT TRAINING WI CLASS D SFC AREA…

NOTE–
Activities that will prohibit the use of airspace will require the issuance of an FDC NOTAM by the USNOF.

REFERENCE–
14 CFR Section 91.137

(Pointer NOTAM)

…SEE MTU 12/045 UNMANNED ROCKET…

d. Authorizations and/or Air Traffic notifications are required by the proponent for the following activities; ensure the NOTAM Originator is aware of this. The information is not released in the NOTAM.

1. Airshows, Demonstrations, Aerobatic Areas.

(a) FAA authorization will consist of a waiver to 14 CFR Part 91.

(b) Obtain the following information from the requestor:

(1) Name, address, and telephone number of the person giving notice.

(2) Identification and type of the aircraft to be used.

2. Unmanned Aircraft Operations.

(a) FAA authorization will consist of a Certificate of Authorization or Waiver, Special Airworthiness, or similar document.

(b) Obtain the following information from the requestor:

(1) Name, address, and telephone number of the person giving notice.

(2) Identification and frequency to be used.

3. Parachute Jumping/Sky Diving

(a) Obtain the following information from the requestor:

(1) Name address, and telephone number of the person requesting authorization or giving notice.

(2) Identification of the aircraft to be used.

6–1–6. SURFACE AREA AIRSPACE

Originate an AIRSPACE NOTAM using the format described in 6-1-1a above.

a. A NOTAM D may be originated for permanent changes to part time surface area hours of operation only, under the following conditions:

1. The change in the surface area hours of operation is due to other than seasonal daylight time changes.

2. Only those surface areas identified as part time in the airspace section of the Chart Supplement U.S. as part time are subject to change by NOTAM. Continuous surface area hours of operation is changed only through rulemaking action.

3. The change in the surface area hours of operation will thereafter be continuously published in the Chart Supplement U.S., the U.S. Flight Information Publication Supplement Alaska, or the Pacific Chart Supplement.

NOTE–
NOTAMS specifying or changing the dates and times of a designated part time surface area must coincide with issuance of a corresponding Hours of Operation Services NOTAM and may be issued by the appropriate facility only after coordination with the regional/service area office.

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 YYMM300430-PERM…

b. For temporary changes to published part time surface area hours of operation, issue a Services NOTAM (SVC) in accordance with paragraph 5-5-3, Hours of Operation. Do not issue an Airspace NOTAM.

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..SPECIAL NOTICE".

b. Temporary flight restrictions.

1. Disaster/hazard areas.

2. Aerial Demonstrations.

3. Hijacking.

c. 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–
FAAO JO 7210.3, Chapter 5, Section 1. Presidential Aircraft

d. 14 CFR Part 139 certificated airport condition changes.

e. Air defense emergencies.

f. Emergency flight rules

g. Substitute airway routes.

h. Special data.

i. U.S. Government charting corrections

j. 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. INTERIM IFR FLIGHT PROCEDURES

These procedures are originated by FAA flight operations and flight inspection and procedures personnel and are transmitted to the USNS. When these revisions cannot be published in advance of their effective date, the NOTAM is transmitted as an FDC NOTAM. The applicable keyword (ODP, SID, STAR, CHART, DATA, IAP, VFP, ROUTE, or SPECIAL) will be included immediately following the location identifier designator.

NOTE–
The USNOF is responsible for Quality Control on Interim IFR Flight Procedure NOTAMs.

a. Airway changes involving a single state and one or more ARTCCs will be issued with the identifier of the ARTCCs and the two-letter state code.

EXAMPLES–
!FDC y/nnnn ZFW OK..ROUTE ZFW ZKC.
V140 SAYRE (SYO) VORTAC, OK TO TULSA (TUL) VORTAC, OK MEA 4300. …

!FDC y/nnnn ZKC OK..ROUTE ZFW ZKC.

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

NOTE–
These affected routes are contained within a single state (OK).

b. Airway changes involving two to three ARTCCs and multiple states will be issued under each of the ARTCC's location identifier.

EXAMPLES–
Two ARTCCs:
!FDC y/nnnn ZBW ROUTE ZBW ZNY.
V1 HARTFORD (HFD) VORTAC, CT TO DIXIE INT, NJ MEA 3000. …

!FDC y/nnnn ZNY ROUTE ZBW ZNY.
V1 HARTFORD (HFD) VORTAC, CT TO DIXIE INT, NJ MEA 3000. …

Three ARTCCs:
!FDC y/nnnn ZBW ROUTE ZBW ZNY ZDC.
V1 HARTFORD (HFD) VORTAC, CT TO WATERLOO (ATR) VORTAC, DE MEA 3000. …

!FDC y/nnnn ZNY ROUTE ZBW ZNY ZDC.
V1 HARTFORD (HFD) VORTAC, CT TO WATERLOO (ATR) VORTAC, DE MEA 3000. …
!FDC y/nnnn ZDC ROUTE ZBW ZNY ZDC.
V1 HARTFORD (HFD) VORTAC, CT TO WATERLOO (ATR) VORTAC, DE MEA 3000. …

c. Airway changes involving four or more ARTCCs will be issued under FDC as the location identifier.

EXAMPLE–
Four or more ARTCCs:
!FDC y/nnnn FDC ROUTE ZBW ZNY ZDC ZJX.
V1 HARTFORD (HFD) VORTAC, CT TO CRAIG (CRG) VORTAC, FL MEA 4000. …

d. Standard instrument approach procedure (SIAP) and special instrument flight procedure format:

NOTE–
Coupled Approach NOTAMs are categorized within an IAP.

EXAMPLES–
!FDC y/nnnn DIK ODP DICKINSON - THEODORE ROOSEVELT RGNL, DICKINSON, ND. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...DEPARTURE PROCEDURE: RWY 25, CLIMB HEADING 250 TO 3500 BEFORE TURNING LEFT. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 1A. …

!FDC y/nnnn DAL IAP DALLAS LOVE FIELD, DALLAS, TX ILS OR LOC RWY 31R, AMDT 5... CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 31L. MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 5000 ON HEADING 330 AND CVE R-046 TO FINGR INT/CVE 36.4 DME AND HOLD. CHART LOC RWY 31L. THIS IS ILS OR LOC RWY 31R, AMDT 5A. …

!FDC y/nnnn GXY IAP GREELEY-WELD COUNTY, GREELEY, CO. ILS OR LOC RWY 34, AMDT 2... RNAV (GPS) RWY 27, ORIG...RNAV (GPS) RWY 34, ORIG...CIRCLING: MDA 5140/HAA 443 CAT A. TEMPORARY OIL WELL 4839 MSL 1.16 NM N OF RWY 16. …

!FDC y/nnnn JNU SPECIAL JUNEAU INTERNATIONAL, JUNEAU, AK. LDA-2 RWY 8 AMDT 9 PROCEDURE TURN NA…

e. Graphic ODP and SID NOTAMs are initiated by Mission Support Services, Aeronautical Information Services, when conditions warrant. When SIDs serve multiple airports, a separate NOTAM must be issued for each affected airport. Use the following format:

EXAMPLE–
!FDC y/nnnn DFW SID DALLAS/ FORT WORTH INTL, DALLAS, 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. …

f. STAR NOTAMs are initiated by the ARTCC in whose airspace the STAR originates and issued by USNOF when conditions warrant. When STARs serve multiple airports, a separate NOTAM must be issued for each affected airport. Use the following format:

EXAMPLE–
!FDC y/nnnn DCA STAR RONALD REAGAN 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 AML VORTAC…

NOTE–
1. *Permanent changes to graphic ODP, SID, STAR, and special charted procedures must not be effected via NOTAM. The appropriate 8260 series form must be submitted to affect permanent charting changes.*

2. *IFP NOTAMs will be carried on the system until published in the Terminal Procedures Publication (TPP). At that time, the originating agency must cancel the NOTAM.*

7–1–4. HIGH BAROMETRIC PRESSURE WARNING

When requested by a Flight Standards District office, the USNOF will ensure an FDC NOTAM is issued.

REFERENCE–
14 CFR Part 91.144 and FAAO 7110.10, Flight Services, Chapter 4

EXAMPLE–
…(ARTCC) AIRSPACE HIGH PRESSURE ALTIMETER SETTING PROC ARE IN EFFECT FOR THE MEMPHIS CENTER AREA. SEE AERONAUTICAL INFO MANUAL FOR PROC….

7–1–5. TEMPORARY FLIGHT RESTRICTIONS

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

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, or an area defined by latitude/longitude or fixes. As necessary, include an alternate description as a fix/radial/distance in parentheses, to help clarify the location. For example, X (alt X) TO Y (alt Y) TO Z (alt Z).

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

(1) For SFC, or 1 to 17,999FT with the unit of measurement (AGL or MSL). 1275FT AGL, 10500FT MSL.

(2) For 18,000FT and above, express in flight levels (FL), FL180, FL250, FL850, or UNL (altitudes greater than 99,900).

(3) Heights AGL may be added, for example, SFC-450FT AGL.

(c) Schedule of individual area, if needed. For example, EFFECTIVE 1402271900 UTC (1400 LOCAL 2/27/14) UNTIL 1402280200 UTC (2100 LOCAL 2/27/14). If a daily (or MON WED FRI) time is required, DLY 1900-0200 (1400-2100 LOCAL).

NOTE–
Repeat 9 (a)-(c), as necessary, for each defined area.

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.

11. Start of Activity/End of Validity.

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) WI 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 OPERATION. (Agency name and telephone number) OR (frequency) IS IN CHARGE OF ON SCENE EMERG RESPONSE ACTIVITIES. (Coordination facility)…

!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 (F/R/D) SFC-(upper limit) DLY SR-SS (reason) (Agency and telephone number) OR (frequency) IS IN CHARGE OF THE OPERATION.(coordination facility)…

!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 (3NM RADIUS OF MSO076008.6NM) SFC-10000FT MSL EFFECTIVE 1402271900 UTC (1400 LOCAL 2/27/14) UNTIL 1402280200 UTC (2100 LOCAL 2/27/14) FIRE FIGHTING AIRCRAFT OPS. MONTANA DNRC MISSOULA DISPATCH TELEPHONE 406-829-7070 OR FREQ 133.20/WEST RIVERSIDE FIRE IS IN CHARGE OF THE OPERATION. SALT LAKE/ZLC/ARTCC TELEPHONE 801-320-2560 IS THE FAA COORDINATION FACILITY…

NOTE–
Do not use the 1–800–WX–BRIEF telephone number for the flight service stations.

b. Flight restrictions in the proximity of the President or other parties (14 CFR Section 91.141) or Special Security Instructions (14 CFR Section 99.7) will be issued by System Operations Services, System Operations Security, and System Operations Support Center (SOSC). Operational requirements may necessitate a change in format to Presidential and Special Security Instructions TFRs at any time. (See sub-paragraph 7-1-5.a.7. and 7-1-5.a.8.)

EXAMPLE–
!FDC y/nnnn ZHU TX..AIRSPACE CORPUS CHRISTI, TX..TEMPORARY FLIGHT RESTRICTIONS. APRIL 4-5, 2014 LOCAL. PURSUANT TO 49 USC 40103(b)...(remainder of the clause). PURSUANT TO TITLE 14 CFR SECTION 99.7 (plain language text) WI AN AREA DEFINED AS 273437N0970631W (NGP117011.9) TO...(remainder of the description) TO POINT OF ORIGIN 2500FT MSL-17999FT MSL EFFECTIVE 1404041800 UTC (1300 LOCAL 4/4/14) UNTIL 1404051000 UTC (0500 LOCAL 4/5/14). WI AN AREA DEFINED AS 15NM EITHER SIDE OF A LINE FROM 274022N0971244W (NGP094004.5) TO… (remainder of the description) 1500FT-3500FT MSL EFFECTIVE 1404041800 UTC (1300 LOCAL 4/4/14) UNTIL 1404051000 UTC (0500 LOCAL 4/5/14). WI A 4.3NM RADIUS OF 274134N0971725W (NGP025000.4) SFC-3000FT MSL EFFECTIVE 1404041800 UTC (1300 LOCAL 4/4/14) UNTIL 1404051000 UTC (0500 LOCAL 4/5/14). HOUSTON CENTER, PHONE 281-230-5560, IS THE FAA COORDINATION FACILITY. EXCEPT AS SPECIFIED BELOW AND/OR UNLESS AUTH BY ATC: 1. ALL ACFT ENTERING OR EXITING THE TFR MUST BE ON A DISCRETE CODE ASSIGNED BY AN AIR TFC CONTROL (ATC) FACILITY. 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….

NOTE–
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 4-1-2.*

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, 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–
FAAO JO 7610.4, Chapter 6, Emergency Security Control of Air Traffic (ESCAT), and Appendix 17, Emergency Security Control of Air Traffic (ESCAT).

NOTE–
The following 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.

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 ADVISED, NO ACFT WILL BE ALLOWED TO OPERATE WI THE AIRSPACE OVERLYING THE FOLLOWING AREAS: THE PACIFIC COASTAL ADIZ, THE SOUTHERN BORDER DOMESTIC ADIZ, THE GULF OF MEXICO 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 MOVEMENT OF AIRCRAFT CONTAINED IN SECTION FIVE OF THE ESCAT PLAN. ALL PILOTS, REGARDLESS OF PRIORITY, CIVIL OR MILITARY, CHECK WITH THE NEAREST FAA OR MILITARY OPS FACILITY TO DETERMINE CURRENT RESTRICTIONS AND OBTAIN AN AIR TFC CONTROL CLEARANCE FROM FAA…

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 9.

7–1–8. LASER LIGHT ACTIVITY

The service area office where the laser activity will occur must notify the USNOF via telephone (888) 876–6826 or email (9-AWA-NOTAMS@FAA.GOV) 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.

Follow 4-2-1 b 1-2, including:

a. ARTCC designator (mandatory) followed by the state abbreviation.

b. Keyword "AIRSPACE."

c. City/state.

d. Description of activity; for example, "LASER LIGHT ACTIVITY."

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 4-2-1 b 11-14 to complete the NOTAM.

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 _FT VERTICALLY AND_____FT 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 COORDINATION FACILITY…

!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_____DEGREES, FROM THE SFC, PROJECTING UP TO__FT 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 COORDINATION FACILITY…

!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 COORDINATION FACILITY (schedule, if needed)…

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 a separate cancellation NOTAM will be issued to cancel the old NOTAM.

EXAMPLE–
!FDC FDC CANCEL 5/1181 MSP
!FDC FDC CANCEL 5/1605 POM

7–2–2. FDC NOTAM LIST

The USNS transmits a list of FDC NOTAM numbers issued during the previous 24 hours, which is transmitted as a numbered FDC NOTAM between 1715 and 1745 UTC.

7–2–3. RETRIEVING FDC NOTAMS

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

b. FDC NOTAMs and FDC NOTAM cancellations may be retrieved via request/reply. To minimize response delays, each FDC NOTAM and FDC NOTAM cancellation to be retrieved 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=0/2735

(b) When only the number is known:

EXAMPLE–
GG KDZZNAXX
DDHHMM KFODYFYX
)SVC RQ FDC NT=0/2735

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.

Chapter 8. Military NOTAMs

Section 1. General

8–1–1. MILITARY FACILITIES

NOTAMs pertaining to U.S. Air Force, Army, and Navy navigational aids that are part of the NAS must receive dissemination in the civil system in addition to dissemination in the military system.

8–1–2. SUBMISSION OF MILITARY DATA FOR PUBLICATION

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

8–1–3. MILITARY NOTAMS NOT MEETING CRITERIA

All military NOTAMs that do not meet the criteria outlined in this chapter will be distributed in accordance with local agreements or within the military NOTAM system only.

Section 2. Military NOTAM Dissemination

8–2–1. 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–
1. *Some Army airfields are not assigned to a tie-in FSS. Army aeronautical data and NOTAMs are not necessarily published in FAA publications.*

2. *Publication of NOTAM data in the DOD Flight Information Publication (FLIP) is justification for NOTAM cancellation.*

8–2–2. 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 Defense Internet NOTAM Service and, at a minimum, coordinate with tie-in FSS.

Section 3. Military NOTAM Retrieval

8–3–1. MILITARY NOTAM AVAILABILITY

a. All military NOTAMs are stored in the USNS 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–
GG KDZZNAXX
281131 KVPS
(M0719/13 NOTAMN
Q) KZFW/QMXLC//////
A) KLTS
B) 201308071256
C) 201310302359
E) TWY C BETWEEN TWY G AND TWY B CLSD

NOTE–
Refer to ICAO 8126 Amdt 2 for international Q codes. The DOD may supplement ICAO Q codes based on military necessity.

8–3–2. 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 DTG KDCAYFYX
)SVC RQ MIL ACC=KADW NT= M0134/00

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

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

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

EXAMPLE–
SVC B:
GG KDZZNAXX DTG KEKNYFYX
)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 DTG KEKNYFYX
)SVC RQ MIL LOC= KADW

8–3–3. SERVICE MESSAGES

a. Receipt of the USNS generated service message "NOTAMS FOUND 0" indicates that there are no military NOTAMs on file for the number or location requested.

b. The following is an example of a receipt of the USNS cancellation of a military NOTAM.

EXAMPLE–
SVC B:
GG KDZZNAXX
DTG KADW
MYYYY/YY NOTAMC M0142/13
A) KADW

8–3–4. MILITARY NOTAM CRITERIA FOR MILITARY NOTAM SYSTEM

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 3721.20D, DoD Notice to Airmen (NOTAM) System.

Chapter 9. International NOTAMs

Section 1. General Procedures

9–1–1. INTERNATIONAL NOTAMs

a. Appendix A, International NOTAM (Q) Codes, contains the NOTAM codes used for international NOTAMs.

b. International NOTAM offices that provide NOTAMs to the U.S. NOTAM office are listed in ICAO DOC 7383 and the FAA International Flight Information Manual.

c. International NOTAMs transmitted and received by the U.S. NOTAM Office are stored in the USNS, and while current, may be retrieved by both Aeronautical Fixed Telecommunication Network subscribers and FAA facilities via request/ reply. All facilities must use their particular equipment's keyboard equivalent of the closed parenthesis or the equal symbol as appropriate.

d. The USNOF issues international NOTAMs concerning the GPS systems as well as certain special activity airspace for ARTCCs; that is, ARTCC and CARF altitude reservations (ALTRVs) and warning areas. Warning areas and ALTRVs are filed under the associated ARTCC ICAO location indicator (KZBW, KZHU, KZJX, KZLA, KZMA, KZNY, KZOA, KZSE, PAZA, PHZH, or TJZS). Information concerning permanent, long-term general data and selected foreign advisories are stored under KFDC location indicator. GPS information is stored under KNMH.

EXAMPLE–
GG KSEAYFYX
041749 KDZZNAXX
) SVC RQ INT LOC=KZSE NT=A0007/13
040105 KZSE
(A0007/13) NOTAMN
Q) KZSE/QRRCA//////
A) KZSE
B) 1301042100
C) 1301050100
E) AIRSPACE W460B ACT
F) SFC
G) 2000FT
NOTAMs FOUND 1

NOTE–
The above 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 NOTA M A0007/13 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.

e. United States International Security NOTAMs are issued under the accountability/location identifier of "KICZ" by the USNOF, using the keyword "SECURITY" in item E) of the international NOTAM based on need by the requesting office, System Operations 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.

9–1–2. INTERNATIONAL NOTAM DATA FORMAT

a. The format of international NOTAMs with set fields and information is shown in TBL 9–1–1.

TBL 9–1–1
International NOTAM Format

Fields:								
181906	MYNNYNYX	(A0202/00	NOTAMN	MYNN	0011182315	0011200200	2315 0200 DAILY	RWY 05/23 CLSD
Explanation								

				A	B	C	D	E
DTG of Issuance	Address of the Intl NOTAM Office	NOTAM number	Contract for a new NOT-AM	Affected location	Effective Time	Expiration time	Daily times	Conditions

NOTE–
NOTAMR (NOTAM replacement) and NOTAMC (NOTAM cancellation) are valid contractions and will be followed by another NOTAM number that is being replaced or canceled.

b. Formats for retrieving international NOTAMs via NADIN are as follows:

1. A request for a single NOTAM for a given accountability identifier:

EXAMPLE–
SVC B:
GG KDZZNAXX
042100 KDCAYFYX
)SVC RQ INT ACC= MYNNYNYX NT=A0211/13
Reply:
GG KDCAYFYX
042105 KDZZNAXX
)SVC RQ INT ACC= MYNNYNYX NT=A0211/13
181906 MYNNYNYX A0211/00 NOTAMN
Q) MYNA/QMRLC/IV/NBO/A/000/999/
2502N07728W005
A) MYNN
B) 1311181730
C) PERM
E) RWY 05 CLSD TO BOTH LDG AND DEP ACFT BUT MAY BE USED FOR TAX.

NOTE–
The Bahamas International NOTAM office issued a new NOTAM numbered A0211 and it was the 211th NOTAM issued for 2013. This NOTAM affected Nassau International Airport (MYNN) with a start time of November 18, 2013, at 1730 UTC and will be permanent. The condition is that Runway 5 is closed to both landing and departing aircraft but may be used for taxiing.

2. A request for all international NOTAMs for a given location:

EXAMPLE–
SVC B:
GG KDZZNAXX
DDHHMM KDCAYFYX
)SVC RQ INT LOC=CYUL

3. A request for a single international NOTAM issued in the KFDC series:

EXAMPLE–
SVC B:
GG KDZZNAXX
DDHHMM KDCAYFYX
)SVC RQ INT ACC=KFDC NT=A0174/13

4. A request for a single oceanic airspace NOTAM for a given domestic ARTCC:

EXAMPLE–
SVC B:
GG KDZZNAXX
DDHHMM KDCAYFYX
)SVC RQ INT ACC=KZNY NT=A0135/13

5. A request for all oceanic airspace NOTAMs for a given domestic ARTCC:

EXAMPLE–
SVC B:
GG KDZZNAXX
DDHHMM KDCAYFYX
)SVC RQ INT LOC=KZNY

6. A request for multiple international locations: AISR: (separated by a comma with no spaces)

EXAMPLE–
SVC B:
GG KDZZNAXX
DDHHMM KDCAYFYX
)SVC RQ INT
LOC=EGGN,EDDF,LIIA,EGPX,SBRJ,MYNN,MKJ

9–1–3. USNS-GENERATED SERVICE MESSAGES

a. Receipt of the message “NOTAMS FOUND 0” indicates that there are no international NOTAMs on file for the number or location requested.

b. The following is an example of a receipt of the USNS cancellation of an international NOTAM.

EXAMPLE–
SVC B:
GG KDZZNAXX
DDHHMM KDEN
FNNNN/YY NOTAMC Annnn/yy
A) KDEN
B) YYMMDDHHMM
C)
E) ILS RWY 34R U/S
CANCELLED

Section 2. Procedures For Canadian NOTAMs

9–2–1. REQUEST FOR CANADIAN NOTAMs FROM THE CANADIAN NOTAM SYSTEM

a. The USNS receives NOTAM data from Canada. The USNS cannot confirm that they have all NOTAM data; therefore, you are urged to contact the Canadian Web site for the most current and up-to-date NOTAM data.

http://www.flightplanning.navcanada.ca

NOTE–
Altitude reservations will be input by Canada utilizing FIR ACCOUNTABILITIES.

TBL 9–2–1
FIRs

EDMONTON	CZEG	GANDER	CZQX
MONCTON	CZQM	MONTREAL	CZUL
TORONTO	CZYZ	VANCOUVER	CZVR
WINNIPEG	CZWG		

b. Canadian NOTAMs are available via the NADIN system from the Canadian NOTAM System Computer for automated retrieval. The following is the format for the request/reply message to the Canadian system:

EXAMPLE–
Request:
GG CYZZQQNI
151245 KDCAYFYX NOTAMQ CYXS

Reply:
GG KDCAYFYX
151248 CYHQYNYN
RE NOTAMQ 151245 KDCAYFYX

– SUMMARY CYXS 01151248 –
000019 NOTAMN CYXS PRINCE GEORGE CYXS NDB X 260 U/S TIL 0001151845
000022 NOTAMN CYXS PRINCE GEORGE CYXS ILS U/S 0001182100 TIL 0001192100
000023 NOTAMN CYXS PRINCE GEORGE FUEL UNAVAILABLE
– END OF SUMMARY –

NOTE–
The maximum number of locations that may be requested is 4; for example, NOTAMQ CYUL CYXE CYYT CYYC.

Appendix A. International NOTAM (Q) Codes

This appendix is to be used to interpret the contents of coded international NOTAMs. A NOTAM code group contains five letters.

a. The first letter is always the letter "Q" to indicate a code abbreviation for use in the composition of NOTAMs.

b. The second and third letters identify the subject being reported. (See Second and Third Letter Decode Tables).

c. The fourth and fifth letters identify the status of operation of the subject being reported. (See Fourth and Fifth Letter Decode Tables).

Second and Third Letter Decode Tables

ATM Airspace Organization (A)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
AA	Minimum altitude (specify en route/crossing/safe)	mnm alt
AC	Class B, C, D, or E Surface Area	ctr
AD	Air defense identification zone	adiz
AE	Control area	cta
AF	Flight information region	fir
AH	Upper control area	uta
AL	Minimum usable flight level	mnm usable fl
AN	Area navigation route	rnav rte
AO	Oceanic control area	oca
AP	Reporting point (specify name or coded designator)	rep
AR	ATS route (specify)	ats route
AT	Terminal control area	tma
AU	Upper flight information region	uir
AV	Upper advisory area	uda
AX	Significant point	sig
AZ	Aerodrome traffic zone	atz

CNS Communications and Surveillance Facilities (C)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
CA	Air/ground facility (specify service and frequency)	a/g fac
CB	Automatic dependent surveillance — broadcast (details)	ads–b
CC	Automatic dependent surveillance — contract (details)	ads–c
CD	Controller-pilot data link communications (details)	cpdlc
CE	En route surveillance radar	rsr
CG	Ground controlled approach system (GCA)	gca
CL	Selective calling system (SELCAL)	selcal
CM	Surface movement radar	smr
CP	Precision approach radar (PAR) (specify runway)	par
CR	Surveillance radar element of precision approach radar system (specify wavelength)	sre
CS	Secondary surveillance radar (SSR)	ssr
CT	Terminal area surveillance radar (TAR)	tar

Second and Third Letter Decode Tables (continued)

AGA Facilities and Services (F)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
FA	Aerodrome	ad
FB	Friction measuring device (specify type)	Friction measuring device
FC	Ceiling measurement equipment	ceiling measurement eqpt
FD	Docking system (specify AGNIS, BOLDS, etc.)	dckg system
FE	Oxygen (specify type)	oxygen
FF	Fire fighting and rescue	fire and rescue
FG	Ground movement control	gnd mov ctl
FH	Helicopter alighting area/platform	hel alighting area
FI	Aircraft de−icing (specify)	acft de−ice
FJ	Oils (specify type)	oil
FL	Landing direction indicator	ldi
FM	Meteorological service (specify type)	met
FO	Fog dispersal system	fog dispersal
FP	Heliport	heliport
FS	Snow removal equipment	snow removal eqpt
FT	Transmissometer (specify runway and, where applicable, designator(s) of transmissometer(s))	transmissometer
FU	Fuel availability	fuel avbl
FW	Wind direction indicator	wdi
FZ	Customs/immigration	Cust/immigration

CNS GNSS Services (G)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
GA	GNSS airfield-specific operations (specify operation)	gnss airfield
GW	GNSS area-wide operations (specify operation)	gnss area

CNS Instrument and Microwave Landing System (I)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
IC	Instrument landing system (specify runway)	ils
ID	DME associated with ILS	ils dme
IG	Glide path (ILS) (specify runway)	ils gp
II	Inner marker (ILS) (specify runway)	ils im
IL	Localizer (ILS) (specify runway)	ils loc
IM	Middle marker (ILS) (specify runway)	ils mm
IN	Localizer (not associated with ILS)	loc
IO	Outer marker (ILS) (specify runway)	ils om
IS	ILS Category I (specify runway)	ils cat I
IT	ILS Category II (specify runway)	ils cat II
IU	ILS Category III (specify runway)	ils cat III
IW	Microwave landing system (MLS) (specify runway)	mls
IX	Locator, outer (ILS) (specify runway)	ils lo
IY	Locator, middle (ILS) (specify runway)	ils lm

Second and Third Letter Decode Tables (continued)

AGA Lighting Facilities (L)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
LA	Approach lighting system (specify runway and type)	als
LB	Aerodrome beacon	abn
LC	Runway centre line lights (specify runway)	rcll
LD	Landing direction indicator lights	ldi lgt
LE	Runway edge lights (specify runway)	redl
LF	Sequenced flashing lights (specify runway)	sequenced flg lgt
LG	Pilot−controlled lighting	pcl
LH	High intensity runway lights (specify runway)	high intst rwy lgt
LI	Runway end identifier lights (specify runway)	rwy end id lgt
LJ	Runway alignment indicator lights (specify runway)	rai lgt
LK	Category II components of approach lighting system (specify runway)	category II components als
LL	Low intensity runway lights (specify runway)	low intst rwy lgt
LM	Medium intensity runway lights (specify runway)	medium intst rwy lgt
LP	Precision approach path indicator (specify runway)	papi
LR	All landing area lighting facilities	ldg area lgt fac
LS	Stopway lights (specify runway)	stwl
LT	Threshold lights (specify runway)	thr lgt
LU	Helicopter approach path indicator	hapi
LV	Visual approach slope indicator system (specify type and runway)	vasis
LW	Heliport lighting	heliport lgt
LX	Taxiway centre line lights (specify taxiway)	twy cl lgt
LY	Taxiway edge lights (specify taxiway)	twy edge lgt
LZ	Runway touchdown zone lights (specify runway)	rtzl

AGA Movement and Landing Area (M)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
MA	Movement area	mov area
MB	Bearing strength (specify part of landing area or movement area)	bearing strength
MC	Clearway (specify runway)	cwy
MD	Declared distances (specify runway)	declared dist
MG	Taxiing guidance system	tgs
MH	Runway arresting gear (specify runway)	rag
MK	Parking area	prkg area
MM	Daylight markings (specify threshold, centre line, etc.)	day markings
MN	Apron	apron
MO	Stopbar (specify runway)	rag
MP	Aircraft stands (specify)	acft stand
MR	Runway (specify runway)	rwy
MS	Stopway (specify runway)	swy
MT	Threshold (specify runway)	thr
MU	Runway turning bay (specify runway)	rwy turning bay
MW	Strip/shoulder (specify runway)	Strip/shoulder
MX	Taxiway(s) (specify)	twy
MY	Rapid exit taxiway (specify)	Rapid exit twy

Second and Third Letter Decode Tables (continued)

COM Terminal and En Route Navigation Facilities (N)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
NA	All radio navigation facilities (except...)	all rdo nav fac
NB	Nondirectional radio beacon	ndb
NC	DECCA	decca
ND	Distance measuring equipment (DME)	dme
NF	Fan marker	fan mkr
NL	Locator (specify identification)	l
NM	VOR/DME	vor/dme
NN	TACAN	tacan
NO	OMEGA	omega
NT	VORTAC	vortac
NV	VOR	vor

Other Information (O)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
OA	Aeronautical information service	ais
OB	Obstacle (specify details)	obst
OE	Aircraft entry requirements	acft entry rqmnts
OL	Obstacle lights on ... (specify)	obst lgt
OR	Rescue coordination centre	rcc

ATM Air Traffic Procedures (P)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
PA	Standard instrument arrival (specify route designator)	star
PB	Standard VFR arrival	stc vfr arr
PC	Contingency procedures	contingency proc
PD	Standard instrument departure (specify route designator)	sid
PE	Standard VFR departure	stf vfr dep
PF	Flow control procedure	flow ctl proc
PH	Holding procedure	hldg proc
PI	Instrument approach procedure (specify type and runway)	instr apch proc
PK	VFR approach procedure	vfr apch proc
PL	Flight plan processing (filing and related contingency)	fpl
PM	Aerodrome operating minima (specify procedure and amended minimum)	opr minima
PN	Noise operating restriction	noise opr restrictions
PO	Obstacle clearance altitude and height (specify procedure)	oca och
PR	Radio failure procedure	rdo failure proc
PT	Transition altitude or transition level (specify)	ta/trl
PU	Missed approach procedure (specify runway)	missed apch proc
PX	Minimum holding altitude (specify fix)	mnm hldg alt
PZ	ADIZ procedure	adiz proc

Second and Third Letter Decode Tables (continued)

Navigation Warnings: Airspace Restrictions (R)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
RA	Airspace reservation (specify)	airspace reservation
RD	Danger area (specify)	..d..
RM	Military operating area	moa
RO	Overflying of ... (specify)	overflying
RP	Prohibited area (specify)	..p..
RR	Restricted area (specify)	..r..
RT	Temporary restricted area (specify area)	tempo restricted area

ATM Air Traffic and VOLMET Services (S)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
SA	Automatic terminal information service	atis
SB	ATS reporting office	aro
SC	Area control centre	acc
SE	Flight information service	fis
SF	Aerodrome flight information service	afis
SL	Flow control centre	flow ctl centre
SO	Oceanic area control centre	oac
SP	Approach control service	app
SS	Flight service station	fss
ST	Aerodrome control tower	twr
SU	Upper area control centre	uac
SV	VOLMET broadcast	volmet
SY	Upper advisory service (specify)	upper advisory ser

Navigation Warnings: Warnings (W)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
WA	Air display	air display
WB	Aerobatics	aerobatics
WC	Captive balloon or kite	captive balloon/kite
WD	Demolition of explosives	demolition of explosives
WE	Exercises (specify)	exer
WF	Air refueling	air refueling
WG	Glider flying	gld fly
WH	Blasting	blasting
WJ	Banner/target towing	banner/target towing
WL	Ascent of free balloon	ascent of free balloon
WM	Missile, gun or rocket firing	Missile/gun/rocket/frng
WP	Parachute jumping exercise, paragliding, or hang gliding	Pje/paragliding/hang gliding
WR	Radioactive materials or toxic chemicals (specify)	pje
WS	Burning or blowing gas	burning or blowing gas
WT	Mass movement of aircraft	mass mov of acft
WU	Unmanned aircraft	formation flt
WV	Formation flight	formation flt
WW	Significant volcanic activity	formation flt
WY	Aerial survey	model flying
WZ	Model flying	model flying

Fourth and Fifth Letter Decode Tables

Availability (A)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
AC	Withdrawn for maintenance	withdrawn maint
AD	Available for daylight operation	avbl day ops
AF	Flight checked and found reliable	fltck okay
AG	Operating but ground checked only, awaiting flight check	opr but gnd ck only, awaiting fltck
AH	Hours of service are now…(specify)	hr ser
AK	Resumed normal operations	okay
AL	Operative (or reoperative) subject to previously published limitations/conditions	Opr subj previous cond
AM	Military operations only	mil ops only
AN	Available for night operation	avbl night ops
AO	Operational	opr
AP	Available, prior permission required	avbl, ppr
AR	Available on request	avbl o/r
AS	Unserviceable	u/s
AU	Not available (specify reason if appropriate)	not avbl
AW	Completely withdrawn	withdrawn
AX	Previously promulgated shutdown has been canceled	promulgated shutdown cnl

Changes (C)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
CA	Activated	act
CC	Completed	cmpl
CD	Deactivated	deactivated
CE	Erected	erected
CF	Operating frequency(ies) changed to	opr freq changed to
CG	Downgraded to	downgraded to
CH	Changed	changed
CI	Identification or radio call sign changed to	Ident/rdo call sign changed to
CL	Realigned	realigned
CM	Displaced	displaced
CN	Canceled	cnl
CO	Operating	opr
CP	Operating on reduced power	opr reduced pwr
CR	Temporarily replaced by	tempo rplcd by
CS	Installed	instl
CT	On test, do not use	on test, do not use

Fourth and Fifth Letter Decode Tables (continued)

Hazard Conditions (H)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
HA 1) Poor 2) Medium/Poor 3) Medium 4) Medium/Good 5) Good	Braking action is ...	ba is…
HB	Friction coefficient is ... (specify friction measurement device used)	friction coefficient is
HC	Covered by compacted snow to depth of	cov compacted snow depth
HD	Covered by dry snow to a depth of	cov dry snow depth
HE	Covered by water to a depth of	cov water depth
HF	Totally free of snow and ice	free of sn and ice
HG	Grass cutting in progress	grass cutting inpr
HH	Hazard due to (specify)	hazard due
HI	Covered by ice	cov ice
HJ	Launch planned ... (specify balloon flight identification or project code name, launch site, planned period of launch(es)–date/time, expected climb direction, estimate time to pass 18 000 m (60 000 ft), or reaching cruise level if at or below 18 000 m (60 000 ft), together with estimated location)	launch plan
HK	Bird migration in progress	bird migration inpr
HL	Snow clearance completed	sn clr cmpl
HM	Marked by	marked by
HN	Covered by wet snow or slush to a depth of	cov wet sn/slush depth
HO	Obscured by snow	obscured by sn
HP	Snow clearance in progress	sn clr inpr
HQ	Operation canceled ... (specify balloon flight identification or project code name)	opr cnl
HR	Standing water	standing water
HS	Sanding in progress	sanding inpr
HT	Approach according to signal area only	apch according signal
HU	Launch in progress ... (specify balloon flight identification or project code name, launch site, date/time of launch(es), estimated time passing 18 000 m (60 000 ft), or reaching cruising level if at or below 18 000 m (60 000 ft), together with estimated location, estimated date/time of termination of the flight, and planned location of ground contact when applicable)	launch inpr
HV	Work completed	work cmpl
HW	Work in progress	wip
HX	Concentration of birds	bird concentration
HY	Snow banks exist (specify height)	sn banks hgt
HZ	Covered by frozen ruts and ridges	cov frozen ruts and ridges

Fourth and Fifth Letter Decode Tables (continued)

Limitations (L)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
LA	Operating on auxiliary power supply	opr aux pwr
LB	Reserved for aircraft based therein	reserved for acft based therein
LC	Closed	clsd
LD	Unsafe	unsafe
LE	Operating without auxiliary power supply	opr wo aux pwr
LF	Interference from	interference fm
LG	Operating without identification	opr without ident
LH	Unserviceable for aircraft heavier than	u/s acft heavier than
LI	Closed to IFR operations	clsd ifr ops
LK	Operating as a fixed light	opr as f lgt
LL	Usable for length of...and width of...	usable len…/wid…
LN	Closed to all night operations	clsd to all ngt ops
LP	Prohibited to	prohibited to
LR	Aircraft restricted to runways and taxiways	acft restricted to rwy and twy
LS	Subject to interruption	subj intrp
LT	Limited to	ltd to
LV	Closed to VFR operations	clsd vfr ops
LW	Will take place	will take place
LX	Operating but caution advised due to	opr but ctn advised due to

Other (XX)		
Code	**Signification**	**Uniform Abbreviated Phraseology**
XX	Where 4th and 5th letter Code does not cover the situation, use XX and supplement by plain language	(plain language following the NOTAM Code)

Appendix B. National Weather Service (NWS) Radiosonde/Unmanned Free Balloon Flights

B–1. NWS RADIOSONDE/UNMANNED FREE BALLOON FLIGHTS

Use the procedures in this appendix for National Weather Service (NWS) radiosonde balloon releases.

B–2. NWS RADIOSONDE BALLOON RELEASES

a. Issue as Aeronautical Information at least 30 minutes prior to the release of a NWS radiosonde balloon under the following conditions:

1. Delayed Release. A radiosonde balloon that will be released later than the scheduled times of 1130 or 2330 UTC.

2. Special Observations. A release that will be made at times other than those specified for the scheduled observations (1130 or 2330 UTC).

b. The Aeronautical Information must contain the following information:

1. The balloon release time.

2. The time the balloon is expected to reach 10,000 MSL, using an average rate of climb of 800 feet per minute.

c. The locations of radiosonde balloon release points are listed in the Airport/Facility Directories.

Appendix C. ICAO Difference for the United States

Below is a listing (not all inclusive) of abbreviations that we use frequently in a domestic NOTAM, but are not recognized ICAO contractions.

ARFF – Airport Rescue and Fire Fighting

ARTCC – Air Route Traffic Control Center

ATCSCC – Air Traffic Control System Command Center

AUNICOM – Automated UNICOM

AVBL – Available or availability

BC – Back Course

CTAF – Common Traffic Advisory Frequency

DLA – Delay or delayed

FDC – Flight Data Center

FICON – Field Condition

Friction Testers:

BOW, BRD, ERD, GRT, MUM, MK3 RFT, RT3, SFH, SFL, SKH, SKL, TAP, VER, NAC

HIRL – High Intensity Runway Light

IN – Inch

INFO - Information

LB – Pounds

LIRL – Low Intensity Runway Light

LOM – Compass locator at ILS outer marker

MALSR – Medium-Intensity Approach Lighting System with Runway Alignment Indicator Lights

MIRL – Medium Intensity Runway Lights

MNT - Monitor, monitoring or monitored

MU – Friction value representing runway surface conditions

NA – Not Authorized

NTAP – Notice to Airmen Publication

ORIG – Original

PRN – Pseudo Random Noise.

RVRM – Runway Visual Range Midpoint

RVRR – Runway Visual Range Rollout

RVRT – Runway Visual Range Touchdown

SAA – Special Activity Airspace

SSALR – Short Approach Lighting System with Runway Alignment Indicator Lights

STAR – Standard Terminal Arrival

TFR – Temporary Flight Restriction

VASI – Visual Approach Slope Indicator

WAAS – Wide Area Augmentation System

WID – Wide or width

UNICOM – Universal Communication

USPS – United States Postal Service